

# Themes Quarters Projects



## **A unique high-rise**

At Elbbrücken HafenCity is striking out in new directions – with a striking sculptural tower

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Europe's largest locally oriented innovation project for car-sharing and electric mobility

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Digging out of the building site began in early 2017, only then can construction begin

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## Status of development

- 01 Baumwall subway station (U3)
- 02 Jungfernstieg
- 03 Binnenalster
- 04 Town Hall
- 05 Speicherstadt (historic warehouse district)
- 06 Mönckebergstrasse (prime shopping location)
- 07 Messberg subway station (U1)
- 08 Main rail station
- 09 Hamburger Kunstmeile (museum mile)
- 10 Kehrviwerspitze built 1996-1999
- 11 Elbphilharmonie concert halls, hotel, living, parking
- 12 Traditional Ship Harbor
- 13 Marina at Grasbrookhafen
- 14 Schools: primary school at Sandtorpark, primary school at Baakenhafen and secondary school at Lohsepark
- 15 Kühne Logistics University/ MSH Medical School Hamburg
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- 19 International Maritime Museum of Hamburg
- 20 denk.mal Hanover Railroad Station
- 21 HafenCity University subway station (U4)
- 22 Sports ground in HafenCity
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- A Am Sandtorkai/Dalmannkai Quarter living and working at Sandtorhafen/Traditional Ship Harbor
- B Am Sandtorpark/Grasbrook Quarter living, working and school by the park
- C Brooktorkai/Ericus Quarter living and working at central entry to HafenCity
- D Strandkai Quarter living and working at Strandkai
- E Überseequartier HafenCity's heart with shopping, culture, entertainment, offices and homes
- F Elbtorkartier knowledge quarter with HafenCity University, Elbe Arcades, working and living
- G Am Lohsepark Quarter
- H Oberhafen Quarter creative and cultural quarter
- I Baakenhafen Quarter living, leisure and work between double waterfronts
- J Elbbrücken Quarter metropolitan, business and residential neighborhood

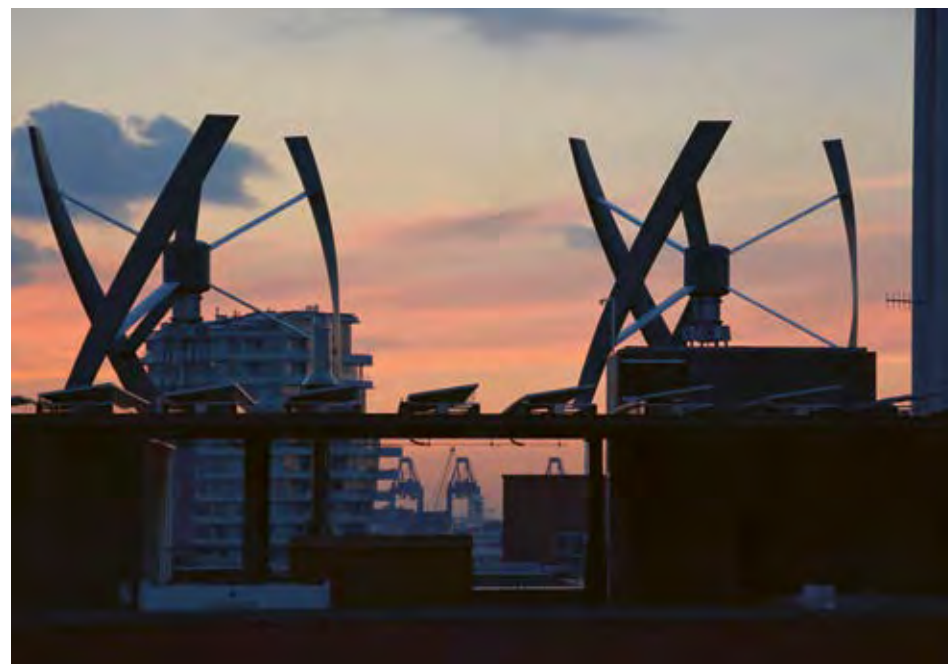
- completed
- under construction/ preparing to build
- sites allocated
- tender/ready for allocation
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Completion: by early 2018 a new landmark will embellish Elbtorquartier: a waterside office tower about 70 m high with 18 stories



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Elbbrücken neighborhood: bids for the next plots are out to tender. This will be a very urban place of innovation with first-rate infrastructural connections



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denk.mal Hanover Railroad Station: the inauguration of the central historic place of remembrance is on May 10 2017

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Building starts: construction gets under way in the central neighborhood zone of southern Baakenhafen. The sustainable “urban village” in the midst of the big city is taking on contours







The excavators roll. Cranes rotate in the air. The sound of hammering and drilling is everywhere. Many parts of HafenCity simultaneously resemble an enormous building site in spring 2017. That is no surprise, given that a total of nine new projects accounting for 180,000 sqm gross floor area (GFA) are under construction. This includes the last plot in northern Überseequartier, the huge site of the Watermark, Freeport and Shipyard building ensemble with its soaring 70 m tower, as well as the first projects in Baakenhafen neighborhood. Work on another 320,000 sqm GFA will be under way this year when construction begins on Strandkai residential building, including two high-quality residential towers (encompassing around 500 apartments); on the central neighborhood area of Baakenhafen quarter, as well as southern Überseequartier. In terms of its intense mix and size of realization, the latter is unparalleled internationally. Twenty-three percent of the space provided will go to retailing premises, with the rest for gastronomy, entertainment, offices and hotel space, as well as around 1,100 apartments and some 6,100 job opportunities.

But that is far from everything. In eastern HafenCity we will be seeing another face of the city of the future in just a few years: a highly urban place of innovation, with superb infrastructural connections. Then at the latest it will be clear to everyone that intelligent urban development can never be achieved simply by keeping on building a city. The crux is to achieve an effective transformation of the city with all of its aspirations – from urbanity to sustainability, through to its function as a driver of innovation. At the moment the foundations are being laid for this in the eastern neighborhoods of HafenCity, where the next residential and commercial buildings are in planning with high ecological requirements and ambitious concepts for sustainable mobility. On its own, the easternmost and largest quarter of HafenCity, Elbbrücken, comprises a newbuild volume of 560,000 sqm GFA. It entails potential for 13,000 jobs, as well as enormous possibilities as an attractive residential location with some 1,100 homes. So far options to plan have been granted on three projects. More will follow in coming months. In addition to a joint center for prevention to be built for the employer liability insurance associations BGW and VBG, for which an archi-

tectural competition is in process, the international photovoltaics company Enoparc is also realizing a corporate headquarters. The innovative building concept will integrate employee start-ups and ambitious sustainable standards. OVG Real Estate GmbH is also realizing an innovative “high-tech smart building” featuring the highest standards of digitization and sustainability, representing an outstanding growth environment.

And finally, HafenCity is treading new paths on the easternmost point of the quarter, next to the Elbe bridges. A new southern entrée to the inner city is a possibility in the shape of an imposing, sculptural high-rise. Its possible uses could include office, hotel, public amenities and even residential. Options on this internationally superlative project could still be awarded before the end of 2017.

Last of all a word on our behalf: just as Hamburg's HafenCity today is different from what it was in the early phases – no longer predominantly building sites, but also a vital, culturally diverse home to 2,800 residents, a workplace for another around 12,000 people in over 730 businesses, as well as a place of learning for 5,000 students; In the same way that its planning and conceptional fundamentals evolve continuously while HafenCity Hamburg GmbH is generating innovative ways forward for its urban development; so communication of the new city is developing further. In this connection, HafenCity's corporate identity, its successful public face for more than 15 years, has been critically examined to see whether its appearance has kept up with the times and is fit for the future and the corporate design updated correspondingly. In your hands you are holding the result of what was far more than an esthetic process: the 27th edition of our main information brochure “Themes. Quarters. Projects.” We hope you have an enjoyable and informative read.

Your  
HafenCity Hamburg GmbH

*J. Bruns-Berkeley*





# About HafenCity

Europe's largest inner-city urban development project as a blueprint for the new European city on the waterfront

In developing a new urban area on the Elbe, Hamburg is setting new standards in Europe and beyond as an ambitious integrated urban development, answering both local needs and global requirements. On an area of 157 ha, a lively city with a maritime feel is taking shape, combining workplace and residential uses, education, culture and leisure, tourism and retailing – in a way that is quite unlike downtowns dominated by offices and shops. What sets it apart from many other major international urban waterside development projects is the area's very central location and the high expectations of quality reflected, for instance, in its fine-grained mix of uses, urbanity concept and ecological sustainability, its social mix and potential for encounter, and many smaller and larger innovations. The intensive interaction between land and water can also be regarded as unique, for despite the risk of occasional flooding, HafenCity is neither surrounded by dikes, nor cut off from the water. Instead, with the exception of the quays and promenades, the whole area will be raised to between 8 and 9 m above sea level. The concept of building on artificial compacted mounds (warfts) lends an area once dominated by port and industrial uses a new, characteristic topography, retaining access to the water and the typical port atmosphere, while guaranteeing protection from floods.

## New urban concept for a waterfront

The aims of HafenCity development are very extensive. A new city area by the water is to be defined through its urban layout, architecture, inherent uses and identities, as well as emotionally. There are various reasons why HafenCity consists almost exclusively of new buildings: first of all, the need for flood protection called

for creation of a new urban level provided by the raised "warft" or compacted mound concept, which included new infrastructure. Additionally, with the exception of a few distinctive buildings, the site of HafenCity was once largely occupied by single-story sheds. Few of these could be retained or were worth preserving, as in Oberhafen. Thus more than 2.4 million sqm gross floor area (GFA) is to be constructed. Around 7,000 residential units for over 14,000 residents are being built, as well as business premises offering in excess of 45,000 job opportunities



Land and water are closely interlinked in HafenCity and lend the cityscape its special character



(of which 35,000 will be in offices), plus educational institutions, restaurants and bars, retail, cultural and leisure amenities, with parks, plazas and promenades – after overall completion, 80,000 visitors per day are expected.

The point of departure for the urban planning and architectural reinterpretation of the place, however, centers on Hamburg's established structures. Its milieu is informed by the Speicherstadt, the characteristic harbor basins, a few existing buildings and, importantly, its horizontal nature and the visual axes of the inner city. The use of red clinker brick opposite the Speicherstadt and in the center of HafenCity is another defining element.

### Development from west to east

HafenCity is being developed from west to east and from north to south – 62 projects are completed and another 70 under construction or in the planning stage; deals through sale of land or exclusive options have been closed on around 1.29 million sqm GFA. The new district's urbanity is already very noticeable in the western neighborhoods. In the meantime, HafenCity has established its popularity as a place to live and work. Well over 1,800 living spaces have been completed; more than 500 companies have moved into HafenCity. In 2017, companies such as Engel & Völkers, nearing completion of its new company headquarters in western HafenCity, or OVG Real Estate, planning high-tech smart buildings in Elbbrücken, are creating new sustainable and integrated worlds of work.

In 2009, Am Sandtorkai/Dalmanndai led the way as the first completed neighborhood in HafenCity's development. The beginning of 2017 saw the opening of Hamburg's outstanding and internationally applauded new Elbphilharmonie Concert Hall, designed by Herzog & de Meuron, which sits atop the historic Kaispeicher A warehouse building. The new Hamburg landmark accommodates two concert auditoria, a five-star hotel and around 45 apartments. Close by, completion of the second large neighborhood, Am Sandtorpark/Grasbrook, popular with many young families, followed at the beginning of 2011. The first primary school with kindergarten opened here in 2009, followed in 2013 by the popular Grasbrook park – primary school children were also involved in its design. Meanwhile, on Strandkai to the south, the first buildings completed there in 2009, Unilever headquarters and the Marco Polo Tower, an ensemble of office building and residential mul-

tistory, won multiple awards. At the same time, the first open spaces directly adjoining the River Elbe were opened up.

Now, on the site to the east, Engel & Völkers' new corporate head office, incorporating residential construction, will be ready by early 2018, while building works for the last large unbuilt site in western HafenCity, western Strandkai, get under way in mid-2017. The ensemble will include two towers and several seven-story buildings providing nearly 500 apartments. Fin-



With the advent of HafenCity, the land area of Hamburg City grows by 40 percent. South of the historic Speicherstadt, a completely new inner-city district is emerging, a mix of living, working, learning, cultural, recreational, tourist and commercial uses (photo shows status in summer 2016)

ished in 2011, Brooktorkai/Ericus neighborhood is the location of the two largest office users in HafenCity so far, DNV Germanischer Lloyd and the Spiegel group.

In northern Überseequartier more than 500 residents have moved in already, many shops and services have opened along Überseeboulevard and it is popular for corporate premises. The U4 subway started regular services to Überseequartier station in December 2012. After Unibail-Rodamco assumed responsibility for

overall development and realization of southern Überseequartier, the whole utilization concept and urban structure plans were thoroughly reworked in 2015, with new architectural designs for all 11 buildings. Since early 2017 preparation of the building site has been under way, paving the way for construction. By 2021 the site will probably have become Europe's largest integrated real estate project, offering a total of around 270,000 sqm GFA for retailing, restaurants and bars, a hotel, entertainment, offices, residential and the new cruise terminal.



Making for new shores

In Elbtorkwartier, where the International Maritime Museum opened in 2008 in the historic Kaispeicher B warehouse building and which has been home to the Ecumenical Forum since 2012, around 2,500 students moved into the new HafenCity University (HCU) building on the Elbe embankment in April 2014. Since August 2013, U4 subway services have been serving HCU's dedicated subway stop, while the flood-protected arcades of the Elbe Arcades and the pier skirting Magdeburger Hafen basin have become a popular meeting place. Adjacent to HCU, the Freeport, Watermark and Shipyard ensemble of buildings will be finished by 2018, comprising a 70-meter office block, and housing further residential and office buildings.

And in Am Lohsepark neighborhood, oil corporation Marquard & Bahls moved into its new corporate headquarters on Shanghaiallee in late summer 2016. Lohsepark itself has been finished since July 2016 and has become a popular meeting place for residents and other Hamburgers. At the same time, the part of the denk.mal Hanover Railroad Station memorial that is integrated into the park was also inaugurated. The historic area of the memorial with its listed and partially preserved platform follows in May 2017.

While the next cultural and creative users move in by summer 2017 in Oberhafen, over in Baakenhafen, a dense mix of intensive residential and recreational uses with more than 3,000 apartments, green open spaces, workplaces and education and leisure center is taking

shape. Building work kicks off on a total five plots in 2017 alone around the central Lola Rogge square; two other projects are already under construction on the northern bank of the harbor. By the end of 2017 all planning options for all the neighborhood's residential plots will be in hand; many already under construction.

At Elbbrücken, HafenCity's easternmost neighborhood, the infrastructural contours of a densely built, highly urban residential and business district are gradually taking shape, in the wake of the successful conclusion of the urban planning and open space competitions for the area. The tracks of the U4 subway extension, whose 1.3 kilometers mostly run underground, are already being laid. At the end of 2018 the above-ground Elbbrücken station will be in operation. Because it will be linked by a glazed pedestrian bridge with another rapid transit (S-Bahn) station, also new, a new public transport junction will be created. Infilling of the site for Amerigo Vespucci square at the head of Baakenhafen basin is already in place; its opening is in 2019. Real estate development is under way, with acquisition of developers; architectural competitions are in progress. During the course of 2017 further plots will be put out to tender and options to plan granted.

Development process

Since 1997, HafenCity Hamburg GmbH (until 2004 known as Gesellschaft für Hafen- und Standortentwicklung – GHS) has been pulling the strings, overseeing all aspects of HafenCity's development as the city's manager of

development, property owner and developer of infrastructure. Since October 1, 2006, the HafenCity area has had so-called priority area status: all zoning plans are discussed by the Commission for Urban Development set up for this purpose, representing all political parties in Hamburg's City Parliament. Building permissions are granted by the Urban Development and Housing Ministry. Since the aim is to set international standards for conceptual and architectural quality, it is very important to attract developers and users willing to cooperate in setting high-quality benchmarks and in treading innovative paths. Tenders are invited for plots scheduled for residential use; the competition result is decisive. It is not the highest bid that succeeds – the crucial factor for awarding the contract is the quality of the use concepts submitted. Sites for office buildings, on the other hand, are not generally processed this way. Instead, companies planning to staff 60–70 percent of a building or site for their own purposes can apply to HafenCity Hamburg GmbH.

However, whatever the type of land use, the necessary ratification by the Land Commission is followed by an exclusive option period with an obligation to plan. Then the builder/user, in agreement with the Ministry and HafenCity Hamburg GmbH, has to proceed in staging an architectural competition and preparing for building approval, and may also commission site surveys. Throughout this process, HafenCity Hamburg GmbH, the authorities and the buyer remain in constant dialog. The advantage of this process for the developer is that financing of the purchase price is postponed until after

the building permit is granted (and the purchase made); until then it has adequate time to hone the quality of its product, secure finance and perhaps acquire additional users. At the same time the city retains its ability to safeguard the building's quality by intervening during the development process which continues for one and a half years after award of the option. This ensures that the use concepts and time schedules originally submitted will be adhered to, since the purchase cannot go through until the building permit is received. In short: this encourages cooperative, exacting and reliable developer behavior – with both city and developer reducing risks and costs, optimizing quality. For Hamburg, HafenCity is not first and foremost a major real estate project in which individual projects need to be realized as quickly and efficiently as possible – it is the vehicle for achieving exemplary urban quality and defining the city anew for the 21st century. But this is by no means confined to urban planning, architecture or uses. Since continual adjustments are being made to the planning and concept for HafenCity, new facets are currently being applied to the concept of sustainability with regard to sustainable mobility, also making an important contribution to the necessary urban transformation strategy through HafenCity. Social sustainability and social resilience are other topics that are subject to ongoing strategic development. Thus today, HafenCity's most important task is to achieve a simultaneous definition of continuity in urban development and redefinition of the city for the Hanseatic City of Hamburg and its future.



HafenCity is made up of ten different neighborhoods



# The Masterplan: starting point for development

A flexible matrix of different urban neighborhoods as the point of departure for good urban development



The revision of the 2010 Masterplan urban planning concept for eastern HafenCity lends the whole area form and continues the success story of the western neighborhoods through to Elbbrücken (February 2017)

HafenCity is among the most outstanding urban development projects on the waterfront anywhere. Based on a sophisticated concept, it is expanding the area of Hamburg City by 40 percent. It also has spin-off effects for the existing city center, the whole of the Hanseatic city state with its 1.8 million inhabitants and its surrounding metropolitan region with a population of some five million. Hamburg’s identity as a maritime port city will be underscored in the process and HafenCity itself serve as a blueprint for the development of the European city of the 21st century. It is already regarded as a model for major international urban development projects, although its development timescale continues through to 2025/30.

### Masterplan 2000: the development framework

A masterplan approved by the senate of the city of Hamburg on February 29, 2000 has established itself as a successful development framework for HafenCity up to today. The document, which consists of plans and primary objectives, sketches out the basic goals of HafenCity development. It arose out of an international competition prepared by the then Urban Development Ministry and the GHS (today: HafenCity Hamburg GmbH). The convincing winning design was by the Hamburgplan team with Kees Christiaanse | ASTOC through its underlying principles of a fine-grained mix of a variety of uses, the many references to the existing inner city, a few selective, skillful urban planning interventions for special locations, as well as the flexible underlying framework of different city quarters. With a similarly broad range of urban typologies, the Masterplan has been instrumental up to today in realizing a total of ten neighborhoods with different characters.

The Masterplan was conceived from the outset as a flexible, updateable concept, designed to be refined and firmed up over the course of the planning and development process. Thus, for traffic, flood protection or open space planning it simply prescribes basic technical parameters which are continuously evolved: important elements in this context are urban planning and

landscape planning competitions, architectural competitions for individual buildings and infrastructure competitions for bridges, but also the function plan drafts, coordination procedures resulting from urban planning competitions. It also enables strategies to be set for building sustainability, the social mix, mobility and new uses.

### Prameters change. Masterplan revisited 2010

Over a period of ten years, the Masterplan with its concept for horizontal and vertical mixes of uses and flexible framework of disparate urban neighborhoods proved to be a good point of departure for redevelopment of former port areas south of the inner city. However, the document failed to offer an adequate planning basis for the three eastern quarters, Oberhafen, Baakenhafen and Elbbrücken. In addition, the underlying conditions there had altered considerably: whereas eastern HafenCity had been regarded initially as a suburban city area, it had evolved in the meantime into part of the new core inner city, partly due to new subway connections that had previously not been foreseen. For this reason the Masterplan was completely reworked between 2008 and 2010, then approved by the Senate as the Revised Masterplan in 2010.

Redefinition of the Masterplan was led by HafenCity Hamburg GmbH in conjunction with the then Hamburg Urban Development and Environment Ministry as well as the principal authors of the original Masterplan, Kees Christiaanse, with ASTOC. At the same time there was intensive public discussion, with a program of more than 40 events. Since then the reworked draft has been honed increasingly in further phases (urban design competitions, open space competitions, zoning plans and architectural competitions by private building companies).

### Eastern districts with distinct identities

Compared with western and central HafenCity, the three eastern neighborhoods (Oberhafen, Baakenhafen and Elbbrücken) are spatially more isolated and less integrated into the existing city. Their proximity to transport routes also calls for special noise protection planning. But



this also creates opportunities to give the eastern neighborhoods individuality: Am Baakenhafen will become an intermixed “city for everyone”, a residential and leisure neighborhood, offering several thousand job opportunities; Oberhafen will become the creative and cultural quarter, and Elbbrücken an urban residential but primarily business locality, home to new highly innovative worlds of work.

Thanks to the revision of the Masterplan, it is possible to realize much more useable space throughout HafenCity: due to the intense building density and the relocation of large port businesses, the total gross floor area (GFA) realizable increased from 1.5 million to 2.4 million sqm. Land reclamation at the eastern end of Baakenhafen harbor basin and for its green peninsula also boost overall land area from 123 to 127 ha.

### Many more homes to be built

Reworking of the Masterplan also means that a much higher number of homes can be built. Since more than 3,000 housing units will be built in Baakenhafen and Elbbrücken alone, the total number of homes in HafenCity increases from 5,500 to over 7,000. As a result, possibilities for increasing the social mix have been strengthened and joint building ventures now receive more consideration in site tenders and, since 2011, one third of residential space developed is publicly subsidized. An additional primary school, two secondary schools, as well as several more kindergartens will also enhance HafenCity's attractions as a place for families to live. The number of potential jobs also rises markedly, with the increase from 40,000 to 45,000 primarily generated in leisure, retail, catering and hotels.

The leafy character of HafenCity has also been intensified. Squares, small and large, linked together underline urban spatial integration. Lohsepark, HafenCity's central public park, extends down through Baakenhöft park to the River Elbe. In the south, an Elbe promenade encourages people to stroll on to Entenwerder island, and Baakenpark, an artificial green play and leisure peninsula, will enhance Baakenhafen neighborhood. Public open spaces throughout HafenCity now cover an area of more than 28 ha, compared with the initially planned 24 ha (not counting publicly accessible private areas), while the total length of shoreline extends from almost 10 to 10.5 km.

The fact that eastern HafenCity is shaped by major transport routes does lead to high noise exposure in the north and east, however. Thus intelligent urban planning and technical concepts are needed to enhance these locations: the main eastern traffic artery Versmannstrasse will be lined primarily with office buildings turning their broad backs toward the road to provide noise-protected areas to the southern side. The semi-enclosed residential ensembles will also form inner courtyards, providing shelter for neighborly coexistence.

The high ecological standards of the western and central neighborhoods will also actually be bettered in the east. As well as establishing an innovative heating energy concept, nearly all buildings will meet the demanding criteria for the gold HafenCity Ecolabel. At the same time, car pool systems overlapping neighborhood boundaries and located in underground garages will feature a growing proportion of electric vehicles. Combined with electric and normal bicycle use, this will result in a big reduction in spending on individual mobility – already at a very low level thanks to the fine-grained mix of uses and subway connections. The public sphere will also benefit from the many car-parking spaces no longer provided.

### Reinvention of the city

The reworking of the Masterplan has further expanded and reinforced HafenCity's function as a city. At the same time, the urban development area has been thought through to its easternmost point, with its new opportunities. It is clear therefore that the Masterplan is not a blueprint or a plan to be strictly adhered to or realized. Instead it provides the point of departure for a complex strategy which will continually create new opportunities. After all, urban development is a process that leads inevitably to a reinvention of the city – which is redefined not only by its changing use.





## Am Sandtorkai/Dalmannkai

### Fine-grained and alive

Am Sandtorkai/Dalmannkai in northwest HafenCity was the first quarter to be completed

It is finished! On January 11, 2017 the Elbphilharmonie concert hall was officially opened in the presence of Chancellor Angela Merkel, the federal president of Germany and Hamburg's first mayor. After almost ten years of construction, its wave-crested glass construction of up to 110 m in height crowns the painstakingly preserved cubage and imposing façade of what was once Warehouse A, designed by architect Werner Kallmorgen. The successful creation of a globally unique architectonic hybrid, consisting of the concert house, a hotel with 244 rooms, 45 apartments and a parking garage for around 500 vehicles, visually blends contemporary building skill with the port's tradition and its historic architecture, connecting it with the new identity of HafenCity as a whole. The new district acts as a metaphorical resonance chamber for the new architectural icon. This can be understood best perhaps on the freely accessible plaza of the Elbphilharmonie between the original building and its new glass crown. This is much more than just a huge space; it is the atmospheric interface between the actual uses of the building and the public urban environment – with a fantastic panoramic view from a height of 37 m over the whole city, the port and HafenCity.

At the foot of the building begins Am Sandtorkai/Dalmannkai quarter, an animated urban neighborhood on the waterfront. In spring 2009, this became HafenCity's first completed neighborhood, opened after just six years of construction. Around Sandtorhafen, Hamburg's

oldest artificial harbor basin dating from 1866, the pontoons of today's Traditional Ship Harbor form a floating plaza providing moorings for up to 30 historic vessels, where residents, visitors and people working locally can relax or stroll.

To the north of the harbor is Sandtorkai, bordering the listed Speicherstadt on its other side. To the south are Dalmannkai promontory and Grasbrookhafen harbor. Views from the eight buildings on Sandtorkai and the 15 buildings on Dalmannkai encompass the city center, as well as the River Elbe.

#### Open, multidimensional topography

All urban spaces extend mainly over two levels. All buildings and roads are built on artificially raised, flood-protected bases at around 8 m above sea level, but embankment promenades remain at 4–5.5 m above sea level. The difference in height is particularly noticeable to the north of Sandtorkai. There unusually, in consideration of the adjacent Speicherstadt, the road (Am Sandtorkai) lies at the low level of the Speicherstadt, and the newly built basement foundations on the other side resemble a wall. While the pontoons in the Traditional Ship Harbor effectively form a third level on the water, which rises and falls twice daily with the tide by more than 3 m, the Elbphilharmonie plaza has added a fourth level.

Multidimensional typical topography continues on the Magellan and Marco Polo Terraces, the



Am Sandtorkai/Dalmannkai quarter was the first neighborhood to be completed in HafenCity in 2009 after just six years of construction. The photo shows the Speicherstadt, the World Heritage Site adjoining Sandtorkai

largest squares in HafenCity so far: like an amphitheater, the 5,600 sqm of the Magellan Terraces descend in steps to the water. The steps of the 7,800 sqm Marco Polo Terraces with their grass islands and wooden decking invite passersby to take a break under the trees. Vasco da Gama Plaza, a smaller neighborhood square nearby, also offers a basketball court.

While almost all plazas and promenades throughout western HafenCity were planned by EMBT of Barcelona, landscaping of basements and promenades on Sandtorkai was designed by BHF Landschaftsarchitekten (Kiel). The architecture itself reflects the variety in the quarter: on Dalmannkai alone, the 15 buildings were realized by 27 developers and 26 firms of architects, to ensure adequate diversity.

#### A variety of lifestyles side by side

Lifestyles of residents are as disparate as the architecture: around 1,000 people live and work in the quarter. Young working singles and families live side by side with older couples or seniors whose children have left home. They take part in sport and cultural clubs and mix socially through associations such as HafenCity Netzwerk e.V. This socially differentiated structure is also the result of a call for expressions of interest procedure: as of 2003, sites for housing no longer go to the highest bidder. Instead the developer with the best use concept is given an exclusive option on the property at a previously agreed price. This means that many rental or owned apartments are affordable for mid-income earners, while some are in the luxury segment. Much more reasonably priced living



accommodation was realized through building cooperatives and three joint building ventures.

As well as the residents, employees of the approximately 50 businesses also influence the quarter's atmosphere. Most are modern services businesses in the media and logistics sectors. Residents, office workers and visitors encounter each other continually, for example in the ground floors of almost all neighborhood buildings, in which a great variety of eateries,

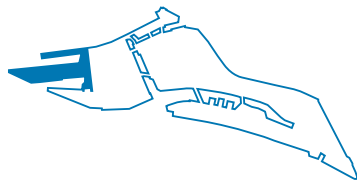
retailers and cultural uses offer a wide choice. Shops, cafés, restaurants, galleries and bars are clustered in almost 6,500 sqm of ground floor space.

It was here for the first time that public amenities were successfully integrated into ground floors on a larger scale within the framework of a major project. The condition in sale contracts and zoning plans making 5 m ceilings mandatory throughout ground floors of buildings here, reduced prices for ground floor space and the developer's obligation to seek suitable users, paved the way for a vitality that will flourish even more now the Elbphilharmonie is completed.

Of course the principle of a dense mix of uses also presents challenges which demand innovative solutions. To safeguard areas of privacy for residents, building ensembles on southern Dalmannekai are grouped around internal courtyards opening toward the south, allowing unobstructed views of Grasbrookhafen harbor and the river, but which are difficult to see into from the lower-lying promenade. It is not incongruous that the private and public exist side by side in Am Sandtorkai/Dalmannekai – quite the contrary: their coexistence is a definite sign of quality, in this neighborhood and the whole of HafenCity.



The diversity of the neighborhood is reflected in its architecture: on Dalmannekai street alone, 15 buildings were planned or built by 27 builders and 27 architects' offices



**Am Sandtorkai/Dalmannekai**

**Area**  
10.9 ha, Total GFA: 261,000 sqm

**Jobs**  
c. 2,700

**Commercial uses**  
Corporate, office, retail, catering

**Homes**

746 (plus 44 in the Elbphilharmonie)

**Special institutions**

Elbphilharmonie, Traditional Ship Harbor

**Development timeframe**

2003 till 2009

## Am Sandtorkai/Grasbrook

### Green and metropolitan

With its two leafy parks, Am Sandtorkai/Grasbrook neighborhood offers ideal conditions to residents, employees of surrounding companies and Katharinenschule primary pupils alike

Am Sandtorkai/Grasbrook is the second large neighborhood to be all but completed. This area, extending from Sandtorkai harbor in the west to Überseequartier in the east, with its primary school and family homes around Grasbrook park, is a haven of neighborly life. The small, yet popular Sandtorkai, around which many of the buildings cluster, is a key local element setting the urban scene. HafenCity's first small park was inaugurated with a neighborhood street party in April 2011. Landscaping of the green play areas is dominated by lawns and hillocks. By continuing the main design elements of the Magellan Terraces (such as the paving) through to here, architects EMBT of Barcelona, winners of the open space landscaping concept for western HafenCity, have successfully and visibly drawn together the various areas.

In August 2013, the 7,100 sqm Grasbrookpark was completed. Popular way beyond HafenCity, this large grassy play park with its many play and recreational features for children and adults forms the southern interface to Strandkai quarter.

### Family-friendly housing

Classes at HafenCity's Katharinenschule school on Sandtorkai started at an early stage, in late summer 2009. School activities for 450 children overall also include kindergarten, after-school care or various types of all-day supervision. The integrated sports hall is intensively used after school as well, e.g. by Störtebeker sports club or





sports groups from local companies. The school building, designed by architects Spengler & Wiescholek, which also houses 30 apartments, is one of the few in Germany to integrate a mix of uses, as well as having most of its play area on the roof. The ecological building also carries the gold HafenCity Ecolabel. Right next to Katharinenschule school live the new occupants of the Hafenliebe joint building venture in their 55 family-friendly homes. Another 68 apartments were subsequently realized in the Hofquartier project.

The emphasis of the neighborhood’s final project, construction of the building to the north of Grasbrookpark, is also residential. Under construction since the end of 2015 to plans by BKK-3 architects (Vienna) are 135 apartments, a kindergarten as well as other units for an organic restaurant and retail uses. The apartments are a mix of cooperative and subsidized homes, alongside ateliers and student accommodation. Completion of the building is expected in spring 2018.

Sandtorpark: corporate location

Overall the neighborhood is highly international and has attracted many companies. In the Hamburg-America-Center designed by renowned US architect Richard Meier, the Amerikazentrum Hamburg e.V. society offers a program of varied cultural events. The largest area of space in the office building bordering Sandtorpark has been occupied since fall 2011 by the Buss group’s offices.

The three buildings of the adjacent International Coffee Plaza were also conceived by Pritzker prizewinner Meier. The plaza was developed by the Neumann family, whose eponymous group of companies occupies the 13-story Ellipse tower, one of the neighborhood’s architectonic landmarks, with the German headquarters of the Eukor shipping line. In mid-2013, the major Korean shipping line Hanjin Shipping moved into the building opposite. Art dealer Gregor Bröcker opened two galleries on the ground floor at the beginning of 2015.

Own focus on sustainability

Right on Sandtorpark two other large buildings also offer space for companies: on the northern side, the 16,000 sqm SKAI building, built in 2009, with its eye-catching façade of copper elements, was designed by the Hamburg firm, Böge Lindner architects; to Sandtorpark’s south is the Centurion Commercial Center (14,600 sqm gross floor area), holder of the gold HafenCity Ecolabel, in which, apart from

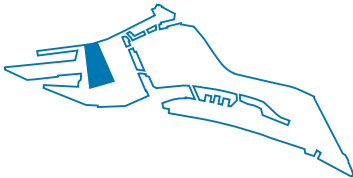
the Dahler & Company group, most businesses are of small and medium size, with retailers and catering on the ground floor.

Further south on Grosser Grasbrook, Kühne Logistics University (KLU) and the Medical School Hamburg (MSH) moved into the former SAP building in fall 2013. Right next door is logistics group Kühne + Nagel, which relocated its headquarters here in 2006.

Many companies have moved in along Grosse Grasbrook



An urban yet neighborly atmosphere: attractive lifestyle in an international corporate environment



Sandtorpark/Grasbrook

**Area**  
5.7 ha  
Total GFA: 119,000 sqm

**Jobs**  
c. 2,600

**Commercial uses**  
Office, education,  
social institutions,  
retail, catering

**Homes**  
278

**Special institutions**  
Sandtorpark, Grasbrookpark,  
Katharinenschule (all-day  
supervision with after-school care),  
Kühne Logistics University (KLU),  
Medical School Hamburg (MSH),  
Hamburg-America-Center, thermal  
power plant (district heating, built in  
the 90s)

**Development timeframe**  
2003 till 2018



# Brooktorkai/Ericus

## Central corporate location in the Speicherstadt

Brooktorkai/Ericus’ position at the interfaces of both Speicherstadt and existing city center makes it a suitable corporate location

The Brooktorkai/Ericus neighborhood has a really maritime feel: it is framed by the historic brick buildings of the Speicherstadt, by Brooktorhafen basin, and the water passage linking Holländischbrookfleet canal. Also characteristic of Brooktorkai is its meandering building structure, punctuated and loosened up by three nine-story towers. The Speicherstadt, whose colors are echoed in the red-brick facings, is clearly referenced here. Urban planning for Brooktorkai (less Ericus-spitze) stemmed from Hamburg architects gmp – Gerkan, Marg und Partner, while the winning architectural concepts for the buildings here came from gmp, as well as Jan Störmer Architekten (Hamburg) and Antonio Citterio and Partners (Milan).

Traffic noise and the narrow layout of the neighborhood mean that, unusually, the residential element in this quarter is of little significance. Although one of the three towers in the ensemble does have 30 apartments with views of Lohsepark, the quarter is primarily an important base for businesses. The move of 1,600 employees of Germanischer Lloyd into their 54,000 sqm gross floor area (GFA) Brooktorkai office here in March 2010 was the biggest ever corporate relocation into HafenCity. In addition, right next door the International School of Management (ISM) and the Frankfurt School

of Finance & Management have been preparing students for future business careers since 2010 and 2011 respectively.

### Major publishing house marks entry to HafenCity

The most conspicuous buildings on Ericusspitze, the northeastern entrance to HafenCity, are the Spiegel group’s publishing house and the Ericus Contor building. In September 2011, the noted media group transferred its business activities into a new building here of around 30,000 sqm GFA, which was awarded the HafenCity gold Ecolabel in 2012. The publishing house and Ericus Contor (20,000 sqm GFA) with their pale façades and massive shared plinth were planned by Henning Larsen Architects (Copenhagen). In closely referencing the Speicherstadt as well as the Elbphilharmonie Concert Hall, the architectural concept also rightly pays tribute to the location’s significant urban planning role as the entrée to HafenCity.

### From Ericusspitze to the Elbe

Several bridges cross Brooktorhafen harbor. Ericus bridge, renovated since June 2014, was originally built in 1870 as a swing bridge for rail traffic. Now it links the neighborhood with Lohsepark, while Shanghaibrücke road bridge,



The Spiegel publishing house and Ericus Contor form the central entryway into HafenCity. The huge “windows” in their façades add a metropolitan touch. Among companies housed in the adjoining meandering structure of Brooktorkai is DNV GL





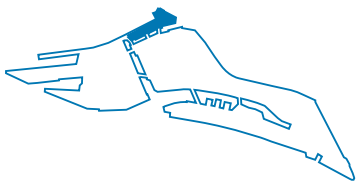


designed by Dietmar Feichtinger (Paris, Vienna), creates additional open space. The bridge, which seems more like a square, almost as wide as it is long, offers generous space for pedestrians and cyclists.

Brooktorpromenade leads under the bridge, past Brooktorhafen basin, to Dar es Salaam square, inaugurated in June 2011. On the way the route also traverses the León bridge, another Dietmar Feichtinger design, this time for pedestrians only. Finally the promenade follows the embankment of Magdeburger Hafen – taking in Störtebeker Ufer, Busanbrücke bridge and Elbtörpromenade – toward HafenCity University (HCU) and Baakenhafen. With Buenos Aires quay completed since late summer 2014, a road-crossing-free link now runs from Ericusspitze down to the Elbe, highlighting once again how bridges combined with promenades form the backbone of HafenCity’s close-knit pedestrian infrastructure on the waterside, representing a special quality of the new cityscape.

Changing levels

WES & Partner Landschaftsarchitekten (Hamburg) was responsible for the design of other open spaces on Brooktorkai dock and Ericusspitze. This included a 30 m long stone sofa on Brooktorkaipromenade offering views of the harbor basin. A spacious flight of steps at Ericusspitze invites a change of level – steps for sitting or walking lead onto a plaza with sweeping views over the Ericus canal and Oberhafen harbor basin.



<b>Brooktorkai/Ericus</b>	
<b>Area</b>	4 ha, Total GFA: 106,000 sqm
<b>Jobs</b>	c. 3,350
<b>Commercial uses</b>	Office, education, retail, catering
<b>Homes</b>	30
<b>Development timeframe</b>	2007 till late 2011

Strandkai

Prime location: places to live and work by the water

Directly by the Elbe, a location punctuated by seven towers offering spectacular views from attractive apartments and outstanding office buildings

Seen from the Elbe bridges, Strandkai quarter is a prominent element in Hamburg’s southern city silhouette. The basic structure conceived by Böge Lindner architects (Hamburg) for the neighborhood is of perimeter blocks structured in seven high points rising 55 to 60 m, all of which are residential buildings. The six to seven-story perimeter blocks feature several tower tops and also integrate solitaire towers or are built free-standing. Depending on their position, they also provide spectacular views of the River Elbe, the port, the Elbphilharmonie, Grasbrook harbor, as well as the inner city. Whereas the south-eastern end of the neighborhood opposite the cruise terminal on the Elbe mainly comprises office space for modern service businesses, residential construction dominates at Grasbrookpark, as well as on the eye-catching tip of the promontory (55-57), and in nearby Überseequartier.

Outstanding sustainability

In summer 2009, the first building was completed to the south of the Marco Polo Terraces: the ensemble, by Behnisch Architekten (Stuttgart), consists of an office building and a residential tower. The 25,000 sqm gross floor area (GFA) office building (59) has been in use since then by consumer goods group Unilever and the 1,100 employees of its German-speaking markets organization. The building’s sustainability credentials are impressive: in 2011 it was the first office building to be awarded the gold HafenCity Ecolabel. The interior of the multi-award-winning Unilever office building features an atrium flooded with natural light, open-plan offices and horizontally staggered work stations.

The ground floor, with its shops and events, is a public open space accessible to the public even outside office hours, linking the Marco Polo Terraces to the newly landscaped Elbe waterfront promenade and the Elbterrassen steps.

Maco Polo Tower wins real estate "Oscar"

Like the Unilever headquarters building, the Marco Polo Tower (58) next door, with some 60 apartments, has also won multiple awards. In 2010, the residential tower won the real estate “Oscar”, the MIPIM award, in the residential developments category. The previous year it was named best building in the European Property Awards. The whole ensemble has become a







landmark, with the tower around 60 m high and its staggered stories visible from far away, as striking as the Unilever building with its conspicuous façade.

Adjoining it to the east, Quantum Projektentwicklung GmbH and Engel & Völkers Development GmbH are building new headquarters for Engel & Völkers (60) which will house the Engel & Völkers Akademie and an exhibition. Around half of the 21,000 sqm GFA to be created is designated for about 66 privately owned apartments, 30 rental apartments and for public amenities. Designed by the New Yorker and Pritzker prize-winner Richard Meier, an architectonic landmark will be built by early 2018 to the south of Grasbrook harbor. Further to the east, the current Cruise Center HafenCity will be replaced by 2021 by a new vertically organized terminal integrated into the southern section of Überseequartier. With two berths it will be capable of handling more than 3,600 passengers simultaneously. In addition to cruise ship operations, the complex building ensemble with its underground bus station, car parking slots and taxi stand, as well as hotel and retail space, will also incorporate other uses which are ingeniously interlinked. Since terminal operation will continue during construction of Überseequartier, plots 61, 62 and 63 cannot be built upon until 2021.

Living on the quay point

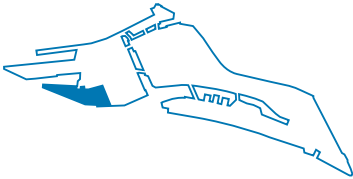
In the area on the prominent site on Strandkai point (55-57) west of Unilever House around 500 residences are to be realized from mid-2017 among them many building-cooperative and affordable apartments. Perimeter block typologies are planned, to designs by Léon Wohlhage Wernik (Berlin), LRW Architekten und Stadtplaner (Hamburg) and BE Berlin, as well as two residential towers (about 60 m high, levelling with Marco Polo Tower), designed by Ingenhoven Architects (Düsseldorf) and Hadi Teherani Architects (Hamburg). Unusual cultural uses will move in at ground floor level: a 1,000 sqm children’s arts center (KinderKulturHaus) and the fairytale attraction Märchenwelt on some

3,000 sqm, as well as catering. Option holders are Aug. Prien Immobilien, HANSA Baugenossenschaft, Gemeinnützige Baugenossenschaft Bergedorf-Bille and Bauverein der Elbgemeinden. The forward 93 m of the quay point will remain unbuilt – providing a new public urban space, while western HafenCity will acquire a new city façade facing the Elbe, which will be continued at southern Überseequartier.



This architectonic landmark was built to plans by New Yorker and Pritzker prizewinner Richard Meier

Around 500 apartments will be built on the quay point from mid-2017, while the front end of the quay remains free of building



Strandkai

Area  
6.9 ha, Total GFA: 190,000 sqm

Jobs  
c. 4,770

Commercial uses  
Office, hotel, retail, catering

Homes  
733

Special institutions  
Cruise terminal (now Überseequartier), KinderKulturHaus

Development timeframe  
2005 till 2021, 2021 till 2025 (plots 61–63 currently blocked)



# Überseequartier

## Highly complex diversity in a central location

While northern Überseequartier gradually unfurls its urban qualities, realization of the southern area at the heart of HafenCity successfully continues

Überseequartier is the most metropolitan and most visited part of HafenCity. Here 6,100 jobs will be created. Retailing occupies 23 per cent of premises, with spaces for food and drink, entertainment, offices, a vertically integrated cruise center and a variety of hotel uses providing around 1,150 rooms, as well as some 1,100 apartments. This 14 ha urban mass of Überseequartier will be more than just another urban quarter. With what even by HafenCity standards is an extremely eclectic mix, this development illustrates just how far HafenCity has developed as a city in terms of its integrated complex mix of uses. It is setting international standards.

### The northern section: largely completed

Since the spatial realization of HafenCity is taking place from north to south, the northern part, offering around 140,000 sqm gross floor area (GFA) for living, offices, retail, catering and hotel uses, has been more or less finished since 2010, with the exception of one site (34/15&16). Its structure is based on an overall urban planning concept by international architects, founded on the urban planning blueprint developed by Trojan Trojan + Partner. Public spaces throughout Überseequartier and areas around Magdeburger Hafen basin were realized according to a concept by Catalan landscape architect Beth Galí and her firm BB+GG arquitectes. The characteristic striped ground surfaces composed of reddish, gray and light-colored natural stone slabs is thus omnipresent throughout central HafenCity.

In the northern neighborhood section, which features less retail than the still to be built south, more than two dozen shops and places

to eat and drink have opened. More than 340 apartments were built and are rented out. At the same time, the 32,600 sqm of office space is occupied by well-known firms such as lawyers Esche Schümann Commichau or the oil multi BP. At the beginning of 2015 a special German real estate fund managed for several long-term investing pension funds by Hines Immobilien GmbH acquired most of the completed buildings (34/1-34/4 & 34/7). Sumatrakontor (34/6) had already been sold to Blackstone.

### Last unbuilt sites developed

By spring 2018, the last remaining vacant sites in the northern section of the neighborhood will be under development. Between Sandtorkai and Tokiostrasse (34/15 and 34/16), an unusually sophisticated mix of homes, a hotel and entertainment complex with premium cinema is reinforcing the urbanity of northern Überseequartier.

Prime responsibility for realization of the KPTN project is DC Developments. Design of the building sited to the north (34/15) is by Nalbach + Nalbach Architekten of Berlin. Here the founder of the Cinemaxx cinema chain, Hans-Joachim Flebbe, will run an Astor Kino Lounge movie house with three auditoria and more than 440 seats. The Pierdre Hotel offering around 220 rooms will also be opened here by Miniatur Wunderland's Frederic and Gerrit Braun with hotelier Kai Hollmann (25hours Hotel) and Norbert Aust of Schmidts Tivoli Theater. The architect of the southern residential building (34/16) is blauraum of Hamburg. It will comprise 219 rental apartments of up to 134 sqm; one third of them will be publicly subsidized. In addition, 40 long-stay apartments are being realized by lpartment GmbH.



Today northern Überseequartier and Überseeboulevard already breathe a metropolitan atmosphere

The former harbor master's office, Altes Hafenamt, one of the few remaining original buildings in HafenCity, opened successfully in March 2016 after undergoing extensive conversion as an upmarket hotel.

In contrast to the conventional shopping formats of Hamburg's city center with its passageway malls and main-street-format Mönckebergstrasse and Spitalerstrasse, northern Überseequartier, with its owner-run boutiques, its post office, drug store and supermarket, as well as several exciting gastronomic attractions and regular weekly food truck markets, already has a profile of its own. The area around the old harbor master's office, Altes Hafenamt, is livelier and more visited – even so the whole northern

area has been affected by the delay in development of its southern counterpart.

### Fresh start for southern Überseequartier

An optimistic atmosphere has been rekindled in southern Überseequartier since the overall development and realization of the project was taken over by Unibail-Rodamco in December 2014, which was a major milestone. Europe's leading quoted real estate concern is investing around EUR 960 million in the 270,000 sqm GFA to be developed. Of this, about 80,500 sqm will be retail, 57,000 sqm residential and 64,000 sqm commercial. In addition, cultural uses will occupy some 11,000 sqm; bars, cafés



A small street market takes place regularly on Überseeboulevard. In the background: The former harbor master's office, Altes Hafenamt, one of the few original buildings in HafenCity. Today it is a hotel and bar





Überseeboulevard meanders like a river through the whole Überseequartier neighborhood down to the River Elbe

and restaurants about 8,000 sqm. While hotels will occupy about 37,000 sqm, the cruise terminal will take up about 7,600 sqm, with an underground bus station in addition.

### Mixed use and commercial center

The changeover provided an opportunity to put the original concept on a new viable basis for the future. Retail concepts will be even more attractively designed, office space reduced in favor of apartments, and the cruise terminal (7) better integrated into the local urban structure and enlarged. To achieve “critical mass” in terms of individual premises in order to hold on to special anchor tenants, the sales area has been markedly increased. Retail space will be organized in the basement, ground and first stories. This way, circuitous routes will be created in basement and ground floors, with a far greater mix of retail space sizes, including two or three anchor tenants and shops, all with large dimension shop window frontage. All space on first floors will be accessed from ground floors to avoid creating the impression of a typical shopping mall.

The new southern waterfront will literally stand out: southern Überseequartier will change the

cityscape, adding a new perimeter on the Elbe with an ensemble comprising the cruise passenger terminal, two central 60 m towers designed by UN Studio of Amsterdam (10) and a sculptural 70 m office building on Magdeburger Hafen basin (11) designed by Christian de Portzamparc, a Pritzker prizewinner.

At the same time, the provisional Cruise Center HafenCity will be replaced by a vertically organized terminal integrated into southern Überseequartier with the capacity to process up to 3,600 passengers at a time and served by two berths. Apart from the actual cruise ship business, the complex ensemble of buildings also has an underground bus station, car-parking spaces and a taxi stand, as well as hotel and retail space cleverly overlapping and interlinked.

Most residences in southern Überseequartier are being built to the north of the subway line to exclude conflicts of use with the cruise terminal and late-night entertainment. Adding the around 500 units being built in the southern section to the 600 or so apartments in the northern part, Überseequartier alone will have some 1,100 residences – which is almost double the number originally planned.



Überseequartier will be the commercial heart of HafenCity. This view from the Elbe shows the cruise terminal and hotel on the left, as well as the beginning of Überseeboulevard visible between the twin towers. To the east is the 70 m high office tower





Since the buildings to the south of the subway will be protected against rain and partially against wind by a glass roof and altered alignment to prevailing weather, they will create a much more pleasant shopping experience. At the same time, unlike fully air-conditioned, closed in shopping mall concepts, the open street area and open character of the spaces between the buildings will be preserved. For even though the floor space will be owned long-term by private builders, contractually and for the long term they will retain their public character in terms of their right of way and space concept, allowing the ground floor to remain open and accessible around the clock and thus guaranteeing the openness of Überseequartier.

New architecture in the south

In addition to the reworking of the use concept and urban planning structures in 2015, new architecture was also conceived for all 11 buildings in southern Überseequartier. In addition to internationally renowned architects such as Pritzker prizewinner Christian de Portzamparc (7, 11) or UNStudio (10), the important German architects' offices Carsten Roth (1), léonwohlhage (2), kbnk (3), Hild und K (4, 9), Böge Lindner K2 (5, 8) and Lederer Ragnarsdóttir Oei (6), are responsible for building designs. The interior design stems from Saguez & Partners and the extravagant roof construction (13) from Walter Sobek. A highly complex glass and metal construction will shield central shopping areas south of the U4 subway station better against wind and rain, and mediates between the individual architectural highlights. As is the case all over HafenCity, high ecological standards will also be set in Überseequartier. All buildings will be constructed to meet the toughest criteria of the gold HafenCity Ecolabel or the stringent BREEAM Excellent Standard.

Open and urbane shopping quarter

Although both its use concept and the urban structure of southern Überseequartier relate recognizably to the original plans, the new start was used to introduce new elements which create much better preconditions for long term success in running Überseequartier as the mixed use, commercial heart of HafenCity. Large anchor retail uses, new entertainment attractions, including a large multiplex cinema with more than ten auditoria and 2,700 seats, a super-efficient, attractive cruise terminal, and a new waterfront area with architecturally outstanding buildings: all of these elements will add up to

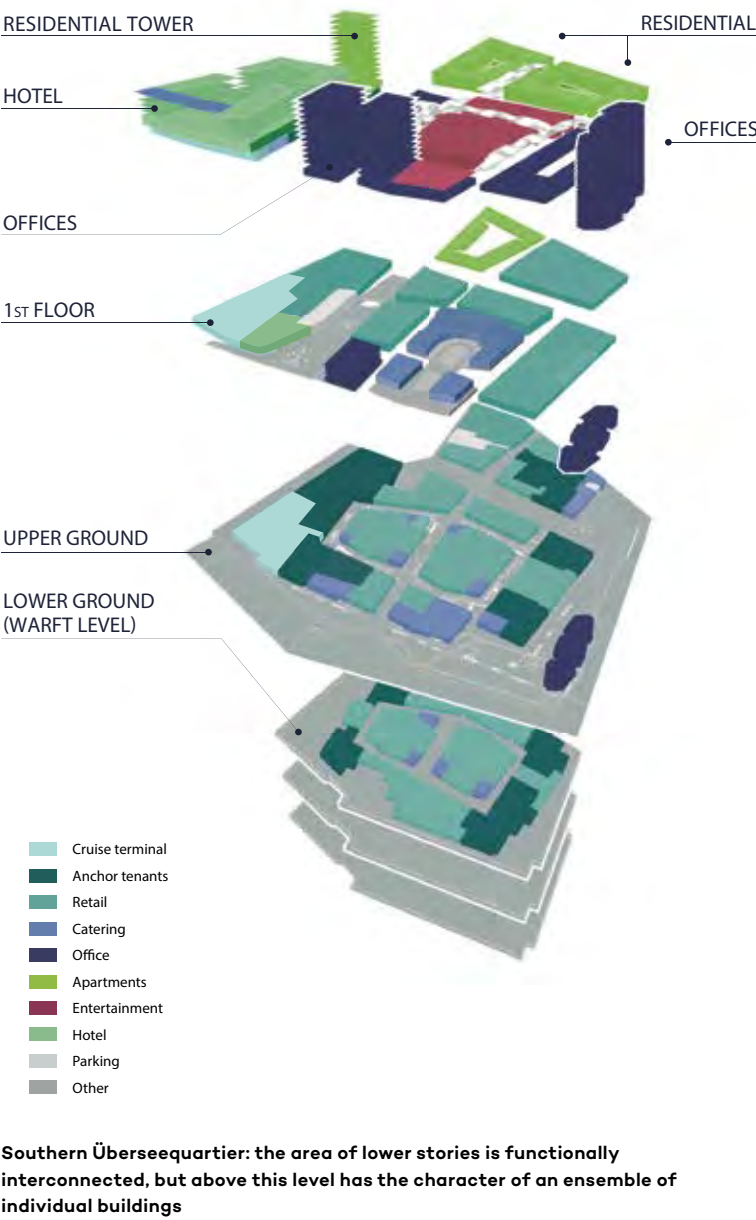
a sustained high visitor frequency at all times of the year that does not ebb away during the week or in the evenings – with real potential to become a thoroughly animated “24-hour city”. Thus a new shopping neighborhood will grow up – open and urbanistic, not air-conditioned but protected against weather, which is interspersed with other well-connected amenities with public appeal, such as residential, office and hotel space. The integration of the new cruise terminal will create an overall area whose intensity of use, mix and size is so far unique, at least in Europe, and which will benefit smaller and medium-size shops and the many ground floor areas throughout HafenCity.

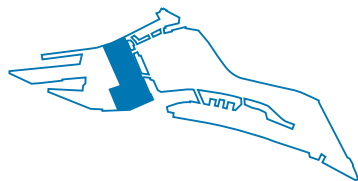
Through its open urban planning structure, in which there are no climatic borders and no obvious “inside” and “outside”, the whole of Überseequartier will develop enormous integrative power for a connectivity embracing the whole of HafenCity. It will not only mobilize pedestrian flows between the Elbphilharmonie Concert Hall, Kaiserkai, Strandkai and Überseequartier. All HafenCity institutions, the museums, Lohsepark and all retailers will benefit from the increased underlying frequency level. For the open structure is also designed to persuade customers who have come primarily for the shopping to explore the district as a whole. Completion of central areas with retail, catering, entertainment, cruise passenger terminal, hotel and some office and residential space is expected in 2021.

In addition to the existing connection to the inner city through the U4 subway and links between the Elbphilharmonie, Landungsbrücken and Rödingsmarkt, established inner city shopping areas are to be better connected in future and many new routes will emerge. Growing together in this way will also demand high investment and businesses prepared to move to new locations between HafenCity and the core inner city. For although continuing growth of retailing in the city and the development of business improvement districts has definitely improved quality and supply, it has not yet led the two areas, city and HafenCity, to grow gradually toward each other. However the establishment of a strong magnetic pole such as Überseequartier could create the right conditions for the gradual introduction of a comfortable stroll between Mönckeberg and Spitalerstrasse and HafenCity, taking in the Speicherstadt en route.

Construction starts

After the dismantling of the temporary Terminal 2 at the HafenCity Cruise Center (Terminal 1, Hamburg's first inner-city reception center for cruise ships, remains fully functional until 2021), construction began at the beginning of 2017. Since southern Überseequartier will have a spread foundation, a sheet pile wall is being built first of all and almost one million cubic meters of earth excavated for the vast building site, almost seven meters below sea-level. Only then can the actual construction begin. Completion of central areas with retail, catering, entertainment, cruise passenger terminal, hotel and some office and residential space is expected in 2021. Two further buildings will follow only then: logistics space outside the massive construction site is very limited in HafenCity.



	<b>Überseequartier</b>	<b>Types of use (GFA)</b>	Hotel: c. 550 Catering: c. 300 Cruise terminal: c. 40 In total: c. 6,140
	<b>Area</b> 14 ha Total GFA: c. 410,000 sqm	Retail: c. 94,000 sqm Office: c. 97,000 sqm Homes: c. 123,000 sqm Culture/entertainment: c. 14,000 sqm	<b>Development timeframe</b> 2007 till 2017 (north) 2017 till 2021 (south) 2021 till 2023 (two later buildings)
	<b>Homes</b> c. 1,100	Hotel: c. 55,000 sqm Catering: c. 16,000 sqm Cruise terminal: c. 8,000 sqm	
	<b>Special institutions</b> Altes Hafenamt, Überseequartier U4-subway station, vertically structured cruise terminal, multiplex and premium cinema	<b>Jobs (full time)</b> Retail: c. 1,900 Office: c. 3,200 Culture/entertainment: c. 150	



## Elbtorquartier

### Central, diverse and ground-breaking

East of Magdeburger Hafen, a very disparate quarter is coming to life, with many trailblazing buildings and uses

**A** lively and heterogeneous quarter is evolving between Magdeburger Hafen, Brooktorhafen and Am Lohsepark neighborhood whose very special atmosphere is not just due to the new HafenCity University (HCU) with its 2,500 students and various other pioneering undertakings. The urban planning concept for Elbtorquartier picks up on very different building typologies. While buildings of up to 70 m will be erected in the south, an elongated block structure approximately 170 m long to the east, which is also replicated in Magdeburger Hafen, ties into the existing built structure along Hongkongstrasse.

#### Distinctive bridge links west and east

From the Speicherstadt, a footway leads over León-Brücke bridge, designed by Austrian architects Dietmar Feichtinger and WTM Engineers of Hamburg, directly into the listed Kaispeicher B warehouse building (40). This is the oldest building in HafenCity, erected in 1879 to designs by Wilhelm Emil Meerwein and Bernhard Hanssen, and was thoroughly remodeled to plans by architects MRLV Markovic Ronai Voss. Since summer 2008 it has housed the International Maritime Museum Hamburg.

The passageway through the museum leads out onto a spacious forecourt on whose waterfront the first harbor launch landing stage in central HafenCity was opened in summer 2012. As of late summer 2014, the adjoining promenade on the pier in front of the Elbe Arcades along Magdeburger Hafen leads across Buenos Aires quay and on into Baakenhafen neighborhood. This means that walkers and cyclists enjoy an unobstructed, car-free route from the Elbe embankment at Baakenhafen through to Ericcuspitze.

In the process they pass over the renovated Busanbrücke bridge crossing Magdeburger Hafen basin, the most significant east-west link

for pedestrians and cyclists in central Hafen-City. The historic crossing connects western and central neighborhoods with eastern HafenCity. Like the surrounding promenades, this open space designed by Beth Galí is also paved with natural stone in a stripe pattern with plenty of space for all users.

#### Unique Elbe arcades

In the northern part of the neighborhood, the customs head office for the City of Hamburg moved into its new location designed by Winking Froh Architekten (Hamburg/Berlin) in 2011 (46). Directly opposite, the newly built annex to expand the corporate headquarters of Gebr. Heinemann (42) will be occupied from summer 2016. The design, by Gerkan, Marg und Partner (gmp) of Hamburg, attaches a glass connecting building to the existing historic Heinemann warehouse that links it to the new extension with an underground garage, six floors of offices and two recessed upper stories. Construction matches up to the standards of the HafenCity gold Ecolabel.

South of Busanbrücke, the Elbe Arcades, opened at the end of 2013 and built to a design by Bob Gysin + Partner BGP Architekten (Zurich), line the whole eastern embankment of Magdeburger Hafen. It is one of the most innovative and ecological buildings in Europe. Rather than a straight promenade, the complex of buildings, which conforms to HafenCity gold Ecolabel criteria, features a 170 m-long flood-protected arcade, 8 m high and 10 m deep, which is integrated into the buildings, and fronted by a low public pier along Magdeburger Hafen basin. The roof of the ensemble provides a garden and play area for its residents.

The 130 apartments allow a wide variety of uses – from multigenerational homes through to residential and workspace lofts, as well as



duplexes, and wheel-chair friendly units for seniors. Some of the apartments have attached ateliers, picking up on the Elbe Arcades' character as a center of design in Hamburg.

Several users, leading proponents of the industry, all of which have chosen to locate to the Elbe Arcades, are promoting this creative aspect: designxport, Hamburg's primary design scene network, iF International Forum Design GmbH, which organizes the annual iF design competition award, and world-famous designer Peter Schmidt and his agency Agentur PSBZ. Thus a showcase for the creative sector is gradually emerging on Magdeburger Hafen; just across the way in Hongkongstrasse an increasing number of agencies and start-ups are moving in.

The southern part of the new building (45), topped by conspicuous wind rotors, is the preserve of Greenpeace. The environmental organization clusters various local and nationwide activities under one roof. Publicly accessible exhibits in the foyer showcase Greenpeace working topics and campaigns. The highlight is a 6 m totem pole – a present from Nuxalk Indians as a thank-you for Greenpeace's work in their homeland.

This building, too, has an exemplary energy concept, combining high efficiency, low consumption and very high deployment of renewable energies, including geothermal and photovoltaic energy, as well as the wind rotors on the roof.

#### University with Elbe views

A key role in the Elbtorquartier knowledge quarter is played by HafenCity University, which opened in April 2014 and is injecting new life into the area. The esthetically outstanding newbuild (54) at the entrance to Baakenhafen designed by architects Code Unique (Dresden) opens out simultaneously to the plaza in front of it, to Baakenhafen and to Lohsepark. The overall ecological concept for the building was also pre-certified with the gold HafenCity Ecolabel.

Right next door between HCU and Magdeburger Hafen, ECE of Hamburg and Strabag Real Estate are building the Watermark, Freeport and Shipyard building ensemble, offering around 32,000 gross floor area (GFA) on a 9,100 sqm site. Designs by Störmer Murphy and Partners (Hamburg), provide for an iconic landmark office tower around 70 m high containing 18 stories (52). The project at the water's edge includes two further buildings (53) with space for



some 46 apartments and ground-floor public amenities. The ensemble, combined with HCU, creates a public square. Completion is planned for mid-2018.

Ecumenical forum next to Musicians' House

Other excellent projects such as the Ecumenical Forum (49a) on Shanghaiallee, opened in summer 2012, lend the quarter social and spiritual character. Since summer 2012 a total of 20 Christian churches have been behind this joint religious project – unique in Germany – with its meeting place and café on the publicly accessible ground floor, and chapel as a haven of tranquility. The upper stories are occupied by the Laurentius convent and an ecumenical residential community.

Right next door, the Musicians' House (50) was successfully completed in fall 2014. Artistic and creative people can live out their dream of cre-



Hongkongstrasse is increasingly becoming a creative hot spot for agencies and start-ups

ative interaction and collectively making music within their own partly soundproofed and flexibly usable four walls.

Stadthaushotel (48) will be Europe's largest inclusive hotel. Forty of the 80 jobs will go to people with a disability. The 180 rooms and restaurant of the three-star hotel will be particularly attractive to people with reduced mobility. The Jugend hilft Jugend association is managing the project, with financial support from private sources and the City of Hamburg. The architectural competition for the building was won by Huke-Schubert Berge Architekten (Hamburg). Long completed, on the other hand, is the first residential building to be awarded the gold Ecolabel, the private joint building venture NIDUS on Shanghaiallee (49).

Elbtorquartier has very good public transport connections. Messberg U1 subway station is to the north, outside HafenCity, while to the south the new U4 subway line began regular services in August 2013 to HafenCity University station, which has won awards for its lighting concept.

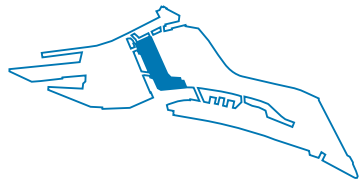
Shanghaiallee, developed as a central artery between the Speicherstadt and Überseeallee, is becoming an urban business and residential street. In the interests of road safety, since its final completion in fall 2016, bicycle traffic on this metropolitan boulevard has been channeled along special cycle lanes beside the roadway, which dovetail into the surrounding cycle path network. Ancillary spaces have been adapted to urban demands: with generously proportioned sidewalks with opportunities for special uses, bicycle parking stands, delivery and handicapped parking bays, and several paid parking slots for clients of surrounding shops.



Young, urban and relaxed: central HafenCity



By the waterside at the entrance to Magdeburger Hafen a 32,000 sqm GFA ensemble of buildings consisting of an around 70 m high office building and two further buildings (Watermark, Freeport and Shipyard) is growing, including some 46 apartments



<b>Elbtorquartier</b>	services, hotel, knowledge	<b>Development timeframe</b>
<b>Area</b>	<b>Homes</b>	2007 till 2018
9 ha	370	(plot 51 held back as logistics area for construction of Überseequartier)
Total GFA: 200,000 sqm	<b>Special institutions</b>	
<b>Jobs</b>	Elbe Arcades, HafenCity University, International Maritime Museum of Hamburg, Ecumenical Forum, designxport hamburg	
c. 3,700		
<b>Commercial uses</b>		
Office, retail, catering,		





Family friendly living and working right on the park: Am Lohsepark neighborhood is a central, leafy urban quarter

## Am Lohsepark

### Central green urban district with a history

An historic industrial and railroad site is home to a family residential neighborhood clustered around HafenCity's largest green space

Am Lohsepark is an attractive urban space emerging in central HafenCity – at its heart its green core, Lohsepark. Since all of the buildings adjoin the green space to the west and east, this continues Hamburg's town planning tradition of planting large parks amid residential and working neighborhoods. Development of the neighborhood started from the Hildebrandtblock, a partially listed red-brick ensemble between Lohseplatz and Shanghaiallee, whose residents include the Prototyp private collection of automobiles. This beautifully renovated architectural gem was once the corporate headquarters of Harburger Gummi-Kamm-Compagnie, a pioneer of Hamburg industrialization. The look of this quarter will be dominated by closed blocks of five to seven-story buildings grouped around the park. Since June 2014 it has been directly connected to Brooktorhafen in the north by the newly renovated Ericus bridge – a railroad swing bridge built in 1870.

#### Family homes on the park

The residential theme is taking on increasingly concrete form here at Lohsepark. At the end of 2015, the first of three buildings, each comprising around 20,000 gross floor area (GFA), on the park between Steinschanze in the north, Überseeallee in the south, and Shanghaiallee in the west, was completed. The three form part of an urban area consisting of nearly 500 apartments (for rental, publicly subsidized, building venture and privately owned), as well as student accommodation and a hotel. In the mixed-use building complex (70) are offices, health services and commercial space as well as social services, kindergartens and altogether 159 housing units, some of which are publicly subsidized. Among these is the first inclusive household community in HafenCity, in which 19 people with dis-

abilities and ten students live under one roof in seven shared apartments. On the ground floor on Shanghaiallee, Germany's youngest three-star chef Kevin Fehling runs his top restaurant "The Table". Almost next door are the facilities of pme Familienservice GmbH.

Meanwhile, construction of the building on the southern adjacent plot (71) is nearing completion. Members of the 70-party joint building venture managed by Stattdbau Hamburg and Conplan moved into the completed northern section of the building in summer 2016. The southern section, for which Behrendt Wohneigentum, Altona Spar und Bauverein and building cooperative Hamburger Wohnen are responsible, should



An attractive urban area is evolving in central HafenCity with Lohsepark at its heart



be ready for occupancy by the end of 2017. The building complex is made up of privately owned apartments, subsidized rental homes, with commercial ground-floor uses and a kindergarten.

Since summer 2016 building has been under way on the adjoining corner site to the south, which is being developed by a consortium of ECE, Harmonia Immobilien GmbH and the Hamburg student union into a mix of uses. The project covers around 21,000 sqm gross floor area (GFA), consisting of a Holiday Inn hotel with 265 rooms, 125 publicly subsidized student apartments, and 45 privately financed homes. The residential elements are designed by KSP Jürgen Engel Architekten (Brunswick); the hotel element was conceived by Kister Scheithauer Gross Architekten und Stadtplaner (Cologne). Completion is due in fall 2017.

East of the park, three adjoining plots (74-76), comprising around 15,200 sqm, will be used by Gruner + Jahr from 2021. From 2019, the publishing house will erect a newbuild for its around 2,000 employees, with a builder still to be designated. The accommodation will provide a total 66,000 sqm GFA, of which at least 36,000 sqm will be for Gruner + Jahr. Another 6,000 sqm GFA is available for additional office space. Apartments, half of which will be publicly subsidized, will occupy 17,000 sqm GFA. The ground floor also provides for another 2,000 to 3,000 sqm GFA for cultural uses, which will serve as exhibition space. As Gruner + Jahr is not developing the plot itself, but will have a leasing contract running 12 years until at least 2033, the media group will launch a competition in the first half of 2017 to find investors. The next stage will be to define the architecture for the building ensemble of 13 to 15 stories.

To the south of Gruner + Jahr, HafenCity's central school complex consisting of a high school (gymnasium) and neighborhood school (77) will be built by 2021. The area, which is conveniently situated between the park, railroad tracks and subway station, will also comprise a three-field sports hall. A railroad underpass will probably be in place by 2019, giving direct access to Oberhafen quarter. That is also the future location of another soccer pitch and more school sports facilities from 2018/19. Until then, the popular HafenCity kick-around soccer pitch on the Gruner + Jahr plot will remain in service. Another temporary feature is the kindergarten opened in December 2016 for two years between the school and Gruner + Jahr sites. It took just six weeks for the two-story, 850 sqm premises to be transformed into a large, mixed integrational project for 120 German and migrant children.



The 4.4 ha Lohsepark fulfils a range of urban, social and ecological functions

The site of the former customs office (66), one of the few not owned by Hamburg's special fund for port and city assets, offers around 9,000 sqm GFA. In addition, more residential units are planned to round off the block containing the Prototyp automobile museum.

HafenCity's largest park

Lohsepark itself has been completely finished since July 2016. Its overall area of 4.4 ha makes Lohsepark the largest contiguous green space in HafenCity, performing wide-ranging urban, social and ecological functions. Framed by an unbroken visual axis from Ericusspitze to Baakenhafen, the park extends 550 m in length; a 100 m wide green ribbon running from water's edge to water's edge. The extensive lawn areas, planted with more than 500 trees, are criss-crossed by paths and dotted with inviting seating and play areas. The planned community and play building for the southern section will also house a café and public barrier-free washrooms.

Park centered on memorial

An essential part of the park is the denk.mal Hanover Railroad Station, a memorial which in many ways is an impressive reminder of the history of Hamburg deportations. The so-called "seam", tracing the path of the historic rail tracks from the former station forecourt on today's

Lohseplatz right across the park to the platform remains, was the first element to be made accessible in July 2016. On May 10, 2017, the central historic place of remembrance, the listed remains of an old station platform immediately to the east of the park, is to be inaugurated. The names of the at least 8,071 Jews, Sinti and Roma deported from here are displayed on panels.

Finally, bids are currently being evaluated to find an investor for the plot (68/69) immediately to the west of the park. A documentation center for denk.mal Hanover Railroad Station will be sited on the ground floor of the planned building, with a direct visual connection to the historic memorial itself. The exhibition to be shown there, "Sent to their deaths", is based on the temporary documentary exhibit part of which has been on show in the Hanover Railroad Station InfoPavilion since September 2013. The exhibition will be revised and expanded for its new, permanent premises under the management of Neuengamme Concentration Camp. Wandel Lorch Architekten (Frankfurt/Saarbrücken) designed the new documentation center, a seven-story building providing some 6,600 sqm GFA, including the exhibition and events area.

Businesses complete the urban picture

On the corner of Shanghaiallee/Koreastraße, the Hamburg oil company Marquard & Bahls

moved into its new corporate headquarters (65) in late summer 2016. Offering around 18,000 sqm GFA, the building has space for around 700 workplaces. Retailers and catering uses occupy the ground floor. As well as its unusual three-story urban balcony along Brooktorhafen embankment, retailers and eateries on the ground floor give the building a special open character. Another unusual feature of the building designed by Gewers & Pudewill (Berlin) is the exterior elevator, which can carry up to 20 people direct to a boat on Brooktorhafen dock.

With the completion of structural alteration works to Shanghaiallee in fall 2016, the street, with its broad sidewalks and comparatively busy through-traffic volume, already has an attractive urban buzz. It was built at an early stage of HafenCity's development as a flood-secure

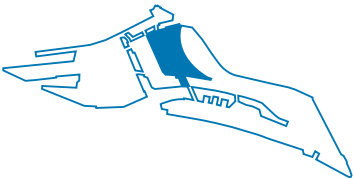




axis running through the center from the Speicherstadt in the north to HafenCity University on Überseedallee in the south. The big-city boulevard feel is underlined by the finished buildings on the other side in Elbtorquartier – NIDUS, Ecumenical Forum and Musicians’ House – as well as the Prototyp automobile museum and large residential blocks on Lohsepark approaching completion. Over the coming months and years, as additional buildings are developed, more shops and other public amenities will open on ground floors, adding to the area’s urban character.



The so-called “seam”, part of the denk.mal Hanover Railroad Station memorial, runs right across Lohsepark, indicating the course of the historic rail tracks. In spring 2017 the central historic place of remembrance by the platform remains (background) follows



**Am Lohsepark**

**Area**  
12.5 ha,  
Total GFA: 240,000 sqm

**Jobs**  
c. 4.700

**Commercial uses**  
Office, service, hotel,

catering, retail

**Homes**  
650

**Special institutions**  
denk.mal Hanover Railroad  
Station documentation  
center, Prototyp  
automobile museum,  
HafenCity school

campus comprising two  
secondary schools and  
kindergartens

**Development timeframe**  
2012 till 2021

## Oberhafen

### Creative and cultural quarter

Centrally located, a dynamic cultural and creative neighborhood is developing south of Oberhafen harbor, bringing fresh potential for Hamburg

Oberhafen nucleus: For a long time this neighborhood mostly consisted of large railroad storage sheds, but, for at least ten years, a variety of creative uses have also been around. From the short-film festival to dance performances, creative co-working spaces to places like Halle 424, part of an old warehouse at the end of Stockmeyerstrasse which unites under one roof scenery and set production, a photographic studio and relaxed location for jazz and classical music: the rather special local conditions are there for a lively art and cultural scene to grow, closely linked to the rest of HafenCity, Rothenburgsort and City Süd, where new cultural activities are developing, and just a stone’s throw from Hamburg’s “museum mile”. To do this, however, HafenCity’s “normal” development process was turned upside down. Instead of a new urban concept, the approach to development here is to find fresh and intensified uses for existing buildings; a step by step transformation process in cooperation with tenants. And the premises, which contain mainly one-story goods sheds, are not sold, but remain the property of the city’s special fund for city and port (administered by HafenCity Hamburg GmbH), not least to retain the possibility of shaping development in Hamburg’s interests and securing a sound economic basis.

#### Dialog-oriented development

The various development concepts for the neighborhood are being worked out during the course of an intensive dialog process, based on a longer development timeframe of up to ten years. Throughout the development phase,







The existing buildings, separated by the railroad embankment and the four rail tracks connecting with Hamburg Central Station, already form the nucleus of a creative economy

HafenCity Hamburg GmbH will be working closely with Hamburg Kreativ Gesellschaft GmbH. At the same time, there is an energetic exchange of ideas with creative enterprises and people involved in the arts and a variety of other interested parties. A kick-off international symposium in spring 2011 started the ball rolling, still today resulting in numerous other events and discussions, as well as steps in development. In the same framework, Oberhafen e.V. and other organizations are promoting the careful, sustainable development of the neighborhood

into a lively location for art, culture and creative activities.

Opportunities for the cultural and creative economy

The appearance of the Oberhafen neighborhood is characterized by long warehouse buildings, once mainly used by logistics businesses, fronted by multi-story buildings. Since the premises’ official use as a railroad station only ceased in 2015, the area’s transformation into a creative quarter can now begin, although the buildings will retain a strongly public character. At the same time, the creative economy’s new production locations will require new usage permits, considerable modernization, as well as flood-protection of the buildings.

Long term Oberhafenquartier should create up to 500 jobs in a variety of cultural/creative activities, that could in future spill over into the Central Wholesale Market site to the east via a new bridge. Small-scale gastronomy and exhibition and presentation spaces will also reinforce

By 2018/19 there will be a soccer pitch with athletics areas for schools and sports clubs, as well as a possible tunnel under the rail tracks to the U4 subway. A bridge connection over Oberhafen harbor is also planned



the public function of the quarter and encourage its integration into the rest of HafenCity.

Because of the complexity of local conditions, expressions of interest were invited for the first time in early 2012 to find a use concept for a vacant site. From the 15 proposed concepts submitted, an interdisciplinary jury selected Hanseatic Materialverwaltung. This successful concept sets out to supply equipment and scenery for social, ecological or creative projects to Hamburg cultural institutions, state schools, universities, involved citizens and societies.

In September 2013, Hamburg Kreativ Gesellschaft and HafenCity Hamburg GmbH launched another invitation for tenders. This time new creative users were selected for a range of individual spaces of different sizes totaling 6,000 sqm in Shed 4; they will move in by summer 2017. In the meantime, the premises are being broken down into individual rental units and renovated. The original search for an operator for catering and exhibition spaces continues separately. A decision on whether to roof over a railroad platform between two old storage sheds depends on the outcome of a detailed survey and planning, which is under way, as well as an accurate estimate of the cost. A public workshop event will sound out possible concepts for uses for the space beneath.

Playing fields on the waterfront

In addition to creative and cultural uses in Oberhafen, the unbuilt areas in the neighborhood also offer opportunities for sport and leisure activities away from dense residential areas. By 2018/19, on the embankment of Oberhafen harbor, a competition-level nine-a-side soccer field for children and youngsters from the inner city and HafenCity will be laid out that can also be used by sports clubs. HafenCity’s gymnasium, secondary and two primary schools will also be able to use the fields for light athletics. To

provide a direct connection with Am Lohsepark neighborhood and the subway station there, a rail underpass for pedestrians and cyclists is planned, although various complex tasks need to be solved initially.

Oberhafen power plant

The neighborhood is also playing an important role in energy supply for eastern HafenCity. Thermal energy for eastern HafenCity is being generated temporarily in part of Goods Shed 4, only recognizable from outside because of its chimney, by the enterprise enercity. Heat output from the cogeneration plant concealed behind the brick façade totals 10 MW. Leading edge technology crammed into the tiny space includes a combined heat and power unit, two natural gas-powered boilers (offset biomethane gas), a heat accumulation plant, and a substation feeding energy into the local power grid – nearly 92 percent of the power produced here is from renewables. Conventional power only kicks in to cope with peak loads. The plant is to be replaced in coming years by heating generated from process waste heat from the Aurutill plant – guaranteeing an even more sustainable supply.

	<b>Oberhafen</b>	<b>Commercial uses</b>	existing buildings and perhaps additional newbuilds, detailed concept through intensive dialog
	<b>Area</b> 8.9 ha Total GFA: 25,000 sqm (existing)	<b>Special institutions</b> Cultural and creative quarter, sports facilities in the east, temporary energy center	<b>Completion</b> Step-by-step implementation, first phase complete 2030
	<b>Jobs</b> c. 500	<b>Development timeframe</b> Development centering on	



## Baakenhafen

### Living, leisure and work between double waterfronts

A city for everyone: HafenCity's largest harbor basin, is surrounded by a dense (social) blend of residential and leisure uses, green open space and workplaces

In coming years, a sustainable "urban village" will grow up around Baakenhafen basin in the midst of this major city. On both sides of HafenCity's longest harbor basin, a green, socially mixed neighborhood for living and leisure will develop. Social organizations have been involved in developing housing concepts for a variety of housing – much of it strongly subsidized (currently 39 percent) – for families, students and retired people. The neighborhood will also provide many work places..

The topographical center will be Baakenpark, an artificial promontory extending over 1.6 ha, surrounded by water, which will fulfill a wide range of functions: as a green space and recreational area, as well as esthetic eye-catcher, but also as a connecting element between the northern

and southern sections of the quarter. The whole neighborhood, apart from a few individual projects in the northeast, will probably be completed by 2021.

The urban planning competition for the neighborhood was won by APB Architekten (Hamburg) in August 2011. The moderately staggered height of the buildings is a particularly convincing feature of the design. They will all be of seven stories, some on the southern side in semi-open blocks, as well as a few smaller, open variations. The buildings will have spacious inner courtyards opening out toward the Elbe, forming an incisive perimeter to the city. The rhythmic arrangement of the plots to the north between the port and Versmannstrasse guarantees real protection against noise from Versmannstrasse



Forward-looking architectural decisions are generating an impressive, highly dense urban cityscape on the River Elbe

and the railroad line. The buildings open out in a U-shape toward Baakenhafen harbor basin, forming a block on the street side. The courtyard residences and the water side are thus effectively shielded from noise, while future residents will all be able to enjoy the water aspect.

#### Green peninsula on harbor basin

The winner of the international open space competition for Baakenhafen quarter was announced in April 2012: the successful design by Atelier Loidl (Berlin) cleverly melds the diversity of leisure uses with the special port atmosphere of Baakenhafen. At its heart is the 1.6 ha Baakenpark promontory, whose playground, community and play building, trees and grassland, and imposing "Himmelsberg" mount will invite the public from spring 2018 to relaxation and active recreation pursuits. A pedestrian bridge to the north, designed by Hamburg architects Gerkan, Marg und Partner (gmp) and Knippers Helbig Advanced Engineering (Stuttgart), will be installed in mid-2017, adding to the spatial integration of the two land areas.

#### Construction kick-off

An important first step toward development of the neighborhood was the opening of the award-winning Baakenhafen bridge in August 2013. This 170 m link is much more than a local bridge. It opened the way for infrastructural development of eastern HafenCity and, during reconstruction of Versmannstrasse and work on extending the U4 subway, also now and again channels traffic to and from the south of Hamburg. The central segment of the bridge can be lifted using the power of the tide.

The first ground-breaking ceremony for a construction project (81a/b) took place in early summer 2015. By May 2018, DS-Bauconcept will have finished a family hotel for the Jufa group with 575 rooms and special facilities for children and teenagers. At the same time Justus Grosse Projektentwicklung GmbH is responsible for building around 150 publicly subsidized and privately financed homes. Plans are by KBNK Architekten and PFP Architekten (both Hamburg). Construction of the neighboring Campustower building (80) got under way in May 2016. This 15-floor tower will house office concepts with controlled rents for start-ups and entrepreneurs, premises for HCU opposite, and the head office of GARBE, the company responsible for the whole project. It will also include rental and privately owned apartments in a building quietly located by the water with views of Baakenhafen. Designs for the office space in the total 22,000 sqm gross floor area (GFA) are by Delugan Meissl Associated Architects (Vienna). Residential space planning is by sop architekten (Düsseldorf).

The architectural competition for the sports dome (83a) located to the east on Gerda Gmelin square was finalized in June 2016. The winning project, by PB Sports-Dome Management GmbH, offers an extremely diverse, yet energy-efficient indoor sport and leisure facility for more than 25 new sports activities. The design by Hascher Jehle Architektur, with around 12,000 sqm GFA on a total seven levels, includes a 25-m diving tower, as well as an equally high body-flying facility, simulating the free fall of a parachutist. Football club HSV will be using the location. The opening is planned for mid-2019.



## Urban village

Around Lola Rogge square in the southern part of the neighborhood, an “urban village center” will grow up, providing residents with an attractive market place, as well as recreational, sport and cultural facilities. Ground floors will accommodate a supermarket, small shops, bars and restaurants. Directly adjacent (plot 94a-c), a learning and family center with a four-stream primary school and kindergarten for 200 children will be built in 2019/20. A public underground parking garage under Lola Rogge square will benefit the convenience shopping area and takes into consideration pick-up and collection for the education complex. Building works will kick off for many of the surrounding projects by mid-2017. On plots 91, 92a/b and 93 GWG AG (Stuttgart) and Richard Ditting GmbH & Co. KG are building a total 436 apartments with views of the Elbe and Baakenhafen basin to plans by Lorenzen (Hamburg), Max Dudler (Berlin), KPW (Hamburg), Meck (Munich), Schenk + Waiblinger (Hamburg), as well as 6a Architects (London). The projects include multi-generation living for families, students, retirees and people with disabilities. On plots 89 and 95, four building cooperatives (Allgemeine Deutsche Schiffszimmerer-Genossenschaft, Hamburger Wohnen, Bauverein der Elbgemeinden, and HANSA Baugenossenschaft), various social welfare agencies, as well as four joint building ventures are building a very diversified and socially mixed, subsidized range of homes. These include the family joint building venture Only recognizable from outside because of its chimney, “Tor zur Welt”, with the first large mainly wooden building in Hamburg; the “Arche Nora” building joint venture, which appeals to women of different generations; the tenants’ building joint venture “Gemeinsam älter werden”, and “Kammerkombinat”, a tenants’ building joint venture made up of people active in the arts and culture. Homes suitable for families and older people were thus elements in designs presented in January 2016 by the Hamburg firms Schaltraum, LRW, bof, Huke-Schubert Berge, Berlin architects KADEN + LAGER and florian kriegler of Darmstadt, while social and therapeutic projects are also to be integrated. From early 2018, more cooperative rental apartments are to be built on plot 90a by Altonaer Spar und Bauverein eG and FLUWOG NORDMARK building cooperative; just over half will be publicly subsidized.

## More options to plan

The option for plot 82 a/b went to the GARBE company and the Halbinsulaner joint building venture. In addition to apartments for building venture members, there will be subsidized homes



The Waterhouses (above) form the character of the neighborhood. The initial ground-breaking ceremony took place back in early summer 2015 (foreground below). A family hotel and around 150 subsidized and privately financed apartments are to be built



for rental, privately financed apartments, as well as spaces for urban production workshops (small manufacturers) on the ground floor. An option on the plot, which is shared with the Sports Dome site (83b), was allocated to builders FRANK-Gruppe and the Ankerplatz joint building venture. In addition to residential space for the joint building venture, privately financed rental and owner apartments and subsidized accommodation (including for Alsterdorf Assistenz) are to be built. On plot 96a/b the three building joint ventures GleisOase, Am Leuchtturm and Einklang kicked off, while an option for plot 97 was granted to the Antares company with HH-Gruppe as well as the Heimatmole joint building venture. The site will offer a mix of joint building venture residences, privately owned apartments and subsidized, as well as affordable housing units. SAGA GWG is also realizing a residential project on plot 99 consisting exclusively of subsidized apartments.

## Last call for tenders

Since the call for tenders was issued on three further plots (84 a/b, 98 and 100 a/b) for five buildings with a total 300 apartments in an attractive waterside location on Baakenhafen, with office and commercial uses for over 400 employees, and options to plan were granted for plot 87, all residential plots in Baakenhafen are out to tender until the end of 2017.

## Houses in the water

A clue to the overall upmarket character to be expected in Baakenhafen is in the architecture of the six HafenCity “Waterhouses”, designed by the Japanese Pritzker prizewinner Shigeru Ban and Szyszkowitz-Kowalski from Graz. With their rather fragile outlines, the residential towers, a modern interpretation of living on water, merge seamlessly into maritime Baakenhafen’s architectural vernacular. Realization is planned by the end of 2021.

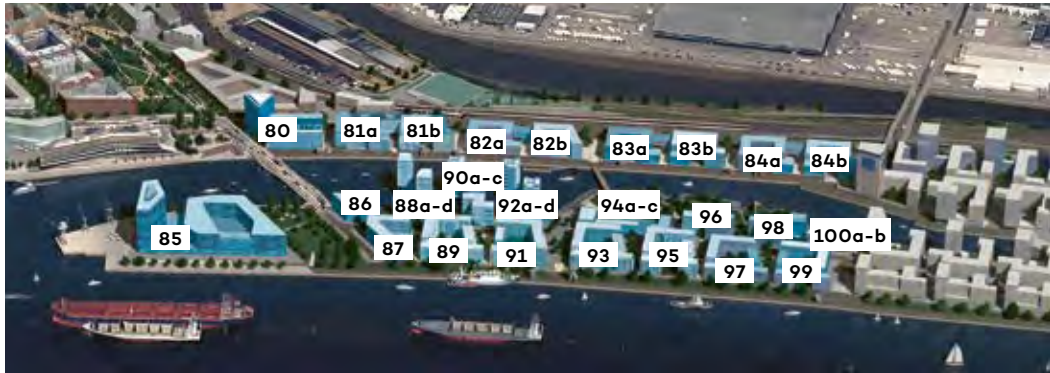
## Perfect transport links

In terms of transport, Baakenhafen neighborhood will have excellent connections. Construction of access infrastructure and renovation of the historic docks began back in 2011. By mid-2017, the central road artery, Versmannstrasse, will be flood-secure and geared to future traffic demands, having been raised to more than 8 m above sea level. The official return to service will be later, however, since the road surface is needed as interim storage for major building sites in western and central HafenCity. At the same time as the road works, the U4 subway line is being extended from HafenCity University station to Elbbrücken station. Work is going according to plan: the tracks and subway stop and rapid transit station at Elbbrücken will be in operation at the end of 2018. At that point the U4 line will also connect eastern neighborhoods of HafenCity to the Hamburg subway network, allowing transfers to and from the rapid transit S-Bahn. The stretch between HafenCity University and Elbbrücken stations will be around 1.3 km long and will take about two minutes. The subway line will run underneath the then raised Versmannstrasse as far as Baakenwerder Strasse and then resurface toward Elbbrücken at about the level of the bridges.

## Sustainable mobility

Europe’s largest neighborhood innovation project for car-sharing and electric mobility is taking shape in the eastern neighborhoods. The aim is not only to achieve a marked reduction in private car use, but each individual building,

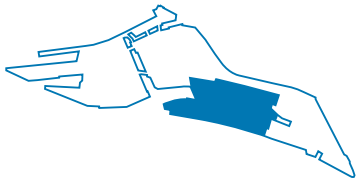




A city for everyone: this also includes the music ship MS Stubnitz, which will be moored at Kirchenpauerkai until 2026 at least

as well as entire quarters are to be designed to make them ecologically and socially attractive to users. At the same time, building costs will also be cut, as a whole story can be left out that would normally house parked cars. With-in this framework, only 40 car parking slots will be provided per 100 apartments, which adds up to a saving of EUR 30,000–40,000 per parking space. Also, one third of the spaces will be part of a car-sharing system including electric vehicles which should be operational by 2025. Many residents will find their own vehicles superfluous because car-sharing will always be available in their own buildings. In combination with electric bicycles and cycling, transport costs per

household can be cut considerably. At the same time, without the need for so much car parking, public space will be enhanced. CO2 emissions should be reduced although driven mileage is the same because of continual modernization of cars and the rising proportion of electric vehicles. Invitations to tender and announcement of the operator will take place in 2017.



**Baakenhafen**

**Area**  
24 ha  
Total GFA: 395,000 sqm

**Jobs**  
c. 4,500 (including Baakenhöft)

**Commercial uses**

Office, leisure institutions, hotel, retail, catering, services

**Homes**

c. 2,200

**Special institutions**

1.6 ha artificially in-filled area for play and recreational facilities in Baakenhafen harbor, primary school, childcare

**Development timeframe**  
2012 till 2022  
(except individual project in northeast)

# Elbbrücken

## A metropolitan business and residential neighborhood with a view

Spectacular high-rises and first-class connections for new worlds of work with high innovative strength

Elbbrücken neighborhood, named for Hamburg's main River Elbe bridging point, will be HafenCity's second urban center after Überseequartier. Spectacular high-rises, water surfaces on three sides and a large central plaza will characterize this very densely built business and residential location. It will be underpinned by excellent public transport connections with new interlinked subway and rapid transit stations. Around 60 percent of the area is planned for office use and some 10 percent for restaurants, bars and special uses – a potential 13,000 jobs. Thus 30 percent of the designated

land still remains for residential – depending on size, there will be around 1,100 apartments. First prize in the urban planning competition went in September 2016 to Hosoya Schaefer Architects of Zurich whose design gives the eastern entry to HafenCity clear definition and provides a robust foundation for its onward development. The open space competition was decided in November 2016. As in the next-door neighborhood Am Baakenhafen, Atelier Loidl (Berlin) was successful. The jury was convinced by the design, which is visibly similar to Baakenhafen's red-brick esthetic, enhancing Amerigo Vespucci square, the new focus of the quarter. The design also makes the square a central, flexible meeting place also suitable for events – and the largest square in HafenCity.

### Subway and rapid transit station

Since June 2013 work has been going at full tilt on extending the U4 subway line toward Elbbrücken and on construction of the Elbbrücken subway station to plans by the Hamburg office of Gerkan, Marg und Partner (gmp). It is expected to go into service at the end of 2018. At the same time, Deutsche Bahn AG is building a new rapid transit (S-Bahn) station at Elbbrücken. The station is intended to open up eastern HafenCity as well as parts of Rothenburgsort, a suburb to the northwest, offering improved connections with the Hamburg public transport network. As well as access buildings, the S-Bahn/rapid transit construction project also takes in a glazed pedestrian bridge 70 m long and 5 m wide leading to Elbbrücken subway station.





Construction of connecting roads, quay areas and site preparation started long ago and in some cases is already completed. Thus the Zweibrückenstrasse bridge was rebuilt and widened by summer 2016 and the sharp northern bend on Zweibrückenstrasse modified and joined directly to Baakenwerderstrasse. In its upgraded form, Zweibrückenstrasse not only provides a much broader passage along its whole length, with improved cycle paths and sidewalks, it is much better protected against flooding.

Sustainable mobility

In common with its neighbor Am Baakenhafen, Elbbrücken quarter is one of Europe’s largest locally oriented innovation projects in car-sharing and electric mobility. The objective is not only to reduce the number of private cars on the road; each building, as well as the entire quarters are to be socially and ecologically designed to be attractive to users.

Against this background, only 40 car parking spaces are to be provided in the area per 100 homes. One third of these will be dedicated to a car-sharing system that should consist exclusively of electric vehicles by 2025. For many residents and people working locally this will make private car ownership superfluous. At the same time, without the need for so much car parking, public space will be enhanced. CO2 emissions should be reduced although driven mileage is

the same because of continual modernization of cars and the rising proportion of electric vehicles. Invitations to tender and announcement of the operator will take place in 2017.

Prominent corporate base

Close to the city and excellently integrated into the public transport system, from 2018 Elbbrücken neighborhood will be a densely built business location, an address for major companies as well as smaller, growing businesses. With its proximity to the Elbe embankment, to Baakenhafen and to Billhafen, as well as to verdant Entenwerder island, Elbbrücken neighborhood also has great potential as a residential area – provided solutions are found to reduce noise emissions.

Living and working by the water

In order to position residential buildings with an acceptable level of noise, the eastern end of Baakenhafen was partially filled in in spring 2016. This means that new buildings can now be built in a double row, with higher buildings to the outside protecting inner residential buildings on the water side. A densely built residential quarter will therefore be built around the head of Baakenhafen, where Amerigo Vespucci square opens in 2019, featuring a variety of upmarket public amenities such as bars, eateries and retailing on ground floors along the promenade and on the square.



In the process of extending the U4 subway, an interconnected new subway stop and rapid transit station are being built at Elbbrücken; operations start at the end of 2018



Elbbrücken neighborhood: with Überseequartier the second urban center in HafenCity with high points in the center

On Versmannstrasse most of the buildings will be six or seven-story block structures for offices plus high-rises. The architectural framework fronting the easterly Freihafen-Elbe bridge and the rail tracks, on the other hand, will be even taller buildings with high points and a 110–115 m tower. The wide choice of available offers and excellent accessibility create ideal conditions for dynamic growth of businesses and the city. Moving east in the neighborhood, office and hotel uses dominate. Despite the traffic crossing the rail bridge and using Versmannstrasse, this intelligent structuring will ensure that there are zones shielded from noise, making for very good residential conditions.

At the eastern point of the quarter, between the rail tracks and the main road, a tall high-rise directly by the Elbe bridges is a possibility – depending on market opportunities for its realization. Uses that would come into consideration include offices, hotel and possibly residential. Bids for this internationally outstanding project are being invited at the moment and could still be awarded by the end of 2017.

First construction project

Options to plan have already been granted on three projects in Elbbrücken quarter. An architectural competition for the first building construction project in the neighborhood, a pivotal



plot (121) centrally sited between the promenade, the subway stop, rapid transit station and Amerigo Vespucci square, was decided in spring 2017. From 2018 an around 28,500 sqm gross floor area (GFA) building for two employers’ liability insurance associations, BGW and VBG, will be a prevention center to accommodate 30,000 to 35,000 seminar participants and event visitors per year. Two further plots offer space for progressive new worlds of work with high innovative strength. Adjoining to the east (118) the internationally active photovoltaic enterprise Enerparc is to build its corporate headquarters. The innovative building concept embraces not only employee start-ups, but also high sustainability, with all-round integration of solar technology. And also in mobility, for instance, it will feature an unusually large cut in

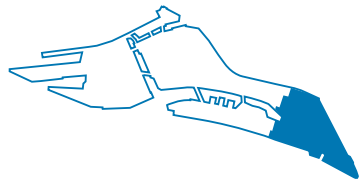


car-parking spaces to 25 percent; the remaining 75 percent slots will be equipped with charging facilities for electric vehicles.

To the north of this, OVG Real Estate GmbH, builder of The Edge in Amsterdam, which according to real estate trade journal Immobilien Zeitung is probably the most progressive office building in the world, is realizing an even more innovative high-tech smart building (110). As the employment generator for a variety of companies, it should provide an outstanding environment for growth. It is being built to the highest digitization and sustainability standards to provide a large proportion of short rental leases as well as a significant number of co-working spaces.

The next invitations to bid

In spring 2017 bids will be invited for three further plots (112, 114 and 116) with attractive southern aspects and views over the waters of the River Elbe. Plans foresee around 220 apartments, living and working concepts, as well as public uses on ground floors. In addition, planning options could be issued in 2017/18 for plots 101, 102, 103, 106, 109 and 119 – with more exciting mixed-use office, residential and a congress hotel project going forward to realization.



**Elbbrücken**

**Area**  
21.4 ha  
Total GFA: 560,000 sqm

**Jobs**  
c. 13,000

**Commercial uses**  
Office, services, hotel,  
retail, catering

**Homes**  
c. 1,100

**Development timeframe**  
2016 till 2025



Construction of the infrastructure began some time ago and is already partly completed. Here the stairway to the subway stop





## Sustainability

# Welcome to the 21st century city

HafenCity is setting leading-edge standards for the future through sustainable urban development.

According to United Nations estimates, three quarters of the world's population will be living in cities in 2050. In Germany today the figure is already over 70 percent. Urbanization will become the crucial challenge for sustainable growth and transformation world wide. At the same time, urban areas are one of the main emitters of greenhouse gases and also responsible for about 70 per cent of current global energy consumption. Thus cities play a key role in climate change. As the leading global consumers of resources, they could make a special impact through control measures and new urban structures.

Against this background, HafenCity defines a city typology which is meeting the challenges of the future in its own specific way. Because of its large size, the organization of all uses – living, working, leisure activities, plus transport and individual behaviors and consumption – makes a definite impact on Hamburg's ecological balance. HafenCity also assumes an exemplary function as a role model for a newly built city; it does so in different ways and in different areas by establishing a variety of prerequisites for sustainable city construction, as well as resilient, multi-dimensional urban development. It thus enables sustainable lifestyles, offers opportunities for social integration, and so makes social cohesion possible where cities are often vulnerable to the danger of increasing polarization.

HafenCity is therefore banking on pioneering standards to pave the way for sustainable

city transformation. One objective, for example, is the effective combination of a compact, mixed and densely built city environment with high-quality public space, a forward-looking mobility concept, highly efficient energy for heating supply, together with the “green” quality of the buildings.

The development of HafenCity in itself is already an important criterion for sustainability in urban development since, instead of expanding Hamburg into land on its periphery, disused inner-city areas of the port are being regenerated. In addition to recycling of land, HafenCity is densifying the inner city which also embraces many other primarily ecological, as well as economic and social aspects of sustainability.

## Hamburg is growing: where and how is the city growing?

Economic growth and an increasing population demand efficient management of ground sur-

face as a resource. The development of HafenCity has enormously enhanced and regenerated old port areas, so-called brownfield sites, to the benefit of integrated space utilization and land use in the inner city, using resources sensibly and productively for the long term. In contrast to the city of the 1960s, 70s, or 80s, in which functions were separated, HafenCity embodies a concept which creates social, economic and ecological synergies out of proximity and neighborhood: a fine-grained, vertical and horizontal mix of commercial and non-commercial uses creates the conditions for economic and social diversity and innovation. Public places encourage social, cultural and political intercourse between residents, the locally employed and visitors. At the same time, HafenCity offers the City of Hamburg the chance to create housing and jobs using space economically with relatively high density in the heart of the city.

In terms of figures, each hectare of real estate in HafenCity accommodates around 354 jobs and 110 residents. This social density does not break with the image of the European horizontally organized city in HafenCity, but it nears the limits of expectation – after all, Hamburg is not Manhattan. In structural terms the density amounts to a floor space ratio, according to neighborhood, of 3.7 to 6.1. Although the degree of density is sometimes felt to be high for residences, it is acceptable or even desirable on the grounds of the central, urban situation of the quarters, the proximity to water, as well as the possibilities for encounter HafenCity offers. Also, water in the shape of “blue open space” creates air and light.

Despite intensive construction, public open space accounts for 25 percent of the land area. In comparison: between the Speicherstadt and Binnenalster in the existing city the figure is just five percent. Added to this is the fact that another 13 percent of HafenCity consists of private open spaces which are publicly accessible. Because of the frequent linear structure of open spaces by the water here, this includes nearly all locations. In comparison to the city center with 42 percent, the space wholly devoted to road traffic is reduced to 24 percent. This illustrates that not only has a mix of uses been achieved in HafenCity, with a blend of compact living and working and generous public spaces, but that land use is also efficient. By perpetuating this pattern, a marked transformation of the core inner city townscape will be achieved – and not by the new buildings alone.



On an area of old port and industrial facilities a new densely built quarter with mixed uses has emerged in recent years, with a high proportion of open space (Photo: Vasco da Gama plaza)





HafenCity is a “walkable & bikeable” city of short distances and attractive routes (Photo: Bösan bridge over Magdeburger Hafen basin)

Landfill instead of dikes: flood protection in HafenCity

Since HafenCity is located in the River Elbe flood zone, a new flood protection concept creates the conditions for urban density, intensive use and the genesis of residential space. It also influences the appearance of the unusual topography of the new city district. The principle is that all buildings are built on artificially structured plinths that are gradually compacted to a height of 8–9 m above sea-level, out of reach of even extreme high water. These “Warfts” interconnect with the new street infrastructure. Streets and bridges are also sited at flood-protected levels, at least 7.8–8.5 m above sea-level, so that even during a storm surge, traffic within HafenCity, as well as between it and the inner city, can flow uninterrupted, bypassing the lower lying Speicherstadt.

As the promenades by the water remain at the previous lower level of the port, residents, local employees and visitors can enjoy the closeness of the water and the views it opens up. Basements in “Warfts” also function as car-parking space, which relieves the streets of a large amount of stationary traffic and keeps parking lots out of the cityscape. This creates cost-efficient, multifunctional infrastructure. At the same time the lower promenades present an overflow surface for flood water, allowing it to disperse harmlessly – an effective way of reducing the flood peak by extreme high water.

The open building coverage of HafenCity and the vicinity of large expanses of water have a positive effect on the microclimate. This results in a reduction of the summer heat island effect, which in turn means less need for air-conditioning in the city and increased comfort for

living and working. Nevertheless, because of the closeness of the waterside location to port facilities, requirements for noise protection are particularly high – as eastern HafenCity needs protection from traffic noise. The arrangement of the buildings, the orientation of reception rooms and special window reveals help to reduce the effects of noise. The Hamburg port planning ordinance also sets limits for emissions from the port, which is still in operation to the south of the Elbe.

Sustainable mobility: not only attractive to pedestrians and cyclists

Western and central HafenCity already feature many sustainable measures that make it a “walkable and bikeable city” with short, attractive routes. The mix of uses means that a variety of urban uses – living, working, learning, cultural, leisure and shopping – are clustered closely together. Underpinned by the high quality of design and functions (e.g. street level public amenities), connecting routes are perceived as shorter and topographically attractive, at the same time stimulating people to more active mobility. The six StadtRad bike rental stands so far (provision to be extended) are an additional encouragement, along with a great public transport system with the U4 subway, the rapid transit connection at Elbbrücken, several ferry stops, and a bus transport system running on hydrogen power. Since February 2012 buses and other vehicles have been able to fill up at the hydrogen gas stations opposite the Spiegel publishing house. And, with its various public charging stations (including Hamburg’s first rapid charging point), HafenCity is a partner in the electric transport model region Elektromobilität Hamburg. Since May 2015, an LNG hybrid barge has ensured that even cruise ships can run on low-pollution liquefied natural gas while moored at the cruise terminal.

Excellent public transport, fine-grained use mixes, high density, good facilities for pedestrians and cyclists, bicycle rental stations: in addition to the typical features of smart mobility, HafenCity has even more to offer on the topic of forward-looking mobility. Europe’s largest neighborhood-based, car-sharing/electric vehicle (EV) mobility innovation is taking shape in the eastern quarters. The aim is not only to cut private car use drastically, but that the mobility facilities in each individual building, as well as for the entire quarter, should be attractively and ecologically designed. Against this backdrop, only 40 parking slots will be available in the area per 100 apartments. One third of them will also be part of a car-sharing system that is

planned to consist entirely of electric vehicles (EVs) by 2025. A privately owned car will then become superfluous for many households and locally working people. At the same time, building costs will be lower, since normally a whole story of parking space will be unnecessary. The public sphere will be enhanced by the reduction in parking slots and CO2 emissions. The Hamburg building regulation (HBauO) which limits provision of parking space will also apply especially to the Elbbrücken neighborhood, while electric mobility requirements there (i.e. the provision of charging points) also apply for commercial uses. Due to cost savings on car parking, tenders and the selection of a mobility provider can take place in 2017.

Low-pollution heating power

The sustainability of HafenCity’s heating supply is well established. All buildings in western HafenCity are connected to the cogeneration-based Hamburg Vattenfall district heating network, which is supplemented in HafenCity by solar thermal power (1,800 sqm of solar thermal systems are installed on rooftops in western neighborhoods, providing 40 percent of hot water requirements there), as well as other CO2-reducing generating plants (such as the steam turbine in the HafenCity heating plant), which together have since 2002 provided an efficient mix of energy with CO2 emissions averaging 240 g/kWh.

Thanks to its decentral, modular local heating supply network, eastern HafenCity have been able to boast CO2 emission rates of only 89g/kWh since 2009. The decentralized structure of this supply system, which is operated by Enercity, a subsidiary of the Hanover public utility, is designed to grow in tandem with the city district. The first building block in the network is the temporary power plant in Oberhafen. HafenCity’s heating concept features substantial use of renewable energy: 92 percent of all power used is produced regeneratively – except at peak times. The primary energy factor is 0.11.

In future waste process heat from the Aurubis copper refinery will supply eastern HafenCity with heat. The advantage: waste heat causes almost no CO2 pollution and exudes no nitrogen oxide. This obviates the need for HafenCity to have a heating plant of its own.

A signal to the environment

Since 2007, HafenCity Hamburg GmbH has been awarding the HafenCity Ecolabel, the first certification system in Germany for sustain-

able construction. Certification has been made a condition for the award of planning options on building plots since 2010. So far 36 buildings in HafenCity have been certified or pre-certified with the Ecolabel. In 2017 the Ecolabel was thoroughly reworked. In future, to bring it into line with the DGNB (German sustainable building council) standard, the “silver” Ecolabel will be known as “gold”, while “gold” will be replaced by “platinum” certification. At the same time, the categories were also partially rearranged, amendments worked in, and the whole system updated to correspond with current statutory requirements and altered standardization, while new standards were also set.



HafenCity has a particularly high proportion of squares, promenades and parks; the ground surface as a resource is effectively exploited through dense building and the “Warft” principle of compacted flood-secure mounds. This generates closely connected open spaces

Site distribution in HafenCity

<b>Water area*</b>	<b>28.1 ha</b>
■ Pontoons on the water	1.4 ha   5%
<b>Land area*</b>	<b>100 ha</b>
■ Traffic area	25.5ha   23%
■ Built-up spaces	34.7 ha   31%
■ Public open spaces (squares, parks, promenades, paths)	27.4ha   25%
■ Private areas, public access	14.7ha   14%
■ Private areas no public access	7.3ha   7%
□ Oberhafen Quarter	8.6ha

\*not including Oberhafen Quarter, rail tracks, subway





The HafenCity concept already encapsulates many typical smart mobility aspects today

New electric mobility specifications have also been included, for example. But insulation regulations will not be further tightened because of the rather poor overall results. Instead, more (solar) energy entrapment will be integrated, as well as additional building life-cycle approaches. The first concepts for a so-called “cradle to cradle” approach were put into operation – this is standard at the DGNB, of which HafenCity is a founding member. At the same time, energy monitoring was extended to all building types.

Award of an Ecolabel assumes that at least three out of five categories in platinum are fulfilled and the rest in gold. Despite the general binding character, this does allow developers to set accents of their own. Category 1 “Sustainable management of energy resources” is unaffected and remains a mandatory category. The requirements of the uses home, office, hotel, commerce/trade, meeting venues and educational institutions will also be more clearly differentiated.

### Osaka 9 – sustainability pavilion

An overview of the entire HafenCity sustainability concept can be seen in the HafenCity Osaka 9 sustainability pavilion on the embankment promenade on Magdeburger Hafen harbor basin. Core topics in the exhibition are sustainable ground use and mixed use city structure, resource-efficient mobility concepts, as well as ecological power supply and “green” buildings. The Info Pavilion is also the starting point for tours and is a popular location for events right by the water.

## Infrastructure

# Innovative infrastructure

Proximity to water, ground conditions and flood risks present particular challenges

For a long time in the past, the area making up today's HafenCity was devoted to industrial and port uses. From 1862 onwards, when artificial port facilities were developed, it assumed the layout of harbor basins and docks that still characterizes it today. As a low-lying island in the northern River Elbe, HafenCity is also affected by other conditions specific to the area, so that not only new external and internal connections are crucial preconditions for urban use of the site; effective protection against flooding is also an essential.

Here the initial challenge was the east-west orientation of the Speicherstadt, the waterways and wide Willy Brandt Strasse: together they form a broad barrier between HafenCity and the city itself. That also meant, for instance, that effective connection with the public transport system could only function well underground. Since HafenCity is also situated outside the main Hamburg dike line at a level of 4–5.5m above sea-level and thus vulnerable to flooding, special protection measures needed to be taken.

### Effective flood protection an essential prerequisite

Dike construction was ruled out, since it would have had to encircle the whole 127 ha land area of the new district before realization of the first

buildings. A rapid start to development would not have been possible either. Also, as well as generating considerably higher costs, the urban spatial relationship to water so characteristic of HafenCity would have been prevented, at least at ground floor level.

Instead, the new buildings and roads are built on plinths, or “Warfts”, that are formed at a height of 8–9 m above sea level, adjoining the raised streets and thus protecting against flooding. Their interiors also offer space for flood-protected underground garages. Promenades and many squares, on the other hand, remain at the area's previous level of 4.5–5.5 m above sea level, which maintains the close relationship to water and creates high-quality, usable public spaces. All roads are built at a minimum of 7.5 m or 8.3 m above sea level, protected against floods. New bridges are built in flood-protected form, or old ones upgraded and lifted.

One exception to the rule of raising road levels is the street running between HafenCity and the historic Speicherstadt. Elevation of the whole width of Am Sandtorkai/Brooktorkai would have been extremely difficult and would have made no sense due to the proximity of the Speicherstadt. Thus only its eastern end has been raised.

To allow for the unusual and brief occurrence of a storm surge, therefore, the Kibbelstegbrücke





HafenCity is connected via a transport system that is both complex and efficient. Public local transport takes a leading role. The central traffic artery is the new U4 subway and its junction at Elbbrücken rapid transit station, complemented by a regular network of bus services

bridges were erected, providing a new second flood-secure connection between the dike-bound city center and HafenCity: under normal conditions they function as a comfortable crossing for pedestrians and cyclists, but under flood conditions they guarantee access for fire and rescue services.

The second flood-protected traffic axis to the rest of the inner city runs via Oberbaumbrücke bridge and Brooktorkai, Shanghaiallee and Überseeallee roads. The latter is also open to private vehicles during flooding. Additional flood-secure links will be formed via Freihafenbrücke bridge, which connects with flood-protected Versmannstrasse, and perhaps also via Grossmarktbrücke.

New roads and bridges

An additional challenge is the ground itself in the new city district. HafenCity's location on the Elbe marshes is subject to the alluvial influence of the river, which means that the upper

layers of soil are made up mostly of clay and glacial sediment. As so-called cohesive layers, they are highly water absorbent, which means they cannot bear heavy weight. Sand, which is load bearing, begins further down. This is why all buildings in Hafen-City are built on piles. These are usually driven around 20 m deep into the earth, which transfers the weight to the load-bearing sand layers. In Strandkai neighborhood and southern Überseequartier a departure from pile foundations is taking place for the first time: basements are actually being excavated down to the loadbearing sand level, in some cases to 7 m below mean sea level.

For road building, preloading is used to raise the level temporarily to around 11–12 m above sea level: the weight of heaped up sand presses any water out of the cohesive layers of ground below, creating a stable foundation suitable for road building. When this process is finished, the sand preload is removed down to the future level of the road, so that piping and conduit can be laid and roads built.

Roads in HafenCity are planned in at an early stage but the realization of road surfacing, pavements, cycle lanes, tree-planting or parking bays only takes place gradually and in close coordination with construction firms. Because road surfaces would be largely destroyed during structural engineering, almost all carriageways are given a temporary surface. After completion of the surrounding buildings, the final surface is then laid and finished, together with ancillary surfaces, cycle paths/strips and tree planting.

Through the city by car

Four road bridges currently connect Hafen-City with the city center. Central northern access is via Am Sandtorkai/Brooktorkai. From here traffic fans out to the south; primarily via Shanghaiallee and Osakaallee. The northern extension continues across Kornhausbrücke bridge following on from the so-called “Domplatz axis”. The most important and easternmost access is Versmannstrasse, which is being rebuilt as a four-lane, raised avenue, in parallel with extension of the U4 subway line to Elbbrücken; part of the road runs directly above the subway tracks. The temporary traffic diversion runs over Baakenhafen bridge and alongside the Elbe to the Elbe bridges. When operations recommence, traffic can be channeled back to Versmannstrasse, and the Elbe embankment will be relandscaped as a broad green promenade with sidewalks and cycle paths.

The job of renewing and widening Zweibrückenstrasse bridge was satisfactorily completed in summer 2016. In the process, the sharp northern bend of Zweibrückenstrasse was modified and the street directly joined onto Baakenwerderstrasse. The new works have not

only provided a wider thoroughfare and better paths for cyclists and pedestrians, its sustainable pump and drainage system is now much better protected against flooding.

New bridges over Baakenhafen

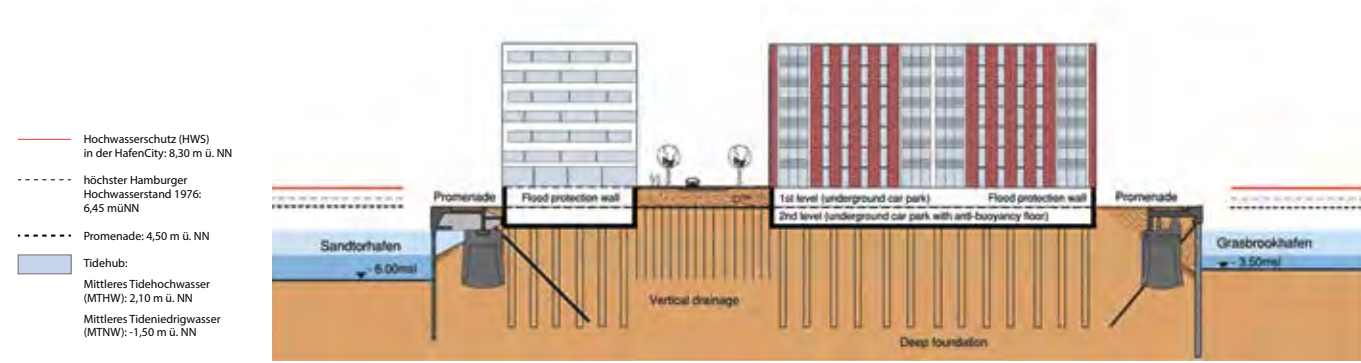
Two bridges connect the northern part of Baakenhafen neighborhood with the southern area. Much admired for its range of functions, the bridge has been showered with praise and prizes – including the title “Structure of the Year” from the Hamburg architects and engineers association (AIV). The 170 m-long Baakenhafen bridge, opened in August 2013, also marked another important milestone in the rapid development of eastern HafenCity. The crossing is supplemented by a central pedestrian bridge, to be finished in early summer 2017, between the northern neighborhood area and Baakenpark promontory. It will also carry all supply and waste drainage lines from southern Baakenhafen.

Environmentally friendly transport

HafenCity's central situation and good accessibility are increasingly an invitation to leave the car behind – particularly as HafenCity's short distances and branching, unusually dense network of paths make it ideal for cycling and walking. The majority of cycle paths and footpaths are isolated from motorized traffic, running along promenades, piers and squares, often along the waterside. Cycle lanes are standard on streets with heavier traffic.

People with limited mobility or sight can move about HafenCity easily. Despite differences in height, a mass of measures make open spaces

The concept of elevated foundations and flood protection in HafenCity (showing the example of Kaiserkai)



The streets and buildings of HafenCity have been built on compacted mounds or “Warfts”. This creates a new urban topography, such as shown here in the draft of principles of Am Dalmannkai/Kaiserkai



virtually barrier-free. The most important walking and driving routes are equipped with wheelchair-accessible ramps; acoustic signals can be operated at traffic lights, and the surfaces of promenades have been made with an eye to walking and rolling quality, using cut (and therefore smooth) cobblestones.

An essential requirement for sustainable development in HafenCity, with its dense mix of uses and high number of visitors, is also an efficient public transport system. The start of U4 subway services – the line was not foreseen in the original Masterplan – to Überseequartier station in December 2012, therefore, represented a major new link in the public transport chain. Since then regular services have connected HafenCity directly to Jungfernstieg and the central station. In August 2013, services to the HafenCity University station followed. Two months earlier the ground-breaking ceremony for the extension of the U4 through to the Elbe bridges took place. The last 1.3 km section runs from HafenCity University station to the new subway station at Elbbrücken. From 2018 it will link the eastern neighborhoods with their more than 3,000 homes and some 20,000 jobs.

Subway, ferries and buses

In the course of construction of the U4 subway extension, work on a new above-ground subway station at Elbbrücken, designed by the Hamburg office of Gerkan, Marg und Partner (gmp), began in April 2015. At the same time Deutsche Bahn AG is building a new Elbbrücken rapid transit (S-Bahn) station. From 2018 the station will serve eastern HafenCity as well as parts of Rothenburgsort, a suburb to the northwest, and ensure better connections to the Hamburg public transportation system. As well as

the entrance building, the Elbbrücken station construction project also includes a glassed-in footbridge between the stations.

There is also a dense network of bus stops in HafenCity: the MetroBus 6 serves the Auf dem Sande stop in the Speicherstadt; the new 111 line, skirting the port and known as “Hamburg’s cheapest city tour”, initially runs from Fischer-eihafen, the fishing port, through HafenCity to Baakenhafen and will be extended to Elbbrücken. The first ferry pier has also been installed near the Elbphilharmonie. Two more could follow: at HafenCity University and the Elbbrücken. In addition there are various jetties for port barges, for instance in Magdeburger Hafen and in Baakenhafen harbor basins.

Planning and realization of these complex infrastructural measures – except on private land – is the responsibility of the developer, HafenCity Hamburg GmbH, owned by the City of Hamburg. Financing is covered exclusively by sales of land in the planning zone. However, finance for the new U4 subway line is an exception. It is being planned and realized by Hamburger Hochbahn AG, and financed out of budgetary funds of the Free and Hanseatic City of Hamburg as well as federal subsidies. The cost of the extension of the subway, however, will be carried by Hamburg’s special fund under public law holding “city and port” assets, while the cost of external access to HafenCity, the planned reconstruction of Deichtorplatz, as well as bridges to be built between HafenCity and other city neighborhoods, is also financed primarily out of Hamburg’s budget.



Flood-secure HafenCity demonstrated here by Marco Polo Terrassen/Dalmannkai: buildings and roads are built on “Warfts”, forming a new height of 8–9 m above sea-level, out of the way of storm surges; promenades and squares can be safely inundated in extreme conditions (upper photo: 12.06.2013)



A densely woven cycle network with paths and lanes leads throughout HafenCity. Cycle paths are becoming better and better linked both with the existing city and places within HafenCity



## Cultural development

# Curtain up: HafenCity as a stage for culture

Exciting new venues for art and cultural activities of all dimensions are emerging, alongside internationally known institutions

The well-known German light and theater impresario Michael Batz brought life into what, up until 2003, was a big blank spot on Hamburg's cultural map. He was a rare exception in the Speicherstadt, with his annual theater performances of Hugo von Hofmannsthal's epic "Hamburg Everyman", which started in 1994. It was not until 2003 that the area's status as a free-port was lifted, removing it from the claws of the Port Development Act which prohibited any type of usage unrelated to port activities. Art and culture therefore only subsequently gradually found their place in HafenCity. Since then, however, cultural and artistic uses have been a very important driving force in the new district's development. The public spaces in HafenCity, with their variety and diversity, are initially built as temporary spaces, not completely finished – laid out as spaces for possibility, which offer a basis for entertaining, thought-provoking or provocative creations. As a result, artists and the cultural industry initially move into HafenCity on a temporary basis, into transitional processes which result finally in a stabilization of the production.

Thus, in addition to major cultural institutions such as the Elbphilharmonie Concert Hall and the International Maritime Museum Hamburg, many new settings with history are taking shape for art and culture – and, on the southern

embankment of Oberhafen, a permanent arts and creative quarter is developing.

While the gastronomic scene is clearly moving upmarket in some cases, specifically cultural uses are taking up space in the ground floors of HafenCity, which are all open to public amenities. The KinderKulturHaus children's arts center and the fairytale Märchenwelt on Strandkai as well as the cultural ground floor uses in the new Gruner + Jahr building add up to an additional 5,000 sqm of cultural space. HafenCity has also meanwhile developed into a serious art dealing location. So far there are 15 galleries between the Elbphilharmonie and Lohsepark. The works exhibited range from classical painting through African sculpture to contemporary art.

## Cultural scene with numerous players

Over time, special cooperative and organizational structures relating to HafenCity have also emerged time and again. In addition to initiatives such as Musical LandArt, a cooperation between the Hamburg Arts Foundation, Körber Foundation and HafenCity Hamburg GmbH to launch an artists' competition in 2004/2005, was an important landmark in the district's cultural development. Since then many smaller exhibitions and regular music events have followed, such as in Meßmer Momentum or the lobby of Hotel 25hours, as well as large theater



Striking architecture, incomparable location: the Elbphilharmonie rises like a giant glass wave over the former warehouse Kaispeicher A. The concert house in HafenCity is a spectacular international landmark – and a great center for music

productions, such as Thalia Theater's summer programs in a special tent every year, delighting the public as do NDR Elbphilharmonie's HafenCity Open Air concerts on Baakenhöft. But also Art and Culture in HafenCity, in successful cooperation with three cultural greats in the Hamburg culture scene (Kampnagel, the Hamburg Kunstverein and the Deichtorhallen), has initiated several art projects since 2011, driving forward the debate on the opportunities for social coexistence in the new urban public sphere emerging in HafenCity. The HafenCity cultural coordination circle also brings together many parties and activities. This panel of experts, set up in May 2005 by the Hamburg Culture Ministry, holds regular meetings with HafenCity Hamburg GmbH representatives to promote the arts and culture in the new city district. In developing concepts, it takes on a share of responsibility for development of the range of cultural activities in HafenCity. Now ongoing coordination of all the public cultural activities is to be put into the hands of a culture







HafenCity with its many events and exhibitions is in many areas a cultural magnet for visitors, local employees and visitors

coordinator, to be chosen this year, who will also initiate new artistic and cultural events.

### Varied programs for a mixed public

If Michael Batz was a cultural pioneer with his Everyman, HafenCity in the meantime has become a popular and often permanent venue for events of almost every size, from pop-up street performances through to major events. One is the Harbour Front Festival, the biggest literary festival in northern Germany, that regularly attracts authors from around the world to Hamburg. They also include the Long Night of the Museums, Hamburg Architecture Summer, the Elbjazz festival as well as Germany's most important international theater festival, Theater der Welt, with a guest visit on Baakenhöft in summer 2017, where its festival center is also based. Popular magnets for visitors are Summer in HafenCity, an annual event with open-air tango, swing and poetry slams, evening readings in a maritime atmosphere, or popular children's building sites. The same goes for the Körber foundation's series of top-level discussions open to the public in the KörberForum.

Other widely varying events attracting an increasingly mixed public range from the former East German refrigerator ship MS Stubnitz, now anchored at Kirchenpauerkai, a music venue featuring everything from Pakistani jazz to hardcore electro music, the cultural events or

lectures in the universities, the relaxed Club 20457 on Osakaallee or after-work sessions in summer at the Sunset Lounge in front of the Unilever building.

### Fresh impulse for the creative economy

Oberhafen, with its creative and cultural scene, is increasingly generating inspiration (see p. 43). It has been used for all kinds of creative uses for ten years or more and is a venue for large and small cultural events on a regular basis. But it is only since the majority of space has been freed up for artistic and cultural uses that Oberhafen has finally blossomed, becoming the nucleus of a creative and cultural neighborhood accommodating the short film festival, dance performances, creative co-working spaces, Gänger Viertel e.V. (in temporary premises), or locations like Halle 424, an old storage shed combining a modern gallery with a cool jazz and classical music location. Oberhafen is also excellently linked to the rest of HafenCity as well as newly developed cultural activities in Rothenburgsort and City Süd, not to mention the nearby Museum Mile.

Not to be outdone, Elbtorquartier also belongs on the creative and cultural map. Following in the footsteps of iF Design, which arrived in 2013, the Hamburg design network designxport, another heavyweight design presence, opened in HafenCity in July 2014. Gradually Magde-

burger Hafen is turning into an exciting forum for ideas and a public showcase for the local, regional and international design sector, with nearby Hongkongstrasse increasingly establishing itself as an address for small agencies and start-ups.

An important pioneering role in HafenCity was played, of course, by the annual "Hamburger Jedermann" theatrical production by Michael Batz. It was a permanent feature of Hamburg's cultural calendar long before HafenCity was in a position to become a place for the arts, staged every summer since the 1990s against the spectacular backdrop of the Speicherstadt.

### Museums between past and present

The International Maritime Museum Hamburg lent HafenCity a special luster when it opened its doors back in the summer of 2008 in the old Kaispeicher B, a warehouse dating from 1879 (architects: Wilhelm Emil Meerwein, Bernhard Hanssen); it is actually the oldest warehouse in HafenCity and the Speicherstadt.

From the summer of 2005, architect Mirjana Markovic extensively renovated the listed warehouse at Elbtorquartier, converting it into a museum but leaving its characteristic architecture intact. The ten floors, or "decks", of the museum, covering 11,500 sqm, house an exhibi-

tion based on the private maritime collection of Peter Tamm, who died in 2017. Kaispeicher B and the adjacent Heinemann-Speicher building also accommodate the Institute of Shipping and Naval History and a library, including an archive.

It was at around the same time that the Prototyp automobile museum also moved into HafenCity. The permanent exhibition in the listed former premises of the Harburger Gummi-Kamm-Compagnie, on Shanghaiallee, is also based on the private collection of the museum founder. It includes rare automobile icons, including the legendary Porsche 64, as well as original cars of Sebastian Vettel and Michael Schumacher.

In the immediate vicinity of the historic Speicherstadt other creative and cultural uses have also opened, with several museums here describing the past of this listed ensemble.

### Elbphilharmonie concert hall

HafenCity is also home to an internationally outstanding landmark, the Elbphilharmonie concert hall. Swiss star architects Herzog & de Meuron's spectacular concert venue sits atop mighty Kaispeicher A, a cocoa warehouse built between 1963 and 1966 to plans by architect Werner Kallmorgen. Its cubic shape and façades remain intact beneath a unique architectonic



Cultural and artistic uses play a very important role in the development of HafenCity in public dialog





Many new showcases for art and culture are emerging in HafenCity – even open-air, weather permitting

hybrid housing concert halls, a hotel with 244 rooms and 44 apartments and a garage with parking for around 500 cars.

The former warehouse building is crowned by an undulating, curved glass structure, up to 110 m high, blending elements of historic port architecture and contemporary building design, port tradition and the district's new identity. Sandwiched between the original building and the new wave-crested crown, a public plaza at a height of 37 m offers fantastic views of the harbor, HafenCity, the River Elbe and the rest of the city. It is also both the interface between the original and new parts of the building, and between the public open space and the other uses. The warehouse shell is used for car parking, as well as backstage areas and space for all-round musical education. Inside the glass superstructure are two auditoria holding audiences of 2,150 and 550 respectively. The opening on January 11, 2017 was celebrated with two festive concerts by the NDR Elbphilharmonie Orchestra which led into a three-week festival, a stylistic cornucopia, which emphasized the builders' objective of creating "an open house for all". That it is a great success has been echoed throughout the world's press – the architecture critic of the daily *Neue Zürcher Zeitung* spoke for all when he praised the Elbphilharmonie as an elating, uniquely successful "building of the century".

**HafenCity: first-class cultural venue**

Although not planned in this form, HafenCity has emerged, through wide-ranging involvement, into a cultural venue of first-class qual-

ity. Culture here is not confined to one place or to a single form of representation. The greatest variety of cultural opportunities are to be found every day and every evening. What is on offer – from the MS Stubnitz, to the Elbphilharmonie, the galleries and Oberhafen, the many readings, concerts and exhibitions – only inadequately represents the full breadth of culture, however. New ideas for eastern HafenCity have already been brewing for some time; unusual forms of theater, exhibitions, artists' collectives are just a few of the possibilities. A joint building venture of artists and culturally active people, Kammerkombinat, is already at the realization stage – and culture in general, after a hesitant start, has arrived in HafenCity.







Myriad concepts, price levels and architectural styles in an urban environment on the waterfront are attracting many people to live in HafenCity

## Social development

# Life in the inner city

Western HafenCity is already an urban place, home to about 2,500 people. Despite their very different backgrounds and lifestyles, neighborly networking is working

Housing in HafenCity is a core use which, with around 7,000 homes planned, offers a very multifaceted choice. It includes a smaller scale mix of apartments to rent or to buy in different price brackets, although the spectrum ranges from publicly subsidized rental housing through to the luxury segment and also takes in the special requirements of groups such as musicians, designers, artists' collectives, seniors as well as the physically disabled or chronically sick people of all ages. Building cooperatives and joint building ventures have played a special role in the development of living in HafenCity, catering for a mid-price segment of the newbuild market and often acting as an important catalyst in forming a neighborly culture. They were able to take on this role from the start, since the majority of apartments (e.g. in Dalmannkai) were put out to tender between 2003 and 2010 at fixed prices. In addition, because of sharp rises in the cost of rental and owned homes in Hamburg's inner districts, 20 percent of residential building plots in HafenCity have been put out to tender for subsidized housing since 2010 – the proportion has risen to one third since 2011. At the same time a modified bidding procedure was introduced in HafenCity, in which the concept accounts for 70 percent of a bid and the offer price for the plot for 30 percent. Putting the emphasis on the concept is sure to enhance the diversity of the range of housing offered even more, making way for rentals in the subsidized sector of EUR 6.20/sqm (housing subsidy scheme 1) and EUR 8.30/sqm (second tier subsidy) in the lower price segment.

The wide spectrum of living concepts, price levels and architectural styles available attracts many people to live in HafenCity. After all proximity to workplaces, shops for daily needs, kindergartens, schools, public squares and leisure facilities make for much lower mobility expenses. A better work-life balance is more feasible here, since it is easier to combine children or the care of relatives with employment. This also explains why some households are prepared to accept higher direct housing costs in favor of much lower indirect costs (e.g. mobility).

### Family-friendly housing

The profile of residents is thus in line with a definite trend: the proportion of households with children registered in HafenCity continues to grow. It is currently 18.4 percent which means that HafenCity is way ahead of other popular inner-city districts such as Eimsbüttel (12.7 percent), Winterhude (12.9) or Neustadt (11.4).

In comparison with longer established residential areas of the city, this family orientation will increase in coming years as the effects of the role of special concepts kick in, also through the many apartments built by joint building ventures and subsidized housing construction. To continue to meet the needs of the many children and teenagers, social infrastructure is being continuously expanded. So far four kindergartens with around 350 places are open. Planning of another two in Baakenhafen and on Grasbrookpark are in an advanced stage of planning. The inclusive kindergarten in Am



Lohsepark opened temporarily for two years in December 2016 is equipped for 120 German and refugee children.

Complementing Katharinenschule school, another primary school for 460 children will probably be opened by 2019 in Baakenhafen, and in central Lohsepark by 2021 there will be a secondary school comprising gymnasium and comprehensive departments, with a three-court sports hall. Special importance attaches to the three planned play-cum-community houses in Grasbrookpark, Lohsepark and Baakenhafen, as well as KinderKulturHaus children's arts center and Märchenwelten on Strandkai, expected to be opened in 2021.

Families are also attracted by the short distances, well connected routes and public open spaces of HafenCity. Squares, parks and promenades offer a great variety of recreation and play possibilities. For instance, apart from playgrounds and fitness apparatus outdoors, there are also two basketball courts and a temporary

soccer kickabout area. In Oberhafen work will start in 2018 on a nine-a-side pitch and athletics track suitable for junior competitions which will also be available to clubs and schools. In Baakenpark an artificial pitch and street-ball field will be built from 2018.

In addition to young families, another very prevalent group found in HafenCity is of couples aged over 50. Often they have taken the chance to reorient their lives after their children have moved out and have pinpointed HafenCity as the place to live. In the desire to open a new (residential) chapter in their lives, they have chosen a place to live which offers cultural events, a socially alive environment and proximity to neighbors including young, career-driven couples and single people. Residents are also particularly attracted to HafenCity by its emotionally positive waterfront situation, individual home types, and good transport infrastructure.

At 46.9 percent, the quota of one-person households is lower than the Hamburg average of 54.4

percent and significantly below the average in inner-city districts, where it is often already more than 60 percent.

### Encouraging initiative and dialog

Whether for families, sports cracks or the culture-inclined, a stimulating social community has already developed in western HafenCity. Many residents are active in the community, organizing the digital residents' forum hafencity-leben.de, for instance, or the HafenCity-Zeitung run by locals, or the initiative Friends of Lohsepark. In addition there are regular local get-togethers, special occasions such as a flea market or neighborhood parties. While Störtebeker SV sports club offers a wide range of sports, Spielhaus HafenCity e.V. looks after the interests of HafenCity's youngest residents.

In future self-organization by residents, business people and proprietors will be supported by a special quarter management, for which principles are being established. An appropriate body is to be set up, to be financed by small contributions from all owners and users. The revenue will be used to run the community houses and to financially support other neighborhood functions.

HafenCity Hamburg GmbH actively nurtures residents' identification with the new district, supporting initiatives and regularly seeking dialog with residents, whether through direct contact or through regular information and discussion events, for example. It sees it as a responsibility not only to establish a diverse mix of uses and social milieus, but to ensure that even where friction arises, equilibrium is maintained. Proactive impulses include promoting social neighborliness and offering advice during the process. Thus the first playground was developed in conjunction with resident parents.

While a students' committee at Katharinenschule primary contributed ideas to the planning of Grasbrookpark and Lohsepark, primary school children in grades 1 to 3 also even attended a participation camp in 2015 for Baakenhafen, giving them a say in the design of open spaces in HafenCity.

The Netzwerk HafenCity association has been a force in sharing responsibility for HafenCity's development since 2009, involved in finding cooperative solutions to everyday issues for all HafenCity residents. In addition, it initiates events and festivities, increasingly also in cooperation with surrounding districts, thus making a real contribution to neighborly coexistence – in HafenCity and beyond. In May 2013

a business community of interest (IGG) came into existence under the aegis of the network. It aims to bring all business operators in HafenCity into an efficient network to promote communication between them which will further strengthen the location.



People from all walks of life and with multifaceted lifestyles reside in HafenCity and have already established social networks



## Public open spaces

# A city of plazas, parks and promenades

HafenCity's urban spaces on and beside the water function as a unifying urban planning theme and as distinctive elements of the cityscape in their own right

A densely built cityscape needs flexible public open spaces of particularly high quality. The significance of urban open space for HafenCity is clear from just a few key figures: 25 percent of its land area – as much as 28 ha – will be made up of public open spaces. These are places of relaxation, encounter, for play or physical exercise and all of them are located by water. At the same time, 10.5 km of shoreline is developing. In addition to public open spaces, which are closely interlocked and well connected to one another, private open spaces accessible to the public account for a further 13 percent. Only seven percent of all open space is not publicly accessible. Additional open space that cannot be accounted for in figures is of course the “blue” expanse of the Elbe and the harbor basins, which are oases of fresh air and visual refreshment.

## Mediterranean airiness with austere port influences

Architectural firm EMBT Arquitectes Associats designed most of the largely completed urban spaces in the western section of HafenCity, an elaborate and esthetic interplay between water and land; severe forms typical of a port contrast with airier Mediterranean influences. Two large terraced squares were created at the heads of the Sandtorhafen and Grasbrookhafen harbor basins. The Magellan Terraces (5,600 sqm),

completed in 2005, are stepped down to the water on several levels, resembling an amphitheater. With its rather hard surfaces left over from the port era and unusual architecture, this plaza has a strong urban (maritime) character with multiple functions.

From the terraces, the gaze sweeps across to the Traditional Ship Harbor in Sandtorhafen, opened in 2008; 5,800 sqm of floating pontoons rise and fall with the tide, providing permanent moorings for up to 30 historic watercraft. The Marco Polo Terraces (7,800 sqm), opened in 2007, break down into smaller elements – grass islands, wooden decks and trees. They appear more sheltered, green and soft. Promenades along the quays link these varied urban spaces. South of the Marco Polo Terraces, a stroll leads to the Elbterrassen steps, where cruise ship fans congregate, after passing through Grosser Grasbrook and the publicly accessible mall in Unilever House. Vasco da Gama plaza, also adjoining a promenade, is a popular local meeting place with outside eating areas and space for basketball.

## Spacious green spaces and play areas

In the northwest, Sandtorpark, covering around 6,000 sqm, with its mounds, trees and a grassy play area designed for a variety of uses, is the urban planning element unifying the materials



City of short distances: the closely woven pedestrian and cycle routes are mostly away from traffic and often run close to water

and ground surface design used for the Magellan Terraces with those around the open space surrounding the park. The green area, opened in April 2011, is also intensively used by children from the neighboring Katharinen school. Grasbrookpark, at the interface with Strandkai neighborhood, was inaugurated in summer 2013. With a play ship as its centerpiece, this leafy play park is popular as a meeting place well beyond HafenCity limits.

## The lively heart of HafenCity

Central HafenCity with Überseequartier and the surroundings of Magdeburger Hafen was designed by the renowned Catalan landscape architect Beth Galí and her firm BB + GG Arquitectes (Barcelona). The vitality of the area around Magdeburger Hafen is increasingly melding HafenCity and the existing city center together. After all, the Inner Alster is only 900 m away and thus just a few minutes' walk from Magdeburger Hafen, interconnected by the central Domplatz axis. Inside HafenCity, this links Überseequartier, Elbtorquartier and Brooktorquartier, for instance via the historic Busanbrücke bridge, reopened at the end of 2010. Along Osakaallee, an embankment promenade up to 12 m wide borders the western side of Magdeburger Hafen.

Ramps, steps and clumps of green shrubs lead down from the new road level onto the historic quay level. Nestled in the difference in elevation is the Osaka 9 sustainability pavilion; the ecological aspects of HafenCity have been exhibited here since 2011.

At the head of Magdeburger Hafen is the most important entrance to central HafenCity, Dar es Salaam square, an attractive place that faces south to the harbor basin, with sweeping views to the Elbe. The León-Brücke bridge links the square with Brooktorpromenade, opened 2010 and leading alongside the DNV Germanischer Lloyd building ensemble to Ericusspitze and the Spiegel building. A special design feature here is the 30 m stone “sofa”. WES & Partner Landschaftsarchitekten (Hamburg) were responsible for most of the design of this open space. The Ericuspromenade, the continuation of Brooktorpromenade, ready since fall 2011, is an invitation to change levels.

On the eastern side of Magdeburger Hafen, the promenade has led along the new Elbe Arcades on two levels since fall 2013 – by the water via a new pier with an integrated jetty for tourist barges and at the flood-protected warft level – continuing beside the harbor basin down to the new HafenCity University building. This now links the square in front of Kaispeicher B





On Brooktorkai promenade a 30 m long stone sofa is an invitation to enjoy optimal views of the harbor basin

Urban spaces in western HafenCity play with the interrelationship of water and land. They combine the severe forms typical of port structures with lighter, more Mediterranean influences



The Magellan Terraces completed in 2005 remind one of an amphitheater and step down to the water on various levels

with the open spaces at HCU since, as of August 2014, the pier has continued southwards under Magdeburger Brücke bridge through to Lohsepark, Baakenhafen basin and the Elbe, offering a through route without crossing any roads. With their closeness to water, these promenade underpasses running beneath the higher bridges – Baakenhafen, Shanghai or Magdeburger bridge – are an outstanding functional feature of HafenCity. They provide excellent links between the various spaces by the water.

### Lohsepark in the center

The winning open space concept by Vogt Landschaftsarchitekten AG (Zurich) creates the basic framework for Lohsepark, the largest contiguous park in HafenCity, which was completed in July 2016. Covering 4.4 ha, the centrally sited park will incorporate wide-ranging urban, social and ecological functions. Generous sweeps of grass broken up by loosely winding pathways, seating areas and play opportunities will attract residents both young and old, as well as visitors from other places and people working locally. On the long sides of the park, bastion-like terraces open out to the street, providing an unobstructed transition between the green area and

its urban surroundings, interlinking built structures and open space.

A fundamental element of the park is the three-part denk.mal Hanover Railroad Station, which is also a memorial to the history of deportation in Hamburg. Between 1940 and 1945 more than 8,000 Jews, Roma and Sinti, who are known by name, were deported from here. It comprises a central place of remembrance, to be completed by May 2017, based on the relics of Platform 2 of the former station, as well as a landscaped "seam", which can be walked since summer 2016. It leads right across the park, tracing the course of the historic rail tracks from the former station forecourt to the listed platform remains. A documentation center, within sight of the historic memorial, is being built on the western side of the park on Steinschanze street.

### The leafy east of HafenCity

Lohsepark functions as a leafy urban planning hinge, a continuation of the inner city ring, which nowadays is only partly green. It passes through Baakenhafen with its Baakenhöft park, and on to the Elbe, joining up to the promenade at Kirchenpauerkai. The attractive planted embankment zone will be 30 meters

wide and almost a kilometer long. It creates an urban planning link in the east with the green Elbe island of Entenwerder. The landscape planning competition for Am Baakenhafen neighborhood was won by Atelier Loidl (Berlin), whose plan for Baakenpark convinced the jury. As of 2018, the artificially infilled play and leisure promontory in the center of Baakenhafen basin will achieve the spatial integration of the two land areas. Together with a footbridge designed by gmp (Hamburg) and Knippers Helbig Advanced Engineering (Stuttgart), which will be put into place in early summer 2017, this will form an important direct pedestrian connection between the north and south embankments of the harbor. This neighborhood recreation and relaxation place will be an inviting place to be, given its exciting topography and vegetation. Himmelsberg, a "mountain" almost 15 m high, will be built, trees planted and attractive lawns and a spacious, contiguous play landscape covering around 3,000 sqm laid out as well as a playground for all ages. The promenades by Versmannkai to the north and Petersenkai to the south frame the neighborhood, forming a continuous overall area on the waterside. Inside the urban area, several small local squares with bars, restaurants and shops on ground floors are central public places

which assume important communication and networking functions.

### Eastern endpoint

Elbbrücken quarter is already assuming contours. In fall 2015, the last urban planning competition for HafenCity came to a successful conclusion. The winning design by Hosoya Schaefer Architects (Zurich) cleverly mediates between the public and the spatial framework. The open space competition that followed was a repeat success for Atelier Loidl (Berlin), which was the winner in Baakenhafen. The winning design, declared the jury in December 2016, takes its inspiration from the red-brick esthetic of Baakenhafen, upgrading Amerigo Vespucci square to be a new focus for the neighborhood. It will become a robust urban square which can be used flexibly for events – and HafenCity's largest.

In addition to public open spaces, many private areas in HafenCity are also accessible to all residents, local employees and visitors. Public and private land is closely interlocked; many spaces in private ownership are subject to general rights of way or, as in Überseequartier, have comparable rights to public thoroughfares. This



ensures, for instance, that private areas between buildings remain passable to pedestrians and sometimes cyclists – and that users have a dense network of paths and well-connected leisure areas at their disposal.

HafenCity's public spaces are important, not just for its eventual 14,000 residents and 45,000 working population, but also for its many visitors. The urban spaces are very refined and adaptable to a multitude of activities. They can be noisy or peaceful, casual or contemplative, with grass or stone, hard or soft – and are proof of just how much can be done with old port areas. A crucial element of this very special aspect of HafenCity is blue: whether it stems from water or from the marine atmosphere of the former port with its quaysides. History is transformed in a haptic and visual sense – not concealed.



Grasbrookpark is popular far outside HafenCity and evolved into a popular play park



HafenCity's plazas, promenades and parks are individual elements, enhancing the cityscape with a variety of uses





# Development management

and HafenCity Hamburg GmbH



(left to right) Giselher Schultz-Berndt, managing director, and Professor Jürgen Bruns-Berentelg, chief executive officer of HafenCity Hamburg GmbH

Corporate headquarters of HafenCity Hamburg GmbH on Magdeburger Hafen. The building, which is nearly 25 years old, used to house a shipping line



Large urban development projects demand a high degree of collaboration, as well as the pooling of ideas, conception and realization. In the case of HafenCity, the close linking of public investment (some EUR 2.4 billion, of which EUR 1.5 billion is sourced from land proceeds) with the essential commitment of ample private funds (around EUR 8.5 billion), results in highly complex functions and the need for tight controls.

In 1997 management of the development of HafenCity was therefore put into the hands of a port and business development company (GHS) set up for that purpose (but known as HafenCity Hamburg GmbH since 2004). It is responsible for the “special city and port assets fund” which contains sites in HafenCity that are the property of the City of Hamburg. Sales of these assets finance a large proportion of public investment in HafenCity, particularly roads, bridges, squares, parks, quays and promenades.

In addition to its financing responsibilities, HafenCity Hamburg GmbH also clears and prepares sites, plans and builds public spaces and infrastructure, acquires and contracts real estate developers and major users, and is in charge of press and public relations and communication. At the same time HafenCity Hamburg GmbH pioneers new ways forward for urban development relating to urbanity and sustainability in particular. These sustainability aspects include innovative heating supply, a home-grown sustainability certification system for buildings, ecological mobility concepts, and also flood protection and the development of an urban structure that is wholly sustainable. In its task of integrating urban development, HafenCity Hamburg GmbH benefits from a wide range of professional experts – engineers,



The core topic inside the Osaka 9 sustainability pavilion is the sustainability concept for HafenCity from A to Z

town planners, real estate developers, economists, cultural theorists, humanities and social scientists, geographers and open space designers – who work together to use the advantages of this approach to urban value creation.

## High level of public controllability

HafenCity Hamburg GmbH is a wholly owned subsidiary of the Free and Hanseatic City of Hamburg, for which it is developing HafenCity. Public supervision, cooperation, and the division of responsibilities are demanding: because of HafenCity’s significance for the overall development of Hamburg, the new urban district was declared a priority area in 2006. For this reason HafenCity development is not supervised by Hamburg-Mitte district authority, but managed at city level. The HafenCity Hamburg GmbH supervisory board – chaired by the first mayor – is made up of members of the city senate.

Sales and options (with planning obligations) on land purchases have to be approved by the Land Commission; zoning plans are processed in the Ministry of Urban Development and Housing by the HafenCity task force and then put before the Commission of Urban Development for consultation and approval (both bodies consist mainly of parliamentary and local government representatives). Building permits for HafenCity are handled by the ministry.

Juries for urban planning and open space competitions and for competitions for individual buildings comprise representatives of the Ministry of Urban Development and Housing (chief planning officer), the district council, HafenCity Hamburg GmbH and several politicians (from Mitte district or the city parliament) as well as private developers and independent architects. By concentrating non-official functions in a dedicated development company of its own,

Hamburg can ensure the efficiency and quality of the urban development project, yet through intensive division of labor and control also retain a high degree of public accountability.

## New fields of activity

Today HafenCity Hamburg GmbH has additional new responsibilities. Through its subsidiary, Billebogen Entwicklungsgesellschaft mbH (BBEG) it is responsible for managing the development of a 72 ha area known as Billebogen, adjoining HafenCity to the northeast. This site comprises both built and undeveloped areas and includes the new intermodal rail station. During the coming 20 years a quality urban development zone on the fringes of HafenCity will emerge – comprising mainly trade and indus-



The Kesselhaus InfoCenter documents the whole story of HafenCity

trial workplaces in a densely built urban structure – generating important impulses for the whole of eastern Hamburg and the inner city. As well as reinforcing the urban qualities of an inner city entryway crisscrossed by transport routes, it will also generate jobs, many of them in new buildings with vertically aligned spaces.



# HafenCity: out of a port a city emerges



- Overall area: **157 ha** of former port and industrial sites
- Expansion of Hamburg's city area by **40 percent**
- **10.5 km** new waterside promenades (including Elbe embankment)
- **3.1 km** riverfront along the Elbe
- Distance from center of HafenCity **800 m**
- **Density of users** for offices, residential, retail, education, culture and recreation
- Building density: **3.7** to **6.1** floor space index (FSI)
- Average density of residents: **110/ha** (land area)
- Average density of employees: **354/ha** (land area)
- Newbuild gross floor area (GFA) above ground **2.4 million sqm**
- Up to **45,000** jobs of which 35,000 office
- About **7,000** homes (of which c. **1,500** to **2,000** subsidiz for c. **14,000** residents)

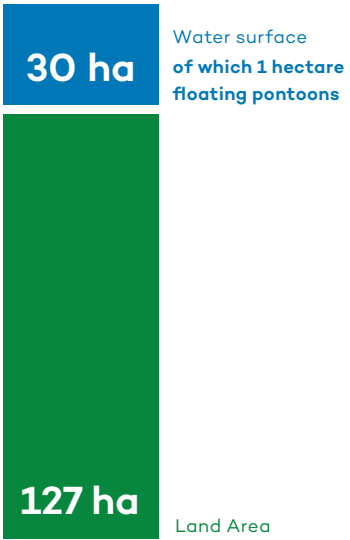


Data and facts

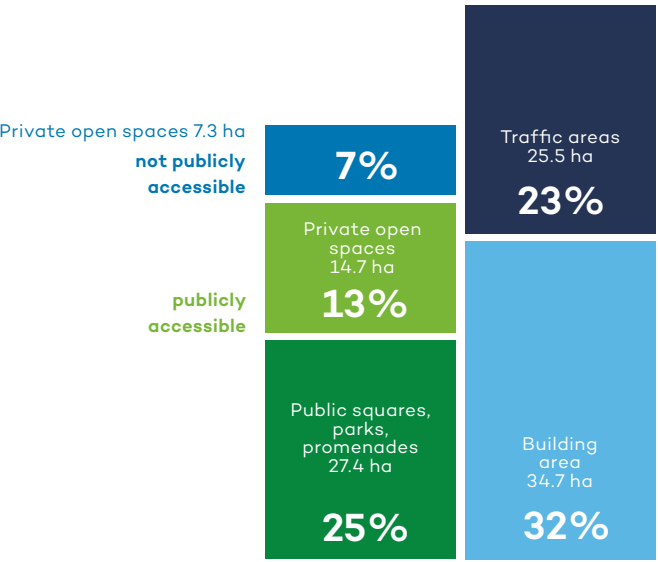
Total investment volume HafenCity  
c. EUR 10.9bn (provisional estimate at current prices)



Distribution of land and water surface use  
Overall area: 157 ha

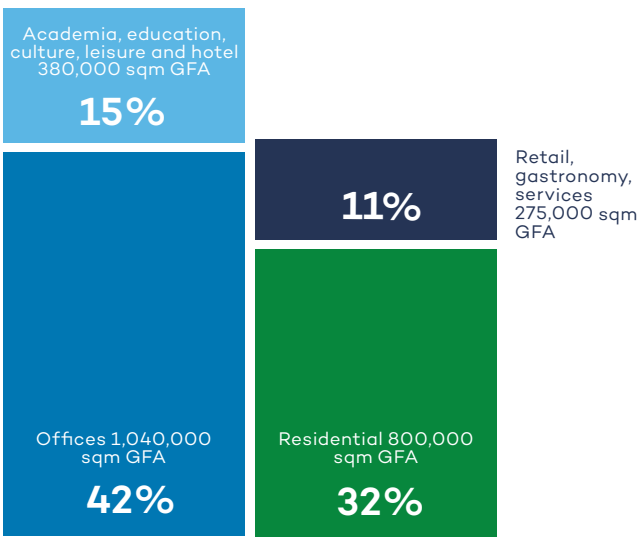


Distribution of land areas in HafenCity\*  
Total area: 127 ha

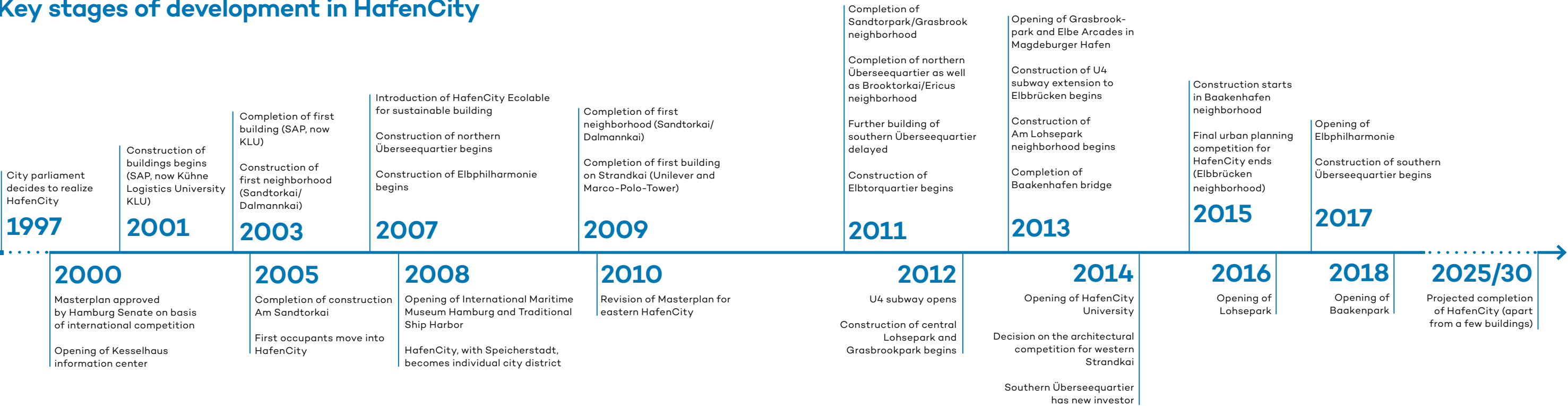


\* less Oberhafen neighborhood and DB tracks

Distribution of building space  
Total: 2.4 million sqm GFA



Key stages of development in HafenCity





# Street directory

## HafenCity

### Streets

- Am Dalmannkai [D3]
- Am Grasbrookpark [D3]
- Am Hannoverschen Bahnhof [D5]
- Am Kaiserkai [D2]
- Am Lohsepark [D4]
- Am Sandtorkai [D2–3]
- Am Sandtorpark [D3]
- Am Strandkai [E3]
- Baakenallee [E5–6]
- Baakenwerder Straße [E7]
- Brooktorkai [C4]
- Grandeswerder Straße [E5]
- Großer Grasbrook [D3]
- Hong-Kong-Straße [D4]
- Hübenerstraße [D3]
- Kirchenpauerstraße [E7/F7]
- Kobestraße [D4]
- Koreastraße [C4]
- Lucy-Borchardt-Straße [E7]
- Osakaallee [C3/D3–4]
- Poggenmühle [C4]
- San-Francisco-Straße [D3/E3]
- Shanghaiallee [C4/D4]
- Singapurstraße [D3]
- Steinschanze [D4]
- Stockmeyerstraße [C4–5]
- Tokiostroße [D3]
- Überseeallee [D3–4]
- Überseeboulevard [D3]
- Vancouverstraße [E3]
- Versmannstraße [D5–6/E6–7]
- Zweibrückenstraße [F7–8]

### Bridges

- Baakenhafenbrücke [E5]
- Busanbrücke [D4]
- Ericusbrücke [C4]
- Freihafenelbbrücke [F7]
- Kibbelstegbrücke [C3]
- León-Brücke [C4]
- Magdeburger Brücke [D4]
- Mahatma-Gandhi-Brücke [D1]
- Oberbaumbrücke [C4]
- Oberhafenbrücke [C5]
- Shanghaibrücke [C4]

### Squares, parks

- Amerigo-Vespucci-Platz [E7]
- Baakenhöft [D4]
- Baakenpark [E6]
- Dar-es-Salaam-Platz [C3]
- Ericusspitze [C4]
- Gerda-Gmelin-Platz [D6/E6]
- Grasbrookpark [D3]
- Gretchen-Wohllwill-Platz [E6]
- Liselotte-von-Rantzau-Platz [E6–7]
- Lohsepark [C4/D4–5]
- Lola-Rogge-Platz [E6]
- Magellan-Terrassen [D2–3]
- Marco-Polo-Terrassen [D3]
- Platz am 10. Längengrad [D4]
- Sandtorpark [D3]
- Strandhöft [E2]
- Überseeplatz [E4]
- Vasco-da-Gama-Platz [D2]

### Promenades

- Brooktorpromenade [C4]
- Buenos-Aires-Kai [D4–5]
- Elbarkaden [D4]
- Elbtorpromenade [D4]
- Ericuspromenade [C4]
- Störtebeker Ufer [D4]





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