5.

DESIGN PROPOSALS
5.1 DESIGN PROPOSAL : DROTTNINGTORGET

a) CAR PARK
The main cause of Drottningtorget feeling dull and under-used is, in my opinion, the way it is used partly as car park daytime. A common city planning problem, the task of finding space for car park is as difficult as it is necessary and to allow parking on open urban settings like a city squares is undeniable a practical and economical solution. But what happens to the public scene once you start to nibble on the pedestrian space? How does that affect the overall usage and availability of the square? And what impact does it have on the urban room and experienced spatiality?

My suggestion to this problem on Drottningtorget is to construct an underground parking garage under the square accessed from ramps from adjacent streets. This idea is already being implemented on Davidhallstorg, another small city centre square, as a solution to ease the upcoming demand for car parking when the new Citytunnel station is being constructed close by, which will increase the commuting network.

I will in this report not go into geotechnical engineering regarding the construction of the garage other than to determine the preferred location of the entrance and exit ramps. I will however mention that I have spoken to an engineer at Byggteknik, the company handling the construction work of the underground car-park at Davidhallstorg, and according to him there was no obvious reason for this kind of construction not being realized under Drottningtorget as well. My concern of weather the canal could have any negative affect on such a construction, was not likely since the distance to the canal was sufficient [telephone conversation with Byggteknik, 15 April, 2007].

Based on this info I freely adopt the idea of an underground parking garage at Drottningtorget. My measurements and sketches are based on the design from the construction plans by Byggteknik. I will however maintain the parking spaces on the adjacent Norregatan, since this kind “light version” parking in fact contributes to the social life. Along with the garage two stairs and elevators will be placed on the east and west side of the square enabling a quick access to the parking garage/bustling city life.

b) STREETSCAPE
The two ramps are located in the north part of the area, the entrance ramp along St. Trädgårdsgatan and the exit ramp on an adjacent street to N. Vallgatan, with the same name. The position of the ramps has been chosen in order to minimize the visual and audible intrusion on the street scene and with consideration to the residents in the area. A garage like this one increases the traffic flow around the ramps but with careful and thought-through positioning, these negative affects can be kept moderate. Both ramps are located on land that today function as sidewalks/car park. This is done in order to maintain the width of the streets to allow a free passage for cars. The strip of St. Trädgårdsgatan along the ramp will need street car parks to accommodate the services on ground level. The cars coming from the exit ramp will make a u-turn on N. Vallgatan, which is turned into a one-way street.
Norregatan has today a south to north one-way driving direction. In my proposal I will open up the street for two-way direction. This is because:

1) the width of 9 metres allows it and
2) I want to maintain a good traffic flow around this “open” side of the square since I aim to transform St. Trädgårdsgratan into a woonerf street on the east side. From Norregatan there will be driving access onto the square but merely for logistic purposes during markets, festivals and other activities.

Street functions on Östergatan will remain unchanged, it is the main street along the square. A pocket for the buss-stop will be located on Östergatan, keeping the traffic flow smooth when the busses make a stop. St. Trädgårdsgratan will as previously mentioned be turned into a woonerf [gårdsgata] which is a street where pedestrians and cyclists have legal priority over motorists. This is a proposal that the planning department also is looking into (telephone conversation with Agneta Sallhed Canneroth, Gatukontoret, 22 May 2007) since the trend for this part of the square is a street scene with café-life and relaxed vibe.

c) ÖSTERGATAN
Next I aim to visually open up the square to Östergatan, which is where the main stream of people passes by. This will be even more vital after the completion of the new city entrance at Värnhemstorget, and the link between this new node and the city centre will pass by Drottningtorget and enable a new kind of social life on the square. Today, there is no clear direction of where to walk on the side of the square along Östergatan. Commercial poles interrupt the sight and the walkway lacks legibility.

In my proposal this passage will be structured, people are to walk along the street with the streetscape elements on one side [trees, bus stop, light bollards etc] and the squarescape [view of activities, seating and café] invitingly on the other. A new lighting bollard will be placed along this walkway between the tree line, to further differentiate the different scapes on ground level. This lighting bollard is specially designed for Drottningtorget with comfortable “sit-and-wait” measures and with red LED’s [light emitting diodes] placed in it.
d) SQUARE LAYOUT
In the square layout I’ve been working with two different sides. The west part remains open enabling markets and activities which require a flat area, and the east part will become more intimate with different functions and design installations. The ground paving will be renewed and light grey coloured tiles will be placed on the square. A pattern of a circle and strips in a reddish tiles will set the contrast on the ground level and pick up the shade of the surrounding buildings. The circle will hint the activity area and the strips will set out directions, one for instance tracing the way to the entrance of the new café & kiosk from the elevator/staircase.

e) CAFÉ/KIOSK
Drottningtorget is in desperate need of a proper café/kiosk facility accommodating amongst others; the passerby’s stopping for the afternoon tabloid, suits-men and women grabbing a quick lunch between meetings as well as for the cappuccino-dad and chess-playing teenager enjoying the scenery of public life on the square from the café seating. The present establishment has passed its expiry date. The new building will be located in the southeast corner of the square where pedestrians as well as motorists can stop by. The café/kiosk will have a terrace on the backside of the building where people can sit down and enjoy their meals and coffees looking over the square-scene. Large windows will face the new street-scene at St. Trädgårdsatan and interaction between the different cafés can take place.

f) SEATING & GREEN ELEMENTS
The design installations on the east side of the square are mainly focused on seating, this being the most natural way to enable interplay between people. The installations will not overtake the square or vastly intrude on the open space, they will however loosen up the traditional square formation and help in creating an environment which adds to the recreational structure and green network in Malmö. Lifted triangular volumes from the ground will function as non-conventional seats on the square close to the bus stop. There should be plenty of seating possibilities for people to overview the square-scene since this is the foremost principle of bringing people together. Or as William H. Whyte reflects in his classic book The social life of small urban spaces (Whyte, 1980, 28):

...this might not strike you as an intellectual bombshell, but people like to sit where there are places for them to sit....

A grove of smaller blossoming trees in red/orange/pink nuances will be placed close to the east corner of the Humanity house in order to enhance the background and visualize depth in the square. Sets of concrete chess-tables are placed in the northeast section, perhaps a daring element on this north-European square, but the design can be that of a “seat ‘n table” and can offer other functions than playing chess. These chess-tables also accommodate my intention of designing multi-ethnic and for all ages. It should make a nice afternoon activity for old as for young.

g) LIGHTING
The lighting situation today is poor with traditional street lights and two high armatures placed on the north and south part of the square. With this new design proposal being implemented a lighting programme is needed to envisage the square nighttime aswell, this however is only in textform. Most importantly is to be able to localize one self in a dark environment. Therefore I suggest that the square “walls” should be envisaged. In this case the
“walls” are the surrounding buildings around Drottningtorget which really would be justified with some soft lighting with high color rendering since they have such high aesthetic factor. The surrounding trees should as well be envisaged to avoid dark areas along the sides of the square. Modified yet functional street lighing is suggested. The grove of small trees in the north-east corner will have special light poles shedding light from just above the trees. This will make the grove stand out in the square and be a welcoming meeting area during nighttime. It will make passer-by’s feel safe while crossing the square.

Placed along one of the strips in a south-north direction, the installation “light street” is placed. It is a set of small spotlights inset in the ground pavement shaping a narrow passage. This installation is partly to visually separate the square in its activity versus calm area and partly to introduce some stylish lighting scheme in the square. The light street can be enjoyed from all over the square but people sitting in the café scene on the backside will have a particularly nice view.

h) ACTIVITIES
To think that urban life can be obtained on Drottningtorget by only relocating the car parks would be naïve. As stated before this square has several “problems” and more direct actions are needed, like creating activities and working with the design in order to give the square a more pleasant feel. It needs to attract people. Many of the other inner city squares in Malmö already have an image or a theme making them stand out from each other, weather it be a pleasant pub & restaurant-life, early morning green markets, transit node functions etc. These squares become popular meeting-place for people who strive to interact with and be seen by other people. In urban planning it is important to remember that people want to observe other people. This is the key factor to basically all human activity in urban environment.
Previously mentioned in this report Drottningtorget is starting to develop a reputation of becoming the eco-centre of Malmö. This is a trend to embrace and treasure. Around Drottningtorget is a growing environment of culture and street-life that will only become stronger in the future as the city develops. I suggest Drottningtorget be opened up for a range of activities and happenings on the square, let it become an outdoor scene for book- and record markets once a month, let there be flee markets more regularly, a pleasure within reach of old and young, native or foreign, tourist or citizen. Let there be collaboration with culture communities and exhibitions from art-students. Let thriving un-signed music groups get together for (non-disturbing!) concerts during summer evenings and most definitely, let the Fairtrade city vision set root here and open up for eco-shopping and ethic trade in the area.

People want to observe other people. This is the key factor to basically all human activity in urban environment.
perspective over Drottningtorget from southeast

streetartist, Gothenburg

streetartist, Brisbane AU
4.2 DESIGN PROPOSAL : KV.22

The vast lack of green space in this particular area is compensated by the new park that I propose. It is a park aimed for people living in the area, for people strolling on the popular promenade, for elderly, families and youngsters, and perhaps above all for the children attending Österport School since they are allocated a school yard of merely asphalt. The area is about 400 square metres and would be categorized as a neighbourhood park according the green-models classification system used in the Greenplan. It is my intention to create different recreational spaces for different categories of people where they can find their preferred recreational space.

a) SCHOOL MUSEUM
A new smaller building will be located in the northeast corner of the lot, a possible and interesting location for Malmö School Museum which would find itself in a position where their exhibition would feature not only an historic aspect of the Swedish school system but as well give a glimpse of contemporary “live” scenes over-viewing the school ground of Österportskolan. Some offices could also be housed. This building could be two to three stories high and blend into the adjacent establishments. It would also make a defined wall to the east. An outdoor steel platform along with a staircase, stretching out from an upper floor of the building, functions as a terrace for the employees giving them a privileged over-view of the park. It is supported by three steel structures from the ground that can be covered with climbing plants over time.

In front of the new building, facing the park, there must be space mediating the boundaries between private (building) and public (park). I have designed a paved area that interlaces the two functions. There will be a possible café scene with chairs and tables in the far end of area. Adjacent to this is a water-pool and attached planting square with a treeledge surrounding both features. Below this (in the plan) the main pedestrian path connects to the paved area, it is however quite possible to walk freely around this area. The passage takes you either further into the park or leads you through the tunnel under the building to St. Trädgårdsstaden, one of the entrances to the park. Continuing the description of the paved area there are three sharp-edged planting elements, which offers intimate seating possibilities, benches and tables, in a lush, green oasis. Bicycle stands are located at the south of the area for employees as well as visitors.

The main pedestrian path through the park is wide and even, permitting elderly with technical aids such as wheelchairs and rollators to pass through, as well as parents with strollers. The park is, in addition to the paved area, divided into further three different sections parted by the pedestrian path. Seating furniture is generously located along the path and it strengthens the division of the different park characters. Continuing the description of the park layout counter-clockwise;

b) PLAY
A small paved area with a tree, benches and outlined games on the ground makes a smooth transition to the section PLAY that is situated in the northwest corner of the park. A high wall is put up between the school ground and the park for several reasons. I wanted to create a barrier towards the school to emphasize that this is a public park and it should be used for whomever wishes to do so. Another reason was to maintain the sensed feeling of a “room” in the school ground enabling ball-activities to be played against the wall. Yet another reason is safety. There is an opening in the wall so the kids do not have to circle around it but can easily access the park, however I believe it helps in maintaining the feeling of “inside” and “outside” the school.

The play section is a grass plane with nature obstacles like logs and big stones located on it for the kids to play on. These areas are surrounded by mounds of vegetation and trees to create an intimate feeling. It contains no traditional playground equipment but should encourage the kids to spend their recesses and lunch-breaks in a green environment. Benches are located along the wall under a large tree where collecting cards can be switched and secrets shared. An iron fence [existing today] makes the boundary towards Norregatan and a low wall boarder the main path to the south. Smaller tracks connect the opening in the wall with the main path.
1. kids playing in water pool

2. "fritiof nilsson piraten" statue in Malmö

3. existing iron fence

4. ice-cream queue in Gothenburg

5. outlined games
c) TREE GROVE
Continuing, counter clock-wise, the next section has a nature like environment. It comprises of a group of different small trees set on ground with grass and patches with bushes and plants. My intention with this is to create a nature-like and interesting inner city environment. A row of trees (three of them existing today) is located along Norregatan, and along with the iron fence they separate park and streetscape. Tracks connect the area with the main paths and a couple of irregularly placed benches make this tree-grove an attractive character in the park.

d) GRASS
The section in the south constitutes of a grass field. With the overall lack of green space in the area this grass field satisfies both the physical and the visual need that people might experience. It is meant to be a green, open field in which one can both enter and sit down or just view from a distance. A few benches will be placed on the grass under a large tree. The main path to the right will constitute the boarder between the smooth grass field and the adjacent mounds of grass to the right which will form a visual barrier from the field and an physical transition to the paved area.

e) SÖDRA PROMENADEN : STREET & PROMENADE
The street Södra Promenaden is made into a woonerf street where cars may pass but on the premises of pedestrians and cyclists. The pavement is changed into tiles to create a more park-like streetscape between the park and the promenade. Along the street, the same lighting bollards as on Drottningtorget, but with blue LED’s, will be placed to emphasize the park edge and to create a mysterious and intriguing interface of light into the park nighttimes. The promenade is kept in its current state, it is a well functioning streak, a gravel track lined along old trees.
f) PLAZA
At the south west of the site an area with vague functions today will be re-designed to connect to the park and enlarge the parkscape across the street and towards the promenade. The plaza is an area for meeting and connecting different areas with each other and will function as an extension of the grass-section but in the shape of grass patches in a paved ground setting to enable comfortable sitting areas.

g) CANAL PLATFORM
There are only a few places along the canal where you can access the water. It is my intention that here, at lot Kv.22, the parkscape should continue across the street and promenade into the waterscape. A stone stair with a platform on the canal will be the extension of the main path coming from the park. This should be a place where people can come near the water, sit at the same level and enjoy this element at a closer range.
My main aim with this area is to connect the bike/pedestrian track from east to west and by doing this creating the missing green link in the Rosengård corridor. It is a very complex area to be working with when it comes to new proposals. The area is, as previously stated, fairly worn down and the businesses around have a harsh and industrial character. The Greenplan mentions a change of character concerning the industrial area (Malmö greenplan 2003, 82), however the Greenplan is a non-legislative planning document and this suggestion should be regarded as a future vision from the parties behind the Greenplan. This has affected my project in terms of economical sustainability aspects; how do I justify the new proposal if there are future plans for an extensive re-design in the area. Should my proposal be regarded as a meantime solution? In my opinion the situation for pedestrians and bikers in this area is confusing and unsafe and I consider any attempt to improve it necessary.

a) BIKE/PEDESTRIAN TRACK
The central action of this proposal is to connect the bike/pedestrian track coming from Rosengård in the east, with the lost end on the other side of Lantmannavägen. By doing this I establish a pedestrian and bikers link within the Rosengård corridor into the city and even though this link may not be the strong green connection as in the rest of the green corridor, it can with tree plantings, green elements and such actions contribute to the overall green network in Sofielund.

The bike/pedestrian track will connect to each other by being extended in an east/west direction. Coming from the pedestrian tunnel in the east a new 1.5 metre bike track will be located on the north side of Norbergsgatan, along the equally sized pedestrian walkway. Continuing over the new safe crossing on N. Grängesbergsgatan onto Norbergsgatan the track connects to the new park area northwest of the proposed Youth Centre. Through the park the pedestrian track decreases to 1 metre width. The existing building in the park will be affected by the proposal and it will be rebuilt with a new design and with a new function in order to enable the bike/pedestrian track to have as strong and coherent connection as possible. Important aspects in this proposal are:

1) legibility & safety, how to maintain a green connection throughout the bike/pedestrian track and:

2) to create a smooth transition in the new park area where the industrial landscape and the parkscape of Gullängen will meet.

Entering the streetscape of Norbergsgatan there is not enough space for tree-plantings or avenues and such along this small street that carries a vast amount of vehicles during Monday to Friday. I aim to keep the small patch of trees in the beginning of the track, and propose another small tree patch at the corner of Norbergsgatan and N. Grängesbergsgatan which will be visible from the first point to establish visual green nodes along the track. The distance will be perceived as shorter when you can see the next point or node in which to cross or turn. At the intersection of the two streets the third green node will be visible; the entrance to the new park area on Västanforsgatan.

In addition to the insufficient treeplantings I will attempt a new action along this part of the track. In order to maintain a green vibe along this grey and dull street, I will implement a design feature that I motivate by the study of peoples perception and connotation (association) of colours, in this particular case: the colour green.

The ability to read out information from colours is something humans adopt at an early stage. Many studies have been made on objects’ colour signifying different things for people, like the colour yellow which by most people is associated with the sun and thus of warmth. Colour is visual information awaking our senses and thoughts and makes us react (Hård, Küller, Sivik, Svedmyr, 1995, 35). This line of reasoning adopts well with the colour scheme of Tom Turner, previously mentioned in this report, who puts colours to different kinds of urban space character depending on what emotions they transmit.

It is my opinion that green colour can trigger our senses and feelings in a similar way actual trees and plants does. Research shows that green has a calming effect (ibid., 20) correlating to the sensation most people
experience in parks and green space areas. The design feature I implement in my proposal is green-coloured pavement of the bike track starting from where the track hits Norbergsgatan to where it meets the new park area in the crossing with Västanforsgatan. By doing so the green parkscape on the east side of the pedestrian tunnel will be succeeded by the green coloured asphalt leading up to new green space areas. Special bike passages today can be blue-coloured in order to emphasize crossings over streets where bikers need to sharpen their awareness, however I believe this action to have many advantages, not only that of safety. This green link will visually connect the two parkscapes and moreover, erect a proper bike track along Norbergsgatan which today has terrible conditions for bikers.

b) CONNECTING ROSENGÅRD CORRIDOR
As previously shown in the section Background info, the green connection of the Rosengård corridor is today of various quality. Coming from the countryside heading west for the city, the large nature area Husie mosse and Jägersro horse track establishment provides green environments for bikers and pedestrians towards the centre. The track continues through the outskirt parks Ögårdsparken and Rosengårdsfältet leading you to the pedestrian tunnel under the railway tracks: Kontinentalbanan.

On the other side of the tunnel Sofielund industrial area is located which constitutes a plug in both the green corridor and the bike/pedestrian track. The green corridor continues through the neighbourhood park Gullängen situated in the south part of the industrial area. And as for the bike/pedestrian track it oddly continues on Västanforsgatan, without no clear direction signs how to get there from the pedestrian tunnel.

My design proposal implements a street-separated bike/pedestrian track with green coloured pavement along Norbergsgatan and a new green park area adjacent to Gullängen. This not only provides a secure track for people passing through the rough and heavy trafficked area, but aswell helps establish the missing green connection, visual and environmental, in the Rosengård corridor.
2. Bike/pedestrian track through Gullängen

3. Photomontage of green asphalt on Norbergsgatan

Existing 2 m bike/pedestrian track

New park area

2.5 m bike/pedestrian track

3 m bike/pedestrian track

Green asphalt on bike track

Patches of trees

Pedestrian tunnel

Scale 1:2500
c) PARK
In the proposal I am going to extend the parkscape of Gullängen further north along the bike/pedestrian track and create an exciting area where park meets low-scale industrial area. It will as well contain the entrance area and plaza for the new Youth Centre and offer parking lots and bicycle sheds for visitors. The design is based on different patches of either pavement and tiles or grass and vegetation. It constitutes of 5 ROOMS through which bikers and pedestrians passes. Some of them are meant to be viewed upon whilst others are inviting you in to have a look, and maybe sit down on one of the benches.

It is a passage where one passes either by foot or by bike and the idea is to make the transition zone without abrupt functions or unexpected elements, the passerby’s should experience a gradual change of environments from industrial scape to parkscape.

A strip of car parks will remain for the employees of Pågen along the north side of the park, with access form within their premises, but a wall of trees will provide visual interruption.

ROOM 1. Coming from the industrial area in the north-east at the start of the park, there will be paved areas with different tiles and patterns. To the right an area of small branched trees set irregularly on the ground along with inset spotlights to create a contemporary light/tree installation. It also creates a permeable wall to the first room. It is not meant to be an area to walk around in, however fully possible if one wishes to do so.

On the left is a paved area with round shaped tiles to strengthen the pattern of the irregularly set concrete bush holders. The bushes are of typical foreign species to emphasize the multi-national range of people living in Sofielund.

ROOM 2. Continuing into the next room the tiles change into grass, the first sign of the parkscape of Gullängen. An espalier creates a barrier to the parking area on the left and trees and bushes sets the walls around.

ROOM 3. This room constitutes of a transition zone from the plaza of the Youth Centre to the parkscape. It enables passage in all directions and the boarder-lines of the bike/pedestrian track are erased. It is possible to stop by one of the four wooden square-shaped benches here, turn left onto the plaza or continue the journey to the city straight ahead. The pavement are striped tiles laid in the direction of cycling and walking movement. A cross-shaped transparent canopy gives protection from the rain and sun. And in the space between deciduous trees in clusters of four are growing.

ROOM 4. Leaving the canopy and transition zone, one enters the parkscape with bushes, trees and patches of flowers growing. This room continues until the beginning of Gullängen.
Youth Centre

path through park

wood benches

parking for pågen

branched trees & spots

light bollards

plaza

canopy

info boards

SCALE 1 : 500
ROOM 5. The plaza outside the new Youth Centre is a large area full of possibilities. It is meant to be the meeting point for people. A place where mothers pass through to go to yoga class, dads pick up kids from after-school activities, youngsters practising skate tricks and elderly check out the weekend activities on the two information boards. A large tree is set on the paved ground, benches are placed along the border to the parkscape. Large trees sets this room’s walls towards the street and the parking lots.

d) LIGHTING
To maintain and strengthen the connection of the bike/pedestrian track, as well as a safety element and design feature, proper lighting armature will be set along the bike/pedestrian track. New lighting poles will be placed along Norbergsgatan and similar bollards like the ones existing in the other two proposals with green light will lead the cyclist and pedestrian through the new parkarea. These light bollards will create a specific and characteristic environment renowned for this part of the city.
e) YOUTH ACTIVITIES
Continuing, I propose some of the buildings in this area to change character and offer youth activities in order to address the problem that previously has been mentioned in this report. According to the report En kartläggning av Södra Sofielund/Seved, teenagers and youngster lack activities in their spare time and organized places to meet and hang out, which in some cases result in an outlet of restlessness in destructive ways. Teenagers’ answers in the survey basing the report state that some activities that are available in the area are too expensive and for some organizations there are simply no premises to work. I propose a new building for educational and cultural purposes and a new activity centre with an outdoor skate-park in the area for the young kids. These new developments, along with the new strong bike/pedestrian connection towards the city, will transform the disadvantages of the industrial character and turn this part of Sofielund industrial area into a place with a positive vibe that attracts people.