Urban Recreational Riverfronts: Successful Revitalisation Elements

Hazreena Hussein
Department of Architecture
Faculty of Built Environment
University of Malaya

Abstract
This research identifies characteristics, which are the Theme, Identity, Functions and Authenticity of some current riverfront developments, mainly focusing in urban areas. The study began with the evolution of an urban riverfront\(^1\), including understanding how early settlements were established along the river\(^2\), later forming the town, leading to the present day cities and their inherent traditional urban culture value. Case studies selected were from South East Asia within Singapore and Sarawak in Malaysia. These examples will then be compared with London and Boston, USA. Much attention will be given to paying high respect to the cities' character and to acknowledging the historical and cultural background of the city where they are set by scrutinising their characteristics. The conclusion will be systematically analysed on design elements and careful considerations through design planning and sensitive approaches.

Keywords: Urban Riverfront Revitalisation, Theme, Identity, Functions, Authenticity

Introduction
The concept of landscape architecture has long existed in Malaysia. However, the profession was almost unheard of until the late seventies, when the first group of landscape architects emerged upon graduation from universities abroad. The professionals were quick to respond to the impact of urbanisation and industrialisation, which called for a contribution from landscape architects, as stewards of the environment.

In Malaysia, the evolution of design on land or even at the edge of water can be interpreted from her social history. With the advent of international influence and the concern of the environment, local authorities have stressed the importance of landscape revitalisation in every project approved. For example, the British brought the concept of urban green, city parks, resort landscapes and national parks to the then Malaya. One of the aspects which are experiencing the landscape outgrowth is the urban riverfront revitalisation. Realising the problems that could arise from rapid urbanisation, the local and city council in Malaysia, under the Housing Ministry is emphasising landscape design with a new township developments as well as the potential use of urban riverfronts.

Based on the topography and historical significance, most of the major cities and towns in Malaysia are situated on

\(^1\) Urban Riverfront means a dynamic area where cities engage their shorelines; Concise Oxford Dictionary.

\(^2\) River means a copious stream of water flowing in channel to sea or lake or another river; Concise Oxford Dictionary.
information would not be sufficiently available in library books or magazine articles. Here lies one of the most significant advantages of using the Internet: information on all kinds of topics is available on a worldwide basis and it is regularly updated.

The target groups for questionnaire were limited to designers and the client. The query was designed to include ‘open’ questions, where respondents were free to word their answers the way they really felt. It was believed that the answers to ‘open’ questions could indicate relevant insights into aspects the author wanted to know but might not have thought to ask.

According to Sproull (1995), among other advantages of ‘open ended’ questions is that,

“They can elicit creative and/or original information and can add new information when there is little existing information about this topic’ [Sproull, p202-203]

Another type of query included lists of possible answers of which at least one must be ticked. The author found that respondents always completed this type of question as they required minimum amount of time to fill in.

Analysing the information gathered was begun while still collecting them, especially regarding the literature search because the collection was continued until the last stage of the research.

Statement of Research Constraints
The Landscape Architecture Periodical, in February 1991 issue discussed the topic ‘Forum Waterfronts’. In the discussion, Tacha, a sculptor, designer of waterfront sites and a professor of art at Oberlin College quoted, ‘Until water becomes as sacred throughout the world as it is in India, we will not develop a proper riverfront solution’.  

3 Source of clients can be found at the end of this article.
The above statement is a reflection of the importance in total water management, in particular to the conservation of the natural resources. Due to lack of understanding about the built environment in combination with the rivers and the natural environment, rivers all around the globe are being abused and neglected. Furthermore, she stressed in specific the need for public accessibility in relation to the community and people with disabilities in particular, closer to the water.

Eskew, the principle of Eskew Filson Architects in New Orleans also supported the discussion. He stated, ‘I have found that really what is more powerful is access to the water’s edge...if you can get people to go to the water, the poetry is in the edge’.

Therefore, it is necessary to incorporate the above factor in designing the urban riverfronts but more importantly the real need to provide continuous liveliness throughout the year.

Mann, the author of the book Rivers in the City also moderated the discussion. He mentioned ‘Cities need to plan and build from the outset in a more enriching, enabling way so that activity can be built up to its proper peak in the early years of any waterfront project’.

Based on the statement above, it has shown that the concept of mixed use development is the ideal, i.e. maximum activities are generated on riverfront sites. The facilities to be incorporated are restaurants, hotels, marinas and promenades. Along with that, sports activities should also be included. Besides boosting the tourism industry, the property value of such developed areas will be increased.

It is understandable that water plays an important psychological role to people. Users, especially children are consciously invited to use and enjoy the rivers. Obvious hazards should be avoided. Action should never extend to destroying essential characteristics in the interests of safety or to prohibit access to it.

Evolution of the Urban Riverfront

The historical milestone of urban riverfront development can be divided into six eras (Mann, 1973):

1. First Riverfront Settlement (2000BC-100AD)
   The process started with the river as the main source of transportation for travellers and goods. The growth of society continued along the river edge but the riverfront at the time was not one of the perquisites for the city’s birth. This phase of history shows the significance of initial association between rivers and people (refer figure 1).

   **Figure 1:**
   River was the most important means of transportation for domestic and trade.

2. Middle Ages (100AD – 1600AD)
   Travellers sailing along the river started to settle down along the river edge. Colonising along the riverbank may also have been for safety factor because the rest of the zone was still filled with dense forest. The river provided water resource for daily uses and trading operations (refer figure 2).
Rivers became a primary criterion for city development.

3. Renaissance (1600AD – 1800AD)
The colony started to grow. Trees were cut down and land cleared for expansion. Business related to the river activity expanded and the river transformed into a focal point (refer figure 3).

4. Industrialisation (1800AD – 1975)
The small settlement developed into towns and buildings were erected along the river to cater to trading activities. Structures, such as warehouses were built facing the river. The area was turning into a busy business district (refer figure 4).

As time progressed, better means of transportation were introduced. Roadways and rail networks were built for a more practical mode of transportation (refer figure 5).

6. Renewal of Riverfront (1990 – present day)
The new buildings erection and communities started to approach the technology. New development was based on the accessibility factor. The city began to turn their backs from the river and the river in turn was beginning to be neglected. It was regarded as the back alley of the growing city. Earlier buildings and traditional settlements remain along the riverfront together with the polluted river (refer figure 6).
Figure 6:
The river was regarded as the back alley of the developing city, which is a starting point in the abandonment of riverfronts.

Approach to the Urban Riverfront Revitalisation
The river must be enlivened, expressing characters and qualities by contributing a unique image to the city, as the focal point of location and identification to users. The urban riverfront must be accessible in a pleasant way and secure at all time for users besides providing tourist attractions and social activities.

Hoyle et al (1988) in their reference work, Revitalising The Waterfront state that, 'The slow development of restaurants, pubs and other meeting places in the new port zones also contributes to the desire of personnel to remain in a centrally located area. The waterfront is becoming more accessible and attractive to the public as maritime museums, aquariums, restaurants, waterfront parks and marinas'.

Hall, P. (1993) in his book Waterfronts: A New Frontier for Cities on Water explained the constraints of traffic and provision for different groups. 'Waterfront access, a critical factor is often poor because of highways, bridges or railroad tracks. Different groups have different perceptions of the ideal waterfront. The former dock workers want to see a return to the old economy, some community activist need to visual non-profit uses such as green parks and community centres, while commercial developers are interested in maximising commercial potential'.

According to Breen (1996), the design criteria of successful urban riverfront design can be categorised into three detail aspects: Public Accessibility, Attractions and Integration.

1. Public Accessibility
Access should allow users to commute easily between the riverfront esplanade and the city centre. However, office blocks or apartments often restrict pedestrian entrance to the riverfront (refer figure 7). Riverfront access is of two types that are the physical and visual. Physical access to the river must be direct and prominent. Visual entry on the other, is seeing that it is there and a sense of inviting should be subtle.

Figure 7:
Constraints imposed by highways, rail networks and tall structures must be brought under control so that the river as a public treasure is enhanced. The obstacle between banks, imposed by the river width can be eliminated by designs of walkways, bridges and water transport.

The public accessibility factor can be classified into three main aspects, i.e. Pedestrian, Vehicular and Visual Corridor.

a. Pedestrian
Pedestrian linkages through bridges and continuous promenade along the river are examples of connection to access the riverfront (refer figure 8).
b. Vehicular
Road can be a physical barrier, obstructing the direct access of pedestrian to the river. However, road networks also contribute for people who travel by land transportation. Thus, convenient and adequate parking is vital (refer figure 9).

2. Attractions
Rivers offer inherent fascination of sound, coolness of water and historical values. A more conscientious effort should be applied to accommodate much more varieties with diversities in uses and activities. The new role of river will be as an amenity corridor with the potential for exhibition, recreation, leisure, relaxation and retreat. The urban recreational riverfront has a high potential to become a focal point. This concept underlines the structuring of space into accessible nodes, characterised by areas where users can socialise.

3. Integration
This concept involves the integration with the city and the continuity of experience. The development plan should include the river as the extension of town continuous with uses, visual connections and landmarks. For example, open spaces. Open space is defined as an interval of distance between two places, i.e. between the city and the riverfront. This is a vital contribution for the urban recreational riverfront where warehouses, which have no further use for the riverfront can be used to create an open recreational space.

The following four case studies summarise how these aspects can be applied in design and planning purposes. The author noted four main elements needed to
create a successful urban recreational riverfront that is Theme\(^4\), Image\(^5\) (Identity), Authenticity\(^6\) and Function.

According to Torre (1989) in his book, Waterfront Development, 'No matter how unique or exciting is a riverfront development, it can only be successful if it functions on all levels. From regional access and circulation to adequate parking capacity to ease and comfort of pedestrian movement to the visitors' overall experience, all levels must sequence successfully as well as meeting the capacities on peak activity days'.

**Case Studies: Four Cities**

It is clear from the historical evidence that river has played an important role in the formation of early settlements and city development. Riverfronts of many cities throughout the world remain dominated by worn-out industrial activities and redundant transportation infrastructure. Opportunities to exploit these places for public access and recreational uses are vital and through this process, redefining the 'riverfront image' will be stressed.

Studies had been undertaken in existing situations to understand the role of riverfront image in urban fabrics. The objective is to develop the concept of *imageability* through comparing the image with visual reality, to the factors that create strong representations, culminating in specific design principles.

Stated by Lynch (1960) in his book *The Image of the City*, 'Imageability' is quality in a physical object, which gives it a high probability of evoking a strong image in any, given observer.

Analyses were therefore made of the central areas of three different locations, i.e. Sarawak and Singapore in South East Asia; Boston, Massachusetts in USA; and London, England.

Kuching Waterfront of Sarawak in Malaysia was an administrative port centre over 150 years ago. In just two and a half years, the once inaccessible and deteriorated riverfront has been transformed to a new dynamic pedestrian promenade. This project is a remarkable achievement in the country, that until recently had not demonstrated concern for public use of its riverfront.

In relation to the Singapore Riverfront, the ancient history of river revitalisation that moulds a unique riverfront had become a precedent study for other riverfront developments in this region. This is consonant with the Government plan to create a revitalised Singapore River.

The waterfront prototype chosen in United States is the Waterfront Columbus Park, Boston, Massachusetts. This site is situated on Boston's Harbour. This location has been chosen due to its unique transformation from a heavy maritime industrial site to a recreational riverfront park, leading to a unique identity of city's riverfront environment.

The South Bank along River Thames has the greatest opportunity for creating a chain of open space and transforming an underused thoroughfare into a place for communities. This broad river provides the city with its largest open area, offering a sense of freedom from congestion of urban life. The most recent development is the 135-metre high, world's largest observation wheel, the London Eye.\(^7\)

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\(^4\) Theme means a unifying idea, image or motif developed throughout a work; Concise Oxford Dictionary.

\(^5\) Image means a representation of an object; Concise Oxford Dictionary.

\(^6\) Authenticity, from the word authentic means undisputed origin or genuine; Concise Oxford Dictionary.

\(^7\) Note: This research has been concluded before the completion of London Eye.
Analysis on Design Elements used in the Four Cities

Kuching Riverfront, Sarawak, Malaysia

THEME
'People’s Place' to bring society back to the river’s edge and integrate the business district with tourist facilities and public space to create 'sinuous form' (refer figure 11).

IMAGE
To achieve a linkage between the city to the River, at the same time reinforcing Sarawak’s heritage and culture via integrating artworks and motives (refer figure 12).

AUTHENTICITY
'Sampans'*, which is Kuching’s special characters, added to the authenticity of the riverfront. Refurbished historic buildings were also providing tourist activities and landmarks (refer figure 13a and 13b).

FUNCTIONS
A series of entry points along the River park lead directly into the main attraction area. River steps create opportunities for river activities as well as closeness to the river’s edge (refer figure 14).

Figure 11: Granite-paved promenade.

Figure 12: 'Kucing Kucing', seven bronze cats by sculptor Gaye Porter.

Figure 13a: The old riverfront.

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* 'Sampans' means small boats.
Boat Quay, Singapore

THEME
The Singapore River has been regarded as the cultural heritage of the city. The historical structures along the river were conserved for adaptive reuse. These were balanced with leisure attractions from boating to dining (refer figure 15).

IMAGE
The riverfront maintains the old image of trading port by preserving elements related to the River’s cultural heritage, i.e. shophouses and ‘bumboats’ (refer figure 16a and 16b).

AUTHENTICITY
With the cleaning up of the Singapore River, the riverfront had been brought back to life with activities such as regattas and outdoor cafes.

FUNCTIONS
Pedestrian access to the lively outdoor eating area and entertainment centre gives visitors the chance to enjoy the river environment along with convenient services for residential and working districts (refer figure 17).

Figure 13b:
The new riverfront: ‘Sampan’ still moored against the river, signifies a historical feature.

Figure 14:
River steps with bronze dragon water sprout to enhance the entry points.

Figure 15:
Pedestrian promenades are planned along the entire River to make walking a pleasurable experience.

* ‘Bumboats’ means traditional workhorses of the river.
Figure 16a:
Before revitalisation: River vessels packed along the river.

Figure 16b:
After revitalisation: Old structures have been replaced by continuous promenade and outdoor dining. ‘Bumboats’ now used as a symbol for tourist transportation.

Figure 17:
The lightened promenade of Boat Quay, with its may bars and restaurants.

Waterfront Park, Boston, Massachusetts

THEME
‘Walk to the Sea’, a highlight for pedestrian provides visual sequences and functional links between land and water in order to facilitate physical access to the Waterfront Park (refer figure 18).

IMAGE
The Waterfront Park attempts to retain a ‘maritime character’ where distinctive marine bollards and large anchor chain were laid in. (refer figure 19).

AUTHENTICITY
Boston city developed from the strong valuation of resident’s towards a unique heritage making Boston liveable. Added to that, the Waterfront’s landmark has been the eye catching wood arched trellis with benches beneath it (refer figure 20).

FUNCTIONS
Accessible public open spaces such as a massive green lawn to accommodate activities, celebrations and exhibitions (refer figure 21).
Figure 18: Waterfront Park orientated to Boston’s Harbour.

Figure 20: The Trellis Walk creates interesting shadows.

Figure 21: Visitors enjoy the walk to the Park’s green oasis.

SOUTH BANK, The Thames, London

THEME
Based on the 1969 London Development Plan, a specific thoroughness to improve the riverfront was applied. That is ‘to create a better public access with new and improved river walks, laying out new open spaces or view points with the redevelopment of present unsatisfactory riverfronts and to insists on high quality for all riverside design and landscaping’ (refer figure 22a and 22b).

IMAGE
The most notable identity is its numerous historical bridges. These river crossings are elements in framing views and creating individual pockets of image in between. Another factor that enlivens the South Bank Riverfront is its public piers, moored historic vessels and sailing crafts (refer figure 23). The most current attraction on the South Bank of the Thames River is the London Eye, also known as the Millennium Wheel, which was opened in 1998 by the British Prime Minister, Tony Blair (refer figure 24)

AUTHENTICITY
With introducing art along the river could explore the meaning of places appropriate with Europe’s largest cultural complex, the Royal Festival Hall. This includes incorporating a typical craftsmanship design of the river wall, benches, signposts etc. from local material (refer figure 25).
FUNCTIONS
Based on the research data, facilities along the riverfront are still under improvement. However, with Stanton William and Richard Rogers's design intention, hopefully users will be able to enjoy the recreational riverfront environment (refer figure 26).

Figure 22a:
South Bank in relation to Westminster and Thames River.

Figure 22b:
Along the riverfront, there are intervals of viewing plains.

Figure 23:
Festival pier located in front of the Royal Festival Hall.

Figure 24:
London Eye on the Thames River.

Figure 25:
Part of the River Wall and Steps.

Figure 26:
Proposed Crystal Roof, which will create a covered meeting place with cafes, restaurants, bookshops and galleries.

Conclusion
From the above design analysis, the riverfront Image is closely related to the Theme in order to create a sense of identity to the place. The specialty of the city and river should be fully explored in order to
create an astounding image for the revitalised riverfront. Genuine activity that is strongly associated with the riverfront area is crucial in providing a convincing contextual foreground of a city where the river runs through. In order to attract users, the design elements should fulfil the users' needs and comfort. In other words, the urban recreational riverfront should be approachable to all users, including the disabled and the elderly. The achievement of riverfront schemes could range from an environmental improvement to a high quality landscape design approach. In order to give back the riverfront to people, a transformation involving an attractive and useful condition to the locality as part of the urban fabric is crucial. Returning to the water edge involves many constraints: land use and zoning issues – liability, safety, access and circulation. Urban riverfront revitalisation should, therefore, reflect a creative translation forming a total package of the planning process including the participation of the societies to create the sense of belonging and shared renewed pride of the city.
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Source of Clients
Kuching Riverfront, Sarawak, MALAYSIA
Mr. Abdul Rahman Zanuddin
Corporate Relations Sector
State Economic Development Corporation
Menara SEDC, Jalan Tunku Abdul Rahman
PO Box 400
93902 Kuching, Sarawak, Malaysia.
Facsimile: 0600 82 424 300
Email: ssedc@pop1.jaring.my

Boat Quay, SINGAPORE
Ms. Gillian Tan
Executive Public Relations Officer
Urban Redevelopment Authority
45, Maxwell Road 0106, Singapore.
Facsimile: 65 226 3549
http://www.ura.gov.sg

Waterfront Park, Boston, MASSACHUSETTS
Mr. Homer Russell
Director of Urban Design
Boston Redevelopment Authority
City Hall, Room 900
Boston, MA 02201
Facsimile: 617 635 3435

South Bank, The Thames, LONDON
Public Relations Department
King's Meadow House
Kin’s Meadow Road.
Reading RG1 8DQ
Telephone: 0118 953 5539
Facsimile: 0118 953 5634