Gdynia Sea City Waterfront



Sea City is a postindustrial area that is currently undergoing revitalization. This is one of the main strategic objectives of the city, which is to enhance the multifaceted and harmonious development of this site by restoring its urban function. The former port area, intended to become a part of the city centre, is approx. 71.6 hectares. The investment area in this part of the city is approx. 33 hectares.

The results of cooperation between the city and business investors will include the creation of a modern and prestigious district in Gdynia that will combine residential functions with those of business and services.

The city of Gdynia is currently engaged in the development of the Sea City district. Sea City is located near the existing city centre and will be a new district adjacent to the Gulf of Gdansk. 99 per cent of the Sea City area, 71 hectares (175 acre), is either owned by private investors or belongs to the state. Only 1 hectare, the old fishing pier, belongs to the city. It is planned that a cultural services building will be constructed here. The city is willing to realise a modern and architecturally outstanding museum of sailing. The investment will have to be financed and then maintained entirely by the city or in public-private partnership model. The City is not considering to run this project in the process of full privatization; besides, it is not possible in the light of the current regulations.

Plots in Sea City are being developed by public investor – Polski Holding Nieruchomosci (owned by the central government), and by private investors including Nowa Marina, Vastint and Semeko.

Gdynia will manage and bear the costs of the infrastructural investments required for the development, such as roads or utilities, as these areas are under municipal control. However, the development of the sites will be led by the land owners and developers. The city is not allowed to be involved in financing of these projects.

The city is responsible for the construction of infrastructure, mostly roads which should be financed with public funding. These plans have been included in the Long-term Financial Forecast. According to the Polish law, an investor, whose non-road investment aggravates traffic, is obliged to finance infrastructural solutions that would mitigate the negative effects. Generally, such obligations are regulated by the so-called “road agreements”. In this case a building permit for non-road infrastructure will be issued only after submitting a valid construction permit for road infrastructure. In Sea City this solution is not possible because the main road that must be connected with another route controlled by the state government has not been completely designed yet. Therefore, the city has decided on a very innovative (by Polish standards) formula: the road obligation will be executed in a form of payment, and not as road construction. The payment may be made in cash or by bills of exchange. This way the city secures funding for road investment, and investors do not delay their works.