Landscape as a Connection – Beyond Boundaries

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Landscape as a Connection – Beyond Boundaries

Master Thesis used in this research are:

1 MARIĆ, Tamara (2011):   *Landscape Planning of Split Urban Peripheries – Walking Choreography, Visual Illusions and Waiting Areas*
2 RADIĆ, Ksenija (2011):   *Osijek Garden Grid – Transformation of Urban Peripheries*
3 KOZINA, Petar (2012):   *Zadarski procesijun*
4 NEJAŠMIĆ, Nera (2012): *Interweaving of Urban and Natural Scenery of the Island of Brač* [together with the Study of Design]
5 PERANIĆ, Marija (2012): *Redefining the City Coast of Rijeka*
6 SELAK, Ana (2012):   *Zagreb and Sava - Connecting Networks of Urban and River Landscape*
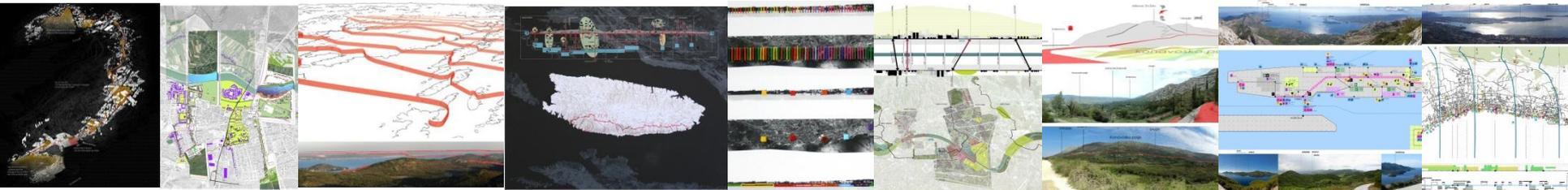
Research Projects from Landscape Architecture Workshop at Master Study used in this research are:

7 MILIĆ, Marija (2010/11): *Konavle-Reactivation of Railroad*
8 PAVIĆ, Dijana (2010/11): *Napoleon's Road of Pelješac - Touristic and Recreational Route*
9 BATINA, Iva (2011/12):   *Kaštela – Urban Development of Coastal Areas*

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1 AIRSCAPES
Highline

2 LINEAR PARKS ALONG OR ABOVE INFRASTRUCTURE

3 WATERFRONTS

New York High Line, phase 1 2009, James Corner with Diller Scofidio+Renfro; Barcelona La Sagrera Linear Park, 2011, West 8; Madrid Rio
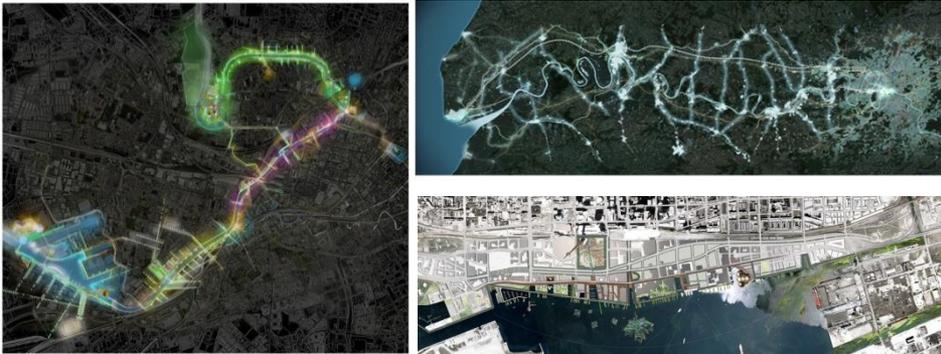
Manchester Irwell City Park, 2010, FoRM ass.; Grand Paris Axe Seine, 2009, Antoine Grumbach; Toronto Waterfront, 2009, West 8
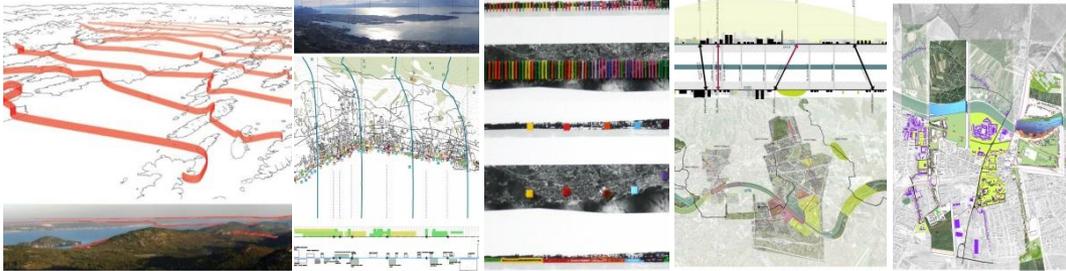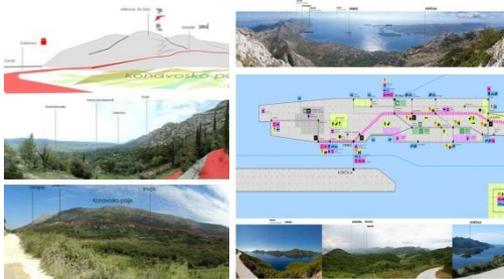

1 AIRSCAPES
lungomare

2 INFRASTRUCTURAL RE-USE

3 WATERFRONTS
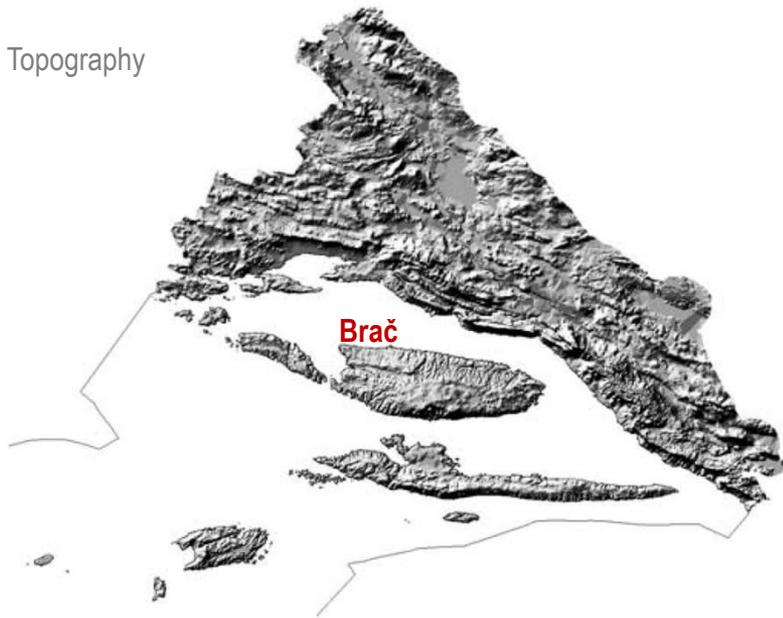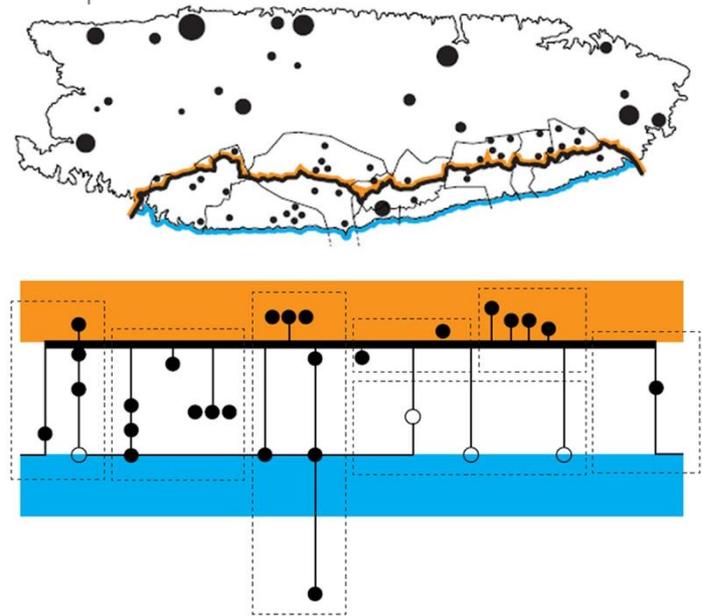
Lungomare Airscape – Island of Brač

Topography

Brač

Concept
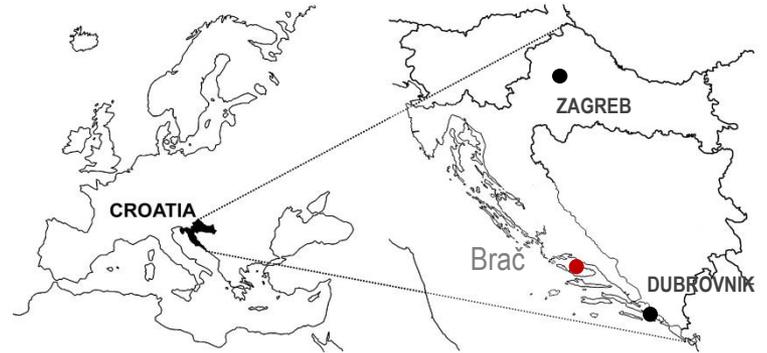
Island with urban settlements mainly located in the north part, and one bigger urban settlement in south due to demanding topography. Therefore lungomare is dislocated on to the hills creating Brač lungomare airscape system of pathways, nature and heritage.

Connecting south administrative units result is in the benefit of all units in preservation and presentation of landscape and heritage, the same as the benefit in economy through tourism, vista and recreation.

Exhibition and lectures to the local people have had very positive results.

Legend:

- PANOVA VIDILICA
- PATHS
- NATURE- SEA AND FOREST
- SECTION
- HERITAGE
- LES FOLLIES
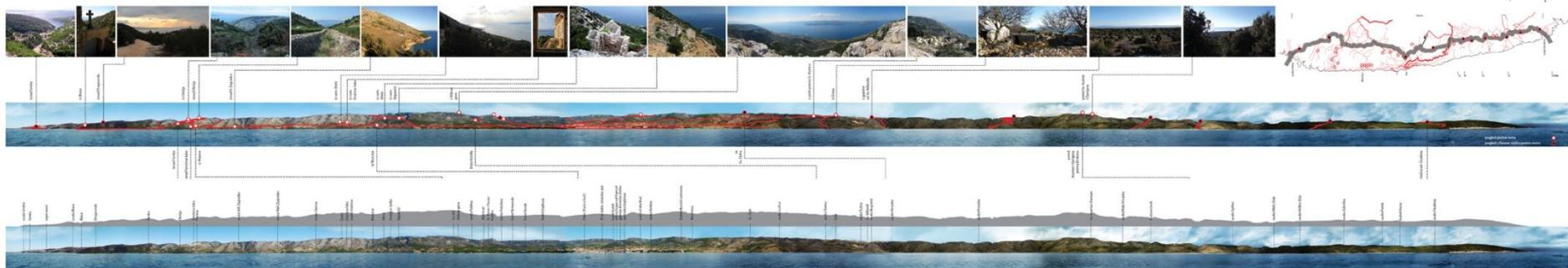
N. Nejašmić

Infrastructural Re-use vs Airscape – comparison Brač vs Pelješac vs Konavle
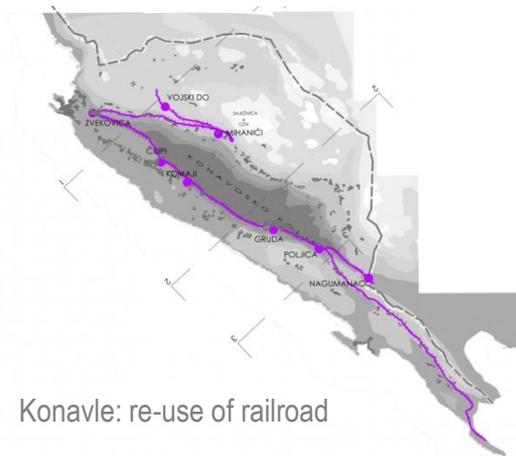
Konavle: re-use of railroad
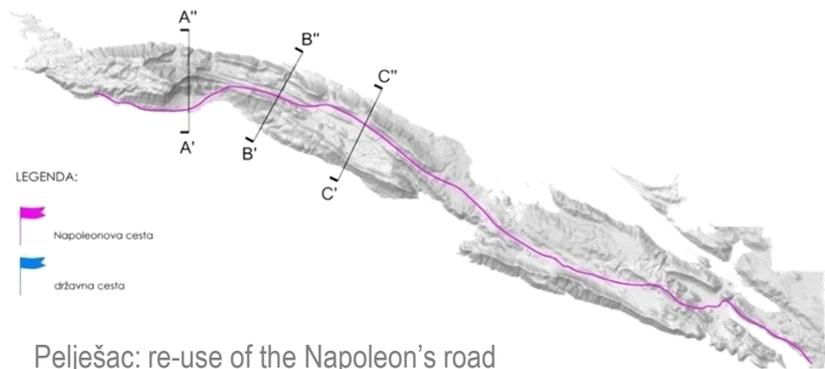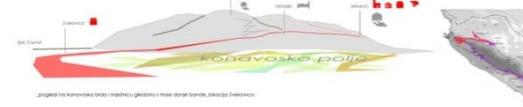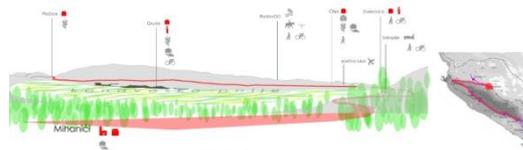
Pelješac: re-use of the Napoleon's road

LEGENDA:

- Napoleonova cesta
- državna cesta

ZAGREB

Brač
Pelješac
Konavle
DUBROVNIK
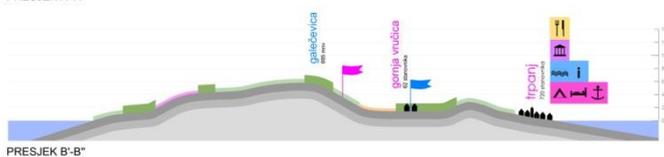
Brač
– re-use of some roads and paths through re-design
– CONNECTING ISLAND

Pelješac
– re-use of Napoleon's road
– CONNECTING PENINSULA

Konavle
– re-use of railroad
– CONNECTING REGION

Graduate students with the projects for Pelješac and Konavle were a part of the summer school of Dubrovnik 2012 with the lectures and participation in workshop study.

# Zadar **Urboarchipelago**

Concept
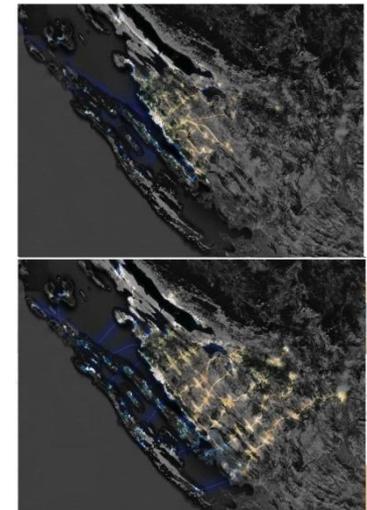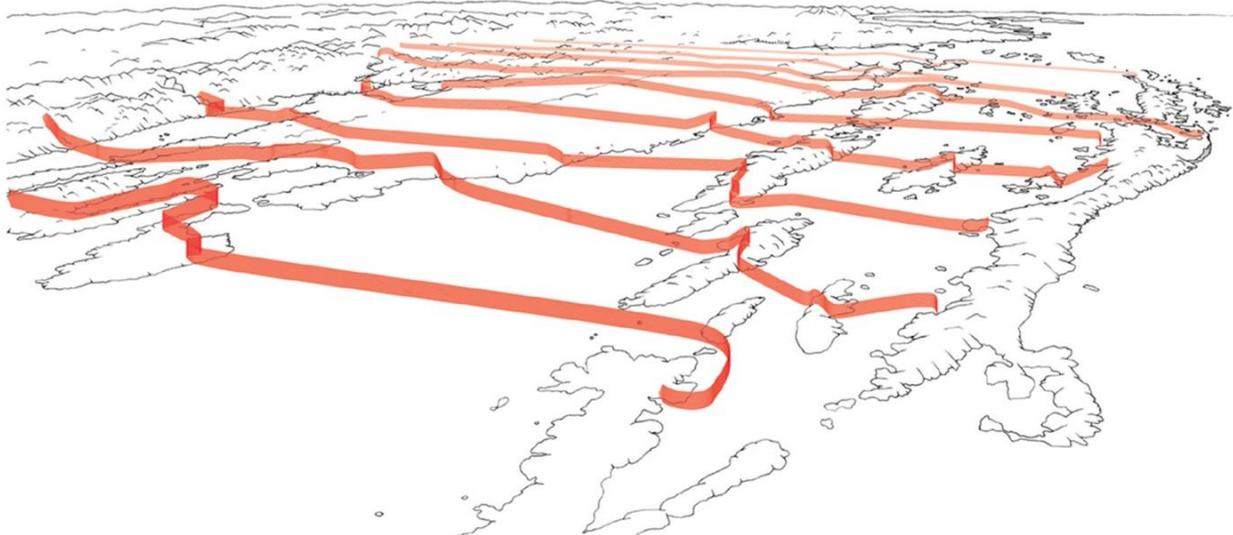
Research of historical and urban processions and migrations are redirected into a strata landscape.
Zadar Urboarchipelago is a system of hinterlands, mainlands, coasts and islands.

Zadar **Urboarchipelago**
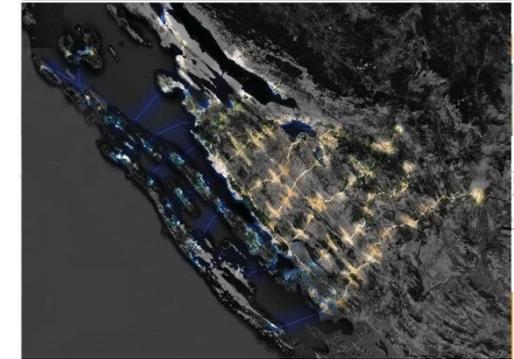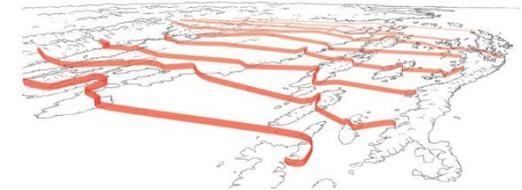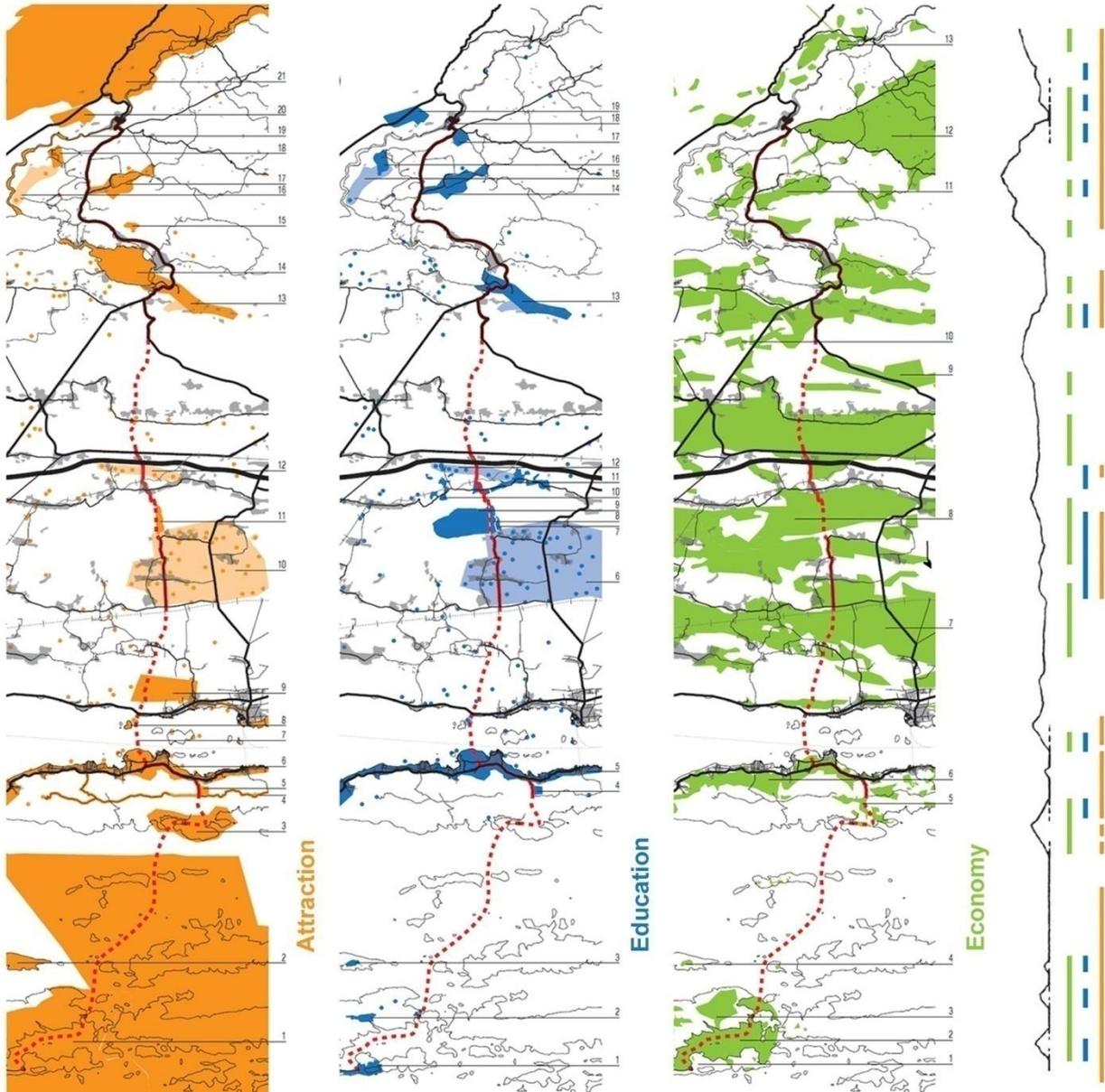
Each strata is defined through 3 scenarios: by planning the places of attraction, education and economy.
By connection of all waterfront layers and elements administrative boarders disappeared and real Regional Planning is possible.

The main result is dealing with the problem of disconnection of numerous islands from the mainland in Croatia.

At the presentation of this work the city's office for urban planning in Zadar was very interested into the way of thinking about the region.

Attraction

Education

Economy

Waterfronts in Croatia – Comparison of Adriatic and Continental part:
## linear city of Kaštela and the urban port of Rijeka vs the city of Osijek and the state capital of Zagreb

Kaštela

Rijeka

Osijek

Zagreb

Rijeka Zagreb Osijek

Kaštela DUBROVNIK
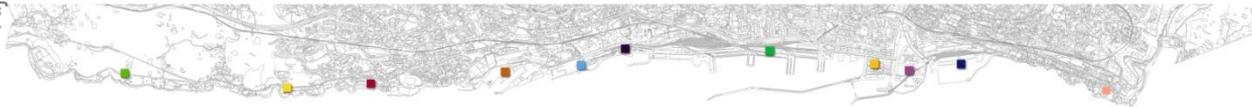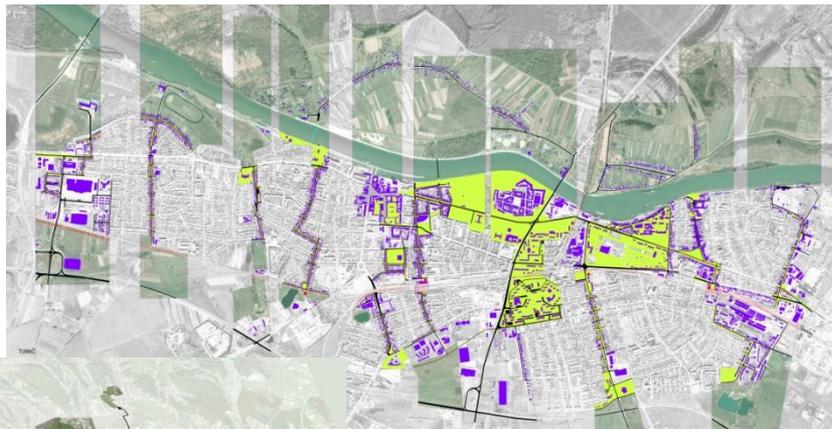
Waterfronts of the sea, rivers and lakes are in general very important topic for Croatia urban planning.
Waterfront line and the connections across the rivers are differently treated in the cities. These specifics are the main part of the solutions for the urban waterfronts.

Student with the waterfront of Kaštela was a part of the international summer school 2012 as a part of the project 7 bisera – promenade of the linear city with 7 settlements. There are great efforts for this project of promenade's realization in the last two year.
http://www.7bisera.info/

Waterfronts in Croatia – linear city of Kaštela and the urban port of Rijeka

Kaštela

Rijeka
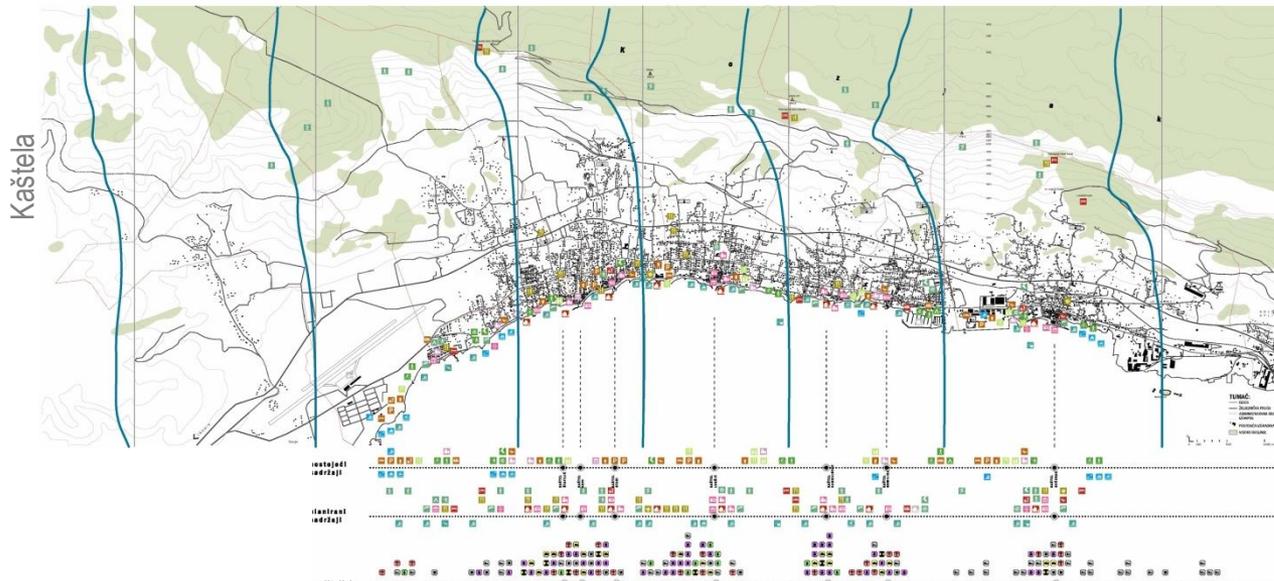
City of Kaštela consists of 7 settlements along the sea cost of Kaštelan bay – from the UNESCO protected city of Trogir (west) to the Solin (and the beginning of the peninsula city of Split). The promenade is designed trough the public places of the city which today are not used in such manner.

Rijeka has had a history in which the port was economy for the city and not the space for public usage. Now this area is opened to new usage and the planning should be done in the whole city. Multi-layered frames are created for this purpose.

Osijek - Rebounding

Zagreb – River and City landscape
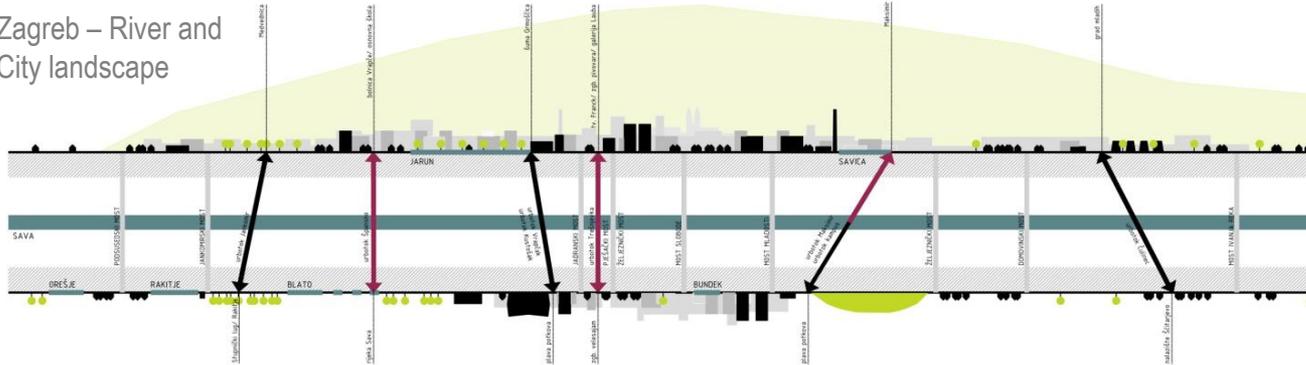
Osijek is a city situated on only one river bank. This rare situation is in this project preserved for the future city development by planning the landscape. Empty places are bonding the city and the other side across the river of Drava.

Zagreb was for long the city away from its river Sava. In the middle of 20th c. the city has cross the river with the new modern city settlements in the spirit of modern urban planning. Since then river is not much more the part of the city. Idea of this project is that the landscape of the river stays preserved but for its parts to be activated through the city connection paths.

The city of **Split**

Trogir

http://www.trogironline.com/hr
http://www.portal-trogir.com/

Salona

Diocletian's Palace

ZAGREB

Split

DUBROVNIK

KAŠTELA

SOLIN

Salona - Archeological Park

Marijan Peninsula
Marjan Park Forest

SPLIT

TROGIR

Diocletian's Palace

1914

1996

KAŠTELA

SOLIN

Salona - Archeological Park

TROGIR

Marijan Peninsula
Marjan Park Forest

SPLIT

Diocletian's Palace
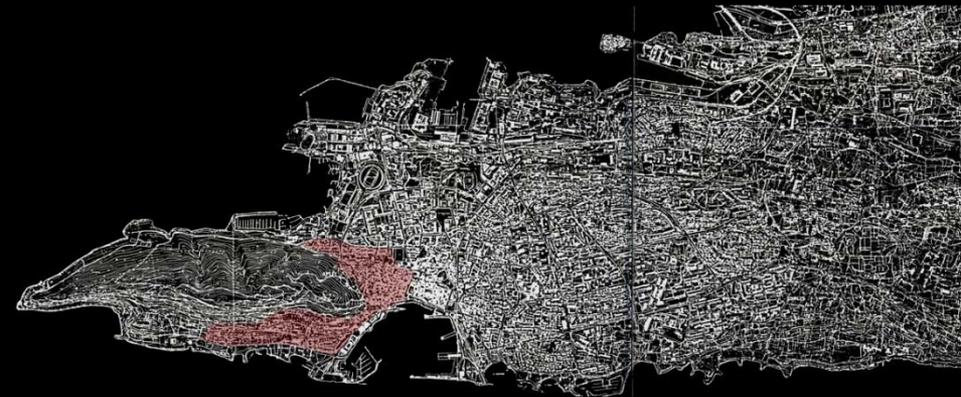
1914
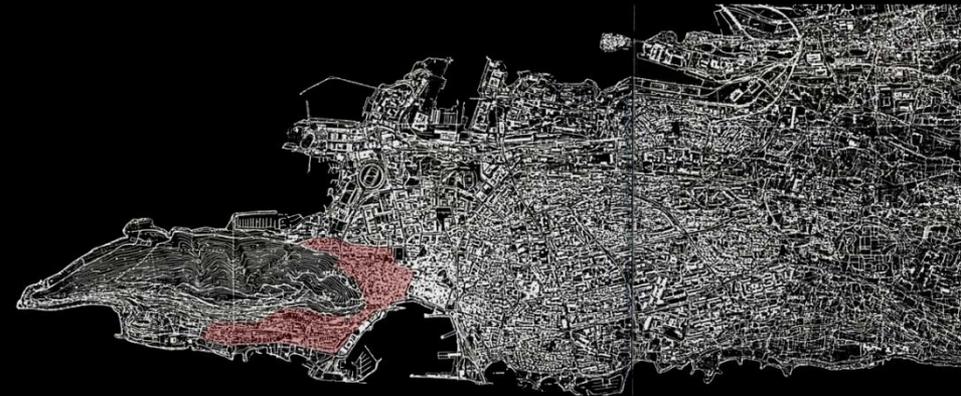
1996

Because of the rapid expansion, opened areas of the city have been reduced to minimum – leaving only the Marjan peninsula as recreational hill in the city.
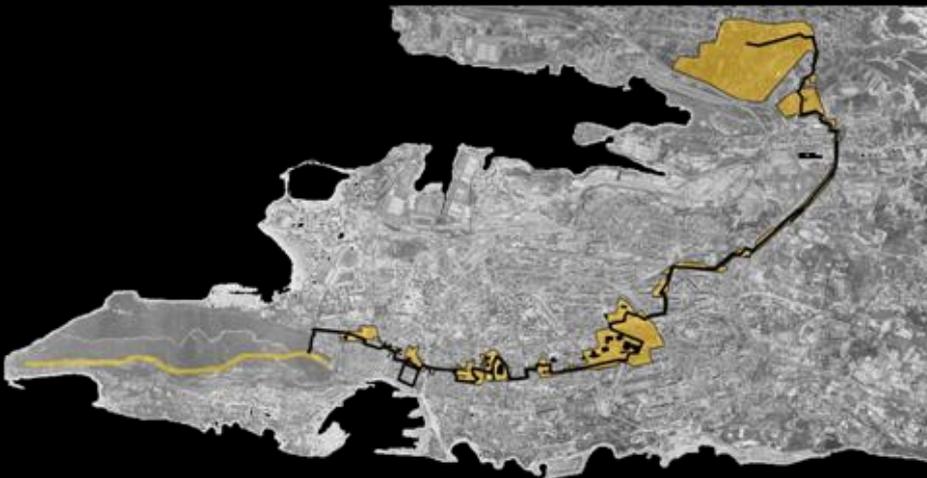
Therefore the Landscape of the city was planned through the middle of peninsula connecting Marjan and Diocletian's Palace with Salona and Diocletian's aqueduct.

Landscape of the city of Split

Landscape of the city is created through the minimal interventions of:
new usage, creating shades or re-designand
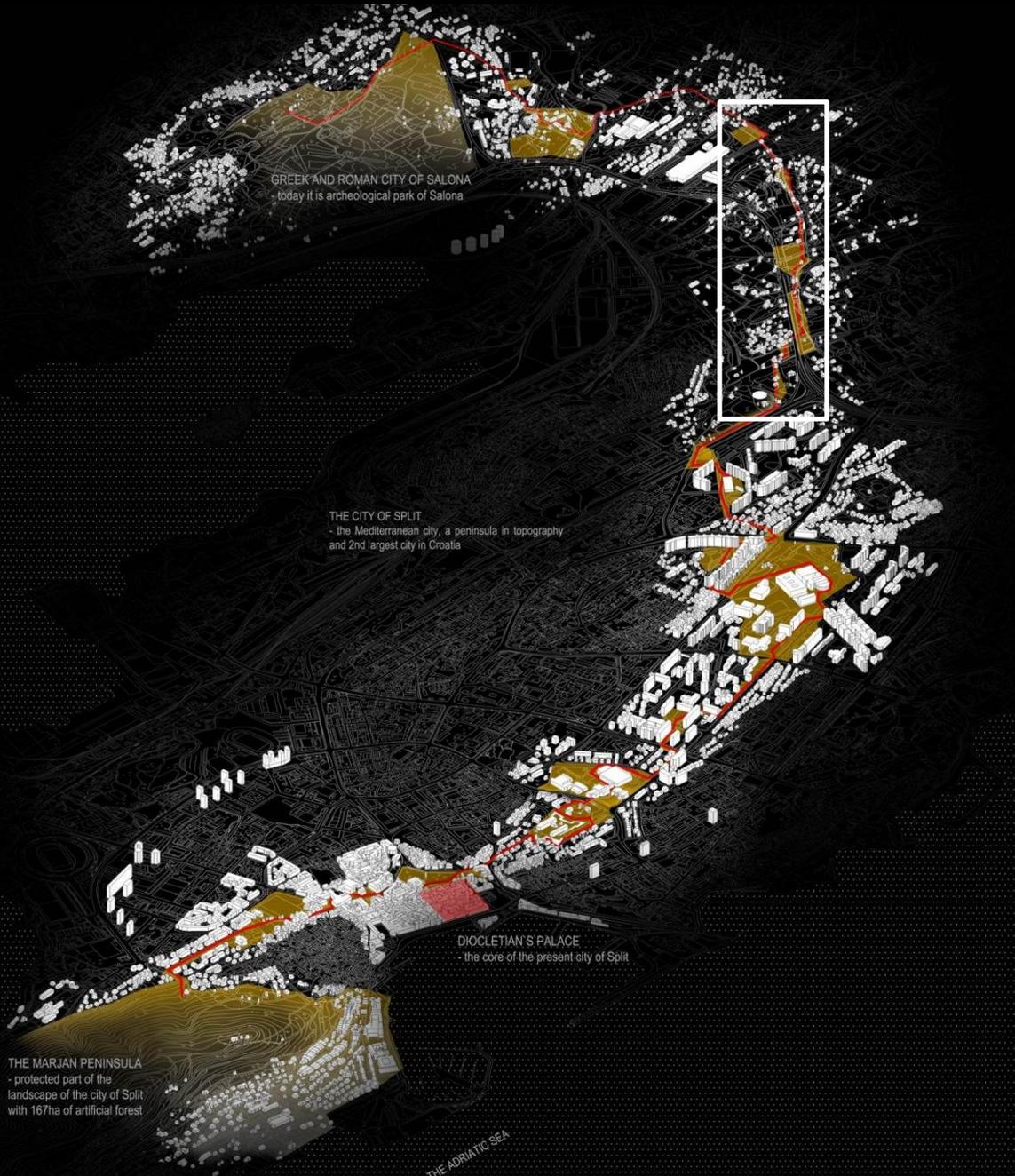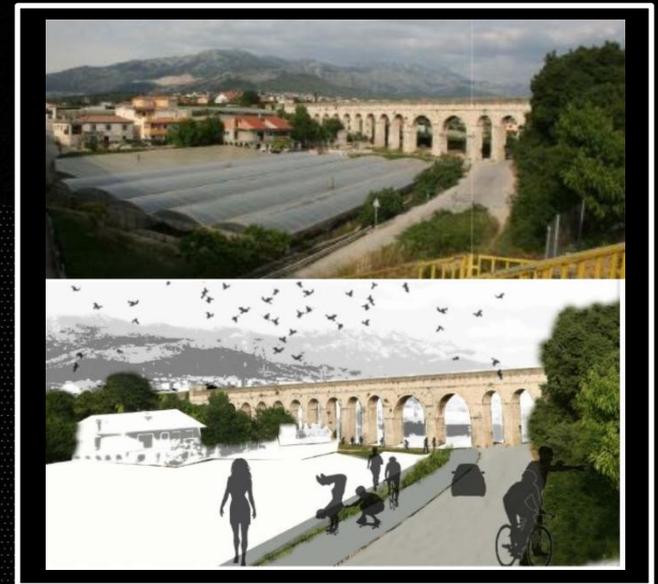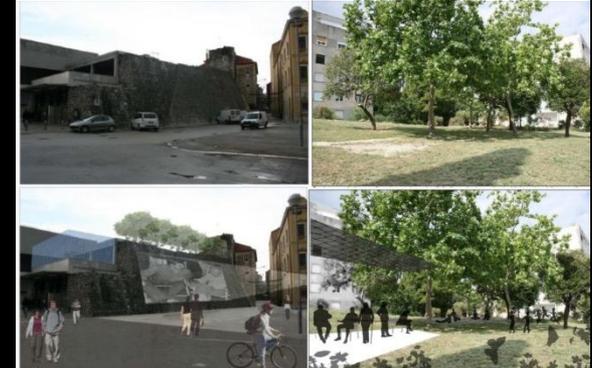
And only one bigger project is planned:
Aqueduct park.

THE PULSE OF THE CITY OF SPLIT
LINEAR LANDSCAPE OF THE CITY

main pedestrial movement
other pedestrial ways
public transport
bicycle route

• existing bus stations
◎ new bus stations
↙ places of sightseeing with bench, binoculars and information board
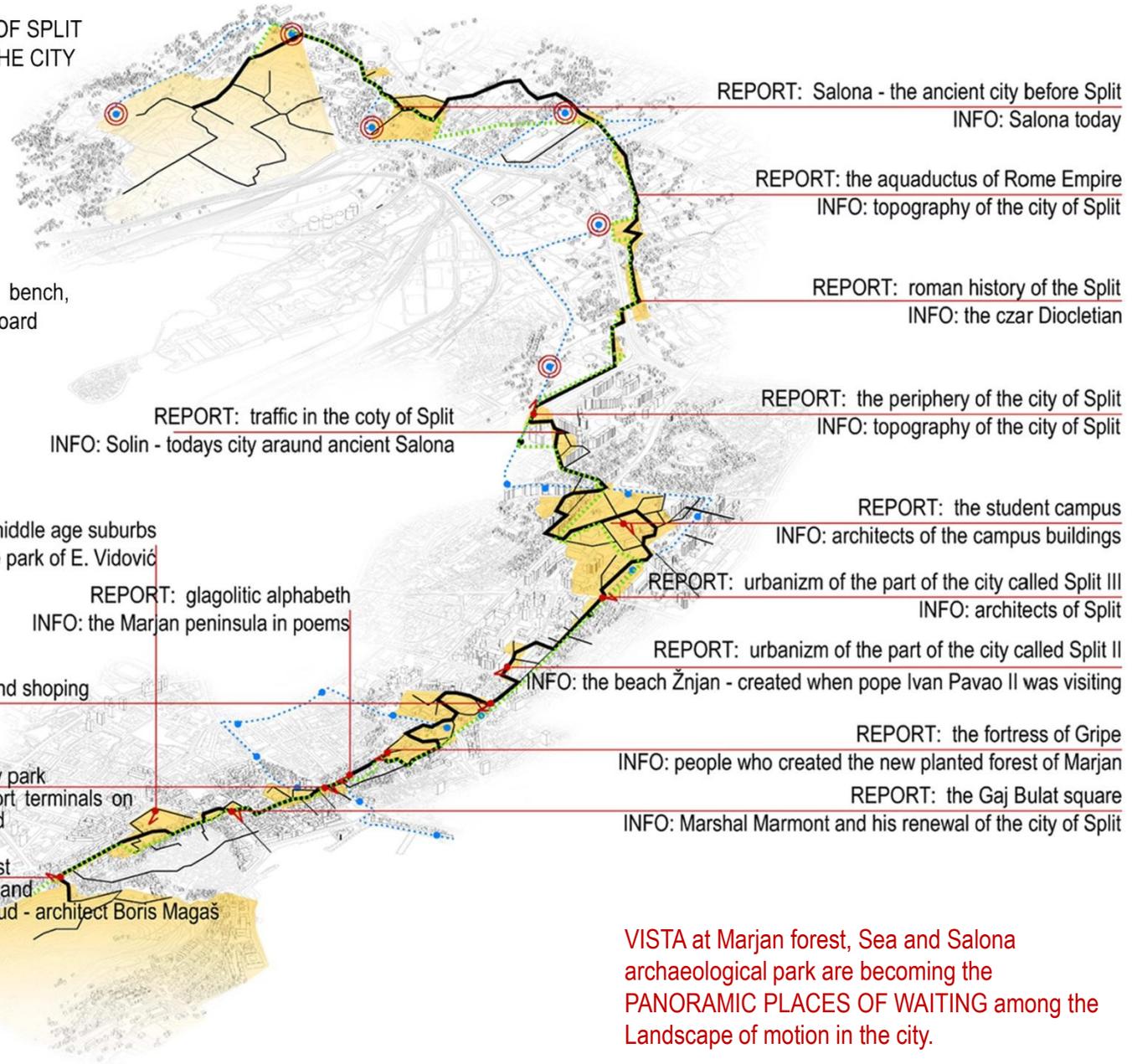
REPORT: Salona - the ancient city before Split
INFO: Salona today

REPORT: the aquaductus of Rome Empire
INFO: topography of the city of Split

REPORT: roman history of the Split
INFO: the czar Diocletian

REPORT: the periphery of the city of Split
INFO: topography of the city of Split

REPORT: traffic in the coty of Split
INFO: Solin - todays city araund ancient Salona

REPORT: the student campus
INFO: architects of the campus buildings

REPORT: middle age suburbs
INFO: the park of E. Vidović

REPORT: urbanizm of the part of the city called Split III
INFO: architects of Split

REPORT: glagolitic alphabeth
INFO: the Marjan peninsula in poems

REPORT: urbanizm of the part of the city called Split II
INFO: the beach Žnjan - created when pope Ivan Pavao II was visiting

REPORT: the Gripe Center-sports and shoping
INFO: the fortress of Gripe

REPORT: the fortress of Gripe
INFO: people who created the new planted forest of Marjan

REPORT: historical city walls and city park
INFO: Split as a city with 3 transport terminals on one place - bus, railway and harbourd

REPORT: the Gaj Bulat square
INFO: Marshal Marmont and his renewal of the city of Split

REPORT: the Marjan peninsula forest
INFO: tunnel under the Marjan forest and stadion of football team Hajduk - Poljud - architect Boris Magaš

VISTA at Marjan forest, Sea and Salona archaeological park are becoming the PANORAMIC PLACES OF WAITING among the Landscape of motion in the city.

Categorizations of Landscape connections is not mutually exclusive but rather mix of them in different ways

SPLIT - Landscape as a connection throughout:
- AIRSCAPE   – viewpoints and vista
- INFRASTRUCTURAL REUSE   – of roads, paths and places of
                                                     history, recreation and culture
- WATERFRONT   – orientation and vista
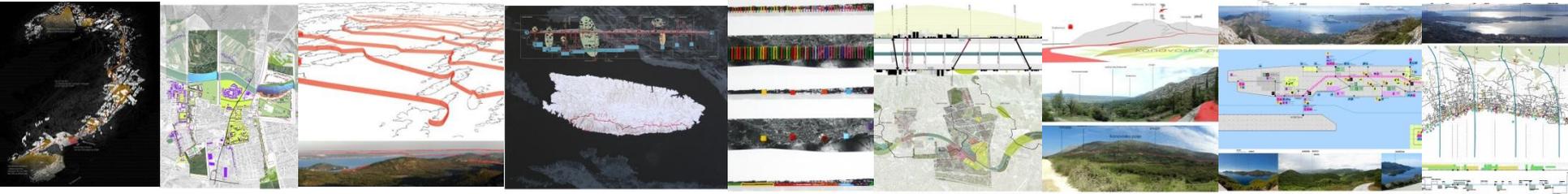
Connections with Landscape create new boundaries
 – based on the logical and natural reading of the space context not only the administrative division in order to gain benefit for all – nature and heritage protection as if for economy and urban development

CONNECTION – in Split:
- MARJAN   – The landscape centre of city
- DIOCLETIAN PALACE   – The centre of city
- SALONA   – The historical and cultural core of city
– this connection brings more value to the UNESCO heritage of Diocletian palace and is the solution for problem of archeological heritage of Roman large city of Salona