



Project ID: DTP3-1-433-2.2

D.T. 4.1.2. Regional action plans for municipalities in all regions to be able to form interconnected regions competitive in the tourism, labour and cultural markets, using their heritage connected to the Danube. *Călărași Action Plan: landscape and heritage for community. The Green Axis*

Draft version 06/2022

A stream of cooperation

Author

Responsible partner: UAUIM / Ion Mincu
University of Architecture and Urban Planning
PhD Prof. Arch. Angelica Stan

Participants:

PhD Assoc. Prof. Arch. Mihaela Hărmănescu
PhD Lect. Urb. Arch. Sorin Manea
Stud. PhD Monica Amuza
Stud. PhD Maria Iuca
Stud. PhD Ioana Enache





Content

1. EXECUTIVE SUMMARY.....	2
2. INTRODUCTION	3
2.1. GOAL AND OBJECTIVES.....	5
2.2. METHODOLOGY AND CONCEPT	6
3. ANALYSIS.....	7
3.1. DEFINING THE AREA OF ACTION	7
3.1.1. Călărași - location and relations in the territory.....	7
3.1.2. Accessibility	8
3.1.3. The historical evolution of the settlement	8
3.2. POPULATION AND SOCIAL ENVIRONMENT	9
3.3. ECONOMIC ENVIRONMENT.....	10
3.4. PARTICULAR ASPECTS - TOURISM, RECREATION AND CULTURAL ACTIVITIES	10
3.5. ENDOGENOUS POTENTIAL	11
3.6. IDENTIFYING TERRITORIAL NEEDS.....	11
4. STRATEGY	12
4.1. RESEARCHING THE LOCAL STRATEGIC CONTEXT.....	12
4.1. STRATEGIC MISSION FOR THE SPATIAL DEVELOPMENT OF THE CĂLĂRAȘI – SILISTRA MICROREGION.....	13
4.2. SPECIFIC OBJECTIVES FOR SPATIAL DEVELOPMENT OF THE CĂLĂRAȘI – SILISTRA MICROREGION	14
4.3. INTEGRATION OF OTHER INITIATIVES	16
4.4. ADDED VALUE / EXPECTED RESULTS.....	17
4.5. PARTNERSHIPS.....	17
5. IMPLEMENTATION. PROPOSED PROJECTS	19
5.1. SELECTED PILOT PROJECTS	21
5.1.1. SELECTED PROJECT NO. 1	21



1. EXECUTIVE SUMMARY

The goal of the Regional Action Plans is to be able to form interconnected regions (microregions, touristic regions) competitive in the tourism, labour and cultural markets using their heritage connected to the Danube.

The regional action plans proposed with the Section 3 of DANURB+ point out which are the most valuable and hidden cultural resources to be activated, ignored or abandoned built or natural heritage to be valorized, existing institutional and stakeholder connections to use and develop, and local in/tangible values and produces to integrate into the offers for tourism.

The regional action Plan developed for Calarasi – Silista micro-region identify a strategic interrelated group of projects linked through a complementary relation, able to develop similar projects and development synergy both for short time and long time prevision. It is based on 'real' territorial needs and is in line with the strategic existing background, showing the networking possibilities.

The Action Plan for Călărași developed within DANURB+ is in accordance with the strategic context of the programme and also is in line with the currently validated strategies within the official documents (development plans, development strategies, mobility plans).

The Action Plan for Călărași prepare future projects aiming to capitalize on Danube's local heritage, suitable for accessing funds for the period 2021-2027, respecting the conditions and criteria, for example, as for the <https://interregviarobg.eu/>.

The Action Plan for Călărași Municipality (APCM) offers international visibility for partnerships and future funding, acting as an urban marketing tool. In the short term, APCM identifies projects aimed to capitalize on the local heritage that can be interconnected at the supra-local level (micro-regional and interregional).

In the long term, APCM aims to implement projects for:

- Creating a network of cities along the Danube, for the competitive development of the region.
- Regional branding for local community initiatives, through networking.
- Projects aimed towards organizations working in the field of cultural heritage.
- Sustainable tourism projects, focused on local heritage.

The Action Plan developed in the Călărași Municipality and micro-region is meant to define which projects aimed at capitalizing on local heritage (natural, built, landscape) and which of them will be the most beneficial in countering the demographic and economic decline of the city, how they can be culturally, socially and spatially connected.

The concept of the Călărași Action Plan is oriented towards 2 major structural levels:

- Spatio-cultural, mainly focusing on accessibility and mobility, built heritage and green urban spaces the Danube landscape and heritage
- Socio-economic, the inclusive terms that aim primarily towards the public benefit, for the community.

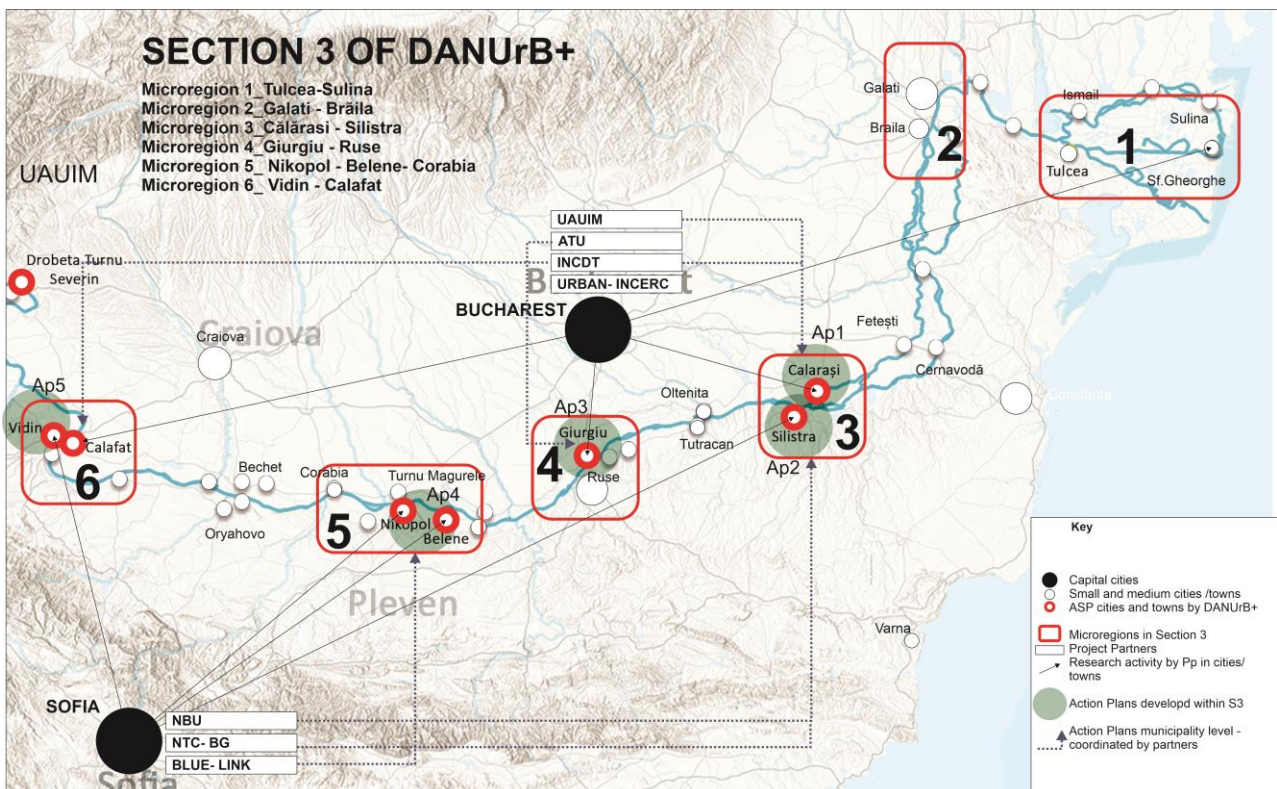


2. INTRODUCTION

The action plans developed within DANUrB+ Section 3 is coordinated on 3 levels – local(city), regional/microregional and interregional (crossborder), representing a group of interconnected projects, which create synergy or complementary, based on the territorial needs resulting from the participation of local stakeholders.

At the regional level have been proposed and discussed during several meetings, the following location for the Action plans for municipalities.

1. **Action Plan for Calarasi municipality (AP1- "Green axis")** – coordinated by UAUIM
2. **Action Plan for Silistra municipality (AP2- "On the route of History")** – coordinated by NBU
3. **Action Plan for Giurgiu microregion (AP3- Facing to Danube")**- coordinated by ATU
4. **Vidin - Calafat (AP4)**– coordinated by NTC-Bg, INCDT
5. **Belene – Nikopol (AP5)** – coordinated by Blue Link





nr.crt.	Name of the Action Plan	Cities/ towns/ microregion	Name of the site(s) for pilot project(s) - small interventions and stakeholder engagement	Responsible
1	GREEN AXIS	Călărași	<p>RECONNECTION OF THE URBAN GARDENS LOCATED ALONG THE WATER BANKS, VALORIZATION OF THE METAL STATUES AS SYMBOLIC HERITAGE OF THE POST-INDUSTRIAL ERA:</p> <ol style="list-style-type: none"> 1. Navrom Square 2. Central Park (Victoria area) 3. Jirlău Park/Hospital 4. Park/Dumbrava Garden 5. Zoo Garden 6. The "steel" park - H2O 7. The "stone" park - Pond 8. Siderca leisure area 	UAUIM
2.	ON THE ROUTE OF HISTORY	Silistra	VALORIZATION OF UNDERVALUATED OBJECTS OF HISTORICAL HERITAGE FROM THE ROMAN PERIOD BY REVEALING THEIR SPATIAL, TEMPORAL AND CULTURAL CONTEXT	NBU
2	FACING TO DANUBE	Giurgiu	<p>REDISCOVERY OF THE HIDEEN HERITAGE VALUES IN RESIDENTIAL DISTRICTS OF GIURGIU</p> <ol style="list-style-type: none"> 1. Bordei cultural spot 2. Smarda historic district - community reactivation 3. Sugar Factory Park revitalization 	ATU
4	Vidin - Calafat cultural heritage valorization (working title)	Vidin - Calafat	<ol style="list-style-type: none"> 1. Development of archeological park "Ancient Bononia" in Vidin 2. Restoration, development and valorization of industrial cultural heritage sites, e.g. Diesel Power Plant and Tourist Shelter 3. Tourist urban heritage map Vidin-Calafat 	NTC-BG



			<p>4. Redevelopment of the River ports in Vidin and Calafat</p> <p>5. Tourist veloroute and stopbike Vidin - Calafat riverside area</p> <p>6. Improvement of the water connections and water sports in both sites</p>	
5	No title yet	Belene - Nikopol	<p>1. Persina island Memorial / Nature Park (incl.Nikopol)</p> <p>2. Ulpia Eskus / Roman City access area (Roman urban heritage)</p> <p>3. Nikopol Water Front</p> <p>4. Milkovitsa Medieval Church and Hunters' Challet</p> <p>5. Tourist heritage map/resource site</p> <p>6. Sustainable connecting infrastructure - train/cycle/walks/ferry terminal Turnu Magurele (Romania)</p> <p>7. Valorization of linguistic and cultural diversity - Wallach, Turkish, Jewish, Bulgarian</p>	Bluelink

2.1. GOALS AND OBJECTIVES

The Action Plan for Călărași developed within DANUrB+ is in accordance with the strategic context of the programme and also is in line with the currently validated strategies within the official documents (development plans, development strategies, mobility plans).

The Action Plan for Călărași prepares future projects aiming to capitalize on Danube's local heritage, suitable for accessing funds for the period 2021-2027, respecting the conditions and criteria, for example, as for the <https://interregviarobg.eu/>.

The Action Plan for Călărași Municipality (APCM) offers international visibility for partnerships and future funding, acting as an urban marketing tool. In the short term, APCM identifies projects aimed to capitalize on the local heritage that can be interconnected at the supra-local level (micro-regional and interregional).

In the long term, APCM aims to implement projects for:

- Creating a network of cities along the Danube, for the competitive development of the region.
- Regional branding for local community initiatives, through networking.
- Projects aimed towards organizations working in the field of cultural heritage.
- Sustainable tourism projects, focused on local heritage.



The Action Plan developed in the Călărași Municipality and micro-region is meant to define which projects aimed at capitalizing on local heritage (natural, built, landscape) and which of them will be the most beneficial in countering the demographic and economic decline of the city, how they can be culturally, socially and spatially connected.

2.2. METHODOLOGY AND CONCEPT

The approach method follows the principles of participatory planning; 4 stages were followed in the process of identifying the city needs and to point out on the physical sites in the city that are prioritized and desirable for new projects targeted at capitalizing on the local most valuable heritage.

I. IDENTIFYING THE LOCAL NEEDS AND OPPORTUNITIES

II. INTEGRATION INTO THE LOCAL STRATEGIC CONTEXT

III. DISCUSSIONS WITH LOCAL STAKEHOLDERS AND VALIDATION OF PERSPECTIVES

IV. SELECTION OF PILOT -SITES for COMMUNITY ACTIONS

An important role was played by the interaction between the local stakeholders and the members of the DANUrB+ team, including students. It have been resulted various proposals and identifying the working groups for the priority development issues.

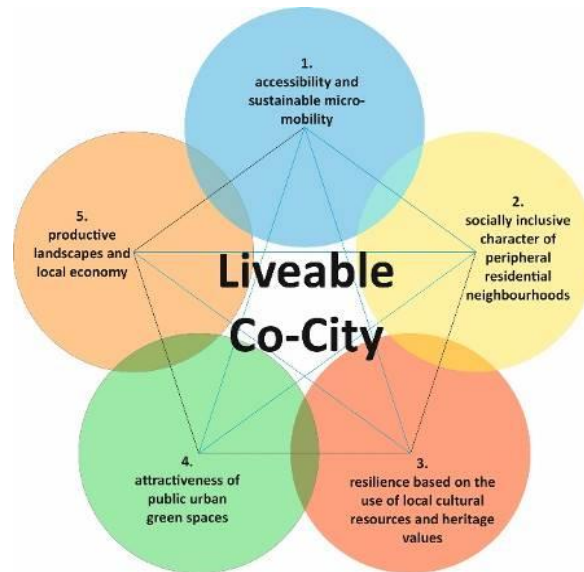
Under the coordination of professors, students from UAUIM - Faculty of Urban Planning, played an essential role developing urbaistic and landscape projects based on deep investigations, conducting interviews with residents, doing micro-tests of the proposed ideas, and, last but not least, infusing a new energy, stimulating through their own creativity in action.

The proposed methodology is also related to new EU instruments, such as the *New European Bauhaus* initiative, which calls for "imagining and building a sustainable and inclusive future together", referring to "places, practices and experiences". In this sense, the action plan for Călărași is community-oriented one, considering that "the city is a collaborative space where citizens are central stakeholders in managing and governing city life and urban resources - from open spaces and buildings to the neighborhood infrastructure and digital networks."

The concept of the Călărași Action Plan is oriented towards 2 major structural levels:

- Spatio-cultural, mainly focusing on accesibility and mobility, built heritage and green urban spaces the Danube landscape and heritage
- Socio-economic, the inclusive terms that aim primarily towards the public benefit, for the community.

Therefore, the APCM is conceptually oriented toward aspects related to the inhabitants' daily urban life, the relevance and immediate impact of investments (short term and soft interventions), and the quality of public space. At the same time, accessibility and sustainable urban micro-mobility, the attractiveness of urban green spaces, resilience based on the use of local resources and heritage values, and the socially inclusive character of peripheral residential neighborhoods are conceptual sub-themes that guided this approach.



3. ANALYSIS

3.1. DEFINING THE ACTION AREA¹

The study area of the APCM and the implementation of the pilot projects is the city of Călărași (formerly called Lichirești), the administrative capital of the homonymous county, located in the Muntenia region, in southern Romania, on the left side of the Borcea branch of the Danube. Călărași is the largest city in the county and one of the most important municipalities in the South Development Region. Located in the South-Eastern area of Romania.

3.1.1. Călărași - location and relations in the territory

The municipality of Călărași is located in the S-E part of the Călărași county and is the residence of Călărași county, its main administrative and industrial center. The municipality of Călărași borders with: to the north - Stefan Voda commune; the east - Modelu commune; the south - Ostrov commune (Constanta county); the west - Cuza Voda commune.

Călărași's geopolitical location provides a series of favorable features that allow the Călărași Municipality to grow:

- location in the immediate vicinity of the border with Bulgaria and of a border crossing point;
- short distance from the Capital of the country (120 km), the connection being made both by railway and by car;
- location on the navigable Borcea Branch of the Danube;
- easy connections with the Constanta area, the Black Sea coast;

¹ information taken from the General Urban Plan of Calarasi, authors: Arhigama srl, 2008



- belonging to the Lower Danube Euroregion, together with Ialomita, and with the Silistra and Dobrici region from Bulgaria.

3.1.2. Accessibility

The municipality of Călărași is positioned at the intersection of the national roads DN3, DN21 and DN31. The most important cities located near Călărași are: Slobozia located 43 km to the N, Fetești located 54 km to the N-E, Oltenita located 76 km to W-SW, Bucharest located 120 km to W-NW, Constanta located at 144 km to E. The main national roads connecting Călărași Municipality with the other cities are: DN 3 - Bucharest - Călărași - Constanta; DN 21 - Călărași - Slobozia; DN 3B - Călărași - Fetesti; DN 31 - Călărași - Oltenita.

Călărași Municipality is crossed by 2 major traffic axes: west-east axis: DN3 Bucharest - Călărași - Constanta; north-south axis, which takes place on staggered routes that affect the central area: DN 21 - Slobozia - Călărași and further DN 3 - Chiciu - Ostrov - Constanta.

On the east-center-north direction, the city is crossed by the railway: Călărași-Ciulnita-Bucharest-Constanta. The railway also serves for the transport of goods both in the east and south of the locality, for the economic entities and the port area, as well as for the north and west industrial areas.

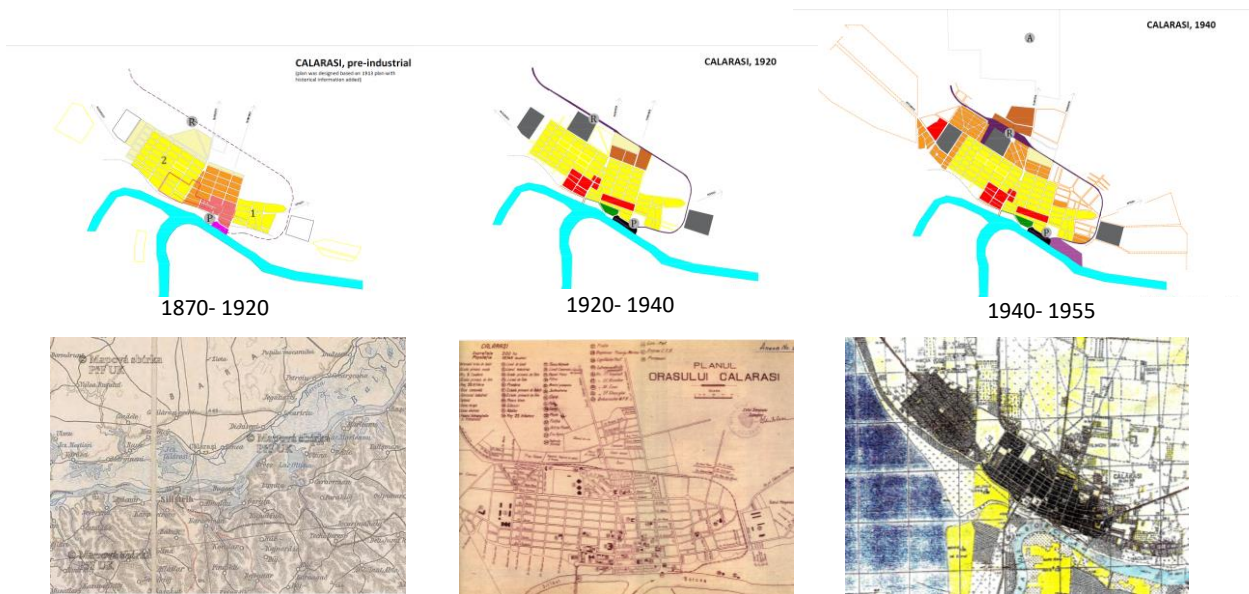
Călărași is located in close proximity to the Bulgarian border, where a border crossing point exists. River transport of people and goods is not sufficiently developed.

3.1.3. The historical evolution of the settlement

Călărași belongs to a territory where the emergence of human settlements dates back from the Neolithic and Eneolithic, corresponding to the V and IV millennium BC, which were part of the archaeological cultures Hamagia, Boian or Gumelnita, some of the most expressive Neolithic cultures in south-eastern Europe. Archaeological investigations have discovered 3 levels of habitation in Magureni neighborhood, on the site of the school and the Ice Factory, the transition to the Bronze Age in a point called Manila Alba located west of Mircea Voda neighborhood (1900 - 1700 a.Hr.). The first Getae leader in these lands is Dromichaetes. After the Macedonian Empire, the Getae of the Danube were the first to make contact with the Romans.

This area experienced a demographic concentration during the early days of feudalism. The pre-feudal era and the early feudalism bear the imprint of the Roman-Byzantine culture through the fortresses built by them on the Danube, the most notable of which is the Byzantine fortress Vicina, built in the X-XIII century on the island "Păcuil lui Soare," 10 kilometers southeast of Călărași (its ruins are visitable).

The first record of the city of Călărași (Lichirești) takes place in 1541, under the ruler Radu Paisie, and later in 1630 under the ruler Leon Tomșa Vodă. The name of the locality comes from the couriers riding on horses, post riders who stopped here while on duty to deliver the royal correspondence to Constantinople, after 1699, when the city becomes the custom of Wallachia during the reign of Constantin Brâncoveanu. Between 1852 through 1881 the settlement was named Știrbei in gratitude for the ruler who contributed to the emancipation of the citizens.



Călărași has been a port on the Danube since 1700. Between 1833 and 1952, Călărași was the capital of Ialomița County, being upgraded to the rank of a city. The first systematization plan was drawn up in Bucharest in 1837. The city underwent significant institutional growth as well as a development of the crafts. In 1890, Călărași had four steam mills, a beer brewery, a sparkling water factory and three printing shops. The Interwar Period brings the consolidation and development of the settlement. It is important the development of urban public networks and new housing, as well as new headquarters for some banking and commercial institutions. This period favors an accentuated demographic evolution: from 14,000 inhabitants in 1920 to 25,500 inhabitants in 1940. During the interwar period, the city also had an airport that was part of the Bucharest-Călărași-Bazargic-Balchik airline.

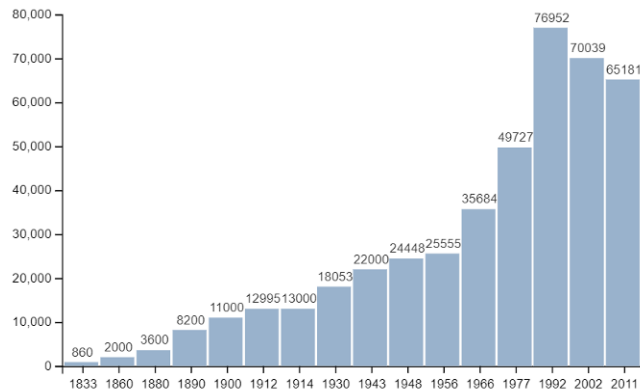
After 1944, the city underwent socio-economic and political transformations similar to the rest of the country, being subjected to a massive and forced industrialization. The Confectionery enterprise emerges in 1959, the Cellulose and Paper Plant in 1962, and the Steel Plant in 1976. New collective housing neighborhoods are being built to house 12,000 families, as well as new new headquarters for institutions and social facilities, hospitals, cultural centers, high schools and schools, modern commercial spaces.

After 1989, the restructuring of the economy begins, transitioning to a market economy, by setting up new small and medium enterprises, with local or mixed private capital. Călărași Municipality's industry is currently focused primarily on processing activities.

3.2. POPULATION AND SOCIAL ENVIRONMENT

The Municipality of Călărași is one of the urban settlements of the country that had relatively high population dynamics until 1989. In over 65 years, its population has increased 4 times. With a break of 10 years, the average annual growth rate was 2-3%. The most intense growth was achieved in the period after 1956, until 1989, when the annual growth rate exceeded 3.0%. Starting with 1995, the population starts to decrease.

According to the 2011 census, the population of Călărași is 65,181 inhabitants, down from the previous census in 2002. The majority of the inhabitants are Romanians (82.92%), with a Romani minority (3.15%). From a confessional standpoint, the majority of the residents are Orthodox (85.33%).



In 1989, the stable population was over 76,000 inhabitants, with approximately 3,400 people living there temporarily (4.5%). In the middle of 1990, after the regime of residence establishment changed, only 1,500 people lived in Călărași temporarily (2% of the population).

3.3. ECONOMIC ENVIRONMENT

The main natural resource of Călărași County is the agricultural lands that occupy over 84% of the county's surface.

After 1947, the industrialization policy pursued by the communist governments transformed Călărași from an agrarian city into an industrial one. The branch with the largest contribution was metallurgy, which owned in 1989, 53.5% of the total industrial production of the municipality. The Steel Plant - SIDERCA S.A. went bankrupt in 2001 and deteriorated continuously, until its near-complete shutdown and demolition.

The industry of Călărași Municipality is currently focused on branches of the food industry, the textile industry, construction materials industry, metallurgy, and metal constructions.

Nowadays, there is an increase in employment of the population in the services sector, although retail is still poorly developed compared to the possibilities of the region.

3.4. PARTICULAR ASPECTS - TOURISM, RECREATION AND CULTURAL ACTIVITIES

Călărași's location on the bank of the Borcea Branch of the Danube, creates a unique touristic appeal, which is insufficiently exploited. Among the well-known tourist attractions in Călărași are the Central Park, the Great Beach, St. Nicholas Cathedral, the Prefecture Palace, the Lower Danube Museum, the Municipal Museum, the Zoo Garden, the ruins of the "Pacuiul lui Soare fortress", the Derwent Monastery. The islands on the Danube represent another attraction of the region, once again underutilized.

As a city in demographic decline and in the process of changing its industrial profile into a tertiary one, Călărași needs to recover its past and its legacy. The city's industrial past should not be erased and forgotten, as it can become a development tool in the field of alternative tourism, which allows visitors the opportunity to explore unique communist-era sites. Thus, former industries, for as long and as much as they exist, former equipment related to them (Steel canal, tailings pond, former empty low lands/wetlands, water towers), the natural landscape combined with the ex-industrial landscape, along with intangible products such as festivals related to Danube values, are some assets that can be put to use.



FORMER INDUSTRIAL HERITAGE Steel canal



LEISURE HERITAGE Samskara Beach



Jirlău canal



3 Smoked Olives
Island Festival



Water tower



"Flori de mai"
Festival



INTANGIBLE HERITAGE

3.5. EDOGENOUS POTENTIAL

The development potential of the locality comes from the type of resources it owns and from its advantageous position in the territory. The remarkable urban resources of Călărași are related to:

- the natural heritage of the Danube: the Borcea Branch, the Lake "Iezer-Călărași" and the Natura 2000 protected area established around it (RO SCI and RO SPA).
- landscape heritage – gardens and parks partially landscaped, located linearly along the Borcea canal
- land resources: optimal land for the development of new urban functions and recreational areas - free / abandoned sites, ex-agricultural lands, former-industrial sites, large-scale water mirrors (former Steel Plant channel)
- architectural heritage - 75 public or private buildings with architectural value, some of which are classified monuments
- archeological heritage - the archeological site - point Gradistea at 2 km away from the municipality.

3.6. IDENTIFYING TERRITORIAL NEEDS

The following requirements resulted from the analysis of the existing situation and discussions with local officials, interviews conducted by students, and the consultation of the relevant strategic planning and urban development documents:

1. widening the recreational area in the south of the municipality, along the Borcea branch;
2. public interventions for rest and leisure by capitalizing on the existing natural potential: the Borcea branch meadow and the forest that extends until the port channel reaches Borcea;
3. possibilities to extend the living area with new types of passive, sustainable housing;
4. increasing the number of endowments for education, culture, health, commerce and services;



5. improving and functional resolving of technical-municipal works and of the pavements from the public space, urban lighting, signage;
6. establishing a more harmonious environment between the residential area and the nearby economic and service areas;
7. development of urban marketing products aimed at increasing the visibility of the city's architectural monuments (guided tour, web page, etc.);
8. the possibility of expanding the municipality in the future, with environmentally friendly leisure areas, in the south of the city, south of Plaja Mare;
9. modernization of public roads, arrangement of parking spots both in residential areas and in central areas; development of pedestrian sidewalks; special pedestrian arrangements in the general area of schools and high schools; creation of routes for cyclists; installation of traffic lights at some intersections; establishment of a project for road traffic video surveillance;
10. the extension of public transport, especially the peripheral and intra-urban type;
11. connecting the city to the European EuroVelo cycling route, by organizing an urban section included into the parks along the Borcea shore;
12. modernization of the border crossing point with the Chiciu ferry, including waiting areas, bicycle rental, and small commerce;
13. modernization of the train station area and its connection with the coach station, as well as the capitalization of unused lands belonging to CFR.

4. STRATEGY

4.1. RESEARCHING THE LOCAL STRATEGIC CONTEXT

Both in the Integrated Urban Development Strategy (SIDU) 2014-2020, and in the Sustainable Urban Mobility Plan (PMUD) 2016-2030, as well as in PUHG Mun. Călărași (2008-present-day) and in the Sustainable Development Strategy of Călărași County 2021-2027, there are numerous programs and projects that indicate the same needs identified by the DANUrB+ team. Given the specifics of the DANUrB+ project, we focused mainly on SOFT projects (improvement interventions, tourism products, green landscaping, small buildings, smart mobility, etc.), rather than the HARD ones mentioned in these documents (infrastructure, public transport).

From the several strategic documents in place at the time of creation of this Action Plan, in accordance with the needs expressed by the local stakeholders, we identified 4 active programs in which the future pilot projects (SOFT intervention type) can be listed.



- P1** 4.1. PROGRAMME FOR THE VALORIZATION OF THE DANUBE FOR TOURISM AND LEISURE
- P2** 8.2. PROGRAMME FOR THE EXTENSION AND REHABILITATION OF THE PEDESTRIAN AREAS AND SURFACES
- P3** 12.1. PROGRAMME FOR THE VALORIZATION OF BUILT HERITAGE AND BUILT PROTECTED AREAS
- P4** 15.1. PROGRAMME FOR THE REVITALIZATION OF PUBLIC SPACES

*programme based on SIDU 204-2020



4.1. STRATEGIC MISSION FOR THE SPATIAL DEVELOPMENT OF THE CĂLĂRAȘI

According with the DANUrB strategy developed between 2017 and 2019, there was a need for a strategic framework dedicated to capitalizing on the landscape and heritage of the Danubian cities, which show economic and demographic, economic and cultural decline. As a result, 5 pillars were defined for a spatial strategy to capitalize on the local landscape and heritage².

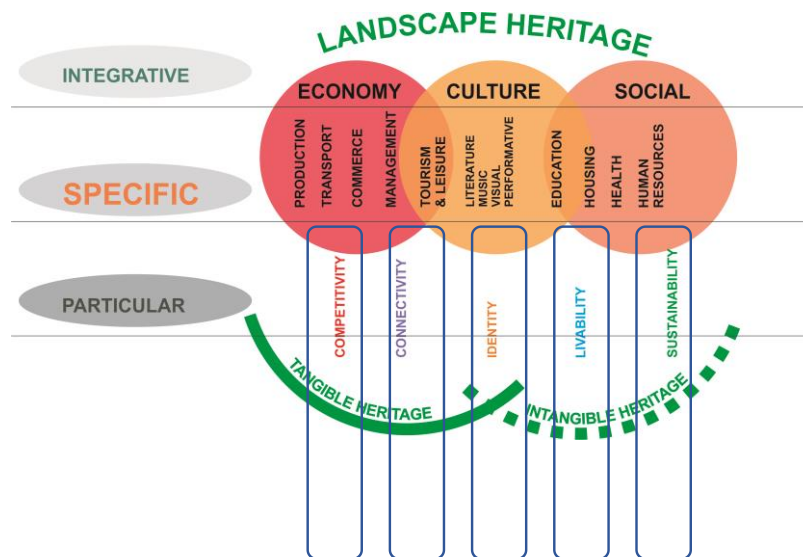
The strategic mission focuses on capitalizing on **public green spaces** in accordance with their multipurpose roles: as ecological elements, part of the Danube's green infrastructure, as a community link especially in peripheral areas, offering possibilities to develop recreational and educative zones, related to local (abandoned, ignored) built heritage, and also as part of the regional agricultural landscape. In the same time, the green potential has also a strong link with the mobility and accessibility issue, of some necessary soft mobility urban projects, in complementarity with those of the major infrastructure - urban and car/railway.

Development vision at micro-regional level

² strategy designed by UAUIM (author PhD Angelica Stan) in 2018-2019 for Giurgiu - Ruse case study within DANUrB at that time. D 5.5.1: plans at the municipal/intermunicipal level GIURGIU - RUSE for the spatial organization of cultural heritage.



In 2025, the Călărași - Silistra micro-region is an urban system with a well-defined regional identity in the Danube area, with a common development and cooperation, in a multipolar regional structure, with competitive economic activities, harmoniously integrated in a sustainable green landscape supported by Danube, with attractive spaces for recreation and environmentally friendly activities, with an efficient green transport system, connected with priority to the EU transport corridors and supported by the two prosperous urban communities, open to multiculturalism and proud of their local values.



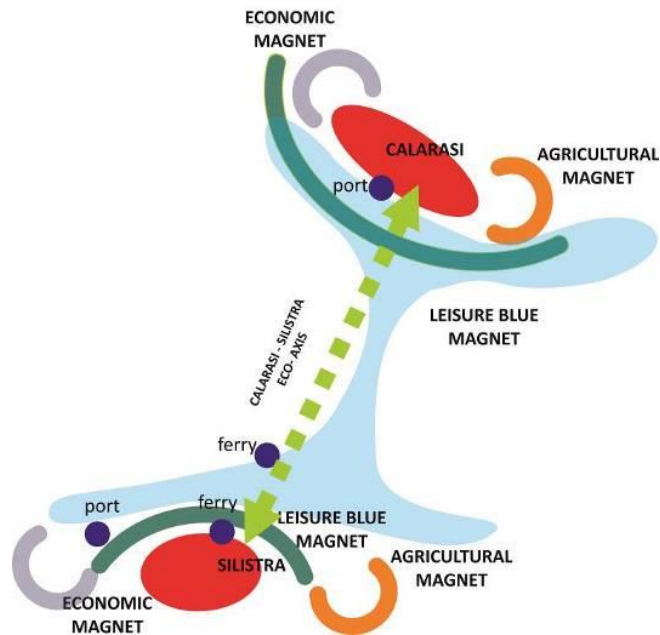
The LANDSCAPE APPROACH OF THE HERITAGE - holistic concept applied to the specific Danube cities character, through the peculiarities of local values.

4.2. SPECIFIC OBJECTIVES FOR SPATIAL DEVELOPMENT OF THE CĂLĂRAȘI – SILISTRA MICROREGION

The development of Călărași cannot and should not be considered separately from Silistra, the neighboring city across the border, since both share not only an exceptional landscape, but also a lengthy history. Therefore, the historical heritage (buildings, archeological sites, intangible heritage) - due to the common history and the Danube landscape (planted spaces, parks, gardens, wetlands, water mirrors) are the strengths of the area and also of both cities.

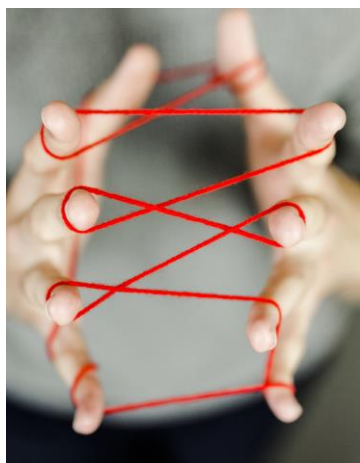
In order for these strengths to function towards development, it is necessary to place them in a unitary spatial concept, and the configuration of this territory dominated by the Danube, its islands and the Borcea Branch, impose the idea of continuity between the two water shores, where the Danube plays an essential role, for the connection between the 2 cities, despite the border that separates them (the hourglass).

Continuity and *connections* are thus the key terms of this concept for a more conscious and consistent merging of the 2 cities' values.



According to the provisions of the last approved Călărași PUG (General Urbanism Plan), the strategy regarding the spatial development directed towards the Danube heritage - both natural and built – takes into account a few specific objectives:

- I. increasing the ecosystem capacity of Danube’s green infrastructure by eco-systemic landscaping of green spaces on both banks of the Danube and the Borcea canal;
- II. enhancing the visibility through touristic capitalization of the architectural and archeological heritage of the micro-region by creating simultaneous thematic circuits in Călărași and Silistra - with the role of discovering the old common history of the 2 cities;
- III. establishing a common brand of the micro-region focused on similar values existing in both cities - ecological awareness and education, green spaces along the water, art in urban gardens (metal statues), archaeological values, leisure possibilities on the Danube islands (3SOF, the Great Beach, etc.), smart transport (ferryboat, velo route, boats);
- IV. the development of an alternative tourism to the mainstream one, focused on quasi-natural areas, symbio-ecological landscaping, bionic architecture, soft mobility, etc.;
- V. the development of the micro-region through the simultaneous activation of the 3 “magnets” represented by the key domains of the territory: economic (services, small production, high tech technology), agriculture (bioclimatic, symbio-ecological) and recreation (Danube magnet).



4.3. INTEGRATION OF OTHER INITIATIVES

We offer below a summary of the most relevant strategic documents on territorial development in this region, starting from the EU/ERDF – some priority key domains - to the national level of the two countries involved - Romania and Bulgaria - moving from the regional to the interregional, transboundary level.

Nivel/ level	Nume program/ strategieName of program/ strategy
EU	Cohesion Policy for the period 2014-2020- https://ec.europa.eu/regional_policy/en/funding/cohesion-fund/2014-2020
EU	Structural Funds 2014 – 2020- https://ec.europa.eu/regional_policy/en/funding/
EU	INTERREG DANUBE - https://www.interreg-danube.eu/approved-projects
EU	INTERREG RO- BG - http://www.interregviarobg.eu/
EU/ macroregion	EuroAccess Macro-Regions, https://www.euro-access.eu/
region	The EU Strategy for the Danube Region (EUSDR) https://danube-region.eu/
region	The International Commission for the Protection of the Danube River (ICPDR) https://www.icpdr.org/main/icpdr/about-us
local	Strategia de dezvoltare economică și socială a municipiului Călărași pentru perioada 2014-2020 <i>Economic and Social Development Strategy of Călărași Municipality for 2014-2020</i>
local	Strategia pentru integritate <i>Integrity strategy</i>
local	Plan de acțiune pentru energie durabilă (PAED) <i>Sustainable Energy Action Plan (PAED)</i>
local	Strategia de dezvoltare economică și socială a Municipiului 2014-2020 <i>Economic and Social Development Strategy of the Municipality 2014-2020</i>
local	Strategia Integrata pentru Dezvoltare Urbana a Municipiului Călărași 2017-2027 Strategia Integrata pentru Dezvoltare Urbana a Municipiului Călărași 2014-2020 <i>Integrated Strategy for Urban Development of Călărași Municipality 2017-2027</i> <i>Integrated Strategy for Urban Development of Călărași Municipality 2014-2020</i>
local	Planul de mobilitate Urbana Durabila al Municipiului Călărași 2021-2027 <i>Sustainable Urban Mobility Plan of Călărași Municipality 2021-2027</i>



4.4. ADDED VALUE / EXPECTED RESULTS

Starting with on-site observations, discussions with local stakeholders and residents, the study of existing development strategies and plans, the study of European programs and projects active in the Danube region, the presented action plan aims to provide a starting point for future new "soft planning" projects, which do not avoid the city's big projects, but aim for the quality of daily urban life in the short term. That is why the primary focus is the **VALORIZATION OF PUBLIC PLANTED SPACES**, a remarkable value of the city that has a counterpart in the neighboring city of Silistra.

A mutual link is the presence of urban art (metal statues in the park space) - a value of the local heritage - both material and symbolic, which deserves to be highlighted more.

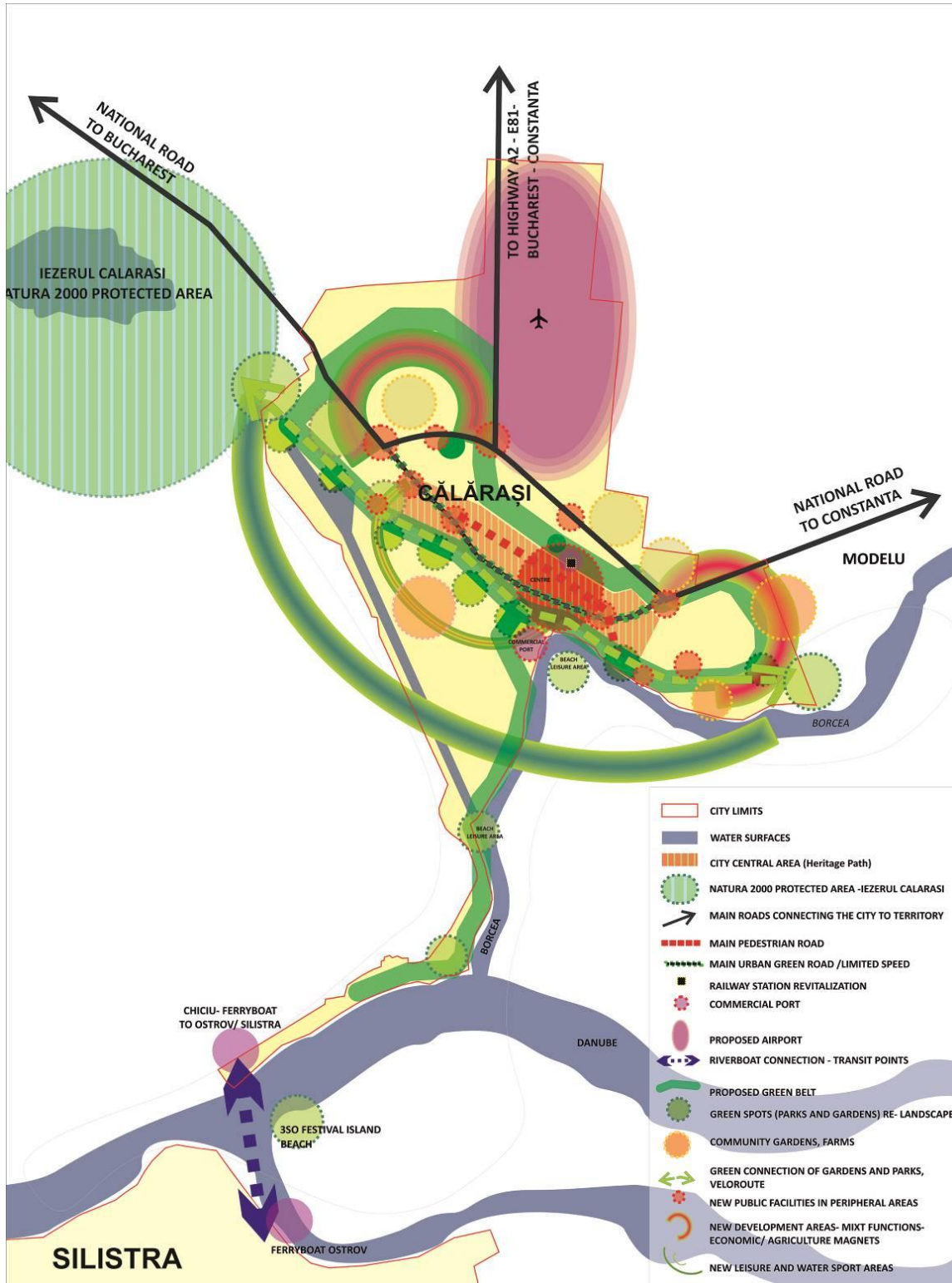
The expected results are:

- new projects prepared for financing/implementation
- change of attitude regarding the development potential
- stimulating individual initiative in green urban planning
- increasing the community's commitment to the city

4.5. PARTNERSHIPS

The partnership developed as a result of this Action Plan includes:

- UAUIM
- INCDT
- ATU
- Călărași Municipality City Hall
- Călărași Museum
- The Old Post-Office - Center for recreational activities in Călărași
- The workshop on the island
- 3 SO Festival
- Lower Danube Sustainable Development Association
- Silistra Archaeological Museum
- Silistra City Hall





5. IMPLEMENTATION. PROPOSED PROJECTS

The project proposals found by following the participatory process of identification and selection have been organized on 4 guiding axes:

P.I. ACCESSIBILITY AND SUSTAINABLE URBAN MOBILITY

P.I.1. CHICIU FERRYBOAT TRANSIT POINT REORGANIZATION - interventions to encourage soft mobility

P.1.2. TRAIN STATION AREA - INTERMODAL POINT AND CONNECTION WITH THE CITY CENTER AND FUTURE AIRPORT

P.1.3. LONG DISTANCE CYCLING ROUTES FOR CONNECTING GARDENS AND LOCAL HERITAGE (Călărași+Silistra)

P.1.4. INCREASING ACCESSIBILITY AND DEVELOPING INCLUSIVE PUBLIC TRANSPORT IN ALL PERIPHERAL DISTRICTS (interventions for people with disabilities, the elderly, children)

P.II. SOCIAL INCLUSION IN PERIPHERAL AREAS

P.II.1. DEVELOPMENT OF NEW COMMUNITY FACILITIES IN PERIPHERAL AREAS

P.II.2. RECRUITMENT AND TRAINING CENTER FOR THE UNEMPLOYED

P.II.3. GREENHOUSES IN THE YARD OF THE NURSING HOME - TRANSGENERATIONAL COMMUNITY CENTER

P.III. LOCAL HERITAGE RESILIENCE

P.III.1. VALORIZATION OF VICTORIA CINEMA AND THE FORMER PORT ADMINISTRATION AREA

P.III.2. GUIDED TOUR THROUGH THE CITY'S HISTORY: VALORIZATION OF EXISTING MONUMENTS, interventions in the public space for signaling the route

P.III.3. MUSEUM OF FISH AND DANUBE FISHING - VALORIZATION OF THE INTANGIBLE HERITAGE OF DANUBE FISHING'S SPECIFIC VALUES

P.III.4. HIPPODROME AND HORSEBACK RIDING CENTER - VALORIZATION OF THE CITY'S NAME (CĂLĂRAȘI)

P.IV. ATTRACTIVITY OF URBAN GREEN SPACES

P.IV.1. RECONNECTION OF THE URBAN GARDENS LOCATED ALONG THE WATER BANKS, VALORIZATION OF THE METAL STATUES AS SYMBOLIC HERITAGE OF THE POST-INDUSTRIAL ERA

P.IV.2. REVITALIZATION AND EXTENSION OF THE EXISTING ZOOLOGICAL GARDEN

P.IV.3. ECO-TOURISTIC CAMPING AREA – EXTENSION OF THE SAMSKARA BEACH AREA

P.IV.4. WATER SPORTS AREA AND NAVIGATION CLUB ALONG THE FORMER STEEL PLANT CANAL

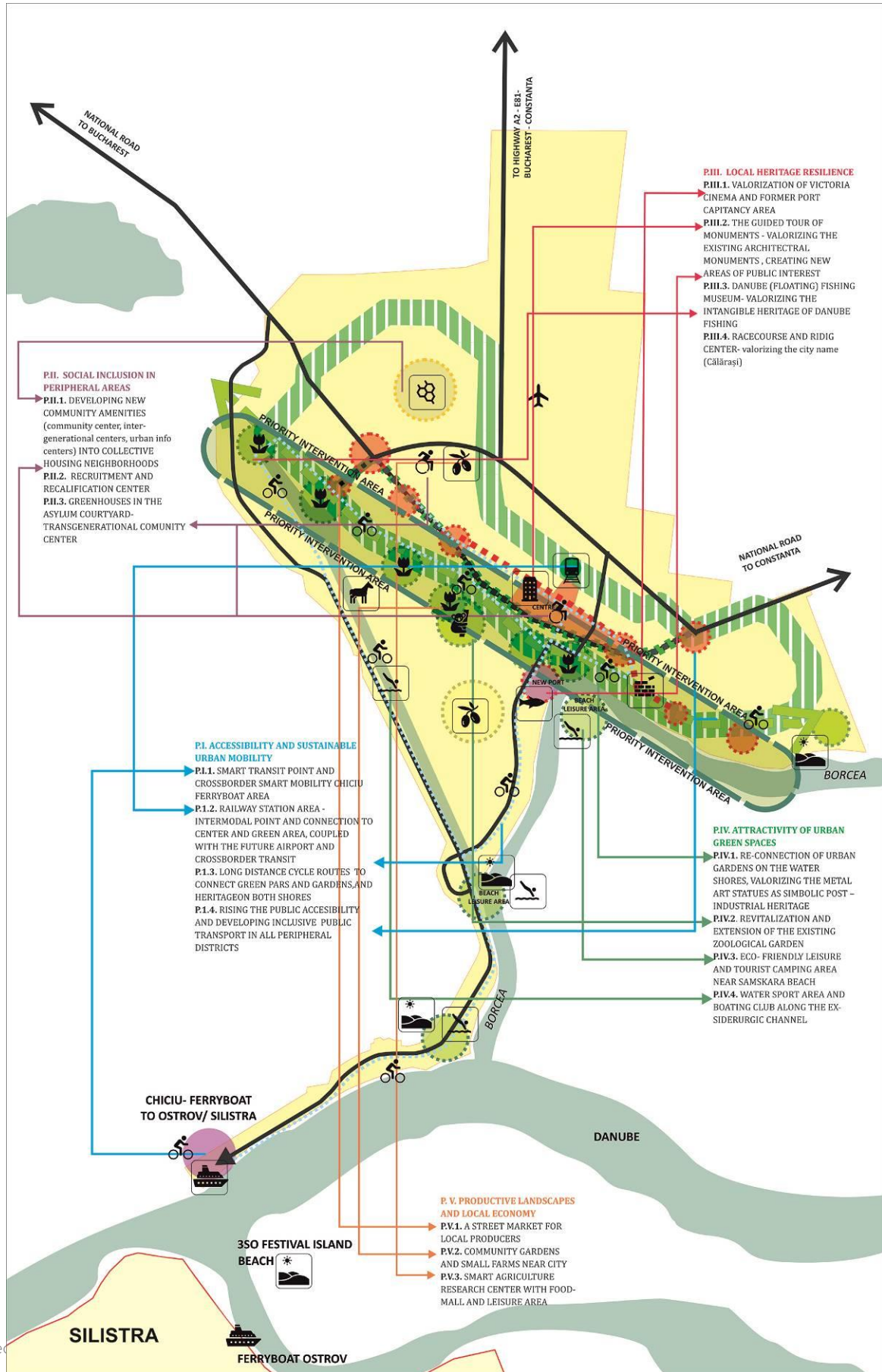
P. V. PRODUCTIVE LANDSCAPES AND THE LOCAL ECONOMY

P.V.1. TURNING A STREET INTO A FARMERS MARKET FOR LOCAL PRODUCERS

P.V.2. DEVELOPMENT OF COMMUNITY GARDENS AND SMALL FARMS INTO/NEAR THE CITY

P.V.3. SMART AGRICULTURE RESEARCH CENTER WITH FOOD-MALL AND RECREATION AREA.

In the city map below, these axes and their related projects are located and thus, they make visible the most attractive area for investments: the banks of the Borcea canal.





5.1. SELECTED PILOT PROJECTS

The selection criteria³ between these projects come both from within - from what was expressed by local stakeholders, the municipality - and also from the outside, from regional and national factors.

1. The potential for networking in a common spatial and thematic context - RO-BG;
2. The significance of the proposed location for the region's socio-economic growth, particularly in overcoming the underdevelopment of the peripheral territories;
3. The existence of relevant forecasts or planning in the strategic documents for regional and spatial development of the country;
4. The potential of the site for achieving economic growth by implementing the project idea, which would have the strongest impact on declining cities and would stimulate sustainable urban development and economic and cultural connectivity on the Danube;
5. Possibility of cross-border cooperation for the project implementation;
6. The availability of good accessibility on both banks and along the Danube - as a prerequisite for further development;
7. High concentration of identified and researched architectural and archaeological monuments with sufficient available documentation, including significant new archaeological excavations;
8. Number of potential beneficiaries (local citizens, organizations, external visitors);
9. Potential stakeholders who have the capacity to manage and implement such projects, as well as expertise and experience in implementing similar projects;
10. Existence of a clear site owner / user in the project-specific elements of the DANURB+ Action Plan.

5.1.1. SELECTED PROJECT: The "GREEN AXIS" of Călărași

- Title: **"GREEN AXIS": RECONNECTION OF THE URBAN GARDENS LOCATED ALONG THE WATER BANKS, VALORIZATION OF THE METAL STATUES AS SYMBOLIC HERITAGE OF THE POST-INDUSTRIAL ERA**
- Location: Călărași, the bank of the Borcea canal, along the city limits
- Partnership: Călărași City Hall, UAUIM, Călărași Museum, The Old Post-Office Community Center, DanUrb International Association, Association for Urban Transition
- Project summary: The project refers to the need for landscaping and urban design in the extension and in the areas included in the PUG as green spaces - parks and urban gardens, along the Borcea canal, which is the most valuable location in terms of public attractiveness for residents and tourists. The goal is to highlight all of the public spaces - alleys, planted spaces, platforms, existing metal statues, and all of the existing arrangements that do not communicate because they are fragmented by inadequate pedestrian crossings. The project proposes a green Axis of urban gardens interconnected by pedestrian alleys and bicycle paths, with adequate and unitary treatment of the vegetation throughout, the redevelopment of areas with metal statues to improve their visibility, the unitary treatment of pavements, urban furniture, and public lighting, and the treatment and

³ Proposed and presented by NBU (Sofia univ.) within the dedicated workshop



installation of floating structures on the slope/wall of Borcea canal, along its entire length. Furthermore, the project proposes the extension of the Green Axis over the entire length of the city's southern front, to the former facilities related to the Siderca industrial platform, which can be used for leisure and eco-tourism.

List of parks and gardens to be reconnected, including extension areas:

9. Navrom Square
10. Central Park (Victoria area)
11. Jirlău Park/Hospital
12. Park/Dumbrava Garden
13. Zoo Garden
14. The "steel" park - H2O
15. The "stone" park - Pond
16. Siderca leisure area





➤ **The main challenges:**

- a) Cadastral delimitation
- b) Defining the certain legal status of the lands that become part of the "green Axis"
- c) Expropriation (in justified cases)
- d) Collaboration between different entities that manage the spaces, including the water banks
- e) Staging the interventions
- f) Financing the works
- g) Maintenance of the facilities

➤ **Project objectives:**

01. Connectivity in the green Axis achieved through the design of the car, pedestrian and bicycle infrastructure and of the pedestrian crossings between the different parts

02. Landscaping consistent with the enhancement of the metal statues and to other elements related to the urban memory

03. Unitary treatment of the water banks, more accessible to the public

04. Differentiated treatment for the activity areas, increasing public attractiveness correlated with the city areas

05. Correct and sustainable treatment of urban furniture and public lighting

➤ **Project activities:**

1. Cadastral delimitation
2. Defining the certain legal status of the lands that become part of the "green Axis"
3. Analysis of the existing situation, mapping the vegetation, creating/updating topographic plans
4. Developing a zonal urban plan that defines and locates the kind of activities that can be implemented in the green Axis
5. Developing the landscape design theme correlated to the PUZ (zonal urban plan)
6. Landscaping solutions competition for the Green Axis of Călărași
7. Defining the implementation solution
8. Staging interventions

➤ **Deliverables and expected results:**

- PUZ clarifying all the urban and legal aspects of the lands, the functional allocation, etc.
- Landscaping plan of the entire Green Axis of Călărași, with concrete proposals regarding the interventions, vegetation, furniture, new small constructions, accesses, timeline, etc.
- Increasing the area's visibility and attracting investors in tourism and leisure - in regard to the city's new commercial port - under construction



- Increasing the opportunities for young people to relax and meet, with a positive impact on migration and the demographic decline caused by it
- Collaboration with Silistra in a joint transboundary visiting program of the Green Axis of the Lower Danube
- **Target groups:**
 - Călărași inhabitants
 - Residents of Bucharest - weekend tourism
 - Residents and tourists from Silistra
 - Tourists from the Danube region - leisure, cultural/professional purpose

➤ **Sustainability of the project:**

The project is a long-term one (10 - 12 years), and its impact will be determined correctly only at the end of the implementation of the entire green Axis. However, in stages, a positive impact will be observed in terms of awareness of the ignored values of the city, an increase in investment interest, an increase in professional visibility for the city, and in the attractiveness of community involvement, especially for young people.

- **Examples** (projects created by 4th year students from the Faculty of Urban Planning of UAUIM, 2021-2022):



AUTHORS: stud. urb. Dulf Ioana-Alexandra, Duță Ioana Alexandra, Mârzac Denisa Roxana









CONCEPT CONTEXT MACRO

• existent • propus

GENIUS LOCI **PROPOUNERE**

Perspective

Floră și faună specifică Dunării

-  Citeza
-  Rata mare
-  Cormoranul mic
-  Viola-lutra lutra
-  Brotacei
-  Broasca de pământ
-  Salix alba

PLAN ILUSTRATIV

WETLAND FLORA ECOSISTEM PARC NATURAL

Secțiune A - A'

Secțiune B' - B

Faza 2

Stud.urb.peisagist: Dulf Ioana Alexandra - 41P

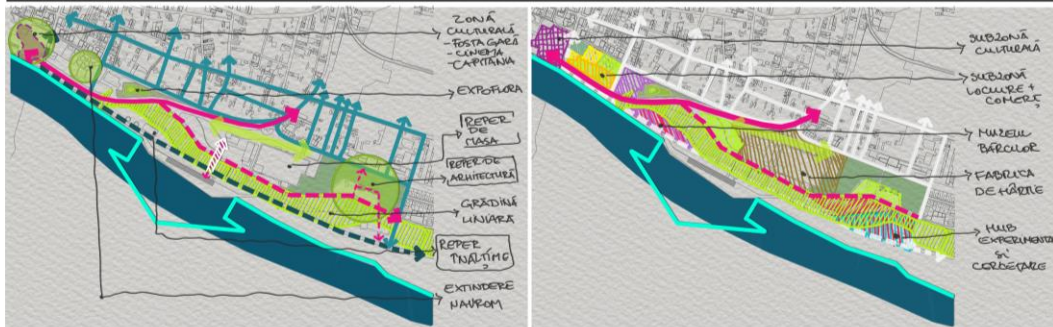
AUTHOR: stud. urb. Dulf Ioana-Alexandra,



DESFĂȘURATĂ ZONA FABRICII DE HĂRTIE



SCHEME CONCEPT



stud. urb. peis. DUȚĂ Ioana-Alexandra



AUTHOR: Duta Ioana Alexandra



5.2._CONCEPT NOTE FOR AN APPLICATION BASED ON THE GREEN AXIS OF CĂLĂRAȘI ACTION PLAN

TYPE OF THE PROJECT (within DANURB+ goals)	<pick one type>
1. several specified projects that reinforce and complement each other, with a thematic focus	X
2. flagship project with integrated elements	
3. city development approach	
4. other case	

I. LEAD BENEFICIARY		
1.1 Organisation name	Călărași Municipality	
1.2 Contact person:	Marius- Grigore Dulce, Mayor	
1.3. Phone number/ Email	0242 311 005	
II. PARTNERS		
Partner I	UAUIM- Bucharest, Faculty of Urban Planning, Urban and Landscape Planning Department	
Partner II	City Museum	
Partner III	Posta Veche Community Center	
III.1. DESCRIPTION OF THE PROPOSAL		
Project acronym and title		
Location	Romania	County/ City Călărași
	Bulgaria	District/ City Silistra
Duration	36- 60 months	
Budget	18 M euros	
III.2. PROJECT OBJECTIVE		
<p>01. Connectivity in the green Axis achieved through the design of the car, pedestrian and bicycle infrastructure and of the pedestrian crossings between the different parts</p> <p>02. Landscaping consistent with the enhancement of the metal statues and to other elements related to the urban memory</p> <p>03. Unitary treatment of the water banks, more accessible to the public</p> <p>04. Differentiated treatment for the activity areas, increasing public attractiveness</p>		



correlated with the city areas

05. Correct and sustainable treatment of urban furniture and public lighting

III.3. MAIN ACTIVITIES

1. Cadastral delimitation
2. Defining the certain legal status of the lands that become part of the "green Axis"
3. Analysis of the existing situation, mapping the vegetation, creating/updating topographic plans
4. Developing a zonal urban plan that defines and locates the kind of activities that can be implemented in the green Axis
5. Developing the landscape design theme correlated to the PUZ (zonal urban plan)
6. Landscaping solutions competition for the Green Axis of Călărași *for interventions*
7. Defining the implementation solution
8. Staging interventions
 - *arrangement of small and medium-sized pedestrian areas (alleys, platforms);*
 - *arrangement of occasional road surface areas (supply, firefighters);*
 - *establishment of decorative, utilitarian and protection plantations on small and medium areas;*
 - *the provision of an urban furniture that allows the leisure function in the green space (steps, benches, chairs, sunbeds, bicycle rack, etc.);*
 - *temporary or permanent constructions with light structures (kiosks, stalls, stage for events) that can support the development of various seasonal activities (fairs, shows);*
 -

III.4. RESULTS

9. PUZ clarifying all the urban and legal aspects of the lands, the functional allocation, urbanistic determinants.
10. Landscape Plan of the entire Green Axis of Călărași, with concrete proposals regarding the interventions on site, on existing vegetation, new proposals for vegetation, furniture, new small constructions, accesses, new areas for sport and recreational activities etc.
11. Increasing the area's visibility and attracting investors in tourism and leisure - in regard to the city's new (under construction) commercial port
12. Increasing the opportunities for young people to relax and meet, with a positive



impact on migration and the demographic decline caused by it

13. Collaboration with Silistra in a joint transboundary visiting program of the Green Axis of the Lower Danube

III.5. STATUS

Preliminary proposals, Action Plans DANUrB+ (no legal actions done)

III.6. STRATEGIC CHARACTER OF THE PROJECT

From a strategic point of view, this investment relies on the most obvious existing resource of the city, the natural green and blue character related to the presence of the Danube.

The project refers to the need for landscaping and urban design in the extension and in the areas included in the PUG as green spaces - parks and urban gardens, along the Borcea canal, which is the most valuable location in terms of public attractiveness for residents and tourists. The goal is to highlight and align with the public use of all of the (legal) public spaces - alleys, planted spaces, platforms, existing metal statues, and all of the existing arrangements that do not communicate because they are fragmented by inadequate pedestrian crossings, or are neglected/ abandoned.

The project proposes a green Axis of urban gardens interconnected by pedestrian alleys and bicycle paths, with adequate and unitary treatment of the vegetation throughout, the redevelopment of areas with metal statues to improve their visibility, the unitary treatment of pavements, urban furniture, and public lighting, and the treatment and installation of floating structures on the slope/wall of Borcea canal, in several points along its entire length. Furthermore, the project proposes the extension of the Green Axis over the entire length of the city's southern front, to the former facilities related to the Siderca industrial platform, which can be used for leisure and eco-tourism.

The main impact that the green Axis of Calarasi will have will have is in the attractiveness of the area, both for residents and for tourists, both for those coming from Bucharest (weekend tourism), and for tourists from other locations. As a consequence, the area will grow economically and will develop in the sphere of services and tourism, increasing the accommodation capacities and its visibility at regional level. The attention paid to green spaces as part of the Danube blue-green infrastructure, is also related to the possibility of a scientific tourism, linking this territory to the Iezerul Calarasi, Natura 2000 protected natural area, located near the city to the northwest.

III.7. CATEGORIES OF COSTS

Categories of costs that will be borne by private investors	< <i>pick items</i> >	Categories of costs that will be borne by local public authorities	< <i>pick items</i> >
Land systematization			X
Infrastructure	X		X
Installations	X		X



Superstructure	X		X
Architecture			X
Landscape			X
Transport			X
Labor	X		
Materials	X		
III.8. STAGING OF THE INVESTMENTS			
Period 1: 12 months	<p>Works of:</p> <p>Cadastral delimitation</p> <p>Defining the certain legal status of the lands that become part of the "green Axis"</p> <p>Analysis of the existing situation, mapping the vegetation, creating/updating topographic plans</p> <p>Developing the landscape design theme correlated to the PUZ (zonal urban plan)</p>		
Period 2: 13-28 months	<p>Works of:</p> <p>Landscaping solutions competition for the Green Axis of Călărași - <i>solutions</i></p>		
Period 3: 29-50 months	<p>Works of:</p> <ul style="list-style-type: none"> - <i>arrangement of small and medium-sized pedestrian areas (alleys, platforms);</i> - <i>arrangement of occasional road surface areas (supply, firefighters);</i> - <i>establishment of decorative, utilitarian and protection plantations on small and medium areas;</i> - <i>grooming the existing vegetation, planting new vegetation</i> 		
Period 4: 51-60 months	<p>Works of:</p> <ul style="list-style-type: none"> - <i>the provision of an urban furniture that allows the leisure function in the green space (steps, benches, chairs, sunbeds, bicycle rack, etc.);</i> 		



- temporary or permanent constructions with light structures (kiosks, stalls, stage for events) that can support the development of various seasonal activities (fairs, shows);

III.9. RELEVANT PICTURES ("before & after")

EXISTING SITUATION



PROPOSED SITUATION

