

Activating Amiralsgatan through Urban Regeneration
Social integration through Urban Regeneration



Master thesis of Sustainable Urban
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All images, analysis, artwork and photographs
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unless noted otherwise in the references.

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Lastly, I dedicate this thesis to my beloved late Father who always supported me to follow my dreams.

PROJECT SUMMARY

Amiralsgatan, Rosengård, is a highway area in Malmö. It consists of segregated streets with no connection between them with limited social activities. Rosengård's population is mainly immigrants, living in the Million Housing Program, hence low-wage living, which makes them segregated from the rest of Malmö. The aim of this project is to integrate Rosengård into the rest of Malmö by achieving a healthy social blend and create a safer neighborhood. The area will have different activities for the people living there that will also attract newcomers to the area. These new developments will encourage freedom of expression through arts, music, and sports activities.

The new activities will be blended with the old functions, which will diversify the area.

The project will be achieved by the process of urban regeneration. The concept project is divided into phases, concentrating on activating the highway with several types of activities along the way in addition to different types of housing. These activities and different housing will make Rosengård a thriving place to live in, additionally will attract people to visit the district and will encourage new people to move into the area, thus creating multi-cultural, socially integrated and at the same time making it a safe area to live in.

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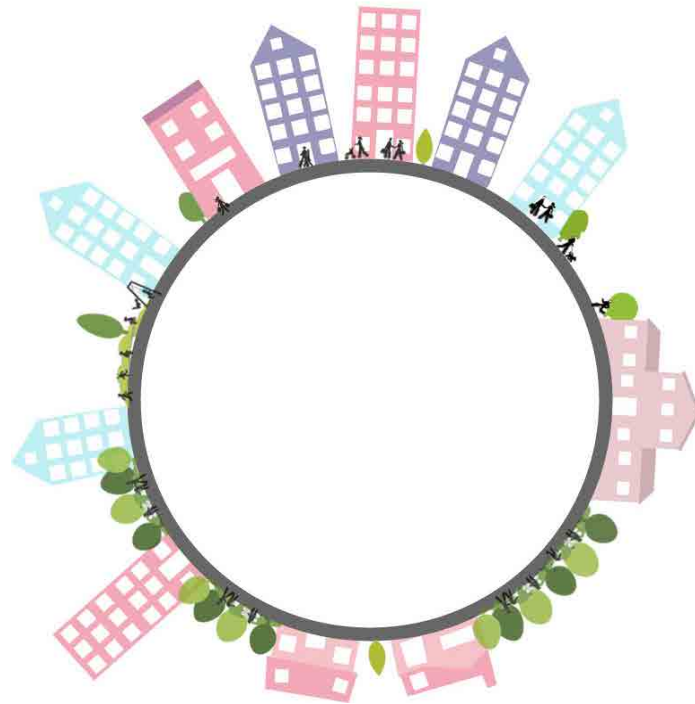
INTRODUCTION

What is Urban Regeneration? (also called urban renewal/urban redevelopment)

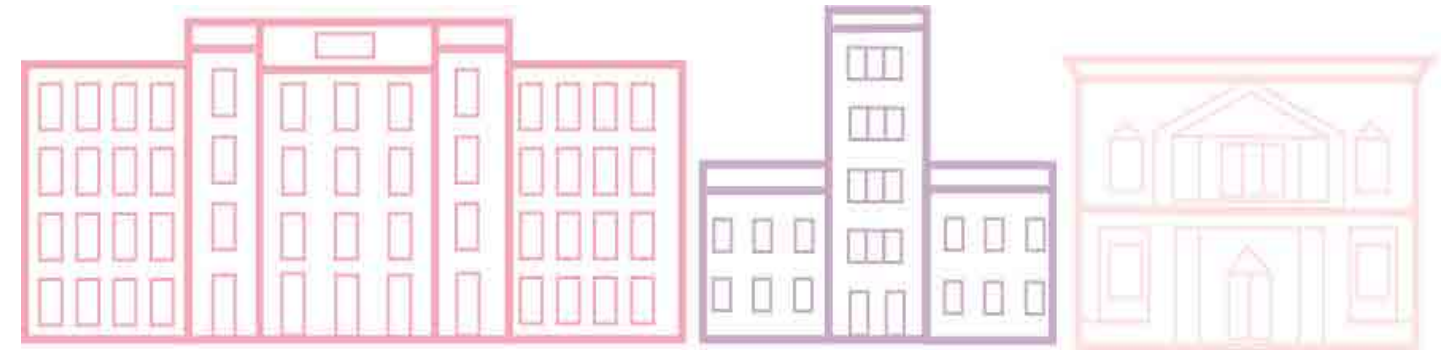
It is a program of land redevelopment often used to address urban decay in cities.

Urban renewal is the clearing out of blighted areas in inner cities to clear out slums and create opportunities for higher class housing, businesses, and more.

A primary purpose of urban renewal is to restore economic viability to a given area by attracting external private and public investment and by encouraging business start-ups and survival.



HISTORY OF URBAN REGENERATION



The concept of urban renewal as a method for social reform emerged in England as a reaction to the increasingly cramped and unsanitary conditions of the urban poor in the rapidly industrializing cities of the 19th century. The program that emerged was a progressive doctrine that assumed better housing conditions would be built for its residents morally and economically. Another style of reform – imposed by the state for reasons of aesthetics and efficiency – could be said to have begun in 1853, with the recruitment of Baron Haussmann by Napoleon III for the redevelopment of Paris.

Modern attempts at renewal began in the late 19th century in developed nations, and experienced an intense phase in the late 1940s under the rubric of reconstruction. The process has had a major impact on many urban landscapes and has played an important role in the

history and demographics of cities around the world.

This process is also carried out in rural areas, referred to as village renewal, though it may not be exactly the same in practice, as every place requires a different type of renovation.

Many cities link the revitalization of the central business district and gentrification of residential neighborhoods to earlier urban renewal programs. The goal of urban renewal evolved into a policy based less on destruction and more on renovation and investment, and today is an integral part of many local governments, often combined with small and big business incentives.

Urban renewal is a necessary process for the planned reconstruction of areas in the city that are no longer suitable for modern urban social life.

In August 1958, at the first urban renewal seminar held in the Netherlands was about: people living in the city are concerned about the buildings they live in, the surrounding environment, or travel, shopping, entertainment and other life activities have different expectations and dissatisfaction.

Each country approaches urban renewal according to its means and its political and administrative systems.

One of the chief activities of urban renewal is redevelopment, which is achieved through the clearance and rebuilding of structures that are deteriorated or are laid out in an outdated form.

Other aspects of urban renewal involve the reuse of the land for new purposes, rehabilitation of structurally sound buildings that have deteriorated or lost their original functions, and conservation—a protective process designed to maintain the function and quality of an area, for instance, by requiring or assisting adequate maintenance while preventing inappropriate development or uncharacteristic changes in the use of land and buildings.

PROCESS OF CHOOSING THE SITE: WHY, WHERE, HOW & WHY?

The process of choosing the site was done based on certain characteristics that drove me to investigate further. First, with recognizing a suitable inner city neighborhood which is occupied by a number of diverse type of people, which are mostly lower and middle class occupants that would require urban regeneration. Rosengård located close to the city center was chosen. This area was labeled by the police as a vulnerable area and it was riddled by bad press and publicity. The site has diverse occupants and functions. It was predominantly foreign born inhabitants and there was a subtle segregation in their social interactions with the rest of the city. After the identification of the site, it was analyzed. Decision was made to intervene in main highway of the site.

The analysis process consisted of certain elements & characteristics to look into, one of them was population: the number of inhabitants and their social backgrounds. Such as education, employment & number of family members. Further analysis is the mapping of the location and connections of the site including the space syntax was and the scale comparison drawings were made. The history of the site was looked into along with its character and identity was studied based on what the media articles had to say about the neighborhood and what the people living there had to say about it. The characters and materials in the site identified and the events and ephemeral qualities was analyzed. The streets and connections of the neighborhood was analyzed and the street width and sections were drawn out. The topology and surface covers were studied. The analysis then proceeded to functions and built fabric.

The character and nature of the built fabric was explored as well as the functions of usage of the site was studied. From the findings of all these findings the strategies for the site was formulated.

These characteristics are summarized in:

- a strong cultural identity,
 - the stigma of being an unsafe area with crimes, a vulnerable area
 - the area did not change ever since it was built
 - as well as, very segregated from the rest of Malmö the site has been chosen due to its potential to become a thriving place for all types of backgrounds, cultures, and business ventures.
- which is Amiralsgatan, Rosengård.

To understand how to work with interventions in vulnerable areas, a research was made for case studies that explain how this type of interventions promote safety and sustainable development.

CASE STUDIES

Project name: Parque bibliotecas

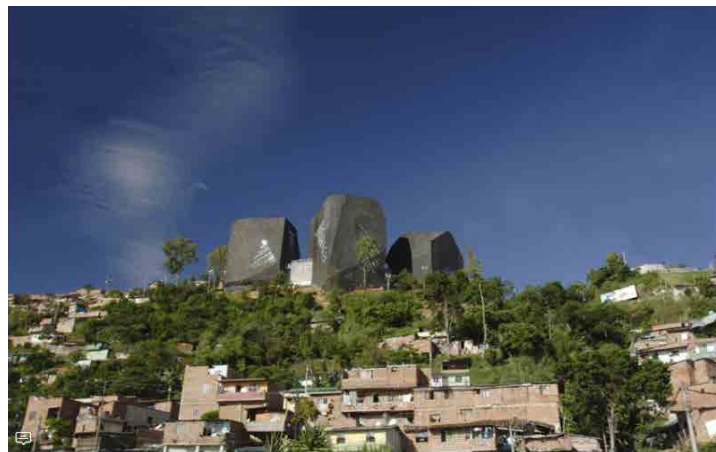
Location: Medellin, Columbia.

Done by: Architects: Giancarlo Mazzanti, Ricardo La Rotta Caballero, and Hiroshi Naito.

Library parks (parque bibliotecas) are cultural centres, public spaces, libraries, classrooms, child-care facilities, galleries, auditoriums and administrative areas, intended to create safe social spaces for people of all classes to interact, whereby reducing social segregation.

Library parks were the “most beautiful buildings”, and were located in the “poorest areas”, which intended for the projects to transcend the basic services, to cultivate dignity and disrupt channels of violence.

37 The projects were part of high-profile design competitions, and in most cases designed by Colombian architects, to emerge from the landscapes as symbols of the ‘new Medellin’



Project: Plan D'Aou Reimagining the French village

Location: France



arki_lab's winner proposal for the European'12 competition focused on urban intervention and social renewal of Plan D'Aou through community engagement.

Creating a new user culture through public space design

In many French cities, public parks bear the mark of neglect and insufficient maintenance budgets. To reverse this trend, the local residents need to be involved in the establishment and everyday maintenance of the park, that will serve as a green spine, connecting different areas of the neighbourhood and enabling views to the Mediterranean Sea.

Various types of infrastructure are integrated

The main feature of the project was to incorporate various types of infrastructure: social, biological, hydrological, economical, etc. Examining these different aspects and letting them support each other in the plan, allows for a process that can be adapted along the way, keeping both social and environmental sustainability a priority.

Special attention to nature

The topological plateau creates an urban island, surrounded by both green and a diverse city fabric. This unique situation is indeed worth preserving yet new connections are necessary to facilitate new residents and their well-being thus the connections are all carefully chosen and designed in high urban quality.

”The project ‘A new urban village’ turned out to be exactly what Plan d'Aou needs. arki_lab's approach of involving citizens and especially children and schools in urban development proved to be of great value to all residents and increased ownership of the area – this approach to the project also created a common identity that has connected people around the many potentials of their local area.”

Denmark- A study by an Urbanist Niels Bjorn
 Evidence of social effects of physical interventions in vulnerable areas through responsible gentrification, studied in 9 countries within 27 cities across Europe.

Points taken into consideration:

- **Validity of foreign experience** in Denmark
- **Responsible Gentrification**

In the cases it has been an active goal to achieve partial gentrification by controlling who moved to the area.

Allowances have been allocated for different income groups in order to meet a goal of achieving a socially mixed neighborhood and preserving housing for the poorest.

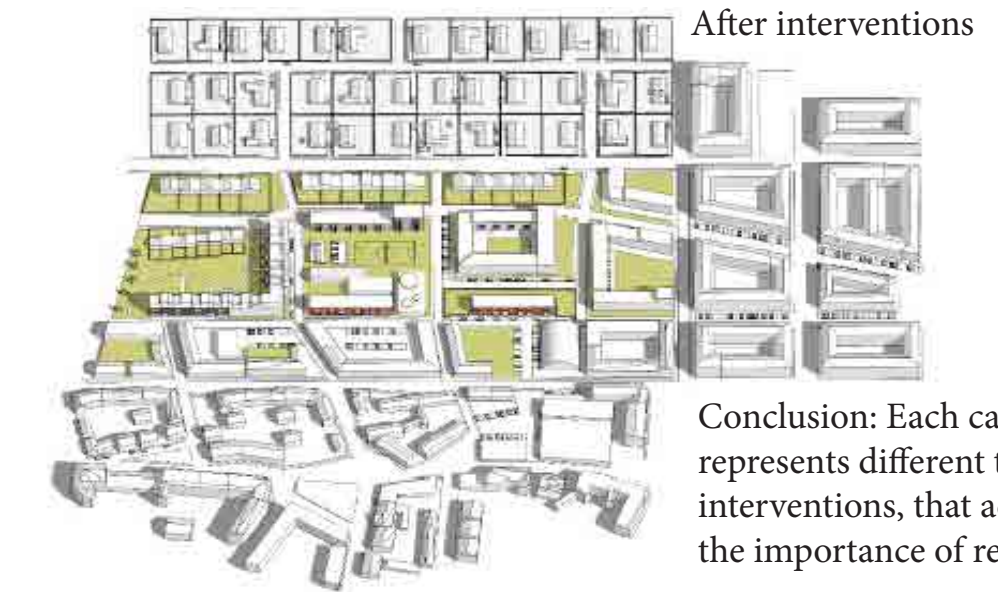
In Denmark, researcher Gunvor Christensen is questioning, among other things, whether it provides social outcomes for the most resource-poor to share neighborhoods with residents with higher income education. **Conversely, other analyzes show that a mixed population composition strengthens the weak, for example by strengthening the school with more resourceful children and parents, and by giving children and young people positive role models.**

1. Physical interventions in conjunction with social interventions result in social effects for the individual resident as well as for the residential area



2. Non-structural physical changes in interaction with social efforts lead to increased quality of life, increased security and satisfaction of living in the area of the original residents, but does not change the area's nature of social exposure.

3. Structural physical changes in interaction with social efforts transform a vulnerable area socially by bringing about positive effects on **unemployment, educational level, income level, crime, the share of residents on transfer income, security, trust, community engagement and increased satisfaction with living in the area, as well as raises the income level, confidence, trust, pride and quality of life of the original residents and brings about an image enhancement.**



Conclusion: Each case study represents different types of interventions, that acknowledge the importance of responsible gentrification within those areas.

2. CONTEXT

Location & Demographics

History time-line.

Introduction to site

Space Syntax , Physical

Analysis

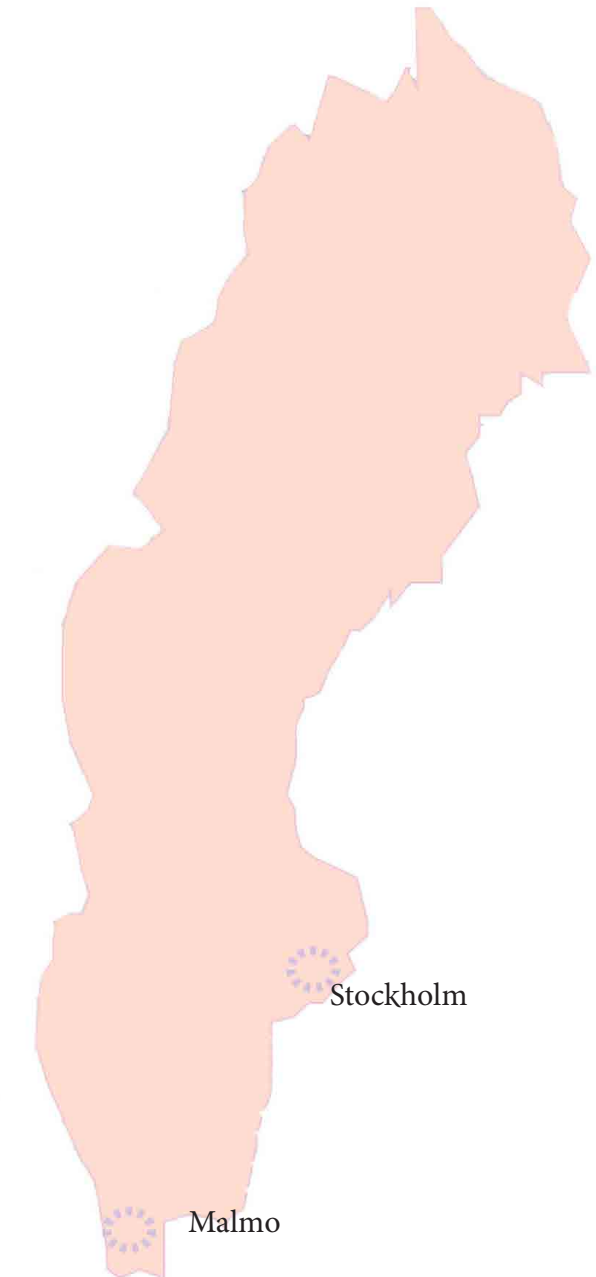


Sweden (Sverige), officially the Kingdom of Sweden is a Nordic country in Northern Europe. It borders Norway to the west and north, Finland to the east, and is connected to Denmark in the southwest by a bridge-tunnel across the Öresund Strait.

At 450,295 square kilometres (173,860 sq mi), Sweden is the largest country in Northern Europe, the third-largest country in the European Union and the fifth largest country in Europe by area. The capital city is Stockholm. Sweden has a total population of **10.3 million** of which **2.6 million have a foreign background**. Persons with foreign backgrounds are defined as persons who are foreign born, or born in Sweden with foreign born parents. It has a low population density of 25 inhabitants per square kilometre (65/sq mi), with 1 437 persons per km² in localities. 87% of Swedes live in urban areas, which cover 1.5% of the entire land area. The highest concentration is in the central and southern half of the country.

Sweden is part of the geographical area of Fennoscandia. The climate is in general mild for its northerly latitude due to significant maritime influence. Sweden often has warm continental summers, being located in between the North Atlantic, the Baltic Sea and the vast Eurasian Russian landmass. The general climate and environment vary significantly from the south and north due to the vast latitudinal difference, and much of Sweden has reliably cold and snowy winters. Southern Sweden is predominantly agricultural, while the north is heavily forested and includes a portion of the Scandinavian Mountains.

Country: Sweden



Location: Malmö city

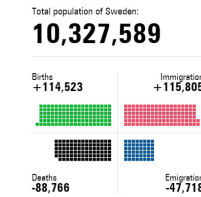
Population: 344,166

Malmö is the largest city in the Swedish county (län) of Scania. It is the third-largest city in Sweden, after Stockholm and Gothenburg, and the sixth-largest city in Scandinavia, with a population of 344,166. The Malmö Metropolitan Region is home to over 700,000 people and the Öresund region, which includes Malmö, is home to 4 million people.

Malmö was one of the earliest and most industrialized towns in Scandinavia, but it struggled to adapt to post-industrialism. Since the construction of the Öresund Bridge, Malmö has undergone a major transformation, producing new architectural developments, supporting new biotech and IT companies, and attracting students through Malmö University and other higher education facilities. The city contains many historic buildings and parks, and is also a commercial center for the western part of Scania.

The site is located in Skåne province in the southern part of Sweden, in Malmö city, which is the third biggest city in Sweden after Stockholm and Gothenburg, and the sixth-largest city in Scandinavia, with a population of 344,166.

Malmö has a very young population, with 48% of the population under the age of 35. Over 135,000 residents have a foreign background. Nearly 100,000 were born overseas. 14% of the population are foreign nationals. The 2020 population forecast shows, among other things, that the number of Malmö residents is expected to increase by about 50,000 new residents by 2030. In its 2015 and 2017 reports, Police in Sweden placed the Rosengård and the Södra Sofielund/Seved district in the most severe category of urban areas with high crime rates.



Turning Torso



Center of Malmö.

Timeline of Swedish History

- 800ce** • The Viking Age begins.
- 1200s** • Malmö was founded and grew quickly as a commercial trade town due to its location and fishing. It was also known as Denmark's second-biggest city. Its original name was Malmhaug, meaning "Gravel pile" or "Ore Hill".
- 1400-1500** • A new citadel was constructed at the beach south of the town. This fortress, known today as Malmöhus. **Malmö became one of Denmark's largest and most visited cities, reaching a population of approximately 5,000 inhabitants. It became the most important city around the Øresund. Several other fortifications were constructed, making Malmö Sweden's most fortified city.**
- 1600-1800s** • Skåne county (where Malmö is located) became Swedish in 1658. Sweden, Norway, and Denmark establish a single currency called the **kroner**.
- 1990-1995** • Malmö reached 265,000 inhabitants, but this was the peak which would stand for more than 30 years. Mid-1970s: The Swedish financial crisis of the early 1990s exacerbated Malmö's decline as an industrial city; between 1990 and 1995 Malmö lost about 27,000 jobs and its economy was seriously strained. Malmö reached bottom in 1995, but that same year marked the commencement of the massive Öresund Bridge road, railway and tunnel project, connecting it to Copenhagen and to the rail lines of Europe.
- 1998** • The new Malmö University opened in 1998 on Kockums' former dockside.
- 2000s** • The Oresund Bridge opens between Malmö, Sweden and Copenhagen, Denmark. 2005: Malmö gained a new landmark with completion of Turning Torso, the tallest skyscraper in Scandinavia. which symbolises the dynamic journey this city has made in recent times, in the space of a few short decades



Malmö 1692



Stockholm tram 1949



Södertorg in 1913

MultiCulture in the city of Malmö:

Throughout history of Malmö's transformation it became more multicultural.

The politicians in recent past have been heavily promoting multiculturalism in Sweden.

One city most recognized for its ethnic and social blending is the city of Malmö.

An example of a multi-cultural area in Malmö, is the market square Möllevångstorget and the surrounding former working class district Möllevången.

In the early 20th century it was designed by the city planners to provide housing for the numerous industrial workers. Sweden received more refugees per capita than anywhere else in Europe in 2015-16

Statistics show:

Over 135,000 residents have a foreign background. Nearly 100,000 were born overseas. 14 % of the population are foreign nationals. The city has the fourth-highest proportion of foreign residents in the country.

People from 184 different countries live in Malmö.

The largest group comes from Iraq. In 2019 there were 11,799 Iraqis living in Malmö.

Other common countries of origin of Malmö residents are Syria (7,970), Yugoslavia (7,564), Denmark (7,384), Poland (6,840) and Bosnia-Herzegovina (6,425). Lebanon, Afghanistan and Iran are each represented by approximately 4,000 people.

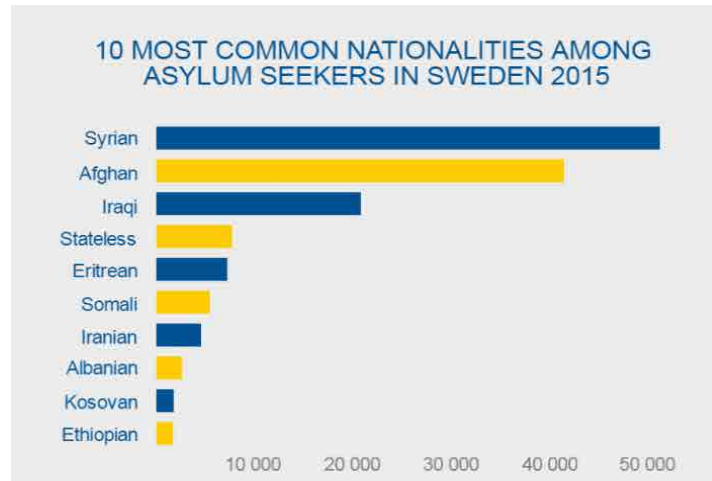
It is important to note that the multiculturalism in Sweden is not only contributed by the recent immigrants. When all these inhabitants of Malmö mix together they bring a multicultural society.

However, while the environment is multiculturally friendly, there is a subtle segregation within. It is mostly prevalent in neighborhood planning and patterns in allocating housing areas.



A colorful fruit and vegetable market is held on the Möllevångstorget every day. In the surrounding houses are smaller shops with a variety of goods from around the world.

At night is the concentration of exotic restaurants, pubs and bars higher in the so-called district "Mölle". Möllevången is sometimes even referred to as the Soho of Malmö.



Location: Malmö map



Oresund region



Closest international airports
Malmö airport & Copenhagen airport



Connected by train takes about 40 minutes from Malmö to Copenhagen



Connected by bus takes about 30 minutes from Malmö to Malmö airport in Svedala municipality



Some of Malmö's major redevelopment areas:

Regeneration of the harbour area,
Bo01, City of Tomorrow. A sustainable urban renewal project.

The Bo01 high-density mixed-use development in Malmö, Sweden, was based on innovative planning procedures and products. It's notable for its sustainable character. The most observed building built for Bo01 was the Turning Torso skyscraper, which became the tallest building in Scandinavia, which was completed in 2005.

History: The Western Harbour in Malmö had long been the host for the Kockums shipbuilding industry. However, following the decline of the company, the area was left largely abandoned. A SAAB factory was founded in the 1990s, which was closed down.

An expo on Ön in Malmö was planned for 2000, however, following the council's acquisition of the Western Harbour, it was decided that this former industrial area would be a more suitable location.



Residential housing, flying Torso behind - Bo01



Nyhamnen

The overview plan for Nyhamnen provides an opportunity to develop and expand Malmö's city center towards the water. Being close to Central Station and good regional communications, there are opportunities to create a sustainable district with new attractive living environments to live and work in.

Nyhamnen has also been a starting point for emigration. During the great emigration from Sweden at the end of the 19th century and the beginning of the 20th century, Malmö was the country's second largest port of departure for emigrants. Between 1874–1939, 160,000 people left Sweden from here.

Future Plan:

Nyhamnen will develop as a mixed-use living environment with a focus on strengthening the city center as well as the identity as a coastal . In Nyhamnen around 7000-9000 new housing units will be developed as well as around 12000-16000 new commercial places . There are plans for three new schools and about 8 new preschools within Nyhamnen.



Mixed housing types



Beach deck area



Malmö's old port



Malmö's future developments

Site choosing process:

The process of choosing the **site** started with identifying an inner city neighborhood which is occupied by few types of class type of people (that are the lower and middle class occupants) that would require urban regeneration. The chosen site is Rosengård which is located quite close to the city center. This area was termed by the police as a vulnerable area and it was riddled by bad press and publicity. The site has diverse occupants and functions. It was predominantly foreign born inhabitants and there was a subtle segregation in their social interactions with the rest of the city.

During the analysis process, the key elements to look into were the number of inhabitants and their social backgrounds, such as education, employment and number of family members living in the area. The analysis then continued to mapping the location and connections of the site along with the space syntax was studied and the scale comparison drawings are made.

The history of the site was examined with its character and identity was studied, based on what the media articles had to say about the neighborhood and what the people living there had to say about it. The characters and materials in the site were identified and were considered. The streets and connections of the neighborhood were analyzed and the street width and sections were drawn out. The topology and surface covers were studied. The analysis then proceeded to the functions and the built fabric. The character and nature of the built fabric was explored as well as the functions of usage of the site was studied. From the findings of all these findings the strategies for the site was formulated.



After careful analysis of the area, a decision was made to intervene in main highway of the site, as it would be the least intrusive action to the area, considering the other parts are mostly built-up.



- Key elements:**
- — Choosing the project site was
 - — done based on certain characteristics that drove the project to be investigated further.
 - △ — investigated further.

- A strong cultural identity,
- It carries a reputation of being an unsafe area with crimes, a vulnerable area. Residents from the rest of Malmö feel wary about visiting the area due to its reputation.
- The area did not change ever since it was built in the 1960's. It was built because of the housing crisis that was happening in Sweden, built mainly for low-income and middle class residents. The development was built with a singular function which is mainly for housing, since that how developemnts were built in that area. It was not a mixed development so people from outside of Rosengard would not visit.
- Very segregated from the rest of Malmö.

The site has been chosen due to its potential to become a thriving place for all types of backgrounds, cultures, and business ventures.

This site is chsosen because it has alot of potential to become a thriving place for all types of backgrounds and cultures.

After the identification of the site and brief analysis, more information will follow through the analysis of the site.



History of the site:

Introduction to the Million Housing

The Million Housing Program was a Swedish political decision to build one million new dwellings between 1965 and 1974. It came as a response to housing shortage and poor living conditions in Swedish cities all over the country.

The government offered favourable financial support to municipalities that decided to build large scale housing areas. Support was also given to municipalities in need of land acquisition in order to build new housing areas. The Million Program included all types of houses, but most were apartment buildings built in new housing areas outside of the central parts of Swedish cities.

Roughly, one third of the Million Program consists of large scale housing areas, one third consists of low scale housing areas and one third consists of villa and row housing areas. Most house facades were plastered, but prefabricated concrete structures were also common.

The new housing areas were often separated from the rest of the city by large scale traffic structures. The most important streets were usually drawn around the housing areas, resulting in green spaces protected from car traffic.

However, these streets became barriers between park space and nature, and big parking lots formed barriers between buildings and streets. Bus stops were usually placed on streets outside of housing areas, which, in combination with the long distance to the city centre, caused long commuting time.



Car traffic was usually separated from pedestrian and bike routes. Instead, bike and pedestrian routes were drawn through parks, without the protection of buildings. Overall, the isolated structure of the housing areas disfavoured commerce and entrepreneurship, causing many services to close down or to move out of the areas.

The Million Program areas quite quickly became criticized. Already in 1968, one of the biggest newspapers in Sweden, Dagens Nyheter, published the article “Tear down Skärholmen” (Wirtén, 2010). The article was a protest to the large scale housing areas, monotone architecture, car-dominated city planning and poor outdoor environment that characterized Million Program areas, in particular the area of Skärholmen.

At that time, housing shortage had turned into empty apartments in many of the newly built areas



Bazar shops inner Rosengård



inner area Rosengård

Demographics: Introduction to site, Amiralsgatan, Rosengard



Facts of the site's residents:

Number of residents: 34 339
 Number of homes today: 14 987
 Number of households today: 14 343



Mean Disposable Income
 Rosengård: 140377 sek/year
 Malmö total: 223269 sek/year



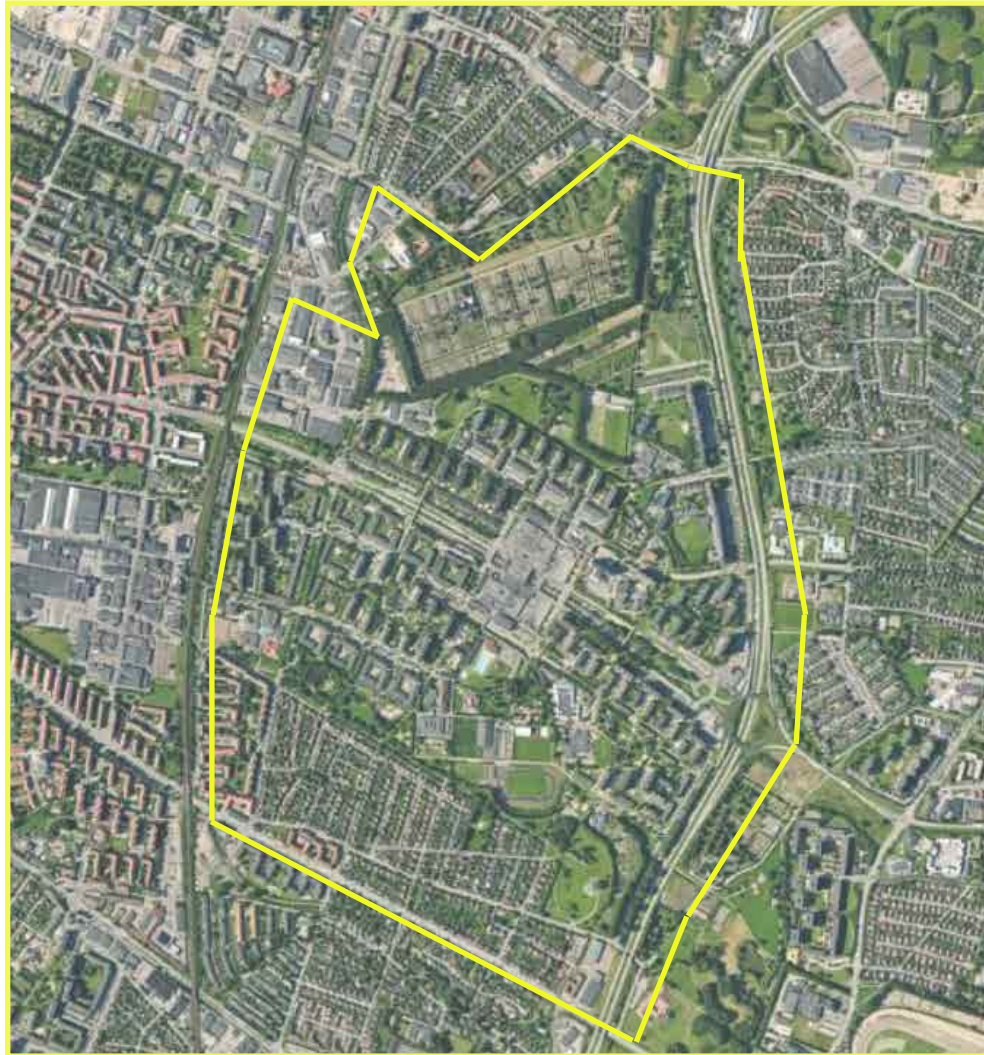
Age distribution within the district according to today's static central office is:

Age Number

- 0-5 : 3656
- 6-15 : 4 496
- 16-19 : 1734
- 20-24 : 2772
- 25-34 : 6478
- 35-49 : 6460
- 50-64 : 4956
- 65-79 : 2955
- 80+ : 832



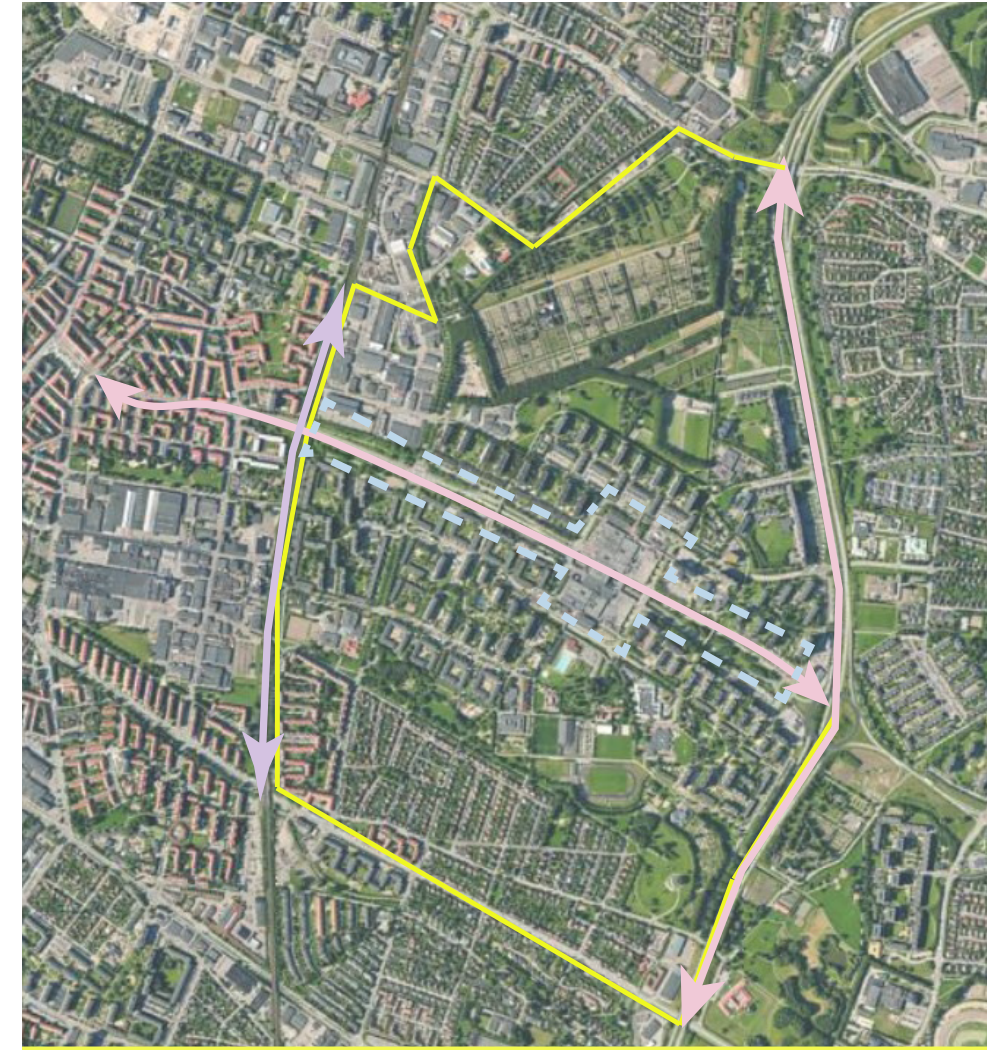
Percentage of employment:
 66 per cent are employed in urban areas, which is 20 percent lower than compared to the whole of Malmö.



Site Analysis

Legend:

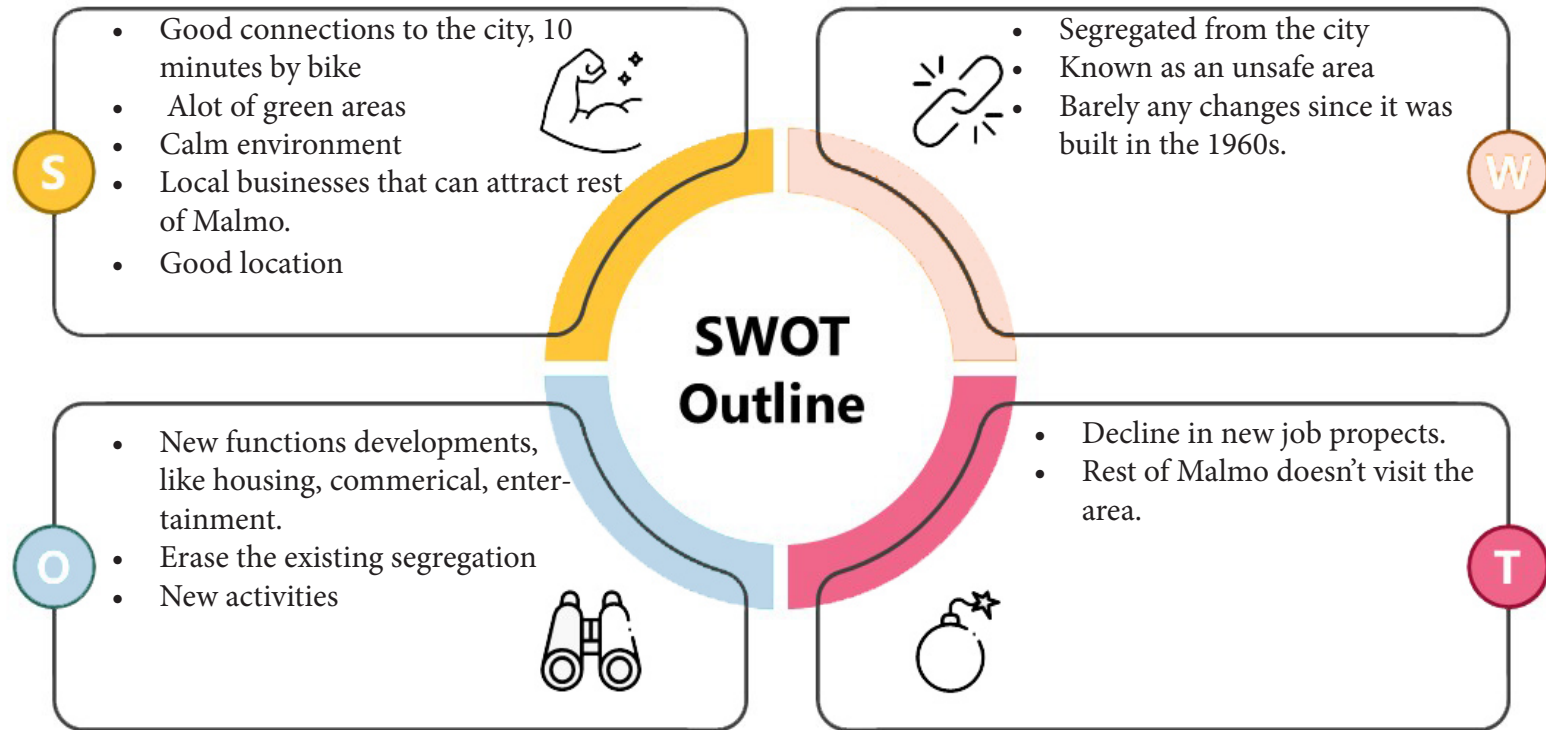
- Main highway roads
- District outline
- Train line
- Site outline



Infrastructure and movement
 Amiralsgatan and Lönngatan are two main streets that lead to the center of Malmö's & different districts. Main Street works as the entryway for car traffic and heavy traffic with broad greenedge zones, with no cycle path or pavement and with few transverse connections in ground plane over Amiralsgatan



After several of interviews, people living there are overall happy but people with businesses suffer as none from outside of Rosengård comes because they are afraid its not safe.



Functions of the existing site:

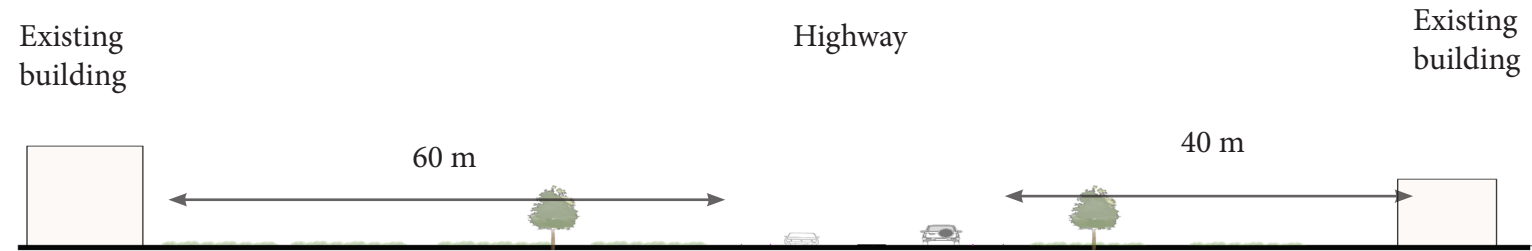
- Landmarks
- Mixed-use
- Pre-schools
- Residential
- Health
- Sports



Analysis sections

Street sections with existing buildings on the main highway

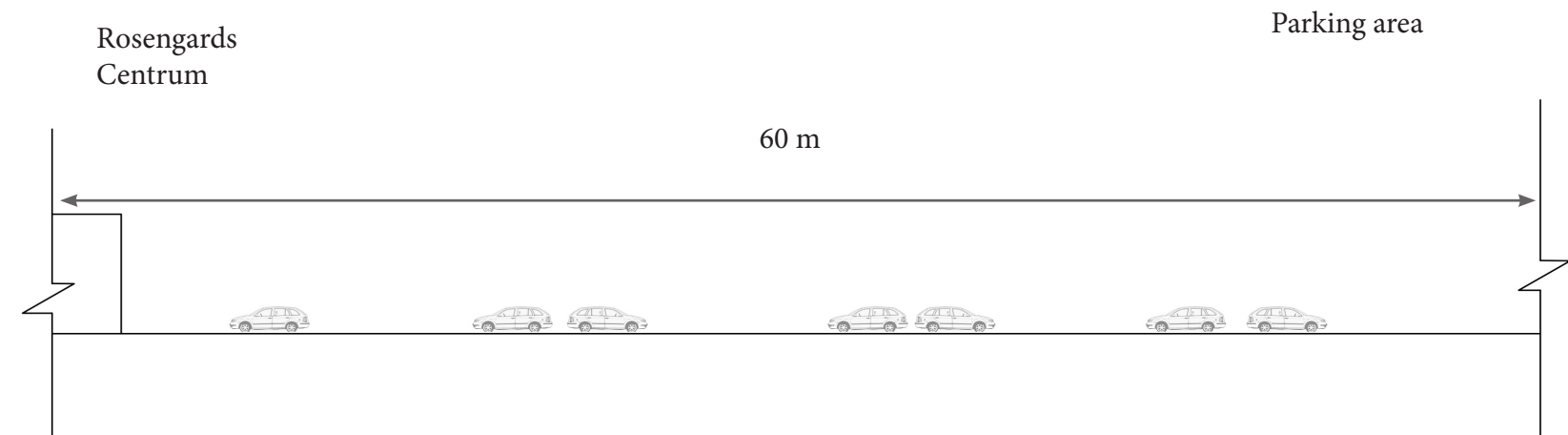
- The areas in front of highway lack activity, and the buildings are far away from the street.
- There are empty slots in front of the main highway which has potential to new development on the site. approx 60m from one side and 40m on the other side.



Analysis sections

Rosengard centrum section area and the existing parking

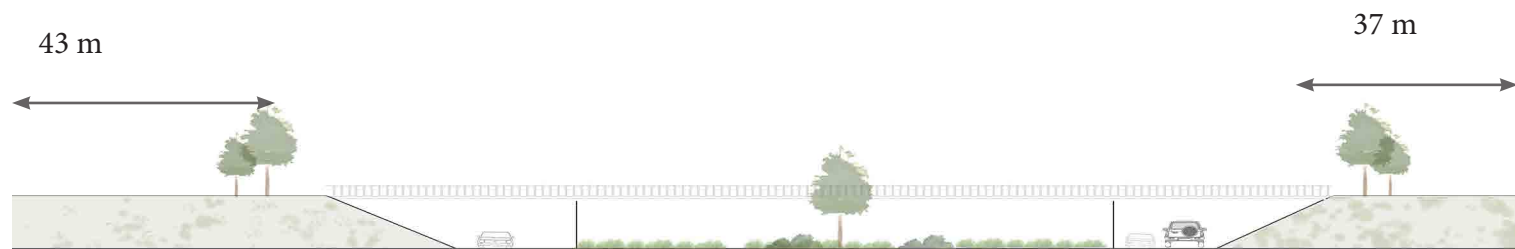
- The area of the Rosengard parking is large.
- It is heavily vehicle oriented.



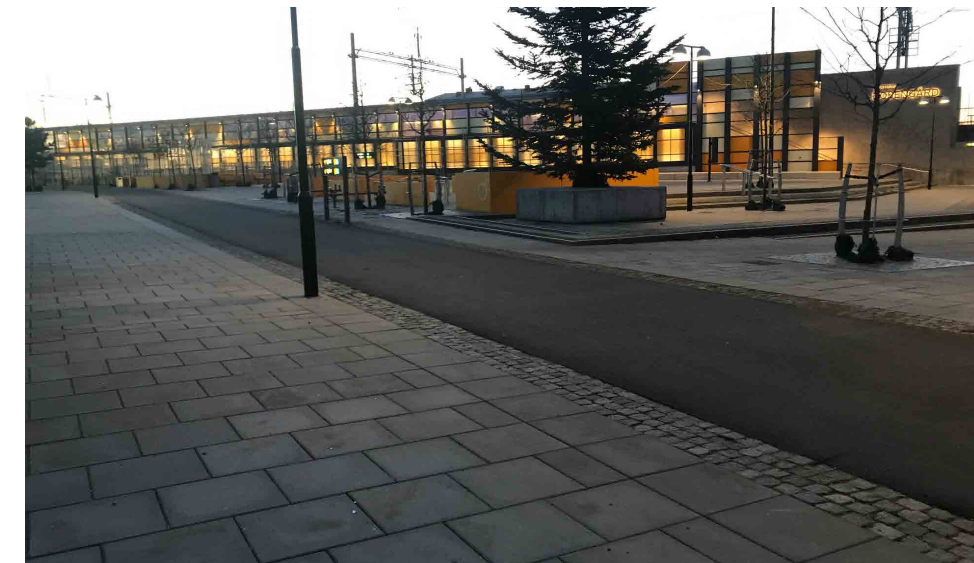
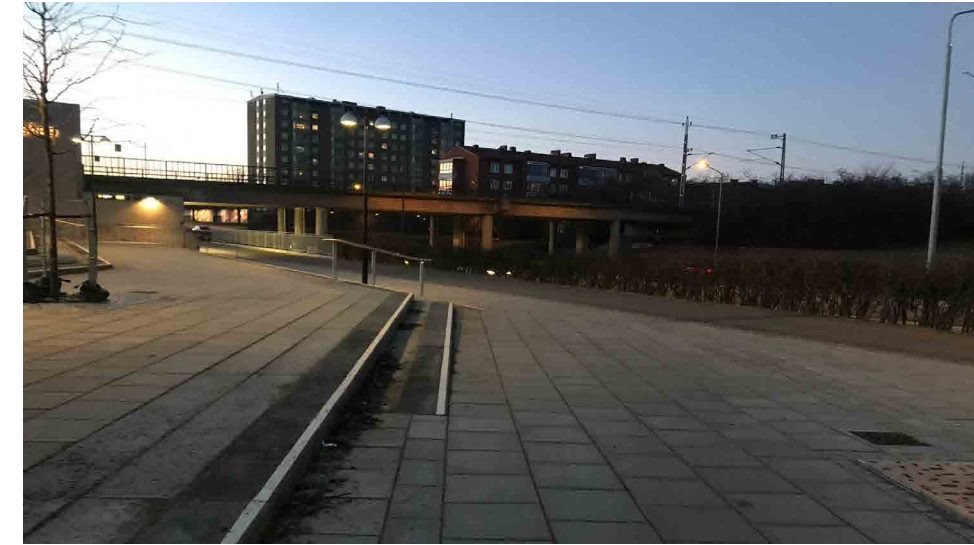
Analysis sections

Street sections of existing parking plots and green area

- The empty slots are parking areas on both sides of the road



Pictures from the new train station in Rosengard



Street views of Amiralsgatan



Inner areas of Rosengard



Malmö municipalitys proposals:

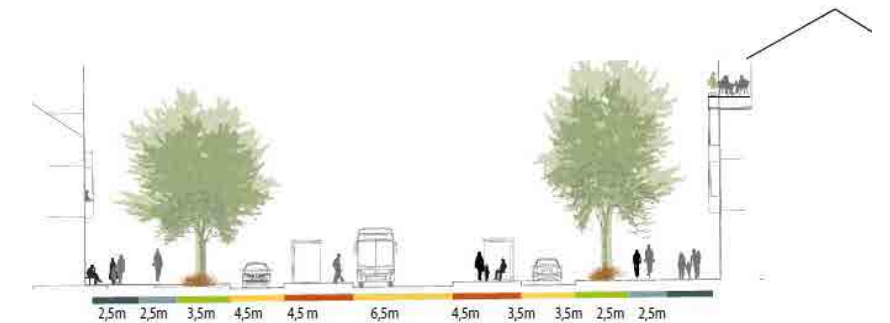
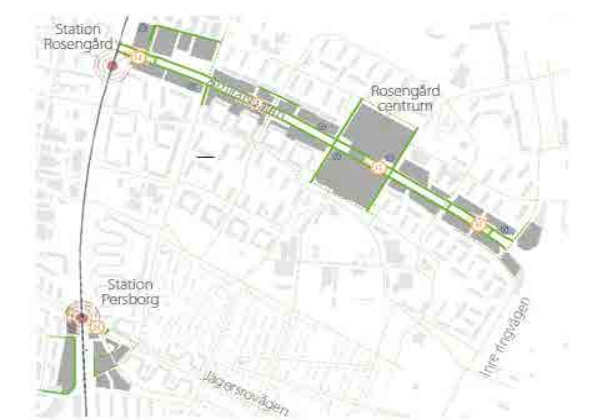
The municipality of Malmö has several proposals for Rosengård, Amiralsgatan, that are open to public opinion and ideas til 2040. Two of them will be mentioned: The planning program for Amiralsgatan and Station Persborg describes the planned development of the area

over the next few decades.

The proposal aims to improve social conditions in the area through physical city-wide initiatives. New attractive living environments will lead to increased security, health, integration and participation in the district's development. The work will continue until 2040.

The proposal includes:

- A possible expansion for approximately 2,800 new homes, 1,500 new workplaces as well as reallocation of compulsory school places and establishment of new preschools.
- A conversion of Amiralsgatan to a safer street environment.
- A development of the station area around Persborg with new housing, business premises and a new preschool.



Culture qasbah, Rosengard.

This project started and is already in progress which is the Rosengard railway station. The idea was realised in 2009, it aims to start building by the year 2022. The development is within Rosengard rather than the highway unlike the previous proposal.

It has about 7 attractions, part of it is the Tower that consist of a hotel, restaurants and retail.

The other part is housing. The plan is to build up to 350 homes as well as new business areas for preschools, community services, sports and cultural activities as well as retail and office space.



Conclusions

Amiralstaden Amiralsgatan och Station Persborg proposal: the proposal has an interesting take on the functions, adding more preschools, and they are proposing a new bus stop in the middle of the green part of the highway.

Culture qasbah proposal: more diverse, reasonable number of new housing. The proposal makes Amiralsgatan a lively place.

My proposal takes into consideration the Malmö's municipality proposals and adds to it...

3. OBJECTIVES

Strategies
Phases of Development

Social Integration



Housing Developments



Mixed Development



Urban Regeneration
Concept Strategies

Activating green
areas



Concept Strategies:

Responsible gentrification: less intrusive interventions.

Conservation and maintenance of the existing local character and unique sense of place at the same time adding new developments that will add to it.

Housing Developments:

Densification of different housing with different scales to accommodate.



Mixed Development:

Developing cafes, restaurants and retails.

-Activating the street life among with public space network for a compact walkable and mixed-use city.

-Promoting the local economy.



Social Integration:

Adding interventions that will create a multi-cultural community which will attract people from outside of Rosengard to visit and live there.

Adding activation spots:

- Live Plazas.
- Art institute.
- Additional Sport activities.

These interventions will help erase the existing segregation between Rosengard and the rest of Malmo.



Activating green areas:

Making use of the available green areas for private and public.

- Adding green roofs.
- Provide green public areas creating a stronger link between the existing ones.



Phases of Design

Phase 1

Activating street life with walkable areas and mixed-used functions.



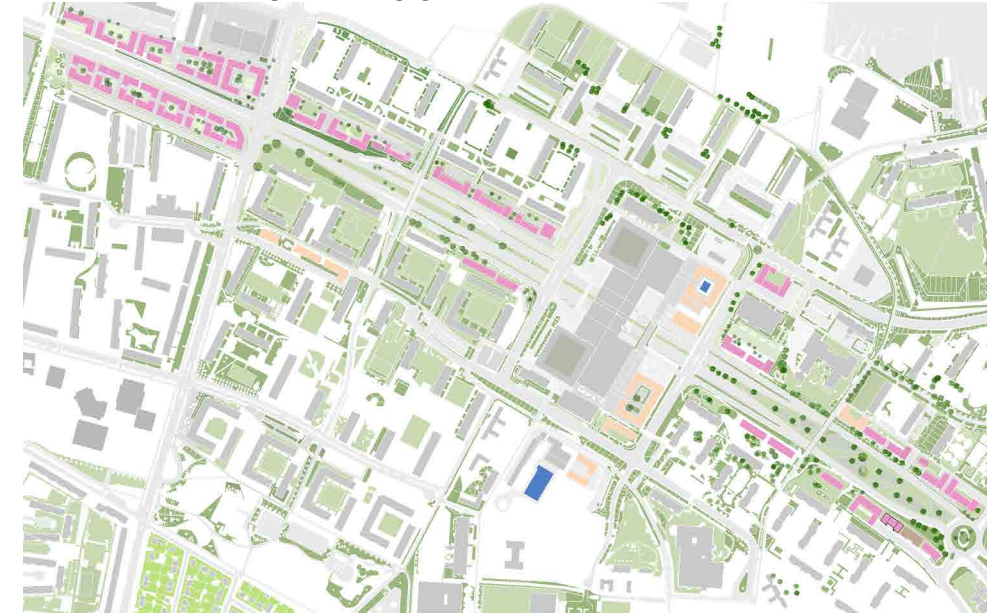
Phase 1 is about built structure and the creation of living street spaces. Walkability is one of the factors that is considered to be of great importance in a good urban environment. To develop a well-designed walkway network, the barriers need to be reduced. To follow the strategy, a supplement to the existing street network is required with separate walkways where it is missing. A variety of functions in connection with walkways contribute to an active pedestrian walk. The plan is varied with mixed building blocks in 4-6 floors with large separate buildings. In addition to housing and businesses, there is potential for the planning to house larger institutions in culture, leisure and training.



Phases of Design

Phase 2

Developing main function areas. Plazas and Art hub. Encouraging sports. Activating existing green areas.



Phase 2 is about introducing a variety of both residents and activities which are the development of one of the main function points, that are the art hub and attractive plazas. Also focusing on activating the existing parks and increase green areas within the district. The city's public parks are an arena for meetings, activities and relaxation. As part of the functional mixture added premises for businesses, offices and service in strategic commuting locations. Several new site formations create security and pleasant street space to stay in. This will be achieved with the construction of the functions mentioned, that include a library and cafes as well as active green areas. Along this stage, new spaces dedicated to offices and small shops will be established.



Phases of Design

Phase 3

Activating the temporary car park



Phase 3 is about transforming Amiralsgatan into a city main street with separate bus lane, cycle lanes on each side that will contribute to an increased urban feel with a living street space.

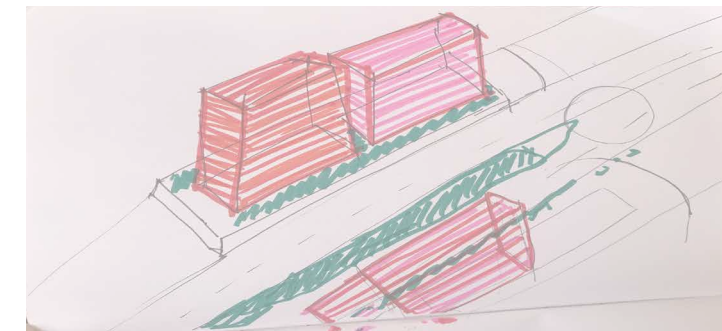
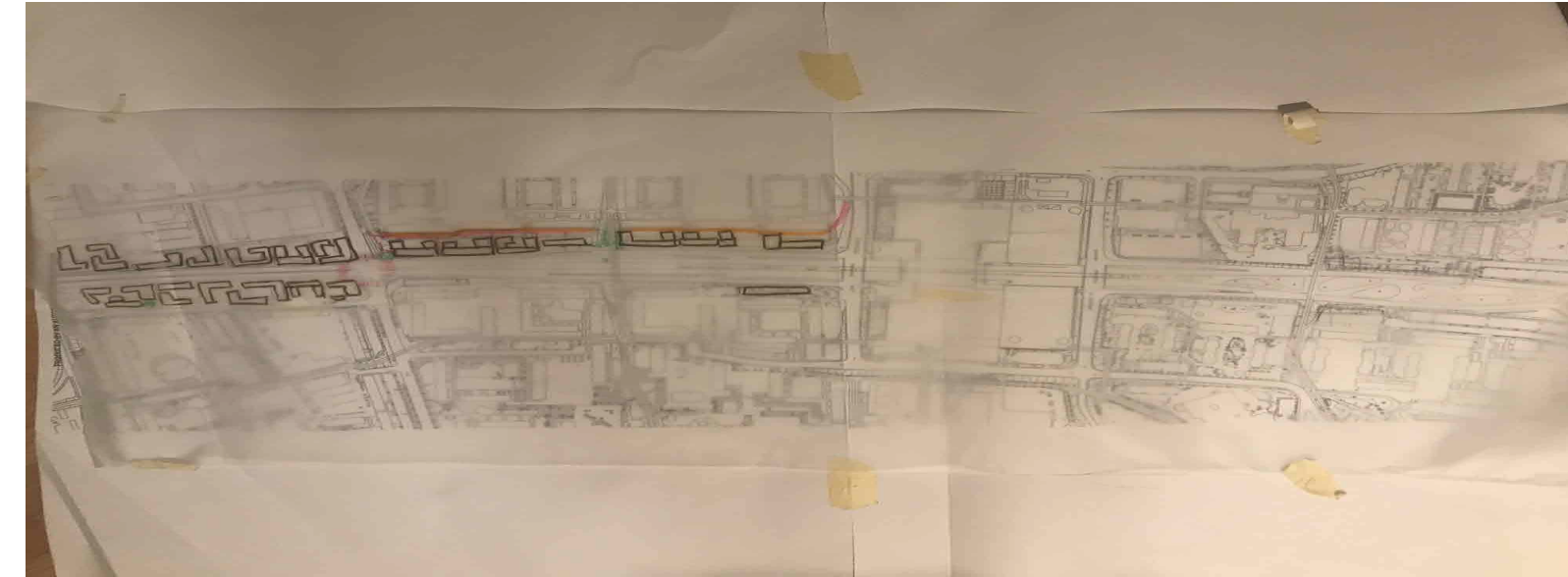
The activation of a temporary car park makes it a lively place to live. Most residents in the district have good access to the larger parks, while access to smaller green spaces in the council is missing for some sub-areas. The aim through this is to allow more access to green areas and activating the existing green areas.

The third phase focuses on developing the green spine in which the economic opportunities will slowly merge together within the site.



Study drawings/sketches

Master plan



Exploring different scales of buildings on the highway

Before Rosengard Centrum

This clip from Google Maps illustrates the existing buildings of Rosengard with the proposed developments on the highway of Amiralsgatan. This view is before the Rosengard Centrum.



Proposed developments.

After Rosengard Centrum

This clip from Google Maps illustrates the existing buildings of Rosengard with the proposed developments on the highway of Amiralsgatan. This view is after the Rosengard Centrum.

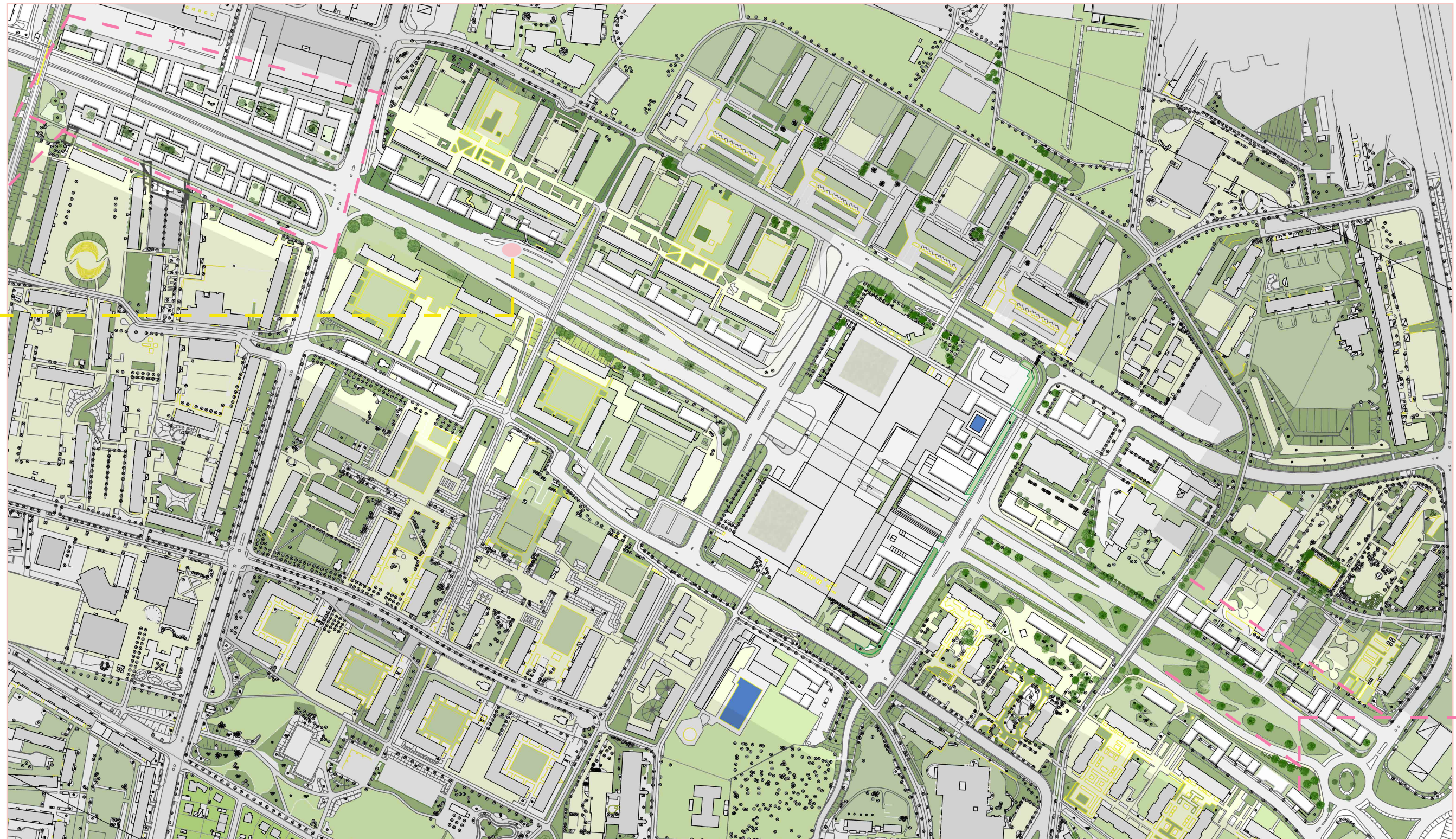


Proposed developments.

Master plan- Activating street life with walkable areas and mixed-used functions.

Mixed-use residential
Attractive street life with cafes

New bus station



Mixed-use residential
Attractive street life with cafes



Visualization - Street life
Activating street life with different functions like cafes, walkways.



Visualization
Residential housing with retail and other functions like offices and cafes on ground floor.



Sections

Pre-interventions highway section



Sections

Post interventions :Housing + mixed-use sections



Mixed development (shopping, cafes) + housing + inner park area

Main highway

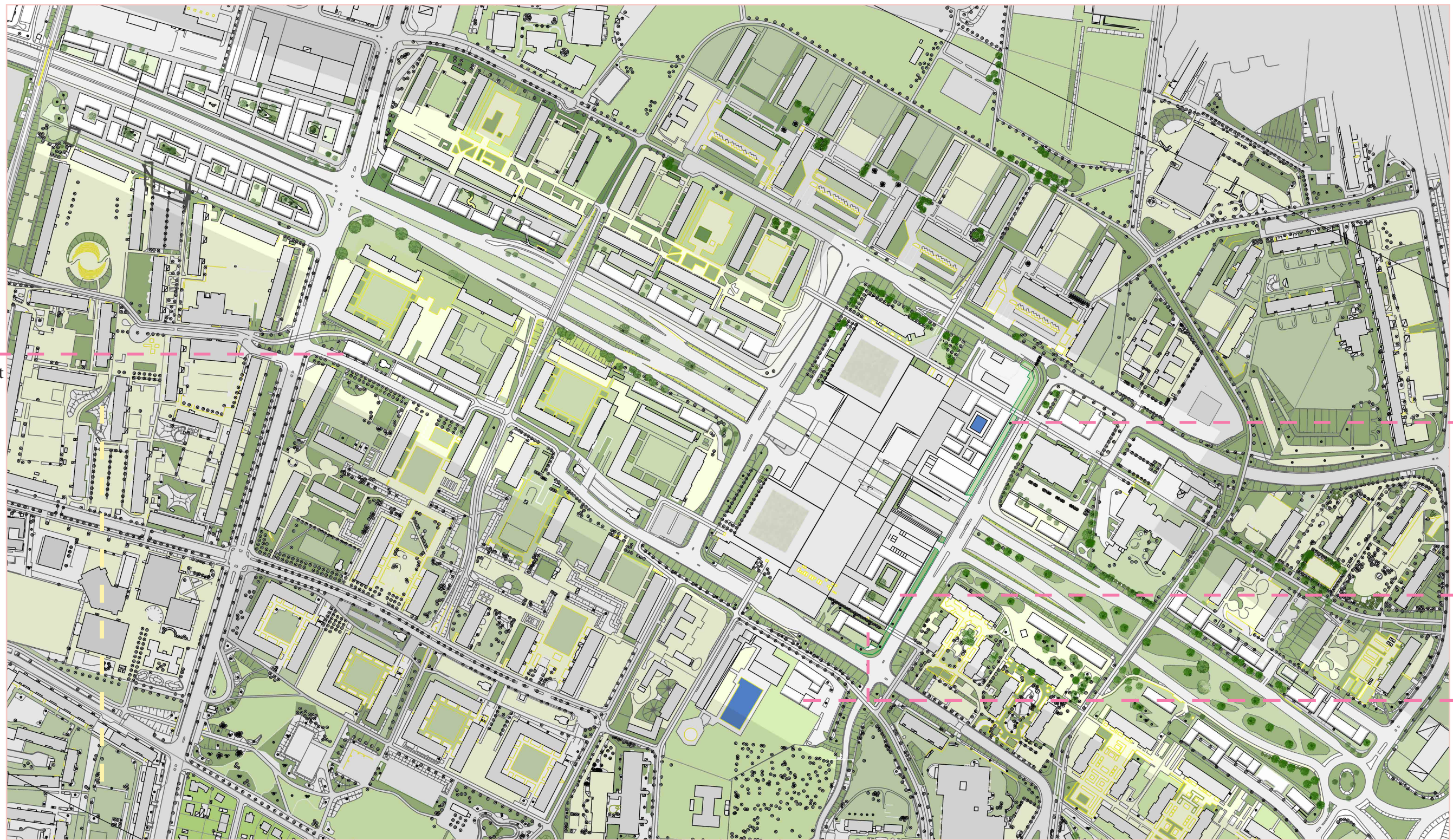
Mixed development (offices, cafes) + housing + inner park area



PHASE 2
Activation of activity hubs.

Master plan-
Developing
activity function
ares.
Plazas and Art
hub. Activat'ng
existing green
areas.

mixed-use
Retail shopping street



Plazas and
commercial areas

Art hub

Additional in-door
sports activities



Visualization - Public Plaza

Attractive plaza for the residents living and to also attract people from the rest of Malmo.



Visualization - Art Hub

An art institute is a centralized space for artists to come together to share resources, learn skills, serve community needs, and make art.

The Art hub empowers artists and the organizations that support them to work in a creative and lively workspace, where people living in the district can join as well attracting people who live in other parts of Malmo.



Sections
existing buildings section



Existing building

Mixed development (shopping ,
offices) + housing + inner park area

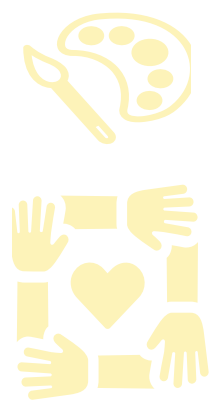
Main highway with green area

Mixed development (cafes ,
offices) + housing + inner park area

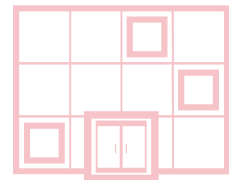
Zoom-in.






Art Hub



Active Plaza



-  — The zoom- in illustrates the funtion areas within the proposal.
-  — As part of Urban regeneration process and creating a multicultural community, the main function hubs are placed in the area where once was a large parking lot.
-  —

Active Plaza:

The active plaza area will consist of retail shopping stores and cafes for people to access. It contains an attractive outdoor plaza consisting of a water fountain and seating area around. The water feature works also as a collective space for when it rains.

Art Hub:

An area for expression of Art. It consists of artistic workshops like sewing, painting, sketching, learning musical instruments. It consists of a library and cafes as well as an exhibiton showcasing art pieces, for people who just want to grab coffee while checking out the exhibition.

PHASE 3

Activation of temporary car park.

Introduction to car (temporary)free parks.

Temporary car free park is about closing down roads to open public parks on the street so people can benefit from.

A large number of European towns and cities have made part of their centres car-free since the early 1960s. These are often accompanied by car parks on the edge of the pedestrianised zone, and, in the larger cases, park and ride schemes.

It is a way to give back to the people who live in that area as well to promote green spaces for people to use. It can also be used to enhance the amount of shopping and other business activities in the area and/or to improve the attractiveness of the local environment in terms of aesthetics, air pollution, noise pollution and crashes involving motor vehicle with pedestrians.

History of car free zones.

In the Netherlands, Rotterdam's city center was almost completely destroyed by German bombing in 1940. The city decided to build a central shopping street, for pedestrians only, the Lijnbaan. This served as a model for many other such streets in the early post-World War II era, such as Warsaw, Poland and the UK's first pedestrianised shopping precinct in Stevenage in 1959. Rotterdam has since expanded the pedestrian zone to other streets.

To understand car parks more this, case studies have been studied in which countries that have adapted this type of intervention in their cities.



Location:
Copenhagen, Denmark

Central Copenhagen is one of the oldest and largest: it was converted from car traffic into a pedestrian zone in 1962 as an experiment, and is centered on Strøget, which is not a single street but a series of interconnected avenues which create a very large pedestrian zone, although it is crossed in places by streets with vehicular traffic. Most of these zones allow delivery trucks to service the businesses there during the early morning, and street-cleaning vehicles will usually go through these streets after most shops have closed for the night. It has grown in size from 15,800 square metres (3.9 acres) in 1962 to 95,750 square metres (23.66 acres) in 1996.

Strøget was converted to a pedestrian zone on 17 November 1962 when cars were beginning to dominate Copenhagen's old central streets.

Inspired by a number of new pedestrian streets created in Germany after the war, during the 1950s the street had closed to traffic for some of days at Christmas. The 1962 closure was initially a temporary trial, but the change was made permanent in 1964, and the road has remained closed since. Architect Jan Gehl studied the new pedestrian area starting in 1962.



Location: Ghent, Belgium

Creating a living street is a huge opportunity to strengthen the social cohesion” says Gysels and Deschamps from Lab of Troy, a “creative lab” for urban solutions.

The fact that the inhabitants can use their streets as parks leads to much more intense contact and often becomes the start of new engagements. Furthermore it inspired them to experiment with different means of transportation within the city. With this experiment the people of Ghent want to see if a different use of the streets could make life in the city better and more sustainable.

Conclusions:

These case studies prove that these temporary car parks can work and in some cases there are possibilities of turning them into permanent places. They have a positive effects on the residents of the city as well environmental effects.





Benefits of temporary car free park in Amiralsgatan.

- Rosengard is heavily vehicle oriented. It will help promote walking and bicycling over public transportation and private vehicles, that will help in creating more sustainable communities.

-It will help reduce the noise pollution of the motor way.

-It will be an active place for meet up for people

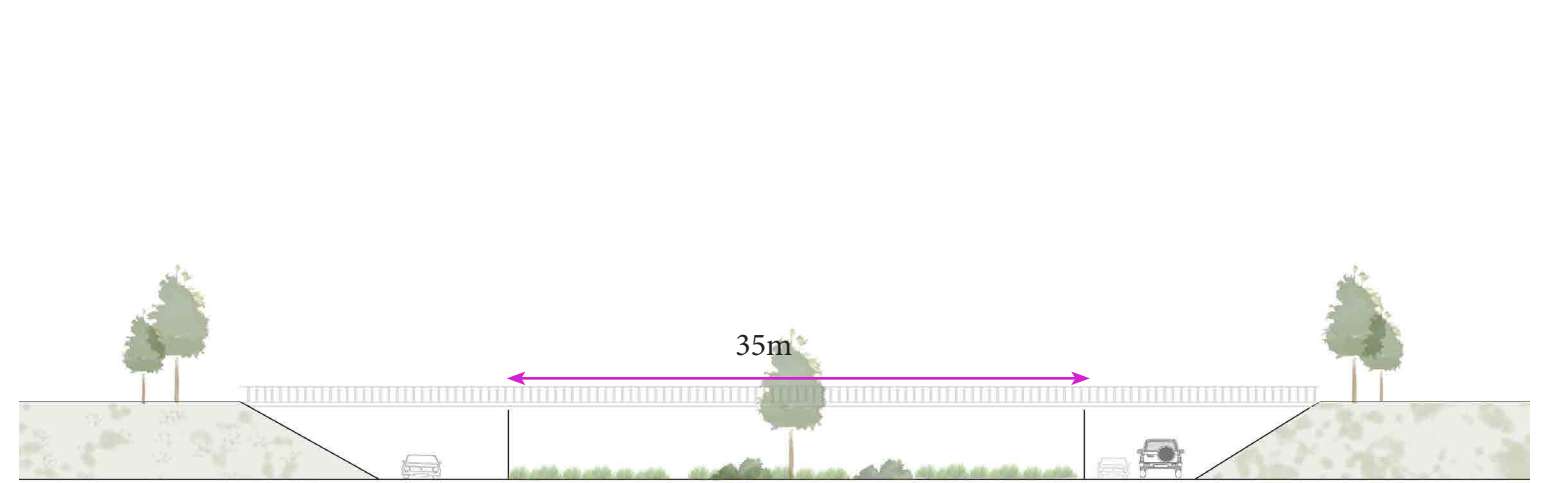
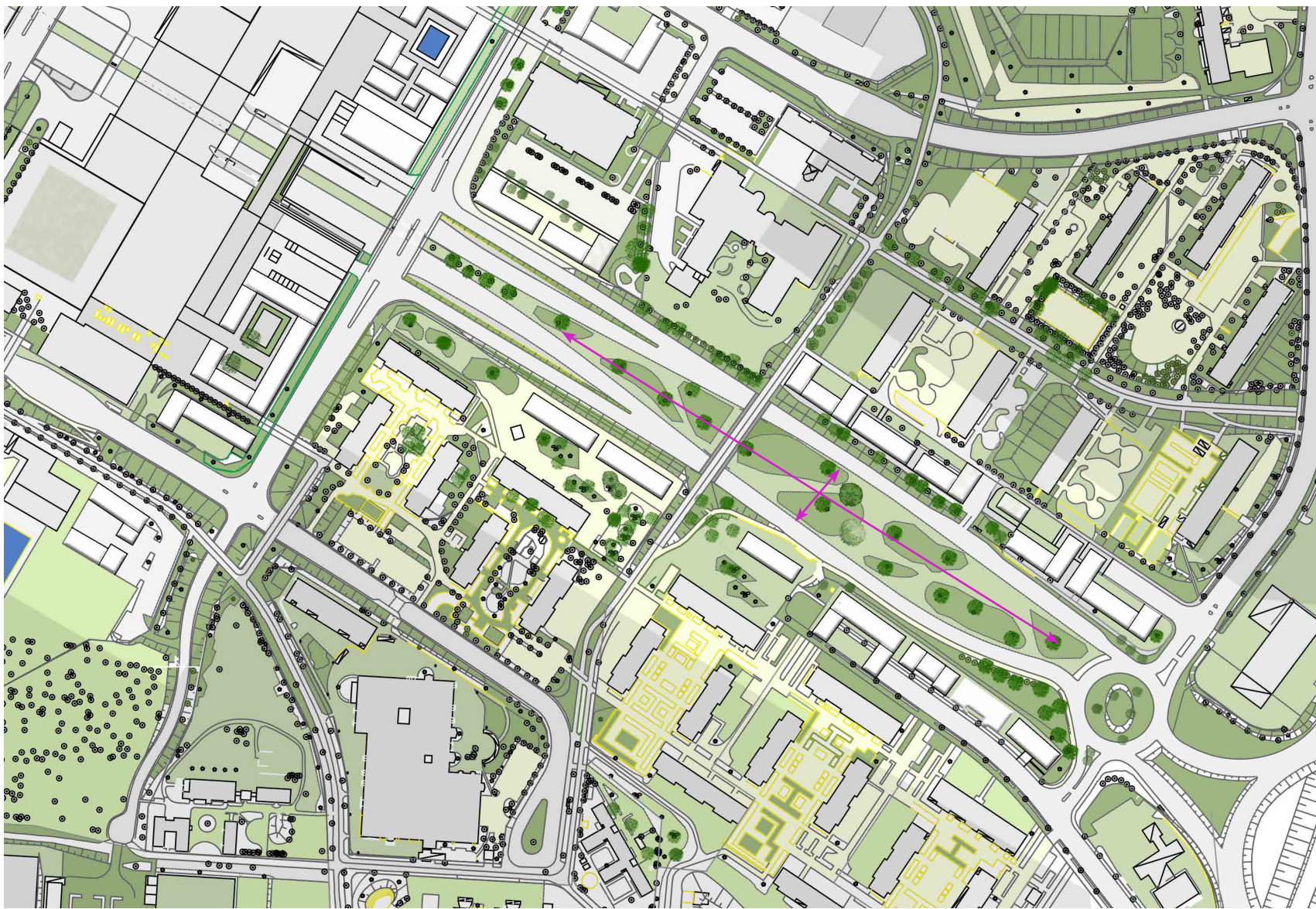
-there is a big green area in the middle of the highway that is filled with lush greens but not used and could be dangerous to access on to-days conditions.

- There are existing green hills on each side of the road that can be activated and used as green space when making the temporary park.

- The park would be opened to the public on the weekends as it the highway has the least traffic during those days.



The park location:



Snapshots from Google Maps
Green areas in the middle of highway



Leftover Urban space / Unused green space:

The unused green areas in the middle of the highway appear to be of a result a left over urban space. These spaces have the potential to become a better functional spaces in the future. There are lush trees and bushes.

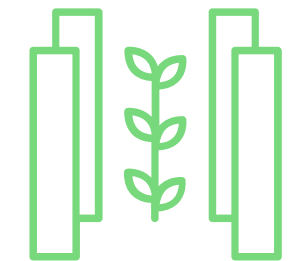
There are ways to access but none goes to that area. It is deemed unsafe, especially at night as it gets dark and there's no lighting in that space. Also, it is in the middle of a highway so the people hesitate about visiting the zone.

Interviews were made with the Rosengard residents to ask if this area is accessible or if anyone visits or uses the green areas. The answer is no and none accesses the area. They would rather just stay in public green areas.

Memorable places form from such spaces. These types of spaces could be vital in revitalizing certain parts of the city and creating an identity for its neighborhood.



View from a cross-over bridge over the highway with the green zone.

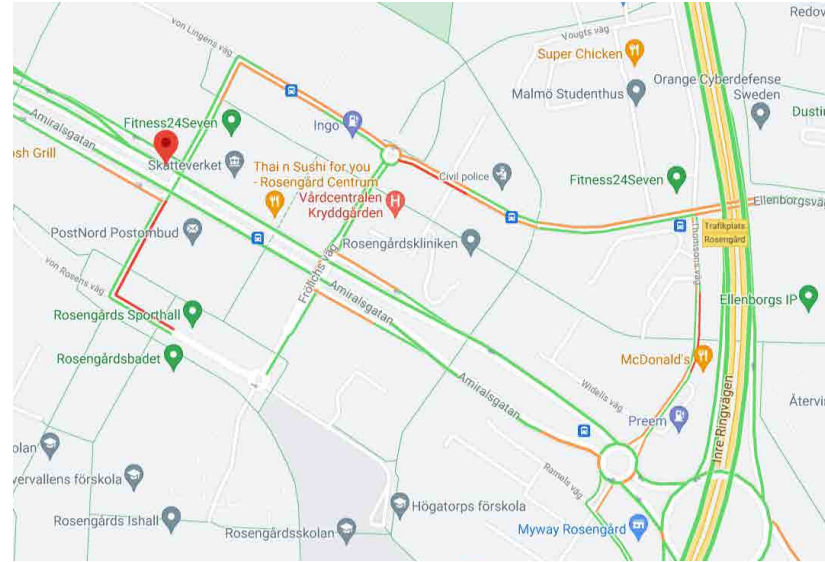


Traffic analysis:

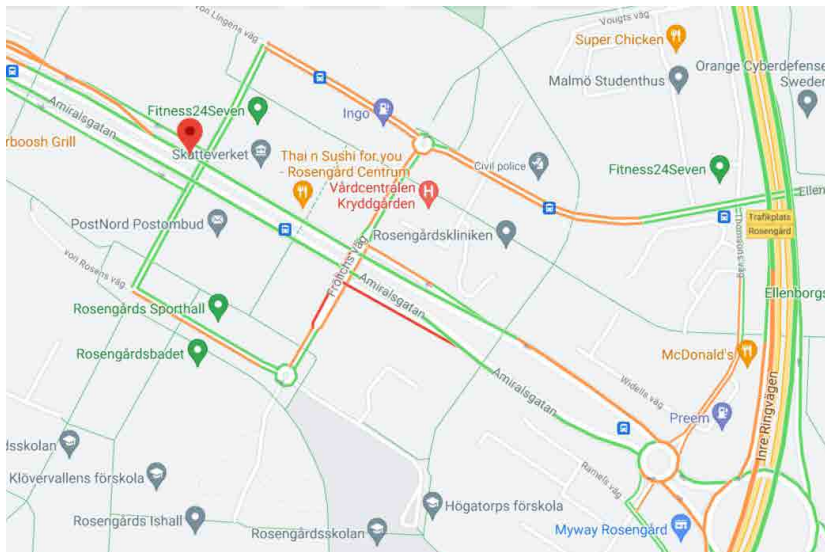
To understand the traffic movement of Amiralsgatan highway, Rosengård, a traffic analysis was made during the week and the weekends to understand traffic flow in the highway.

During the week:

Typical Monday around early afternoon
13:00



Typical Thursday around early afternoon
13:00

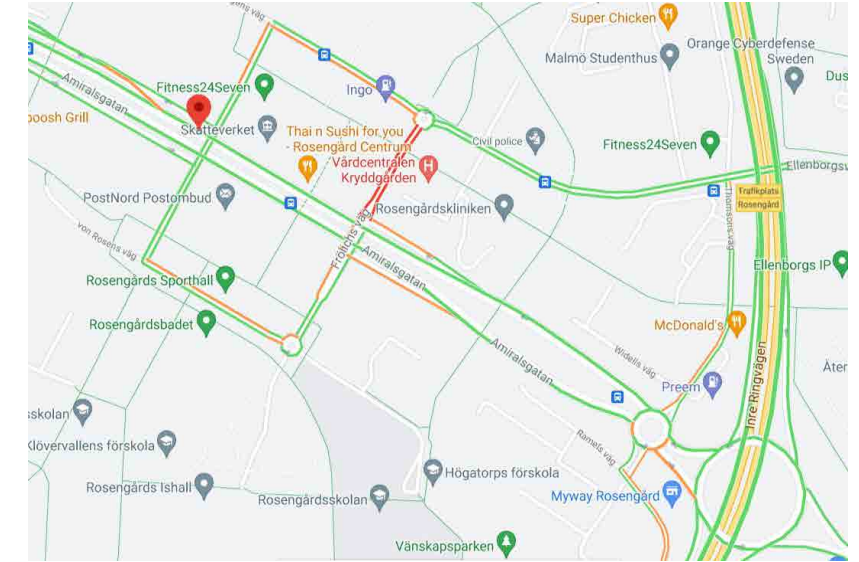


Conclusion: Analysis illustrates that the most traffic is during the week.

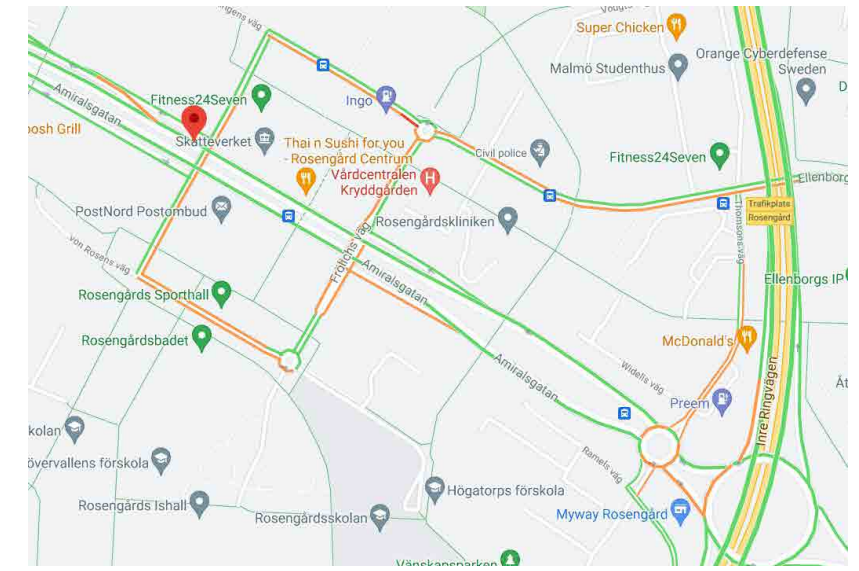
Traffic analysis:

During the weekend:

Typical Saturday around early afternoon
13:00

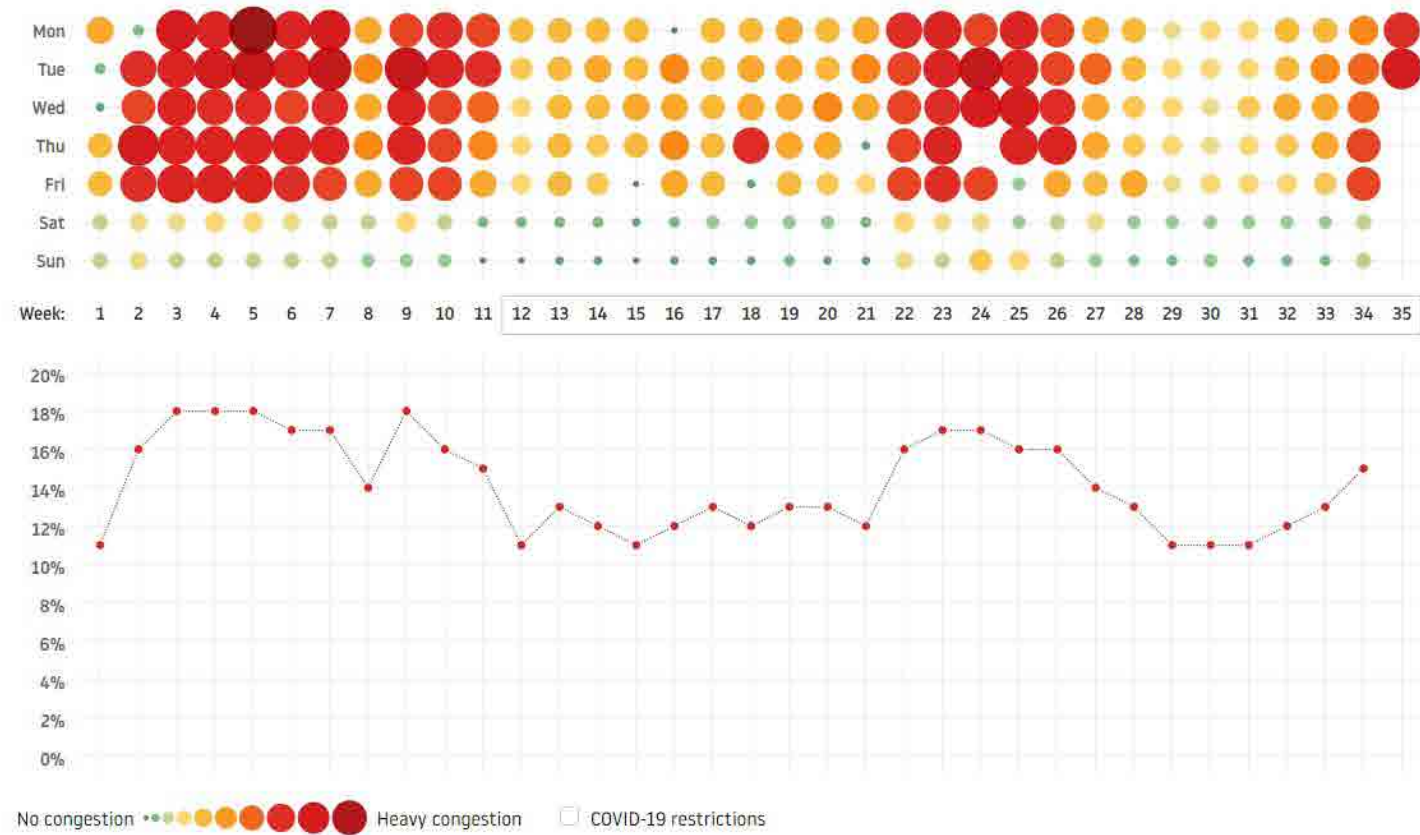


Typical Sunday around early afternoon
13:00



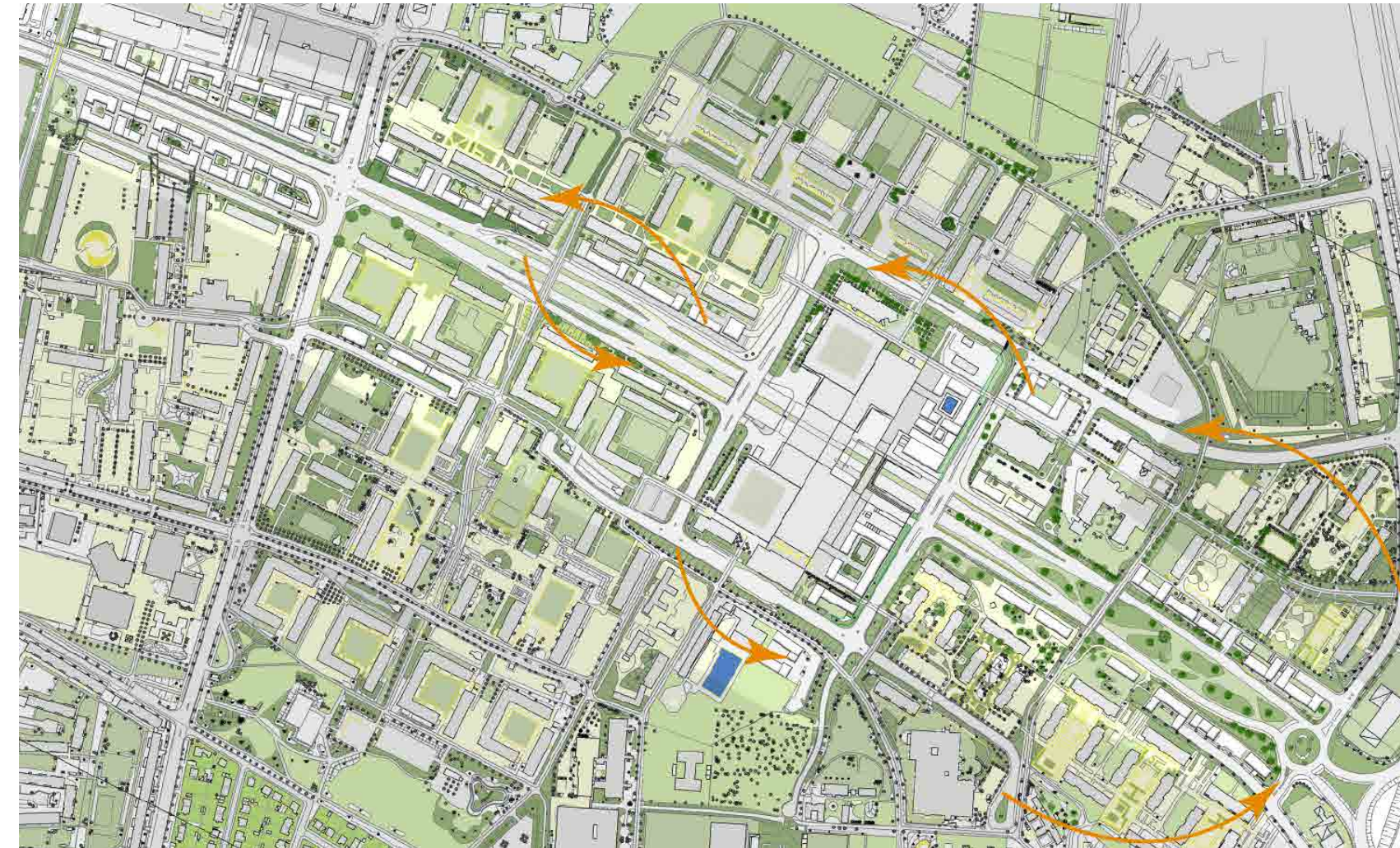
Conclusion: Analysis illustrates that less traffic is on weekends.

Overall traffic data of Malmo:



The table explains that Malmo's traffic flow is heavier on the week then on weekends.

Potential temporary roads for car movement when the park is active.



Section showing the new proposal with the temporary intervention (car free park)

The park would be having activities like seasonal carnivals and it would be a highlight of the area



Existing building

Mixed development (shopping, offices) + housing + inner park area

Temporary car-free park

Mixed development (cafes, offices) + housing + inner park area

Visualization for temporary car free park.



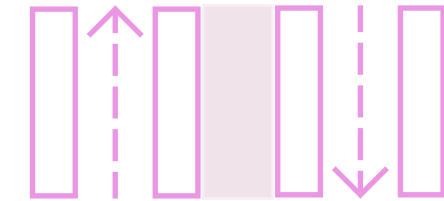
- — Advantages:
 - Making use of abandoned green spaces
- —
 - It can host seasonal activities during summer seasons, could be also for winter seasons
- △ —
 - The design is more for people then for cars.



Potential future plan.

Potential future plan. Year 2050

Amiralsgatan is known for its highway, in the future, the proposal can help in changing the character of the highway and transform it into streets that consist of 2 lanes in each direction. This will completely transform the character of the highway to make it people more people friendly rather than car oriented.



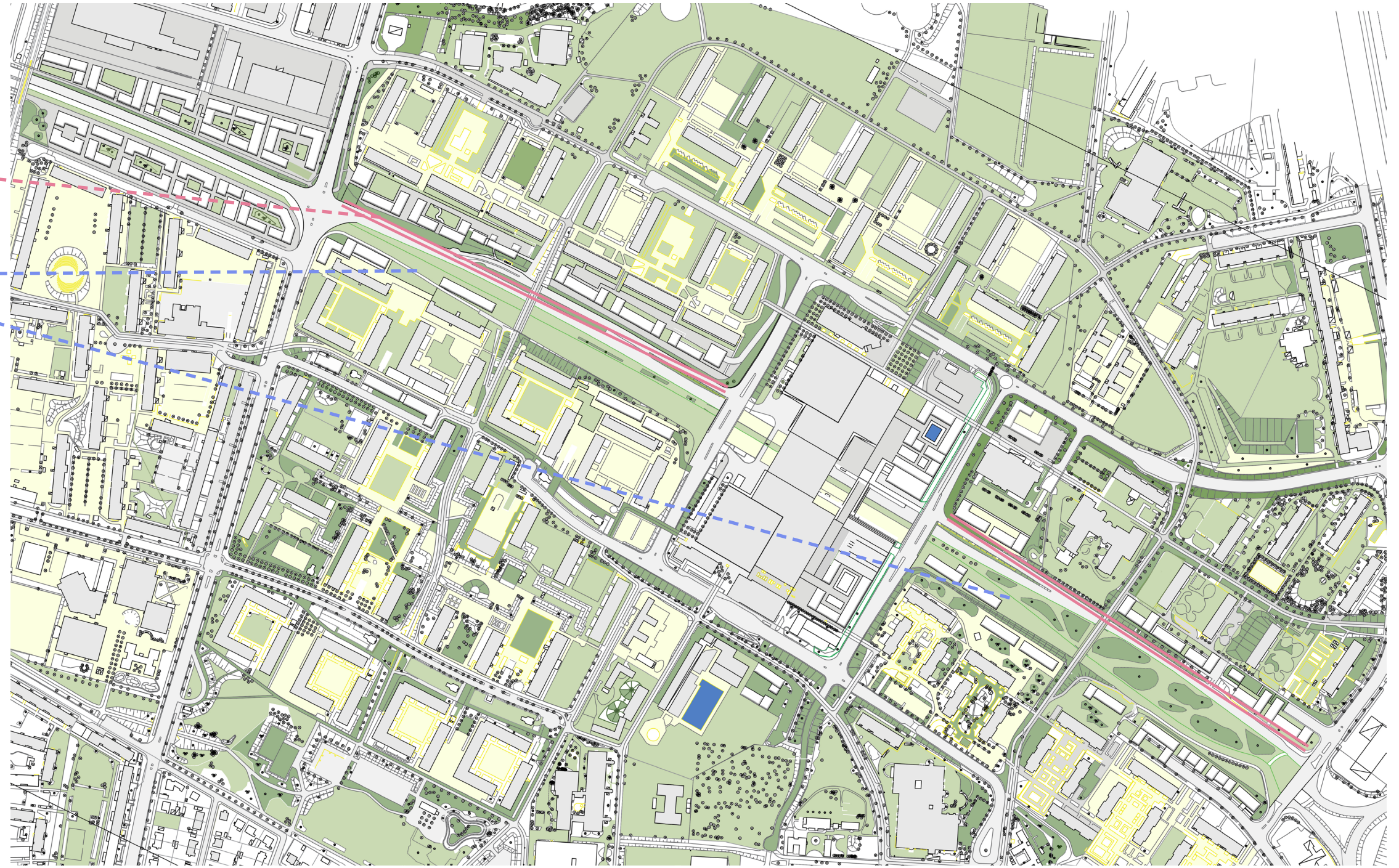
This the concept sketch of the potential future plan of the highway transforming into smaller scale street, bringing more green areas in. Making it more people friendly rather than vehicular.



Master plan: Potential future plan. Year 2050

Closing streets and making it only vehicular street.

Potential for more outdoors activities or future developments.



CONCLUSIONS & REFLECTIONS

Conclusions.

This project was inspired by making a place in which people from all types of backgrounds, age etc. can come and live together to form a thriving, multicultural community. On a global scale people are moving to more diverse, multicultural cities where they can learn about different outlooks on life. By integrating people of different backgrounds the barriers automatically minimize. Diversity and multiculturalism are thought to enrich societies and broaden horizons. A multi-ethnic and multicultural society can bring many benefits, but can also be perceived as a threat.

Malmo city is known for its multicultural society so in order to connect Rosengard to the rest of Malmo, a multicultural community needs to be developed in the area. A multicultural society would be composed of people from different ethnic backgrounds and cultures living and working together. In society when people from different backgrounds link with each other's culture shows the acceptance of each other's culture and background.

To help in making this possible, urban regeneration process was necessary for this process, to develop new programs and reactivate the site so that people become involved.

Multiculturalism is seen by its supporters as a fairer system that allows people to truly express who they are within a society, that is more tolerant and that adapts better to social issues. They argue that culture is not one definable thing based on one race or religion, but rather the result of multiple factors that change as the world changes.

Its important to make change in an area that is old and not changing in, to make it thrive , urbn generation was needed for this to be possible.

With the highway present and other important landmarks it was possible for this design to take place.

Reflections.

I have enjoyed working on this project. The site is an interesting place to work on due to its strong identity, historical background and location.

There is a lot to consider when working on such a sensitive site. Keeping in mind, the changes made should not make people living in Rosengard to move away but rather attract people to come and live in Rosengard.

Coming from a multi-cultural background myself and as an Architect, it was helpful to develop the possibilities of this place to become inclusive and merge with the rest of Malmo.

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School of Architecture

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Author: Sara Ebrahimi
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