



# rozkvit

VISION FOR MARIUPOL

**ВІЗІЯ МАРІУПОЛЯ**

**НАЙСХІДНІША БРАМА ЄВРОПИ**

**THE EASTERNMOST GATEWAY OF EUROPE**

урбаністична  
коаліція  
для України

urban  
coalition  
for Ukraine





# How to rebuild the city? And for whom?



The question of what type of city is needed depends both on future composition of the population and the needs of the country.

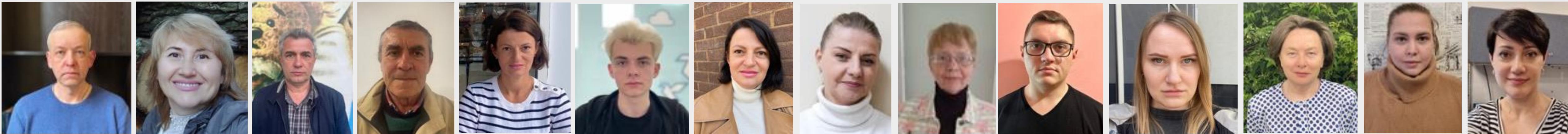
For whom do we rebuild?



*“Mariupol for last eight years was blooming. If someone has not been there for a long time, it will not be appreciated.”*

*“**The city** was constantly developing. Everything was fine, I can't say anything bad.”*

*“The basement in the nine-floor **building isn't good shelter** to be honest”*



*“After the second explosion, the windows and door hinges were blown out...”*

*“Of course, we experienced horror. When I came to Dnipro, I couldn't talk for three months, I cried all the time.”*

*“People united and helped each other. When there was no more electricity, water, or gas, they went out into the yard and cooked there. And everyone shared food with each other. There was no such **thing as “this is mine, this is yours”, this is ours. Everyone was united..”***

*“I am ready to return to Mariupol if the city will be unoccupied. I will work anywhere and help people. I think that people will return by themselves. They are waiting. They don't even need motivation.”*



We conducted 15 interviews with residents of Mariupol in exile, in different cities and countries. Common themes emerged regarding the desire to return and the conditions to facilitate this process .

# victory

assumptions:

The entire territory of Ukraine, including Crimea, is liberated

Ukraine has joined to NATO

Integration with European economic and environmental policies

Grants and long-term loans have been secured

~~Crimean bridge~~ > freedom of navigation on the Azov Sea







How will my home look?

You see a map of the destruction on the left bank. The more destroyed the buildings are, the redder they are.

We begin our concept by ensuring a safe house for every citizen.

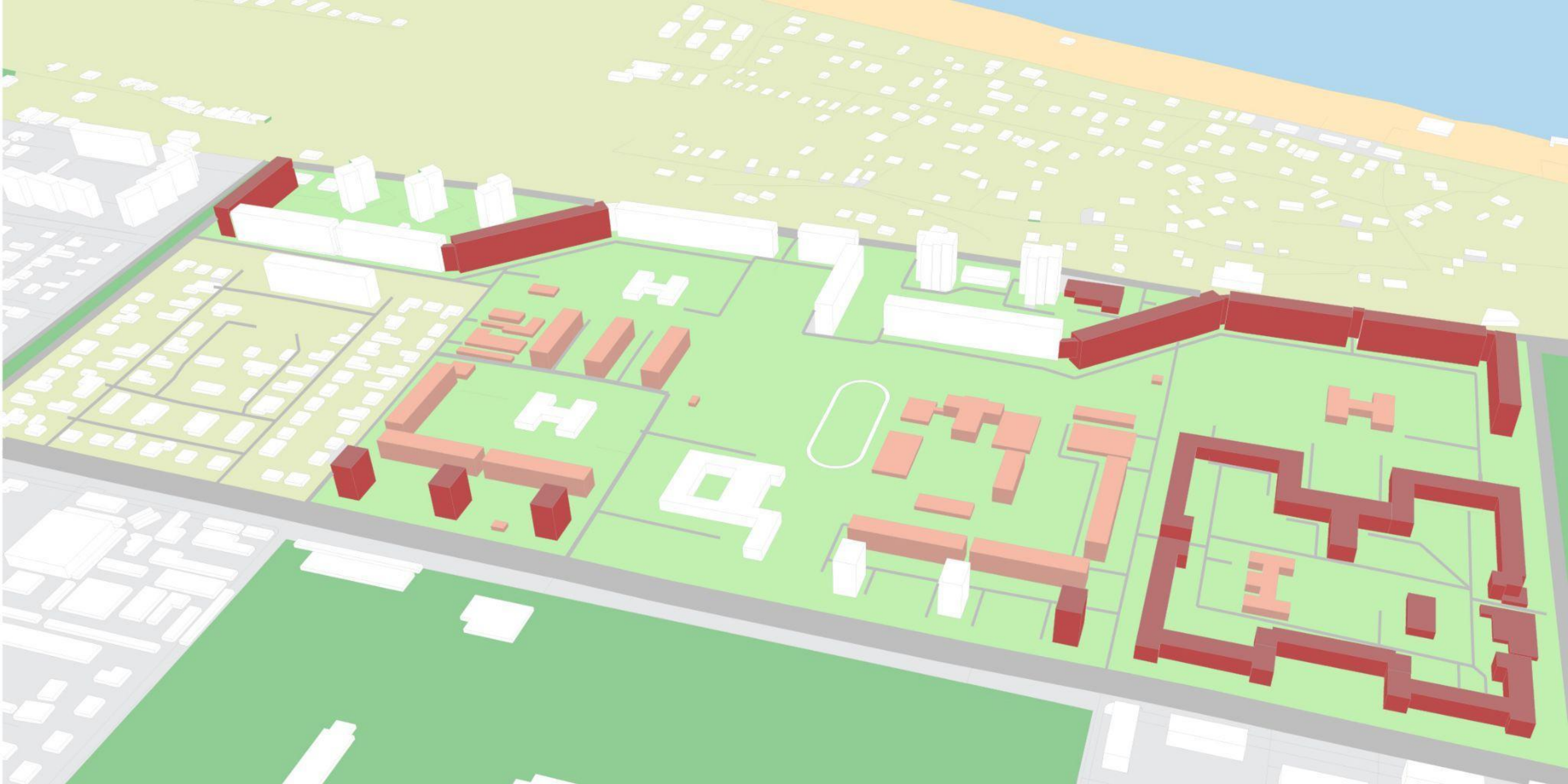




## A neighborhood on the left bank of the city, 2021

We use a typical neighborhood near the sea on the left bank.  
It has 300,000  $M^2$  of housing.  
Half of Mariupol citizens lived in neighborhoods of this type.





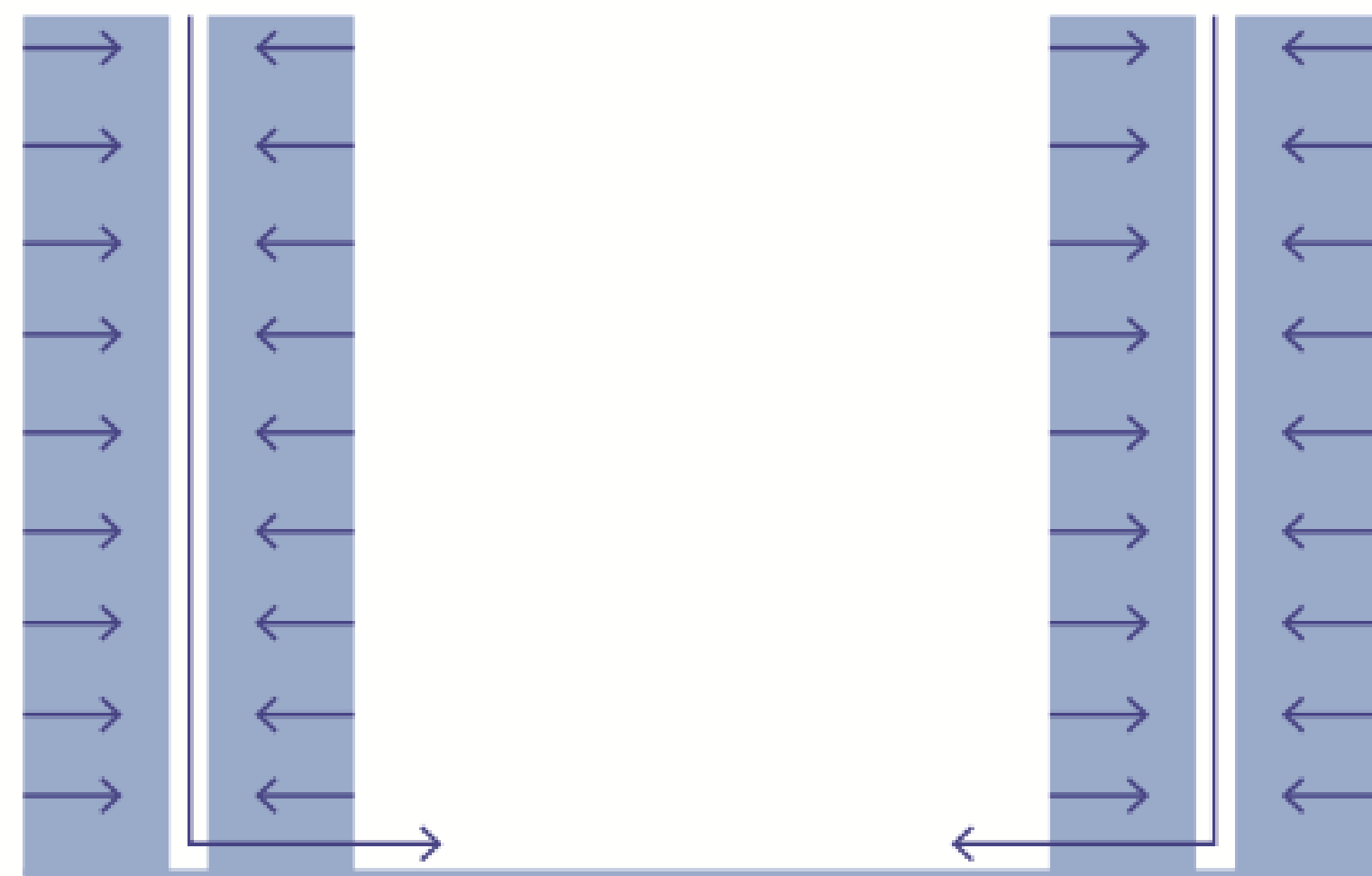
## Proposal for dismantling and removal of unsafe structures

Now it is almost destroyed (*dark red*)

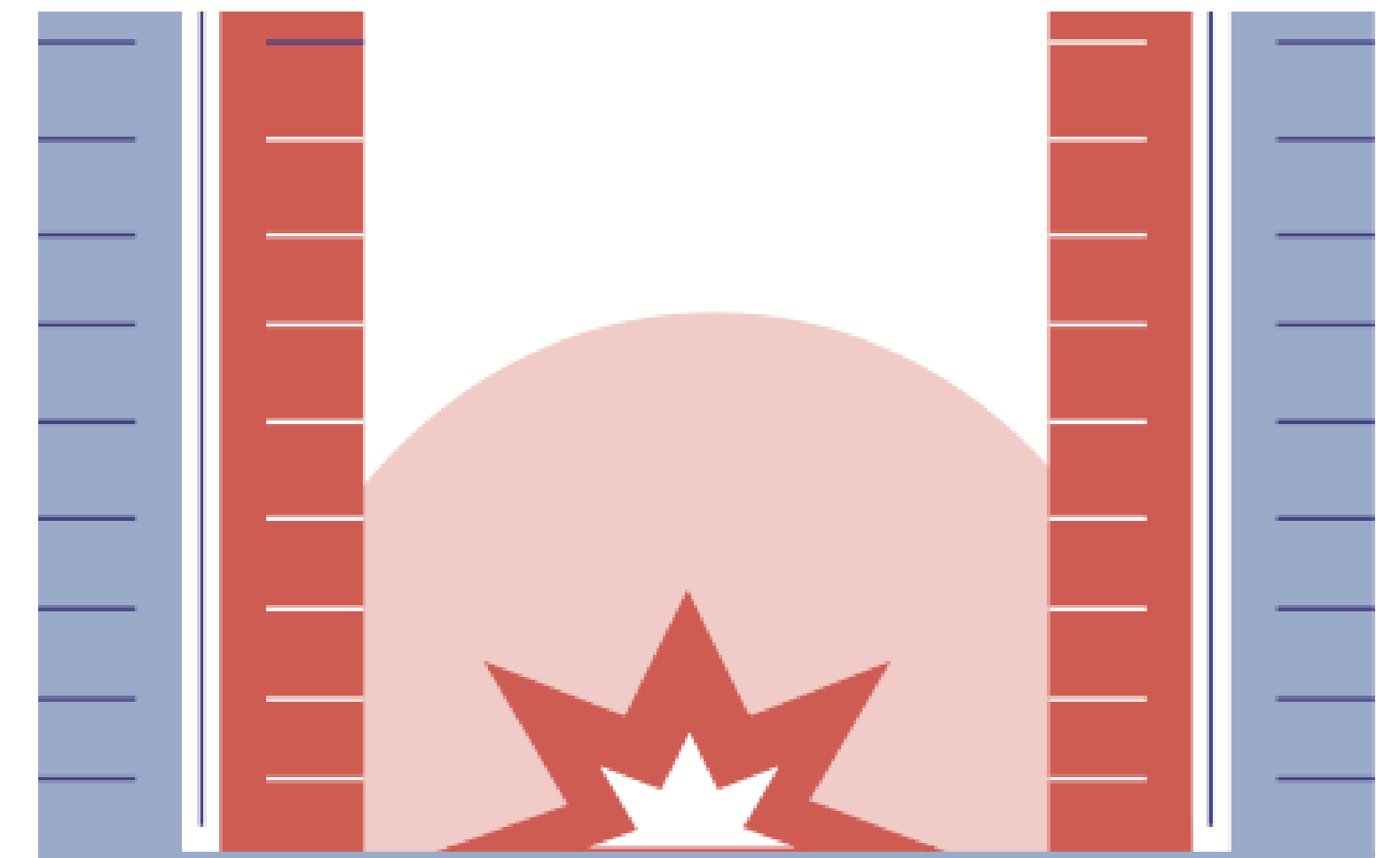
Some of the remaining buildings are of too poor quality for renovation (*light red*)

We remove everything that cannot be safely rebuilt(*red*)



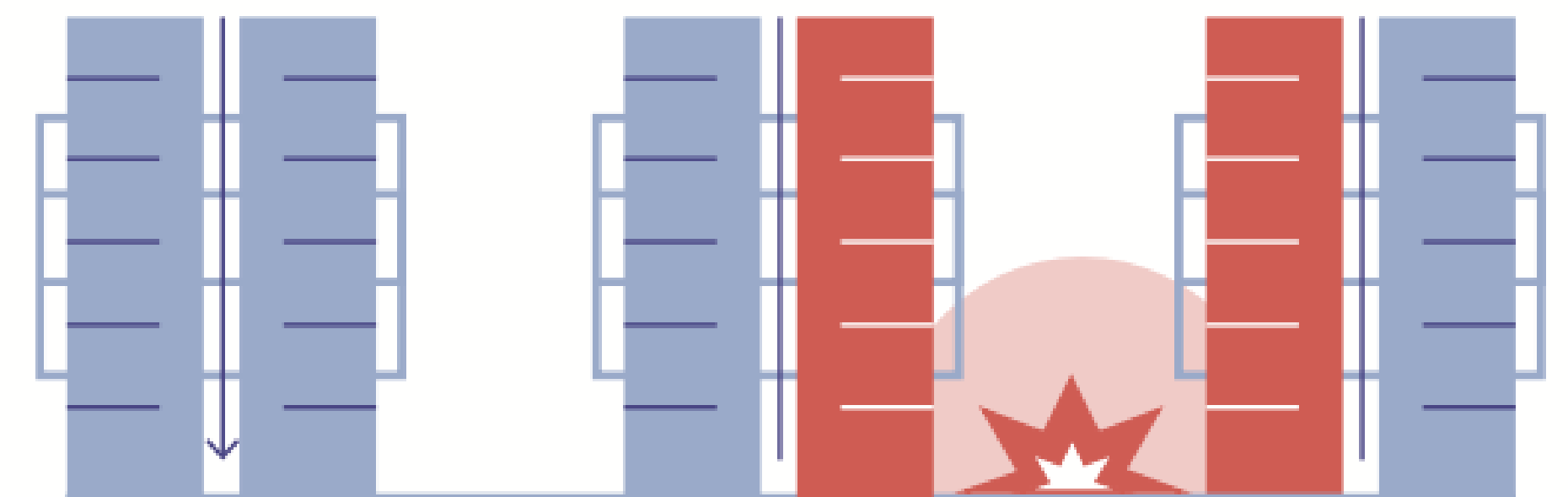
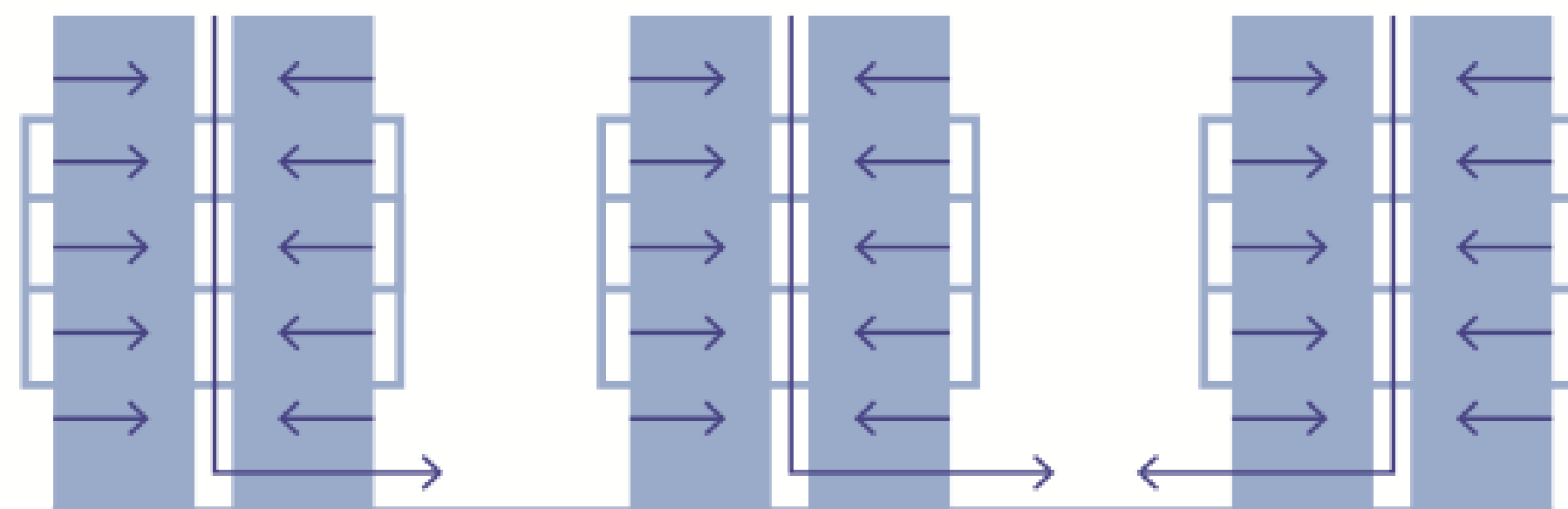


Safety in the  
perspective of  
density :



evacuation time - 6 floors  
shelters - 150% of capacity  
destruction - half as much

150+ people / hectare



Density is also a balance between enabling air defense and preventing future damage. We believe that the density of 150 inhabitants/ha realizes this balance in the best way. Security requires maximum of 6 floors, parking-shelters with 150% capacity.





## A neighborhood on the left bank of the city, 2021

Focusing again on our neighborhood.  
We propose to move from neighborhood planning ...



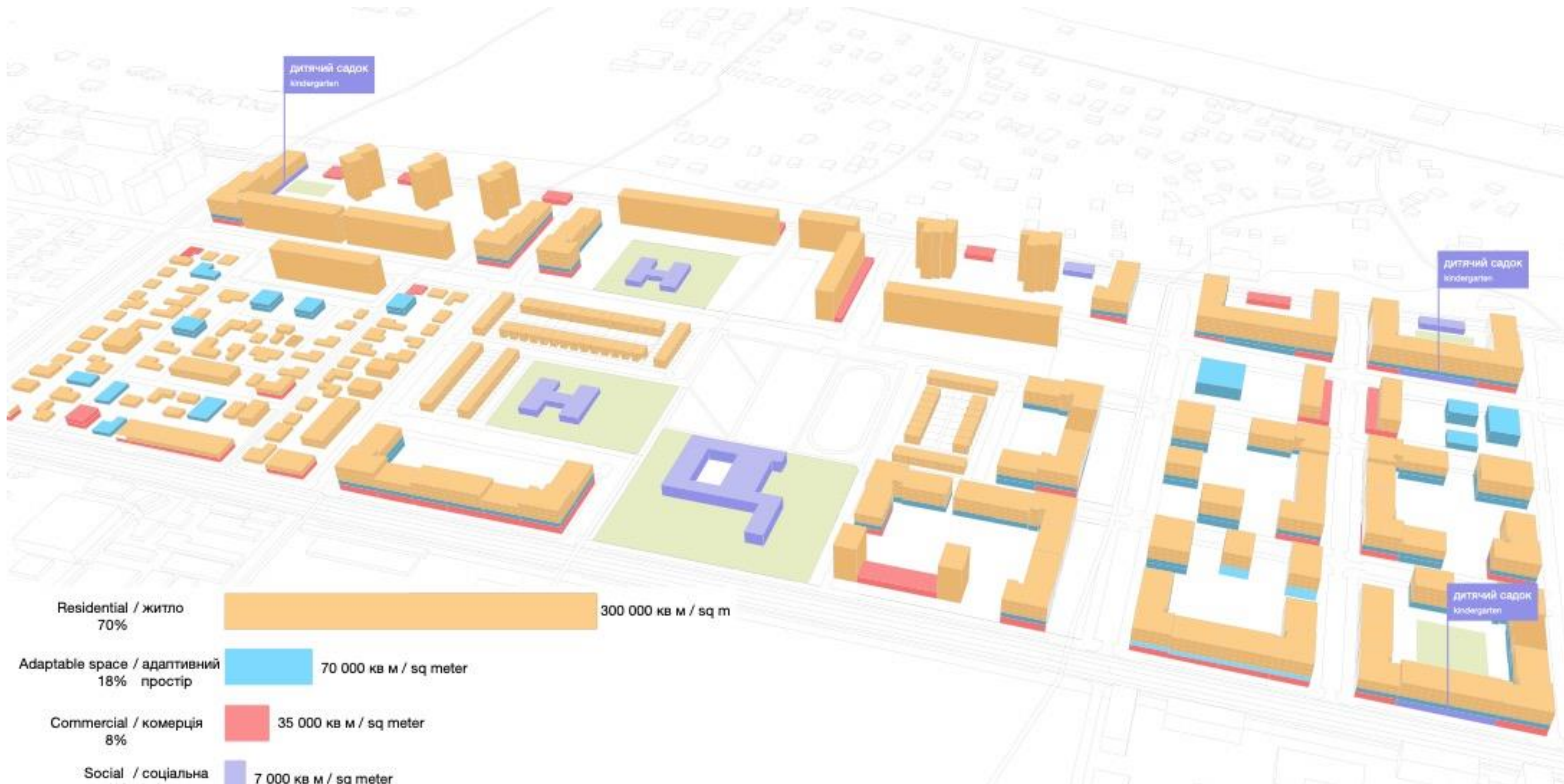


## The new layout

... to the block structure of 6-storey buildings, new typologies of residential development, A unified network of green corridors (linear parks), new access points to the sea, park instead of an asphalt boulevard on the edge of the slope.



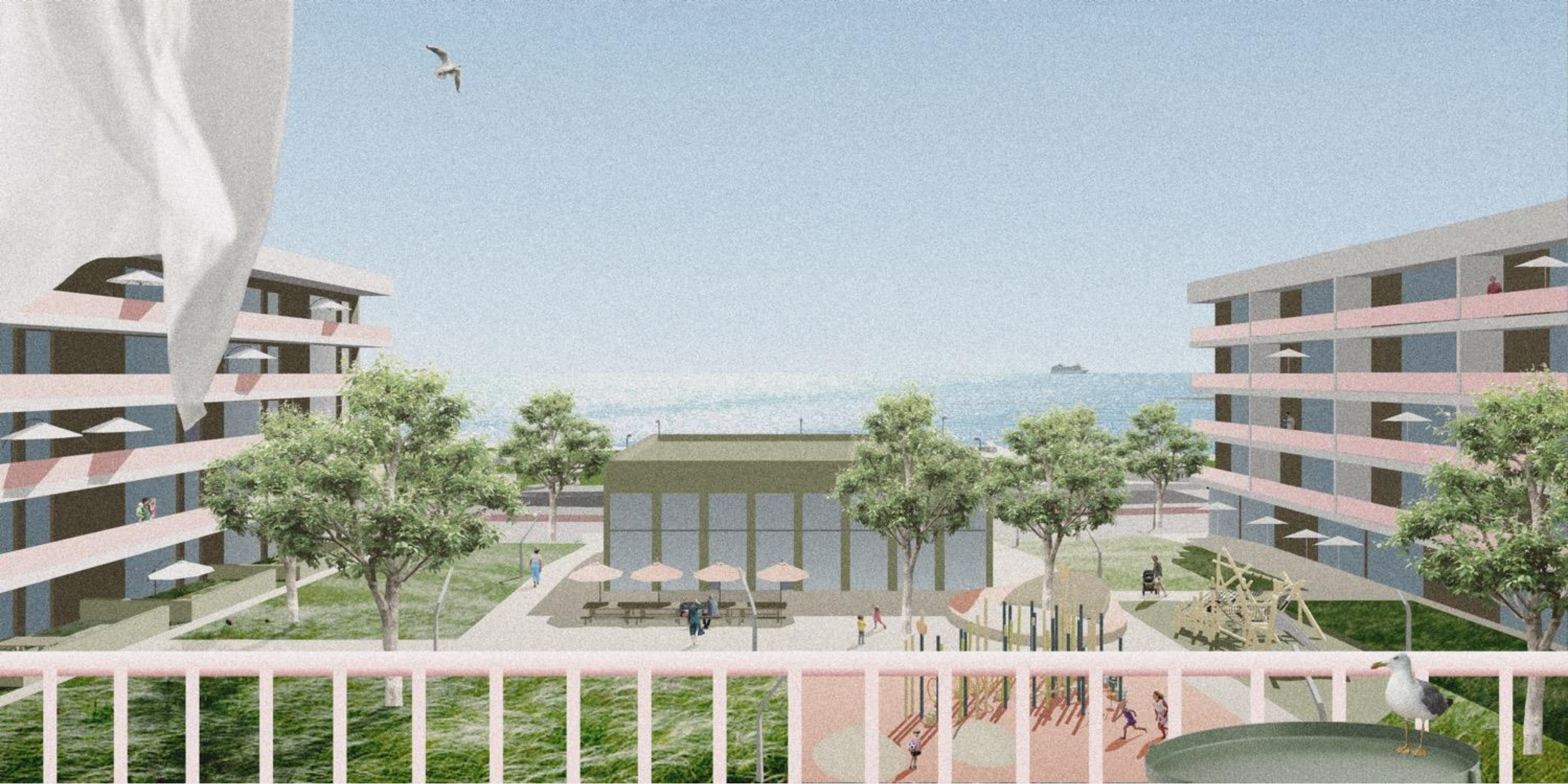




## Functions

Due to the large development footprint required for shelters, this layout has the same amount of residential space (300,000  $M^2$ ) and in addition 102,000  $M^2$  of adaptive, social and commercial spaces with active first floors.





“This could be my new home”





“This could be my street”





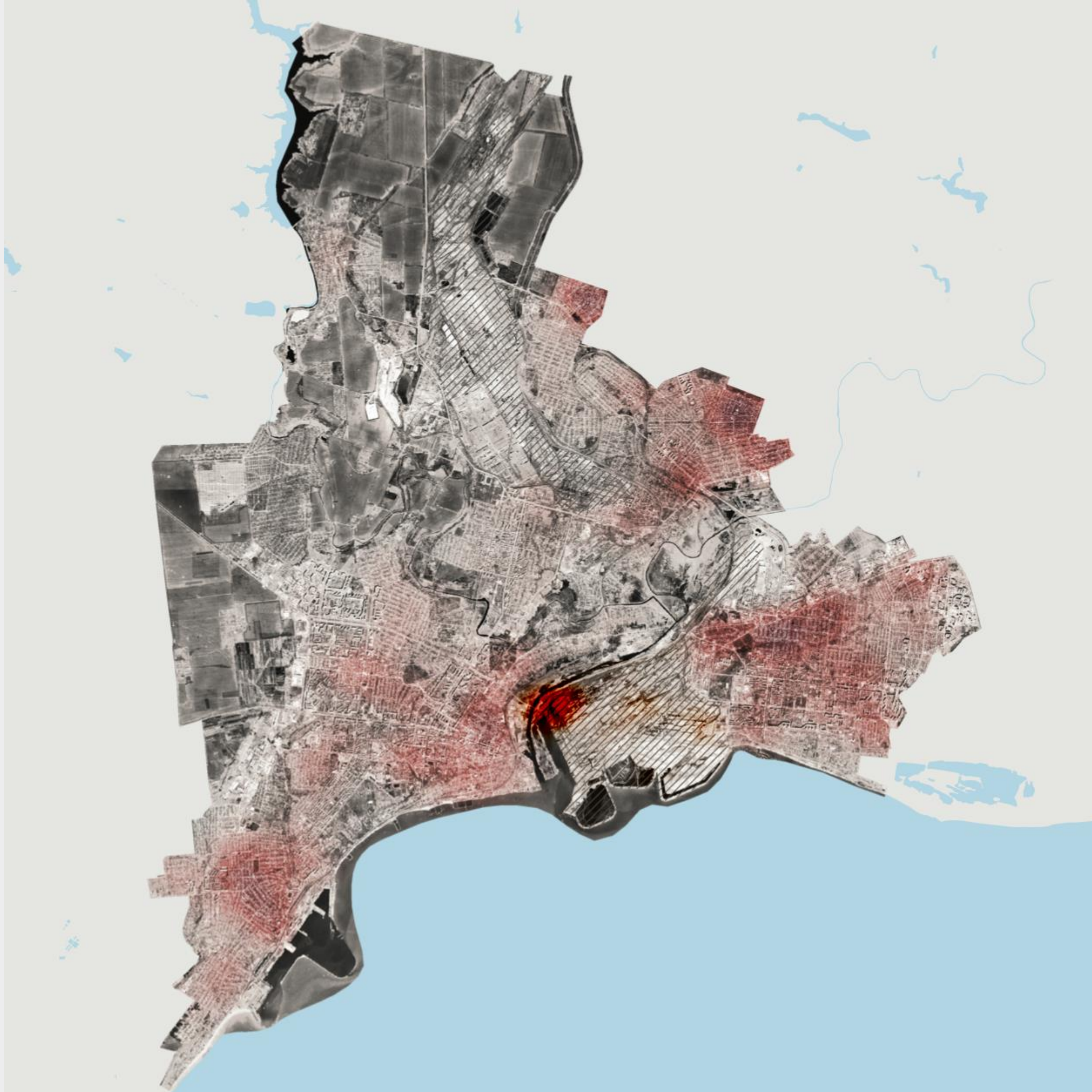
“This could be my courtyard”



today







Historic areas of the city center and left bank are destroyed.

Neighborhoods are almost completely demolished.

40% of private houses are destroyed

Azovstal is non-functional.



Almost everything is destroyed





A network of low-density neighborhood settlements.

Around 100,000 people

In the city, the left individual living areas would be dedicated to individuals homes.  
De facto, the city has turned into a network of inhabited areas with the density analogous to a village.







# The city in exile

Most of the residents are in exile, scattered around the world.  
In social centers “I. Mariupol” efforts are being made to unite the community.  
The community is alive.

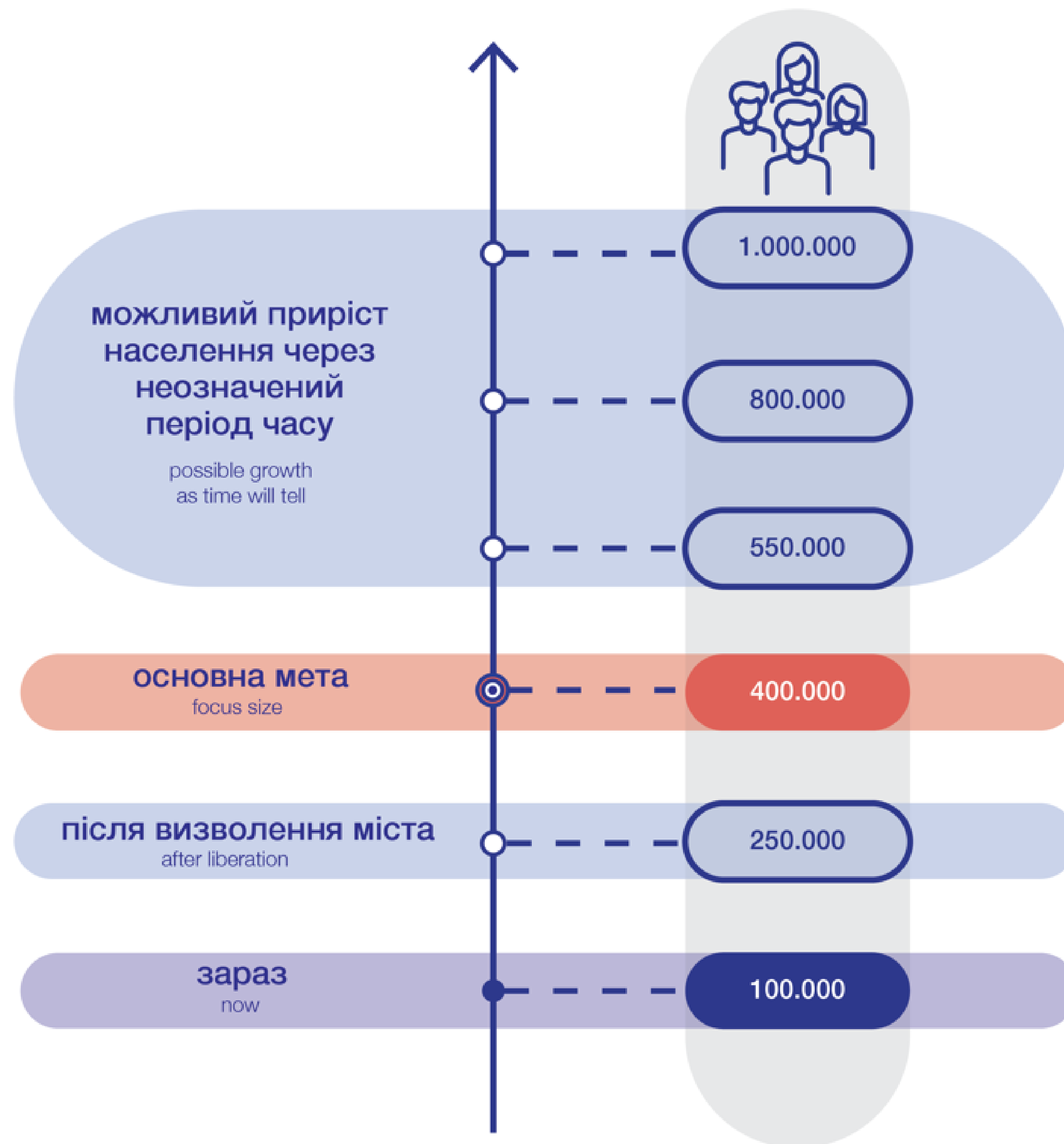


the day when the Ukrainian  
flag is raised



The day will come when the Ukrainian flag will fly over Mariupol.  
By this stage, an immediate response strategy and a long-term plan should be ready and agreed upon, otherwise the city risks taking hurried steps that will hinder development.





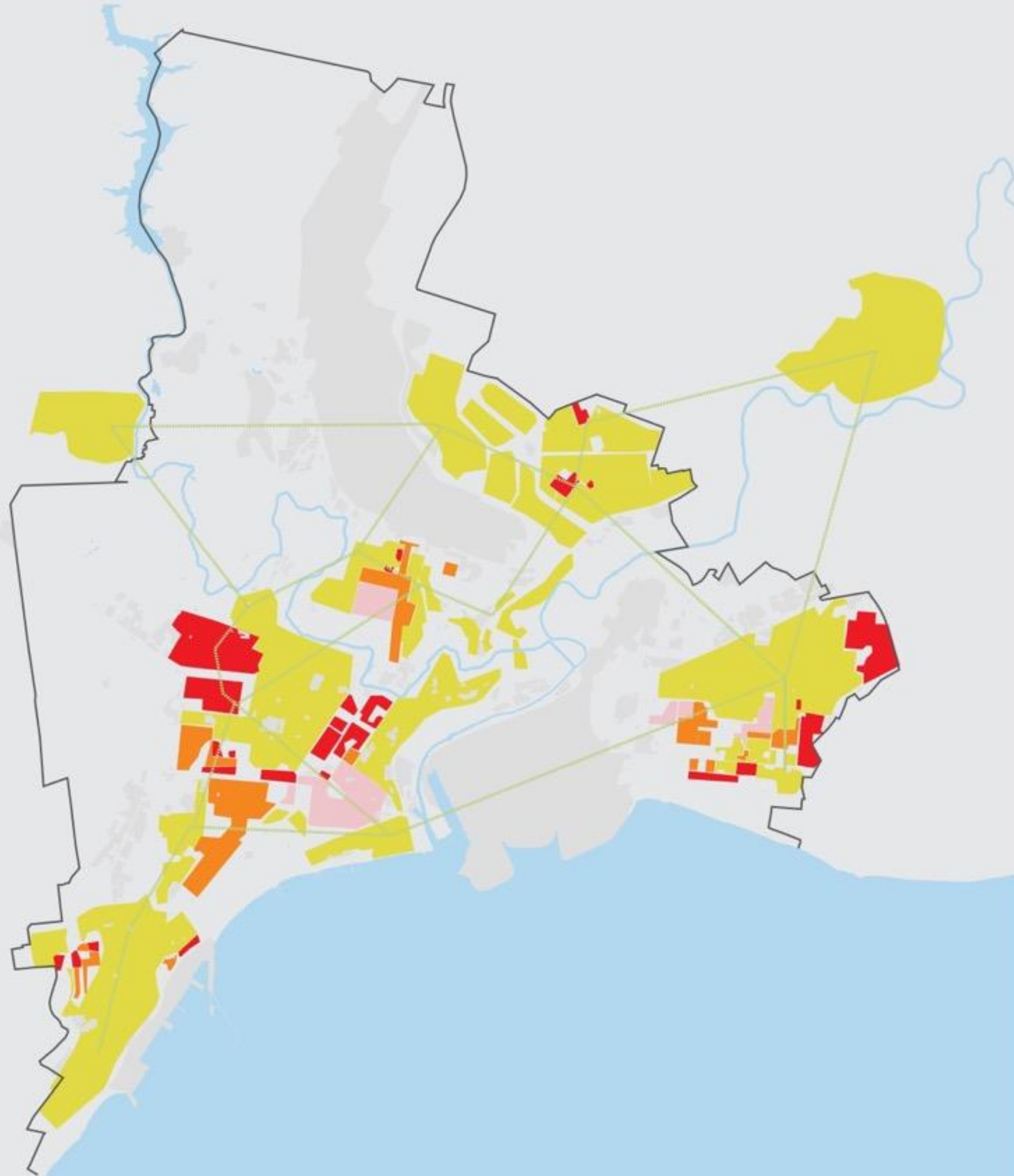
We expect a population immediately after de-occupation of around 100,000 people.

Our focus is on an intermediate future target of 400,000.

We are starting with 100,000 residents and expect that after de-occupation the city's population could grow to 250,000. Our focus is on a city of 400,000 residents.





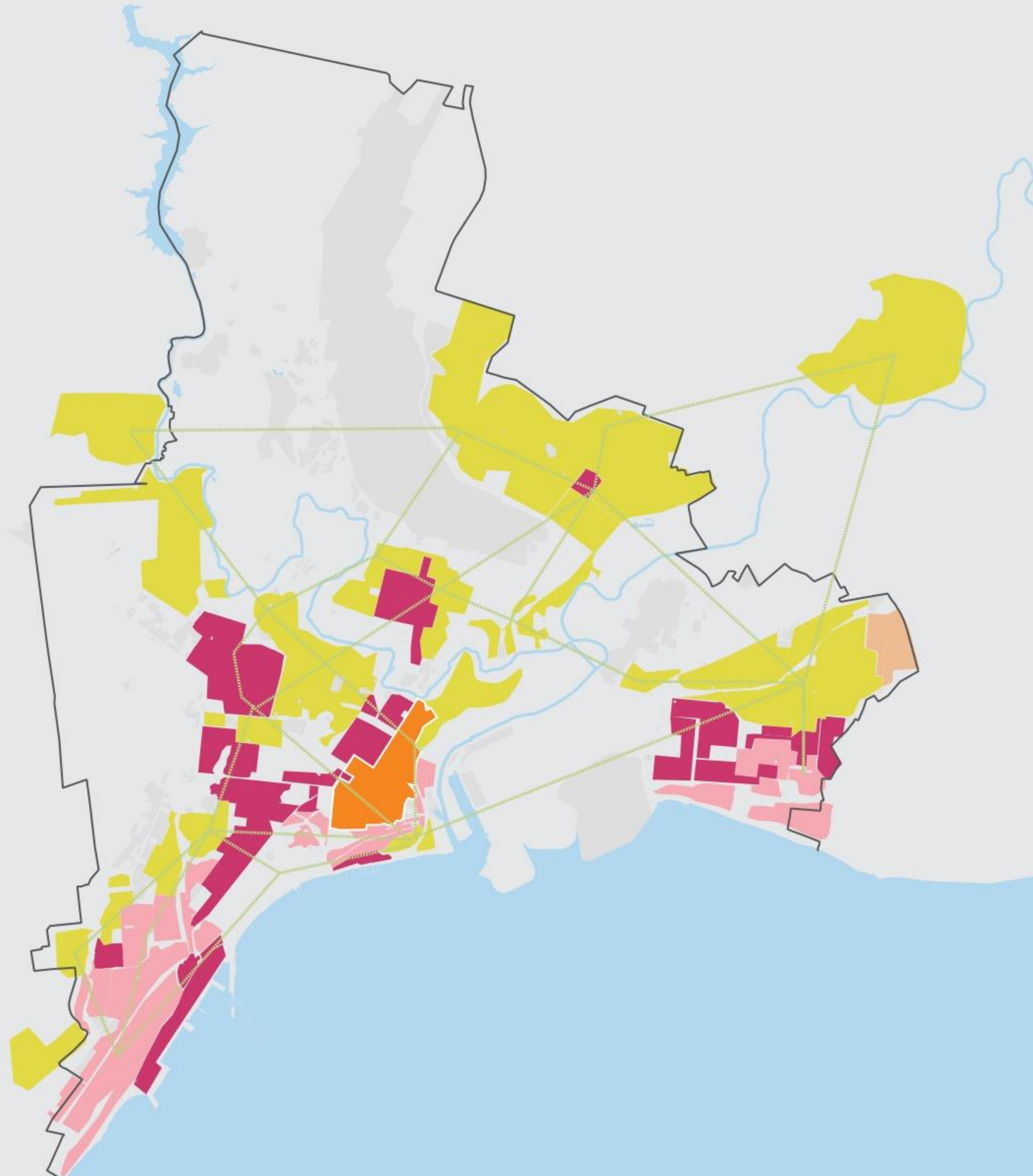


Intermediate stage:  
250.000 citizens  
100.000 jobs

Given Ukraine's projected workforce participation rate, 250 thousand residents will require 100 thousand jobs





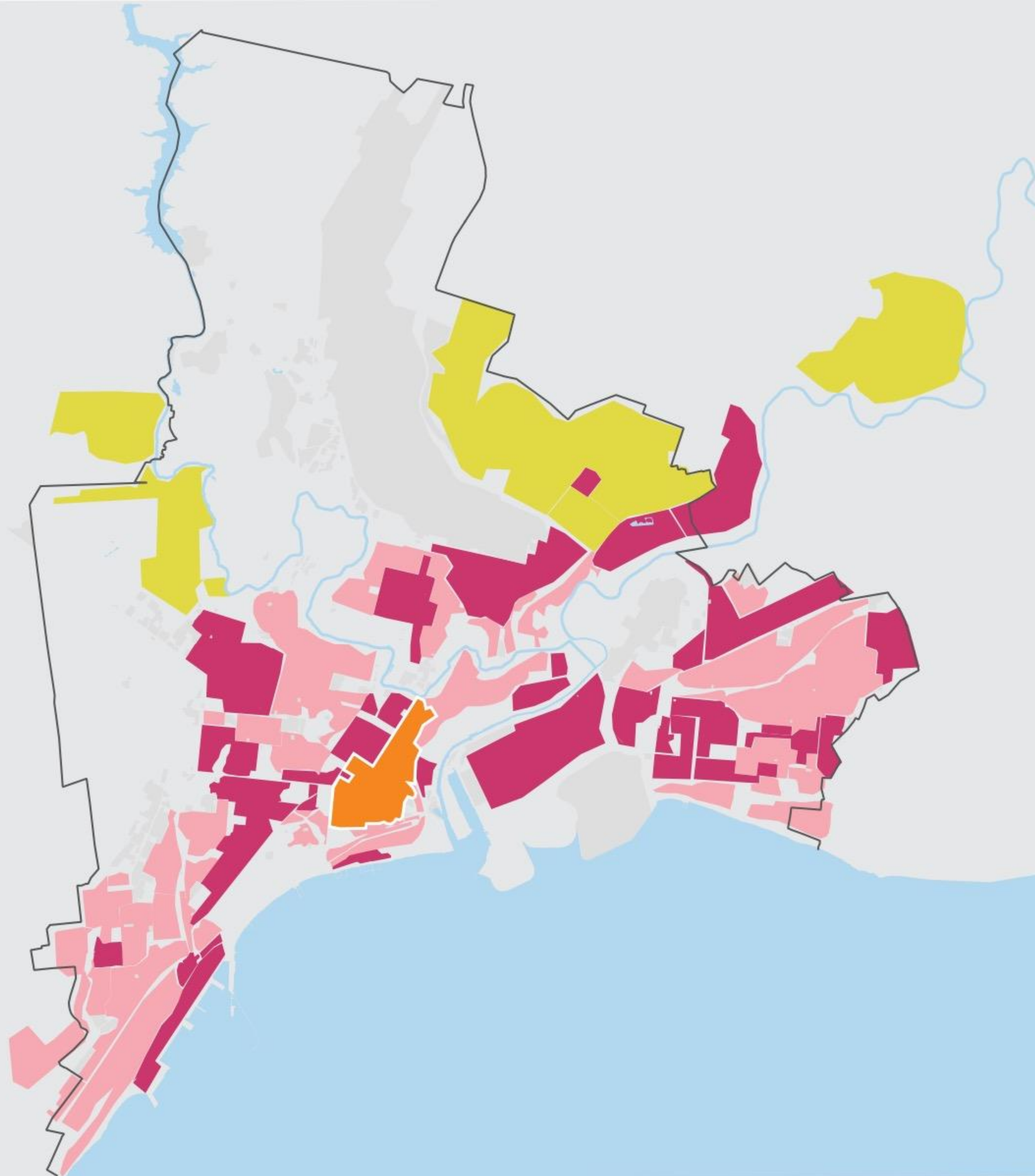


Focus of attention:  
400.000 citizens  
160.000 jobs



400 thousand residents - 160 thousand workplaces





Further growth:  
800.000 citizens  
320.000 jobs

800 thousand residents - 320 thousand workplaces

For the city to grow rapidly – job creation should be prioritized





The city must move from a mono-city model to a multi-economy.

This will create an economy that is strong and robust in the face of uncertain trends.

The pillars of the city's future economy, apart from steel, will include logistics, construction, tourism, green manufacturing, education, medicine, and national defense.



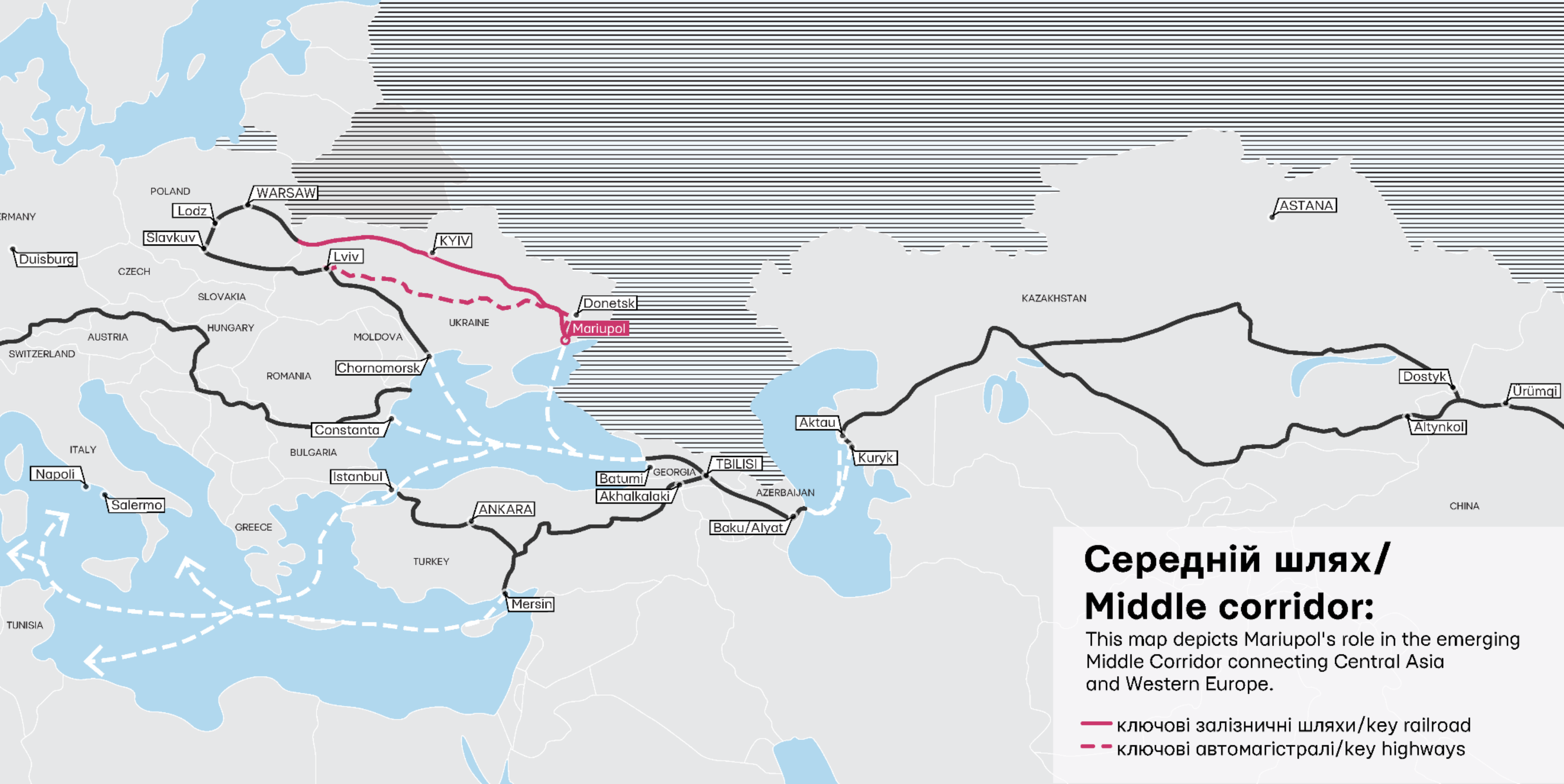


# economic driver

- Ukraine has a large deficit in container port capacity which is essential in creating a modern economy.
- Container demand will surge during reconstruction and as the GDP per capita increases
- **Mariupol's strategic maritime location make it essential to reconstruction.**

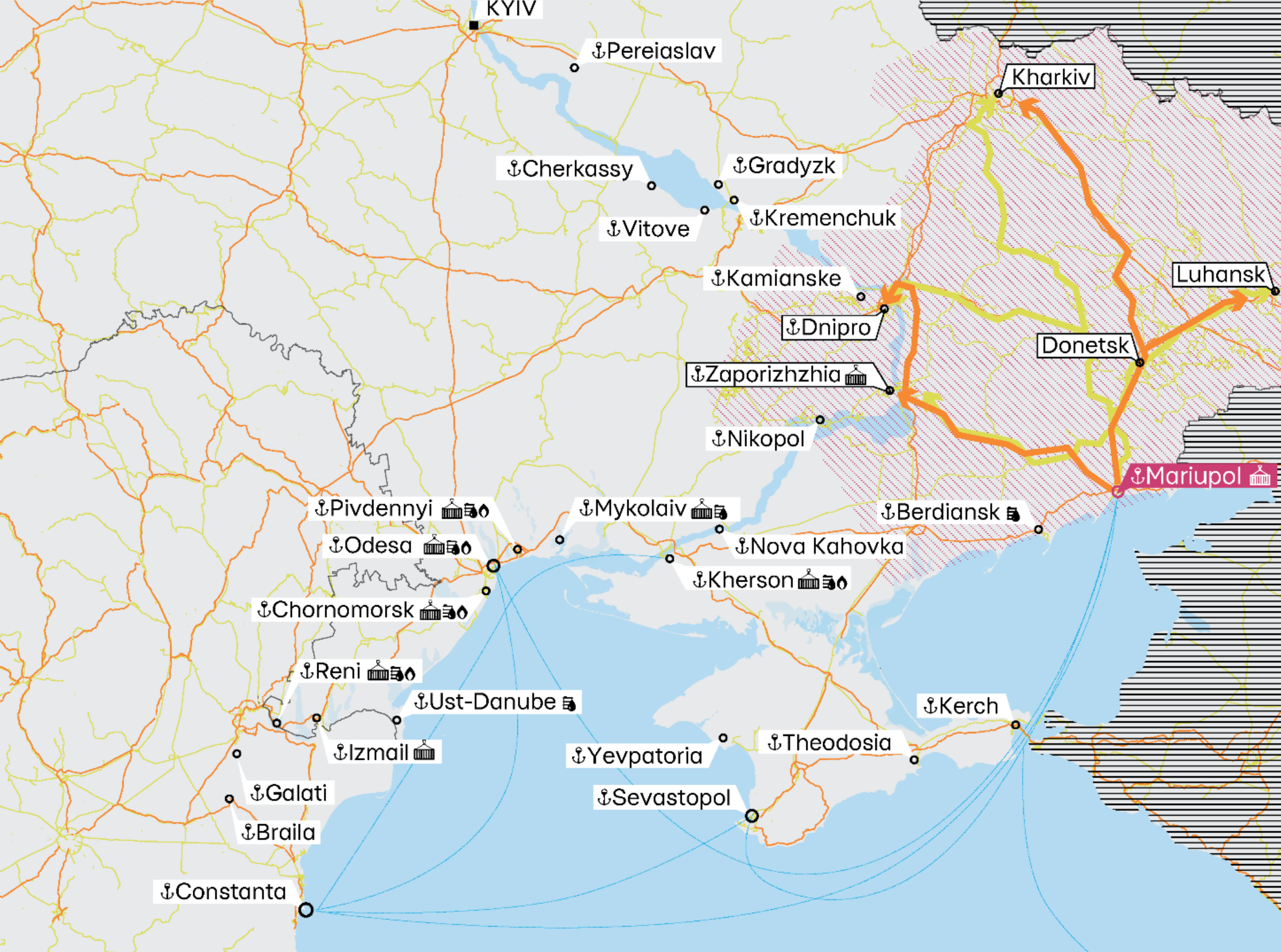
Similar to steel, container ports create tremendous forward and backward linkages and can become the main economic driver for the city's economic restart.





The Middle Corridor creates a new model for Eurasian integration  
 Ukraine and Mariupol will help complete transcontinental transport corridors that integrate the economies of Turkey, the Caucasus and Central Asia  
 Will tie in economies of Ukraine and Georgia and potentially help both prepare for EU Accession, e.g. New Georgian Port of Anaklia





## The Easternmost Gateway of Europe

⊗ Particularly after Nova Kakhovka dam destruction — the most efficient sea gateway to world markets for 18 mln people to the east of the Dniro: Kharkiv, Poltava, Zaporizhzhia, Dnipro, Donetsk, Luhansk. Need resiliency due to vulnerability of western ports. New role of the city - logistics, trade and port processing for 15-18 million people who are otherwise “functionally landlocked”



# It's time to correct historical planning mistakes



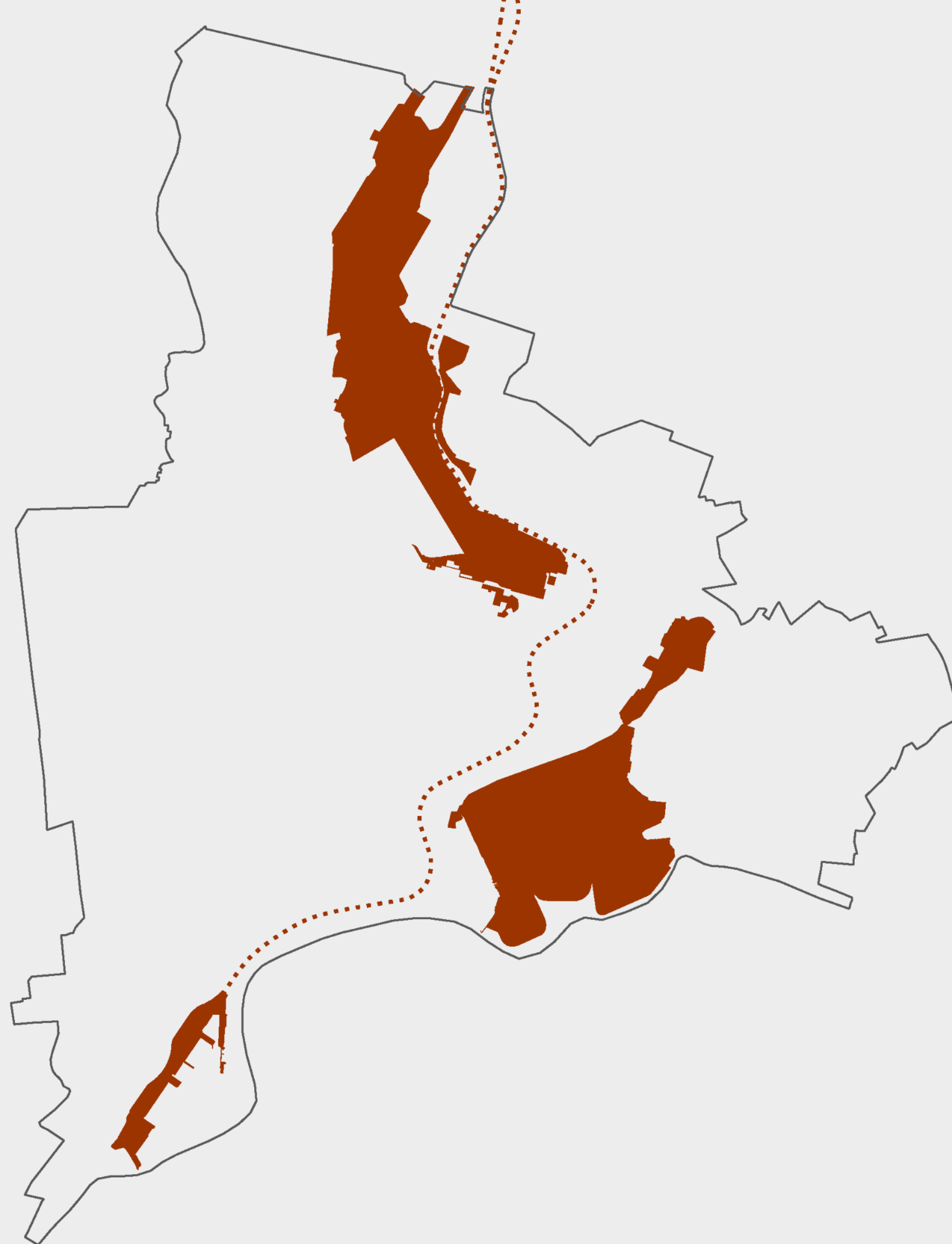
Railroad blocking the beach



Azovstal pollution







The port currently consumes  
3.5 km of coastline

The railroad on the central  
beach cuts off the city center  
from the sea

Heavy industry was  
concentrated in the city  
center

The city has a unique chance to become a full-fledged seaside resort,  
the largest on the Azov Sea.





A map of the Azovstal steel plant area. The land is shown in light gray, and the sea is in light blue. A large brown area represents the slag mountain. A dashed red line with an arrow points from the slag mountain to a new location. A dashed blue line with an arrow points from the old port area to a new location. A small teal area represents the central beach.

Recycling the slag  
mountain

Building a new modern  
container port at Azovstal

Relocating the rail station

Relocating steel  
production to the north

Mitigating impact of  
railroad tracks on the  
central beach

The old port does not have adequate land resources for expansion.

The project to relocate the port costs over \$1 billion, but investments in the existing port are comparable.

This would dovetail and reinforce METINVEST's plans to move to cleaner steelmaking. High value steel products are increasingly containerized



# Steps towards a port of the future

Action	TIME (year)									
	1	2	3	4	5	6	7	8	9	10
Restoration of infrastructure at existing port										
Partial start of port operation										
Use existing port for delivery building goods and metal										
Use existing port for grain handling										
Construction of a slag-processing plant										
Construction of access roads (railway/auto road)										
Slag Recycling										
Construction of the new transportation Hub										
Construction of a new container terminal										
Preparation and dredging sea channels to Azovstal										
Use of the existing port equipment on the new container terminal										
Start of operation of the new container terminal										
Construction of terminal for general goods (metal, building materials)										
Use of the existing port equipment on the territory of the new terminal (metal, building materials)										
Start of operation of the new terminal for general goods (metal, building materials)										
Construction of the new grain terminal										
Use of the existing port equipment on the territory of the new grain terminal										
Start of operation of the new grain terminal										



A new container terminal can be operational in 5 years, metal and construction materials transshipment in 6 years, and a grain terminal in 9 years.

The old port would continue to operate until modern alternatives established at Azovstal site at which point redundant terminals can be converted to their highest and best use.



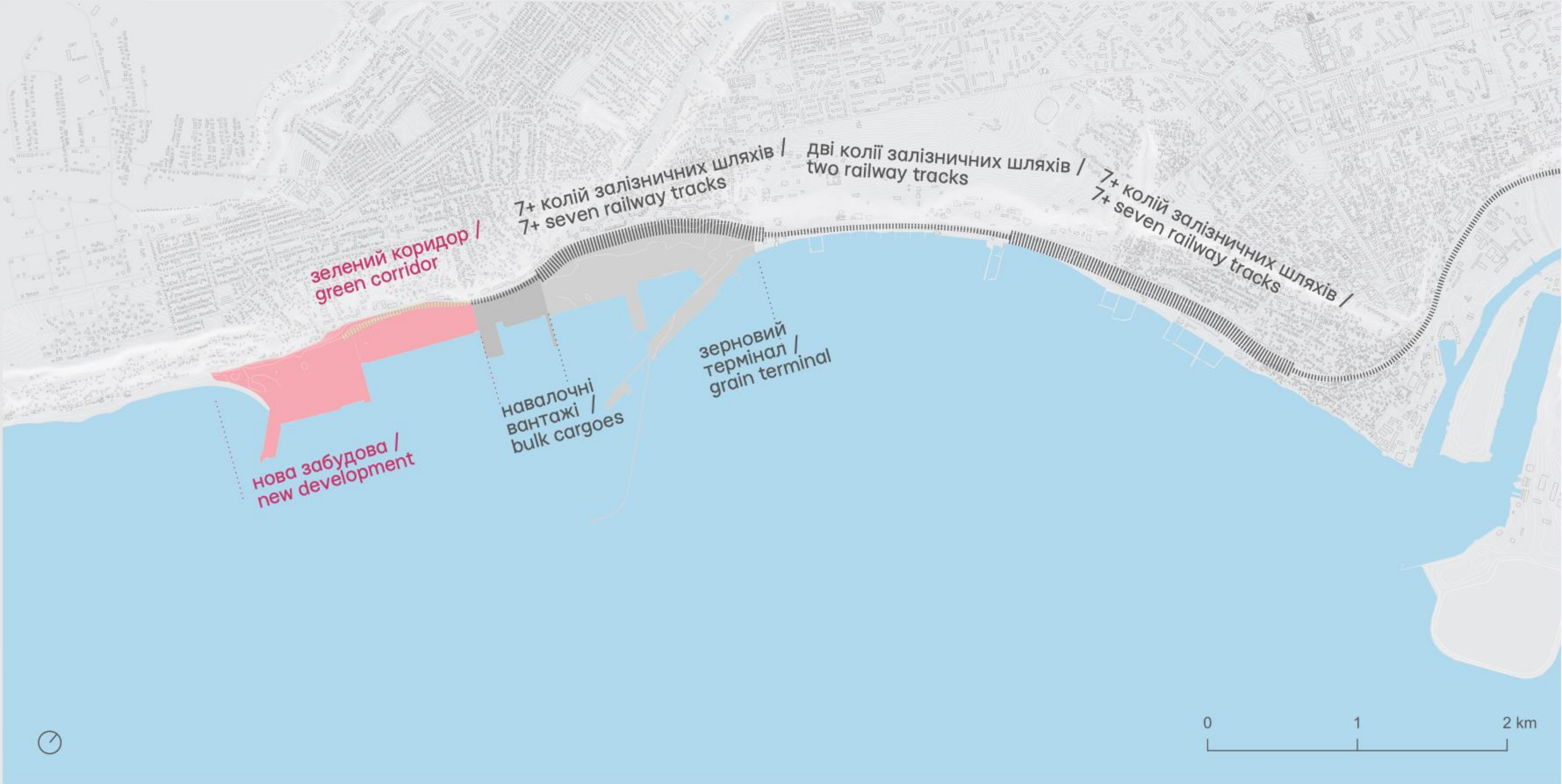


From one to five years after liberation

This is the current state.

The railroad cuts the city off from the sea and the port occupies the most valuable part of the coast.



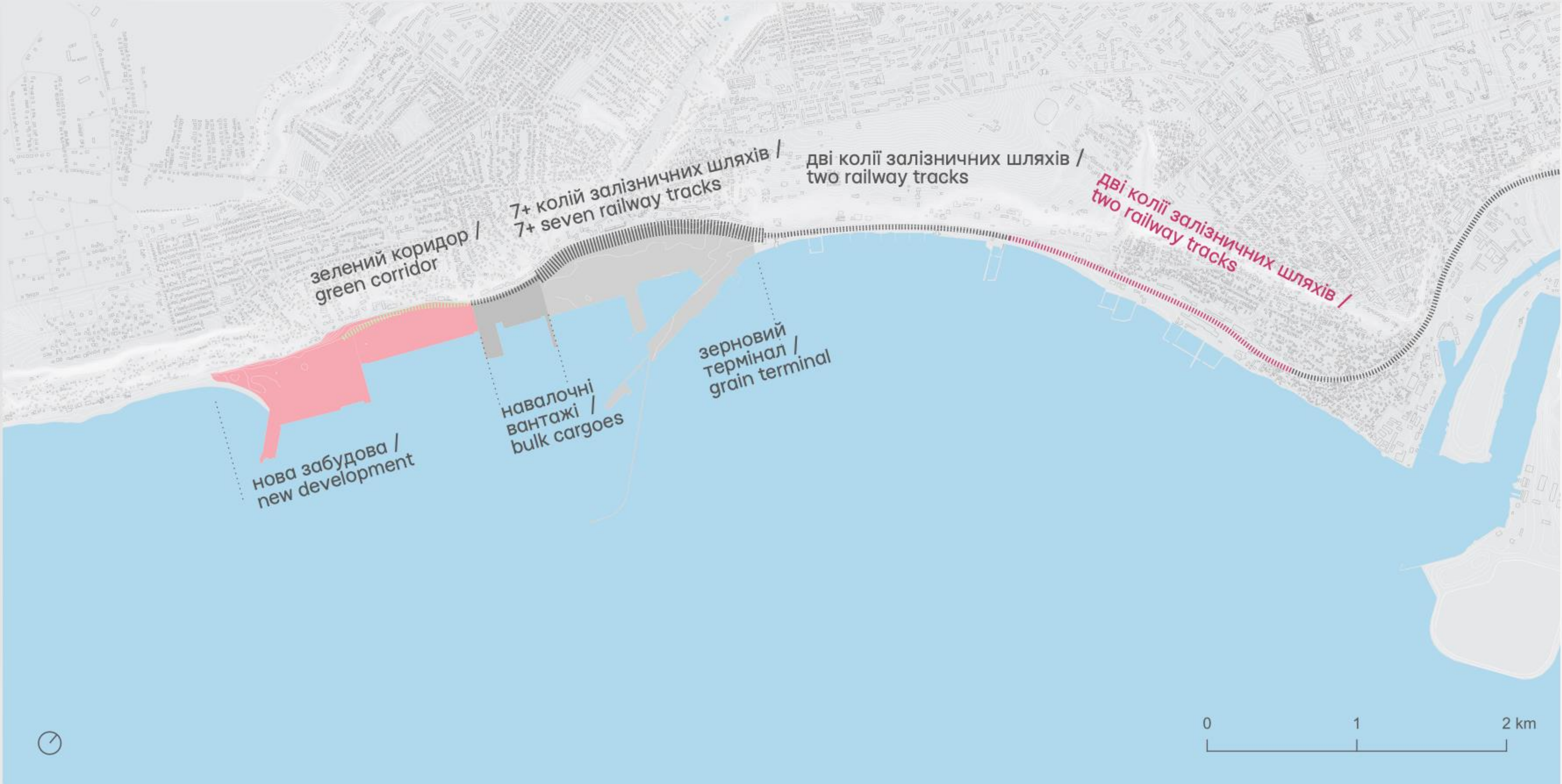


## Five to ten years after liberation

First the new container terminal at Azovstal would allow the small existing terminal to be phased out.

Gradually, the existing territory can be repurposed with housing and commercial use





Up to ten years after liberation

At the next stage, we propose relocating the railway station and reducing the number of railroad tracks in the area of the former station





More than ten years after his liberation

It then becomes possible to shift bulk cargo to the new terminal complex and build up the territory.





More than ten years after his liberation

The last terminal to relocate is the grain terminal. Once an alternative terminal is fully established, the railroad tracks on the beach will be removed or converted to passenger use. The territory of the former port will be completely revitalized and transformed into a residential or commercial area.



# City and sea



We will make the sea fully accessible  
This will create 14.5 km of coastline accessible to citizens instead of 5 km  
Full-fledged marine tourism becomes possible



The Azovstal site  
is a key territory

Nature  
Port  
Storing  
Recycling  
Museum  
Memorial  
Transportation  
hub  
Offices



The land belongs to the factory but is needed by the city.  
Azovstal should become a pure multifunctional territory where semi-polluted land is repurposed to cleaner industry while severely polluted land is gradually retuned to nature.





## Museum and memorial, vision

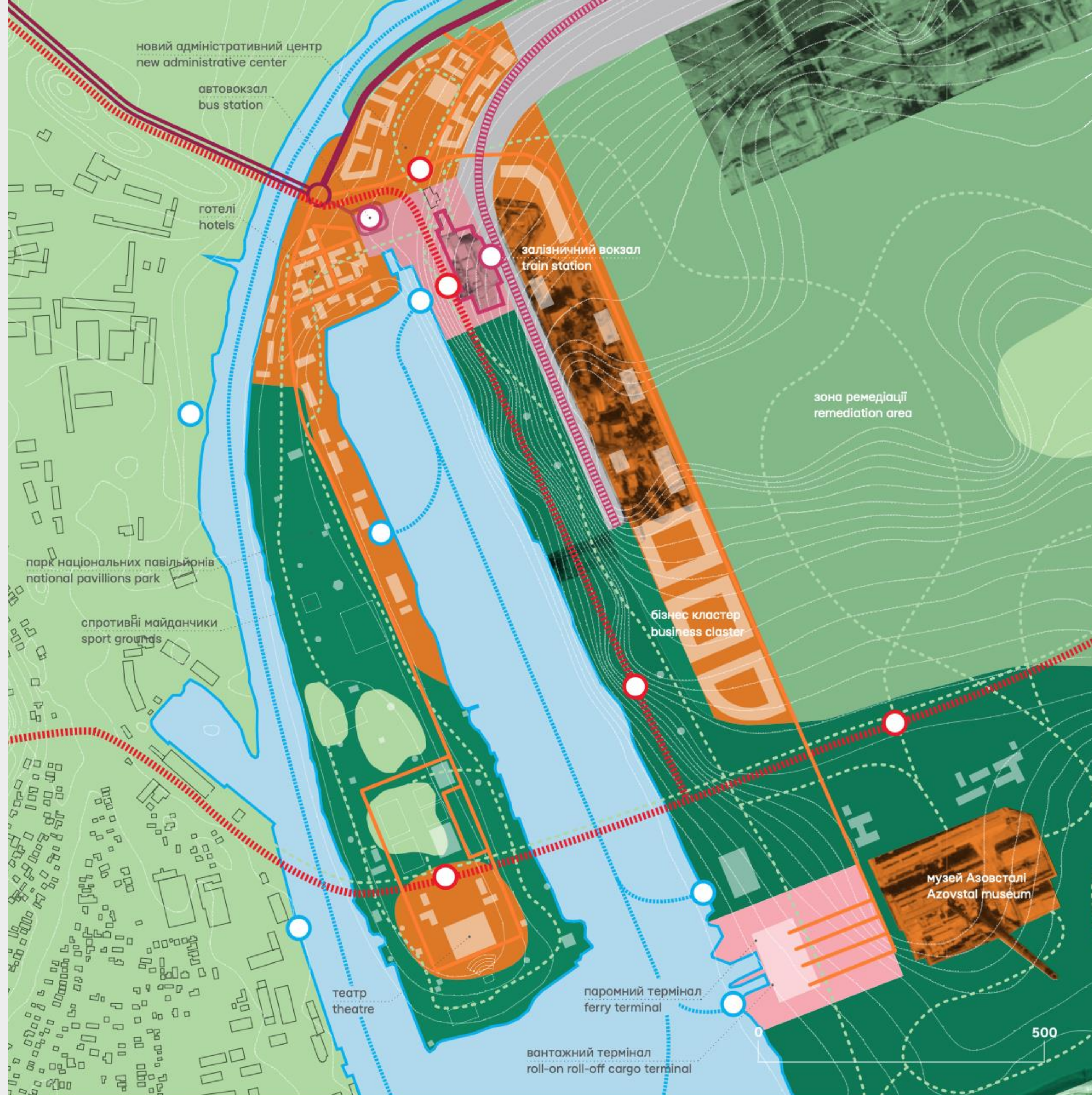
We start with the most valuable — memory and create an institution for memory research. We are locating this institution in the buildings of **Azovstal's** CHP factory, We place the memorial near the water mirror of the sedimentation tanks, and the observation deck on a 250-meter pipe of CHP.



new center



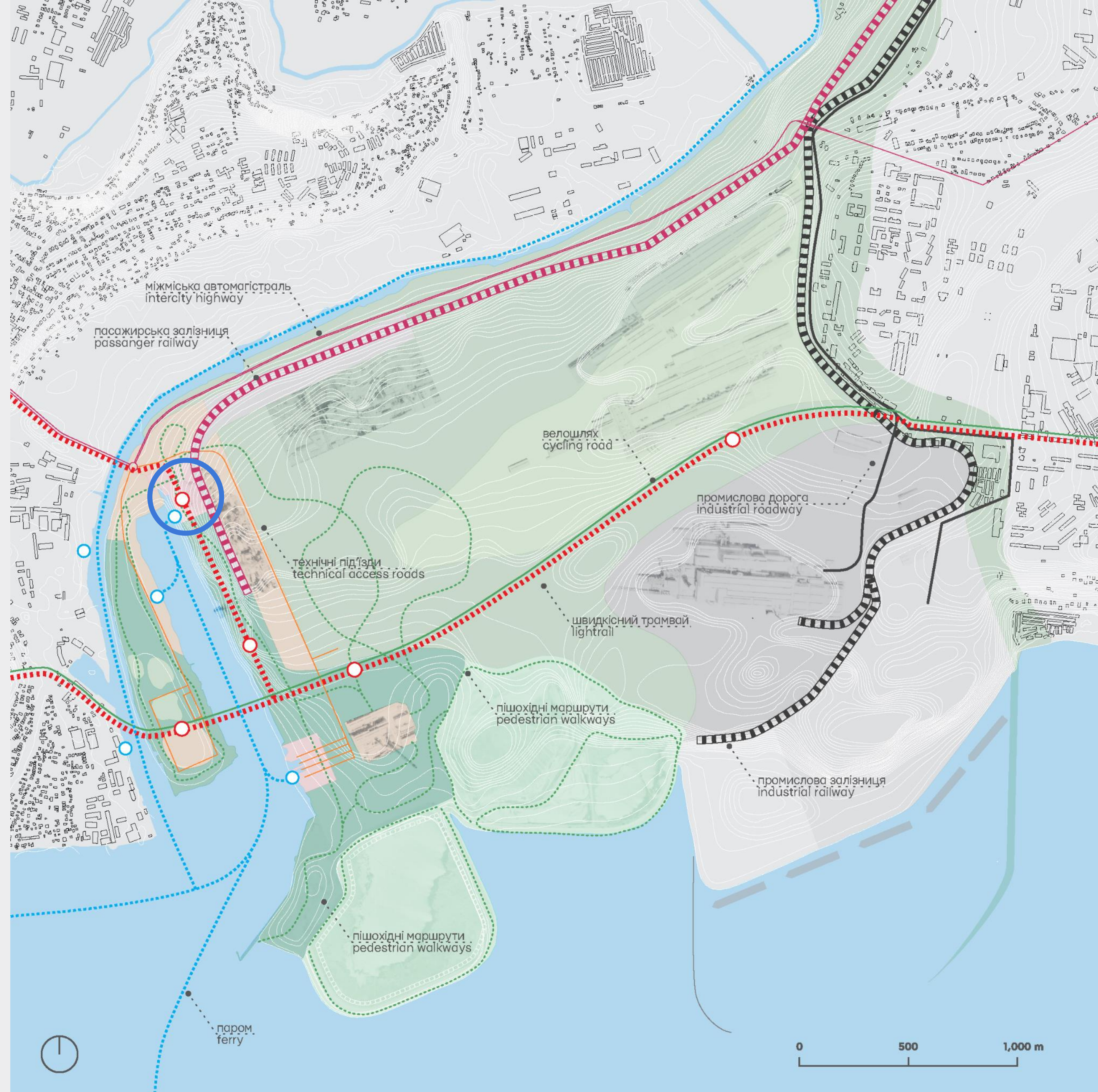




# Peninsula

After the destruction of Azovstal, the peninsula and the areas around the factory harbor become some of the most valuable areas of the city. We call this zone the New Center. This is can be a priority development area.





# Transport and logistics

We build a central transportation hub on the square near Azovstal's main entrance gates. It connects the railway and bus stations, tram, buses, water taxis and ferry to Kerch. Over the years, the area could be used for residential purposes.





## View of the station from the new bridge

We propose to locate a transport hub, offices, private university supported by Metinvest and a park on the coast of Azovstal harbor. Historic factory structures should become an expressive background and connect the city with its industrial legacy.







# old center



As the occupier should not dictate the city's future, the historic city center should be reconstructed.





## Structure of the historic center

The city center should remain the **city's**. We are also using the - "nature first" approach and envisioning a mostly pedestrianized central core. We are relocate all vehicular traffic outside the historic core.





## Memorial of the Drama Theatre

The Drama Theatre should not be rebuilt at the site of the tragedy.  
Rather this area should become a place of solace and remembrance without fully removing it from the city fabric.



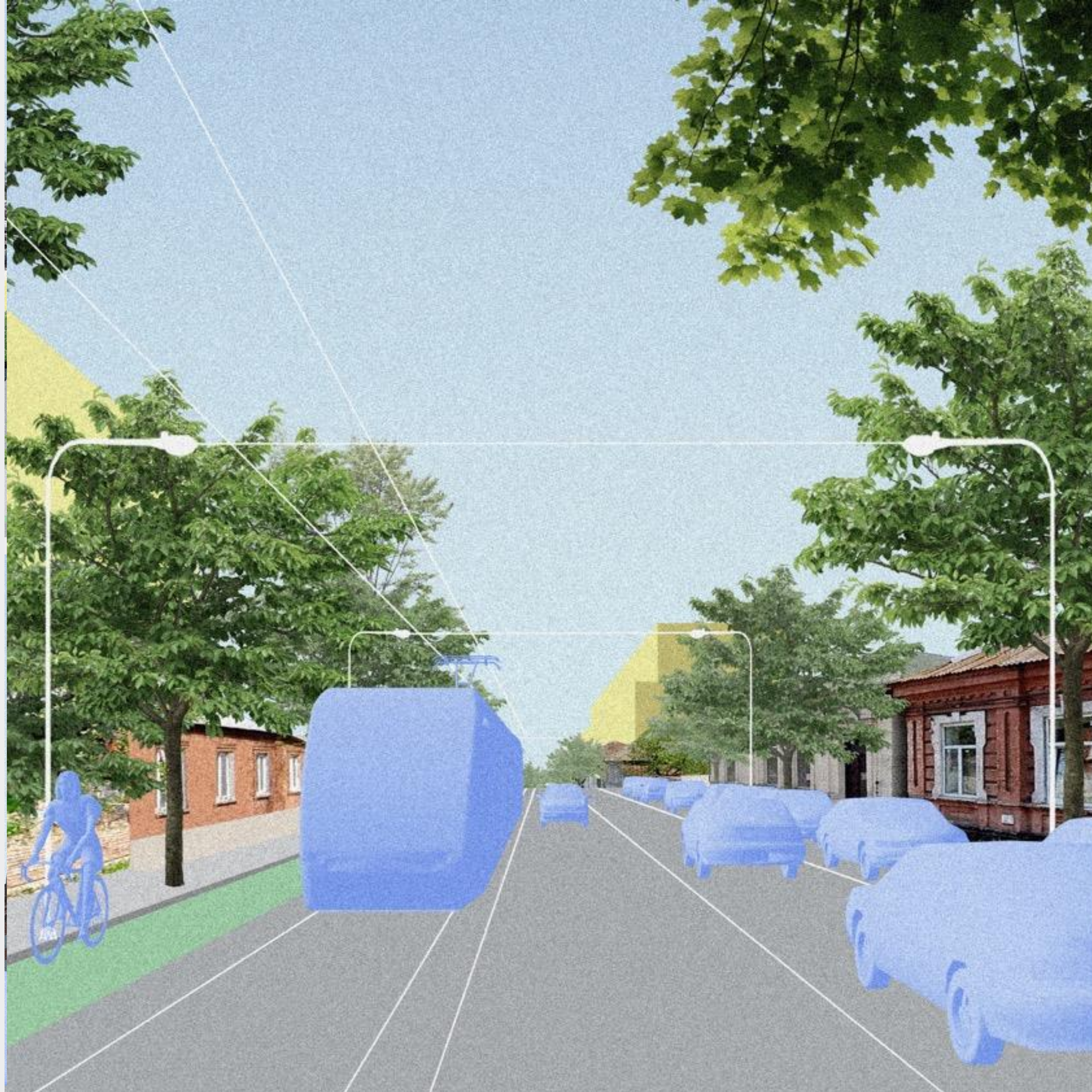


Combining  
old and new  
architecture

We are restoring all valuable buildings that are restorable.  
In accordance with the Venice Charter, we complement historic buildings with modern-style  
buildings with designs are selected at international architectural competitions.







## New mobility concept

New mobility structures will be implemented, with highest priority given to pedestrians and cyclists. An efficient tram should become the main mass transport mode, with complementary feeder routes. The entire system should operate by a single travel card.







Active  
ground  
floors



We should deconcentrate shopping centers and retail.  
The block structure with active ground floors is replicated throughout the city.  
For connectivity, long blocks in the center are partly cut by pedestrian galleries.



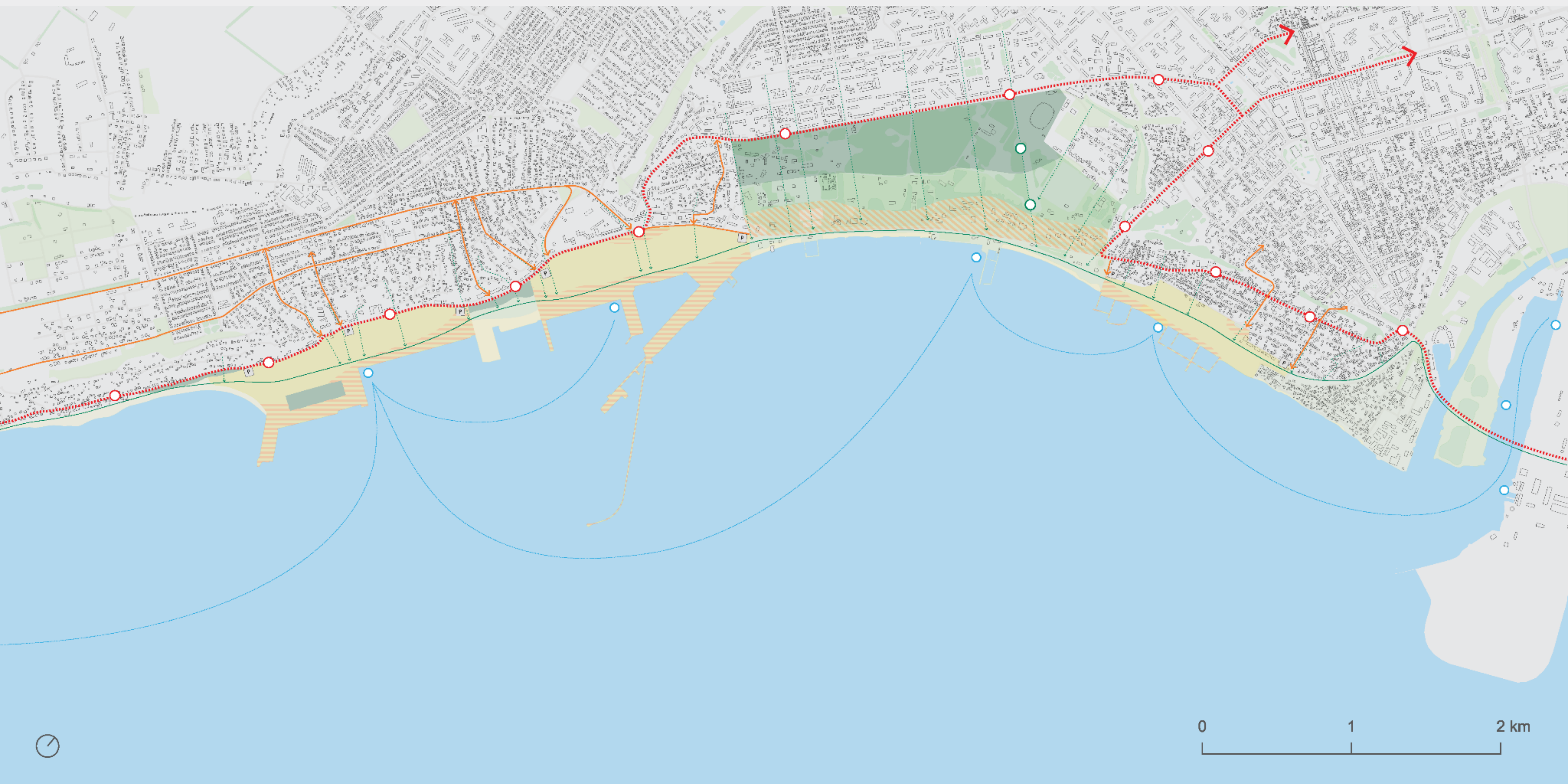


## Place of memory

We are not ashamed of our past!  
Dilapidated remains of buildings should be integrated into new construction, and places of  
memory should be created.



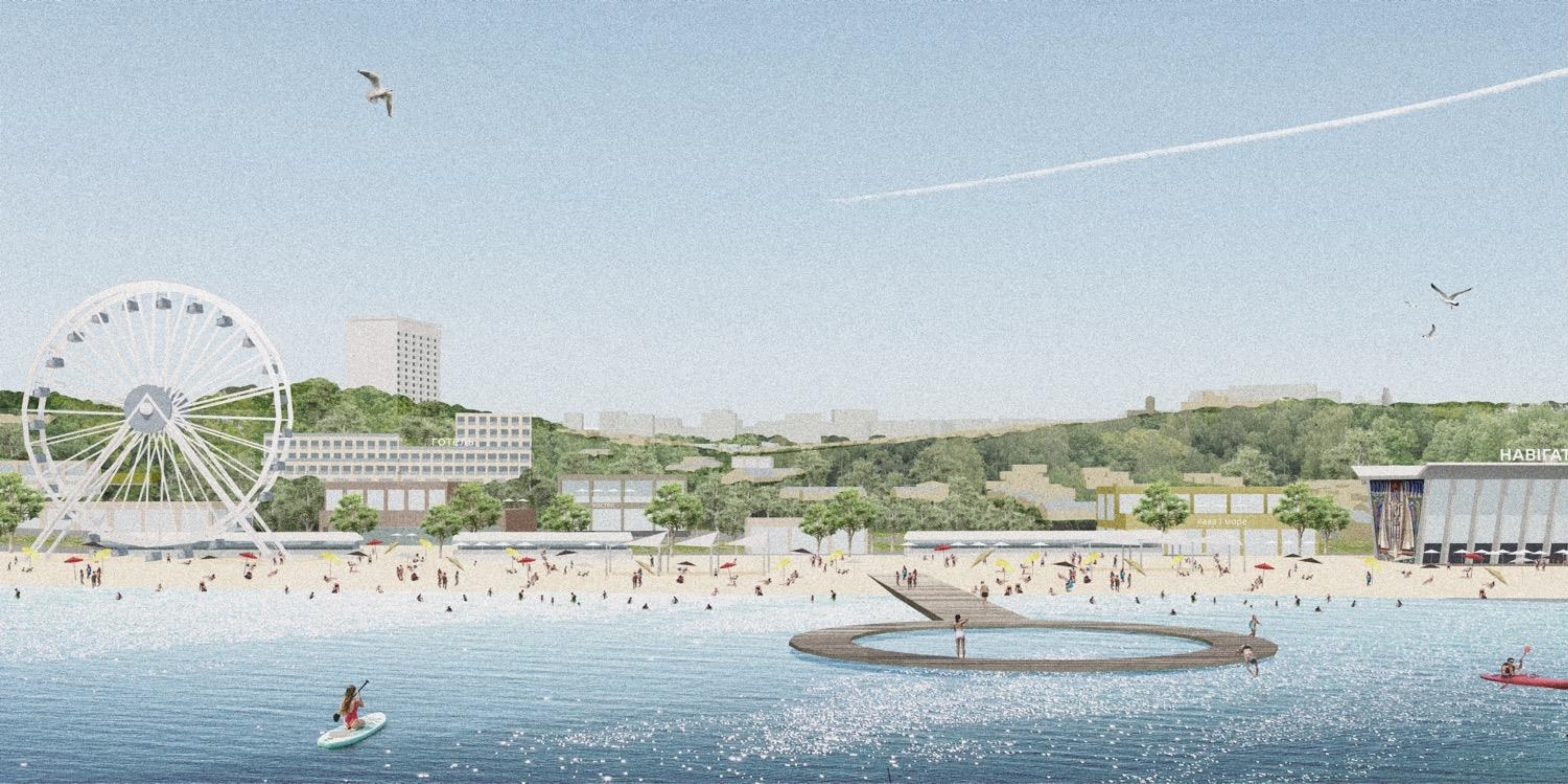




## Connectivity between the beach and neighborhoods

After the port will be relocated, the main focus of the city's development became the strip along the sea and the area adjacent to the Prymorskiy Park. The historic center of the city descends to the sea through Slobidka. With a new system of the transport corridors is being implemented.





## Central beach

Hotels can locate in the Primorsky Park without restrictions for pedestrians. The central beach becomes a major entertainment destination and festival area. Railway tracks are being dismantled. Historic building with mosaic gets new life.





## New development in the old port

The old port and railway station become new residential areas right on the seaside. Renovation of the old port area will be the first such project in Ukraine.





*“You shouldn't expect that everyone will rush to Mariupol because it's a historic place. People will rush there if it's awesome...”*





# Дякую!



**rozkvit**

urban coalition  
for Ukraine