THE METAMORPHOSIS OF RINGÖN.
A gentle development towards the future.

Master's thesis in Architecture and Urban Design
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Ringön is an industrial area close to the city centre of Gothenburg located on the northern riverbank of the Göta Älv on Hisingen. Most of the area is owned by the municipality and the vast majority of the leasehold contracts for the single properties will end by 2025.

The main purpose of this thesis is to show possibilities for a gentle development and revitalisation as well as the opening of this industrial area for the public based on the synergy of four main aspects: inventory, preservation, development and supplement.

The inventory (current state) consists of a building structure with exciting but fenced spaces in between, large and widely traversed halls and a functioning social network between building owners, entrepreneurs and employees. The strategy involves the preservation of certain parts like e.g. the original buildings of the 1950s but also businesses with customer traffic, development refers to changes of functions, spaces or structures of existing elements and supplement describes additionally required elements that the area is missing.

The thesis finalises with the synergy of these aspects and a concrete design for a temporary art centre functioning as a catalyst for a future development. The design shows possibilities how different new spaces within, around and between the existing building structure can be created and connected by using basic architectural elements like selective, linear and planar elements in different constellations and configurations. Other e.g. flexible elements provide transformable space.

The conclusion of this thesis is that Ringön offers a great variety of indoor and outdoor spaces which can easily be transformed into new functions other than for industrial use. Small impulse projects can be the impact for a further gentle development attracting other uses that establish further on.

The report is written in English.

Keywords: Ringön, metAMORPHosis, urban planning

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ABSTRACT
Gothenburg is changing. Nowhere else it is more conspicuous than in the development area called the RiverCity Gothenburg (Centralsäten Alstaden in Sweden). Ringön is an industrial area close to the city centre of Gothenburg, located on the northern riverbank of the Göta Älv (that nowadays is outsourcing to the new harbour of Arendal) huge areas became available for the city’s development and planning. An important question is how to deal with the industrial remains of the harbour era with their industrial remains of the harbour era with their buildings and open spaces. Are the industrial objects and buildings a burden for the development that needs to be displaced or can it be seen as a useful resource and basis for future development?

In 2010 the municipality of Gothenburg decided that the central part of the city on both sides along the riv-. er needs to be developed. Therefore the project group (Centralsäten Alstaden) was founded to acquire a vision as well as a strategy for the future development of the area including the historical City Centre (Rådstuga Säden), Central Station district (Centralen Domstol), Ollebergsvägen, Solna-Alberoom, Lindholmen, Frichamnen, Ringön and Backplan (Centralsäten Alstaden, webdev).

The main purpose of this thesis is to show possi-bilities for a gentle development and revitalisation of Ringön as well as the opening of this industrial area for the public by demonstrating alternatives on how various places and projects could function as cata- lysts for a future development towards the future.

The concept of the final proposal for the development of Ringön is based on the preservation of the structu-ral and social coherences due to the encountered identity and building heritage complemented through structural and programmatic elements. The concept is based on a bottom-up strategy. Although there is a wide and public discussion about the ongoing planning and development in most of the areas of the RiverCity, Ringön is quite excluded from this discussion due to its current situation as an active industrial area and that other parts of the RiverCity have priority in the process. Another rel-. evant and important fact about Ringön is that most of the area is owned by the municipality and the vast majority of the leasehold contracts for the single properties will end by 2025.

The strategy and exploration of this thesis is di-. vided in six basic parts which are named CONTEXT, INVENTORY, PRESERVATION, DEVELOPMENT, SUPPLEMENT and SYNERGY. The inventory (current state) consists of a building structure with existing but fenced spaces in between, large and widely traversed halls and a functioning social network between building owners, entrepre-neurs and employees. The strategy involves the pres-. ervation of certain parts like e.g. the original build- ings of the 1950s but also businesses with customer traffic, development refers to changes of functions, spaces or structures of existing elements and sup-plement describes additionally required elements that the area is missing.

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The conclusion of this thesis is that Ringön offers a great variety of indoor and outdoor spaces which can be transformed into new functions other than for industrial use. Small impulsive projects can be the impact for a further gentle development attracting other uses that might establish further on.

The overall goals are a sustainable development, the maintenance of the existing, strengthening the com-
munity, activation of the area and accessibility for the public.

MAIN QUESTION AND OBJECTIVES

This thesis follows two main questions. The first question refers to the urban development of the whole district area and investigates possible impact points from which further a development can spread.

HOW COULD AN URBAN STRATEGY LOOK LIKE TO ENABLE RINGÖN A GENTLE DEVELOPMENT?

The second question refers to a specific site within Ringön and what can be done starting today.

HOW CAN ARCHITECTURE CREATE NEW SPACES WITHIN THE EXISTING (BUILDING) STRUCTURE OF RINGÖN?

BACKGROUND

The discussion on how the RiverCity could be devel-oped in the future is in full swing and one of the major topics in Gothenburg. Great efforts are made to push the process including public discussions and work-shops. In recent intervals new ideas and proposals from all sides are presented in the various media. It is striking that many of the proposals are posed by a fundamental redevelopment of the single areas without considering the existing structures. This ap-proach makes sense in case of undeveloped areas being used as factory premises with large outdoor storage spaces like in Frichamnen, large parking ar-eas like in Söderhamn Alberoom with the ferry termi-nal or the railway yard of the Central Station district. Often these proposals appear as arbitrarily building blocks of high density reduced to a monotonous un-supervised cubic capacity.

In Ringön there is a different initial situation. As we will see later on, Ringön has a grown and established infrastructure and the area is still in use. In my opin-ion there is a lack in the previous discussion focusing on the existing values of Ringön and how these values can be used and preserved for the future.

METHOD

The first step of gathering information about the development of the RiverCity and in specific about Ringön was an intensive search about literature, publications, reports, plans and drawings, etc.

The main sources of the research have been the daily newspapers, online searches, the library, the town hall of Gothenburg and the archive of the City Planning Authority (Sjöbyggnadskontoret), the Museum of Gothenburg (Stadsmuseum) and the Åkroken (a temporary pavilion showing the hole development process of the RiverCity) as well as per-sonal conversations with local actors and stakeholder- ers within Ringön.

In parallel to the literature study recurring study visits in Ringön have been made. This was helpful in order to group and understand the area due to the atmosphere and getting to know the people that are involved in the area.

An important part in the design process was my ac-tive participation at the art festival Hall of Fame at Ringöns art gallery Jättenhal where the main ele-ments of the thesis’ project work were developed and exhibited.

DELIMITATIONS

The complexity of an urban planning process and the large number of decision makers involved in this process as well as the large variety of possibilities on how Ringön could develop in the future exceeds the frame of this thesis by far. Therefore some aspects seeming to be crucial (in my opinion) are pointed out and enhanced due to my personal conviction and experience. It is not the concern of this thesis to de-velop a complete (master) plan for the development of Ringön. It is rather an attempt to analyse the con-. ditional conditions of Ringön and based on this analysis to show possibilities that could function as a starting point and inspiration within the discussion of a future development of Ringön.

The primary aim of this thesis is to make people think differentiated and to encourage them to develop their own ideas.

The thesis finalises with the synergy of these aspects and a concrete design within three existing build- ings. The design shows possibilities on how different new spaces within, around and between the existing building structure can be created and connected by using basic architectural elements like selection, lin-. ear and planar elements in different constellations and configurations. Others, e.g. flexible elements, provide transformative space.

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The concept of this thesis, denoted as "the PHosis of Ringön", proposes the transformation of Ringön from its current state as an industrial area to a multifunctional, public, non-profit and commercial use and open spaces. This transformation is suggested through a bottom-up strategy instead of a top-down strategy providing a gentle and sustainable development of Ringön toward the future. The idea behind this approach is that a temporary use can attract other uses and to assign changing or new functions and uses. A temporary conversion having a potential to function as a catalyst for a future development of Ringön. The starting point of the suggested development are single actors. This would generate know-how and expertise for the municipality and could be adapted to other localities. However, in case of Ringön, it is proposed to make a leap in the development process back to the building and places level. With the Comprehensive Plan for Gothenburg (Översiktsplan for Gothenburg Övervägande), the city is thus subdivided in various departments and associations that are detailing the local development sub-systems. The lowest sub-system represents the investor or building company who executes the decisions. Each sub-system refers thereby to the upper systems and considers the higher directives. To specify this concept some terms have to be delimited in advance. A top-down strategy in general is meant to be a systemic approach that breaks down from a superstructure to various sub-systems. In case of a planning directives and level and adopted to the current situation of the majority of the urban planning projects of Gothenburg, the state is on top formulating a superstructure, the national level. The sub-system is the county formulating a regional development followed by the municipality as the second sub-system formulating a local development. These directives are outlined in the Comprehensive Plan for Gothenburg (Översiktsplan för Göteborgsregionen). The city is thus subdivided in various departments and associations that are detailing the local development sub-systems. The lowest sub-system represents the investor or building company who executes the decisions. Each sub-system refers thereby to the upper systems and considers the higher directives. Adopted to a city planning level this is equal with the national objectives and headline targets are defined for the district level. This is the stage in the developing process where the bottom-up strategy comes into play integrating the existing, available resources and starting a process from the inside. The bottom-up strategy serves as a useful tool to involve the local stakeholders as well as public persons (e.g. artists, inhabitants) as an active part not only with their opinion in public surveys but also as decision makers within the existing directives. The concept of a bottom-up strategy uses the possibilities in and resources of Ringön while the top-down strategy defines the general framework. Starting point of the suggested development are single pre-existing elements within Ringön being suitable to a temporary conversion having a potential to function as a catalyst for a future development of Ringön. The first step is to identify the local stakeholders, building and places and to assess changing or new functions to them due to altering circumstances. starings of the discussed development are single pre-existing elements within Ringön being suitable to a temporary conversion having a potential to function as a catalyst for a future development of Ringön. The first step is to identify the local stakeholders, buildings and places and to assess changing or new functions to them due to altering circumstances. The idea behind this approach is that a temporary use provides an impulsive to impact a development that is extended further on and becomes a permanent use. A temporary use can also attract other uses of the same or other sort that may establish later on. In this entire process time is a crucial factor but it offers the possibility of a gentle development for Ringön to grow from inside considering the identity of Ringön, the historical heritage, the current building structure with its existing built forced spaces in between, the buildings themselves as well as the social structure. Ringön is an established active industrial area. This transformation is based on a bottom-up strategy instead of a top-down strategy providing a gentle and sustainable development of Ringön toward the future. The concept of this thesis is oriented towards a bottom-up strategy in a manner that the specific buildings and places of Ringön, with its local conditions and individual elements as well as the local stakeholders, form the basis for a superior development and therefore are specified in great detail. The neighborhood is thus a logical consequence of the coordination and merging of those basic elements. Each added or changed element can be considered their catalyzing project initiating a corresponding process. The development of Ringön toward the future means that many people like employees, private and business customers, businessmen or suppliers as well as business owners, property owners and lease holders are involved in the area. In the meanwhile, apart from an industrial purpose, musicians, artists, some in official residents and inhabitants on residential boats can be found in the area. There is a wide range of different businesses, services and companies, restaurants, an animal hospital or a second-hand shop run by the church of Sankta that are located in Ringön. All these local stakeholders have a strong interest in the development of Ringön and are willing to participate in the process as well as to invest in their future. Advantages of a gentle development The biggest advantage for the municipality is to use Ringön as a kind of test site for a certain period of time, at least for the next 20 years, to pursue new ways in the strategy of transforming an industrial area gently into a post-industrial district of the city involving and closely working together with the local actors. This would generate know-how and expertise for the municipality and could be adapted to other industrial areas or areas that are in need to be developed. On the other hand people become active participants as decision makers with a stake in the future. In Ringön there is already an existing building stock which means that new buildings have to be built in the short-term and therefore no financing for new buildings is needed. Investments are limited on reno- vations, conversion and expansion. The variety of halls provides diverse and flexible spaces inside Ringön side. The demolition of the existing buildings would mean ignoring their potential. From a sustainable point of view also a recklessness [Otto et al., 2009]. Last but not least it is a matter of heritage and re- membering the city’s history and building culture, but also of working traditions and individual stories that will be preserved and uphold for the future. This results in further opportunities like e.g. the city mar- keting or tourism.
The concept of this thesis is to follow a bottom-up strategy instead of a top-down strategy. This graphic shows and compares these two opposing strategies and points out at which point the intervention between the strategies might proceed.
Urban planning strategies involve a great number of stakeholders and different institutions (fig. 4), including an elaborate coordination and temporizing planning (Bürgli Nägli Rechtsanwälte, website). That means all those stakeholders with their professional expertise should be part of the discussion and process in order to avoid misplanning and to provide for all contingencies. Centrala Älvstaden as the municipal institution guiding the development of the RiverCity is already involving many of these experts and is in a close dialogue with other associations, for example the River Bank Development INC. (Älvstranden Utsikt), Mistra Urban Futures, the urban owners (Ringöns Fastighetsägarförening) and many others. It can be stated that Centrala Älvstaden is closely related to the concept called governance.

“Governance is the enabling environment that re- dresses and conducts research with the re-development of brownfields. Furthermore, the strategy of this thesis is influenced by the concept of inner city re-development. Within the European Union, there is a broad number of institutions and organizations as well as funding that address and conduct research with the re-development of brownfields. Brownfield sites are sites that have been affected by the former uses of the site and surrounding area, are derelict or underused, may have real or perceived contamination problems, are mainly in developed urban areas and require intervention to bring them back to beneficial use.” (EUGRIS). Other definitions of brownfield re-development can in parts be adopted from those definitions, the concepts and strategies of brownfield re-development can in parts be adopted for and involved in the development process of Ringön.

In summary it can be stated that the main goals of brownfield re-development adapted to the situation of Ringön are changes in the use of the area as well as the creation of values, diversity and density. As a result, Ringön will be activated as a mixed city district and be more attractive for the common public. Starting the process towards a post-industrial area the changes in the use of Ringön apart from a pure industrial use might be temporary uses, private or personal uses, non-profit uses and other economic uses. The different uses are connected to certain terms of use that need to be discussed and legally stated both in a short-term and a long-term perspective. It is important that the types of uses are clearly determined and that the pattern of utilization will be developed together with the local stakeholders. Furthermore questions like the right of use, the utilization of resources as well as the degree of building coverage, the density of built use and the level of built development have to be specified in advance in order to provide security for future investments. To put a concrete planning process in motion the general land-use type and specific land-use type has to be finalized and encroachments on the exercised uses need to be possible. The creation of economical, ecological, social and cultural values is one of the basic requirements to raise Ringön’s reputation and for a sustainable development. Measuring the economical values and the support of small-scale businesses will lead to higher tax revenues, income and more employment.

Ecological values like recreation, health and protection generate a counter part to the commercial use and improve the physical and mental sense of well-being. Therefore the recovery of green space is an important issue.

Social values like public spaces, social integration, welfare and justice break down social barriers and segregation. It is a matter of bringing people together and offering opportunities to meet. The creation of cultural values like expression and education promote knowledge and the (intellectual) exchange of ideas represents an important orientation for the society and is also promoting the integration of various cultural groups.

The improvement of the hard and soft location factors will moreover increase the attractiveness and quality of Ringön as an enterprise location. In order to accomplish a mixed use area the creation of diversity affects the number of uses and functions within the area for various social and cultural groups and generations, the amount of places and implemented buildings as well as economical and ecological diversity. Urban life mainly works as a result of this diversity and the possibilities an area offers to eclectic demographic groups. Density is not necessarily related to a high building density. The creation of density is rather a question of increasing the number of social facilities, services or retail as well as culture and leisure activities. The manifoldness the programme, the more people will be involved in the development and the more people will be attracted to the site. Furthermore, this will lead to a higher grade of economical, ecological and social sustainability and a higher grade of resilience.

Density is also a matter of concentration and short distances.

Making this strategy successful, certain requirements have to be fulfilled. The most important one appears to be a sufficiently strong political will as here the most influential decision makers are represented. Secondly, the support by and the cooperation with the municipality is a crucial necessity. The strategy and process needs to be transparent and public.

On a planning level and in regard to investments, certain securities have to be guaranteed in order to gain willingness and risk-taking of the local stakeholders or others willing to invest. This includes securities in the planning process (withdrawal, time schedule, financing) as well as start-up funding), building permissions, sanitation, environment protection and durability.

Of course, there are also impediments connected to this strategy. The high risk for investments, lacking of financing and uncertainties of the structural quality of the area (and reputation), contamination and pollutant burdens as well as lobbying and capitalistic interests eliminating smaller competitors have to be taken into account.

The macro location factors of Ringön like the growing population and the expanding economy of Gothenburg as well as the micro location factors like the connection to the public transport and to the transregional highways, the accessibility to the river Göta Älv, the close distance to the inner city and the promotionally effective visibility of Ringön constitute an outstanding point of departure for the future development.
The influence of national interests and the comparison on the Göta Älv will be addressed. The categories CONTEXT, referring to the macro location of Ringön, and INVENTORY, referring to the micro location, are parts of the research introducing and epitomising the pre-existing elements of Ringön and its interrelation to the surrounding. The categories PRESERVATION, DEVELOPMENT and SUPPLEMENT are parts of research for design identifying basic principles and offering ideas for a future development. Last but not least concludes the category SYNERGY with a specific project on the site with a proposal. The method for the last step is based on research by design.

The Comprehensive Plan and the Vision for Älvstaden build the framework of the superior development of the Riverside of Gothenburg. The strategy of this thesis intervenes on a district level. Once the direction of the superior development is clearly determined in a top-down process this strategy jumps back to the local conditions and individual elements of Ringön to closely examine possibilities on how the superior goals can be achieved through a bottom-up strategy.
This project was introduced at the IFHP World Congress in Gothenburg, which I attended in September 2012. The project was introduced as a case study and Construction Cast Swiishe. It is an excellent example on how a bottom-up strategy used as a tool by the municipality can lead to a sustainable urban development.

1991 the French military left the southern part of the old city of Tübingen. That was the great opportunity for the city to develop a 60-acre strip that used to be an underpriviledged neighborhood. Until that time, the southern part was determined by the following three factors. First, large areas were marked by special uses like the barracks as inaccessible “city within a city”. The freight depot, the large hardware stores and supermarkets, the municipal utilities etc. Second, the State Road 27 connected the southern part of the city to the outer parts, between which there were only a few compacts. And third, the southern part of the city was separated by multiple barriers. The Neckar River, the railway and the highway 28 make the Südstadt popularly as “the Kingdom Come”.

After an urban competition design, the city of Tübingen and the competition winner Lahren drei Architekten together developed a master plan for the new district. Prior to that, they had to create a strong basis for an urban development with urban structures instead of housing estate to satisfy the general demand for new home. It was an economically reasonable way – mixed, fragmented residential spaces.

The legal instrument of the realization was the development of the historically valuable areas and sections of the old building stock (UNESCO, 2007).

Small-scale city houses are the basic type, vertically mixed with apartments on the upper floors and commercial spaces on the ground floor. Furthermore, there are also purely commercial buildings, usually with a higher space requirement or noise emissions have settled. The companies are spread over approximately 50% services, 20% manufacturing and trade, about 10% retail and 20% social and cultural fields, including“Kleinbasar”(“small bakery”) shops, clubs and various private cultural institutions.

Two principles play a major role. First, the creation of a decentralized, neighborhood-oriented and small-scaled structure, and second, the use of private resources. The city invested about 15 million Euros in the neighborhood of the old building stock (UNESCO, 2007, p.383), but the renovation of the historically valuable areas and sections of the old building stock (UNESCO, 2007).

In the beginning of the 20th century the Suzhou River was an important route for the inland water transport as well as for trading and so many businesses and factories established along the river banks. Also huge areas of warehouses emerged by that time. Those areas are mainly characterized by a building style of the 1920s and 1930s (UNESCO, website). Since the reform era in the late 1970s, many companies moved away from the area and the factories and warehouses were left empty and fell into disrepair. By that time the river was highly polluted which made the municipality start a programme in 1992 to clean up the river including the demolition of the old building stock (UNESCO, 2007).

The ambitious efforts of Teng Kun-Yen pursued two aims. On the one hand, the rehabilitation of the historically valuable areas and sections of the old building stock (UNESCO, 2007) for the purposes of preserving the buildings and their substance. His initiative proposing an alternative scenario for developing the area was followed by other creative like artists, photographers or designers who colonized similar properties along the river like “The Red Houses” but which were demolished in the further modernization development despite strong protests. As a consequence of that the dispersed artists gathered at a nearby place that soon became known as the new art district MS01 (Sheng Zhang, 2011). With the help of media and the upcoming public attention, the responsible municipality was caused to rethink their plans concerning the redevelopment of the old industrial area.

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The urban concept provides a dense and fragmented parcelled City block. Almost all old buildings are preserved and converted. The majority of the area is built by private buildings communities planning their own buildings, their own specifications and im- plement. Roads and squares are primarily lined by houses and employees and only second the use of private resources. The city invested about 15 million Euros in the neighborhood of the old building stock (UNESCO, 2007).

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Observing the urban development of Göteborg, a highly recurring phenomenon can be realised. Urban building projects are often executed as big scale projects through a few companies. Often, whole areas are gentrified and redeveloped. As a result of this, those areas are whitewashed from a natural, care- ful and coherent development of the city and appear as manufactured zones within the urban landscape. This is especially obvious on the northern river bank of the river Göta Älv on Hisingen in districts like Erdö, Samnegården, Lindholmen or Nya Kvillebäcken. Huge housing projects have been real- ised which are missing a natural connection to their surrounding.

I have chosen Nya Kvillebäcken as a case study because its development signifies a kind of urban development having a far-reaching impact on its surrounding and commuting area. It is my personal opinion and experience and for me it is a negative example of how development based on monu- ment’s interests can lead to social and structural exclu- sion and segregation.

Nya Kvillebäcken is an area north-east of Ringön that had a certain similarity in its initial situation to Ringön nowadays, even if the situation in Ringön appears to be much better.

The area of Nya Kvillebäcken, which is still un- der construction and was introduced by Gabriella Olshammer (2002) as Gustaf Dalén Area, is bounded by the highly frequented Hjalmar Brantinggatan in the south, Fågelnäcksgatan in the north and Fjärdinggatan in the west. In the east there is the small river Kvillebäcken that flows through a green strip that will be retained as a park and marks the eastern border of the new housing area.

In the following I will name the area Gustaf Dalén Area according to Olshammer but then I will switch to Nya Kvillebäcken to point out the new development as it is already in process.

The Gustaf Dalén Area was known as an “living urban environment with a large mixture of businesses” (Olshammer, 2010, p.79). To give a short historical overview, the area was established in the beginning of the 20th century as an industrial area. According to Helga Holgersson (2014) and Gabriella Olshammer (2010), during the 1930s and 1940s small metalwork- shops and paint factories were located in the area, replaced by service and retail companies in the 1950s while in the 1970s small factories for tin ware and garages were dominant. Another change in the busi- ness landscape took place in the 1960s when a few sec- ond-hand markets, import food stores and then as- sociations took over (Birgersson and Wrigglesworth 1999). Why was that so? Olshammer (2010) explains it by the fact that small businesses, associations and immi- grant organisations were only given one-year con- tracts. The reasons for that were on the one hand that the municipality only accepted time-limited business in the area wanting to leave no hope that they could remain in the area and on the other hand the property developers saw them as a formidable obstacle in de- veloping the area into an exclusive property.

Obviously, the fact, as Olshammer points out, that Wallenstam and NCC, purchased quite a number of properties in the 1980s is a prove that the property developers never had in mind to improve the area for the people living in and using the area but to increase their profits by buying land on favourable prices. This was more or less supported by the municipal- ity not marking “any of the old industry buildings in the area as worth preserving” (Olshammer, 2010, p.79). The circumstance that in the area escalated around 2000 leading to the areas’ byname “Fru Vinagret” (Helga Holgersson, 2014b) within the Gustaf Dalén Area had been displaced.

Displacement

Overall, in a period of three decades as Helena Holgersson (2014b) points out, “no political agree- ment was reached regarding the future of the area” and Gabriella Olshammer (2002) in her conclusion characterized the area “to be a case of a permanent- provisional state”.

Why was that so? Olshammer (2010) explains it by the fact that small businesses, associations and immi- grant organisations were only given one-year con- tracts. The reasons for that were on the one hand that the municipality only accepted time-limited business in the area wanting to leave no hope that they could remain in the area and on the other hand the property developers saw them as a formidable obstacle in de- veloping the area into an exclusive property.

In conclusion it can be said that the Gustaf Dalén Area never really had a chance to develop in a direction that would include the former social networks and communities. A seems that once more the verac- ity for profit has made demands on politics much to the chagrin of a socially sustainable solution.

How does Nya Kvillebäcken appear today after a wide range of buildings have been completed?

For me personally, Nya Kvillebäcken appears like a big squared housing fortress consisting of many tightly packed orthogonal boxes. The streets are developed as pure serving streets with basements mostly for entrances and driveways.

The court yards between the new buildings can mostly only be entered by climbing stairs signifying an exclusion of the public. In fact, one appears kind of suspicious walking through the court yards not being a tenant in the area.

The few spaces for commercial use in the basement corners of some buildings are unrelated to each other, widely spread and small-scaled. There are no more spatial possibilities for other businesses to establish and therefore, the commercial use will be limited to a local supply.

It is hardly probable that Nya Kvillebäcken will be much socialised by a wider demographic group but the residents of Nya Kvillebäcken, Katarina Despotovic and Catharina Thörn have close- ly documented the development of Nya Kvillebäcken scrutinising the process from a sociologically point of view (see Despotovic, Thörn, 2015).
1800-1865
Ringön-Tingstadsvassen was a large reed area.

1870
Start of filling up the Tingstadsvassen with excavated soil.

1874
First bridge to Hisingsbron (swing bridge).

1878
Göteborg buys Tingstadsvassen for 275,000 SEK.
Start of construction of the canal Ringkanalen.

1879
Decision for a new harbour in Tingstadsvassen, Ramos, and 4 harbour basins.

1880
- Lundbyvassen develops besides the bridge ahead of Hisingsbron.
- Göteborg is established.
- Tingstadsvassen gets drained through Ringkanalen.
- Ringön bordered by Ringkanalen and Kvillebäckskanalen.
- Small airport with two aeroplane hangars.
- Canal used for hydroplanes.

1890
- Lundbyvassen develops besides the bridge ahead of Hisingsbron.
- Göteborg is established.
- Tingstadsvassen gets drained through Ringkanalen.
- Ringön bordered by Ringkanalen and Kvillebäckskanalen.
- Small airport with two aeroplane hangars.
- Canal used for hydroplanes.

1906
- Construction of Göteborgs Frihamnen.
- Dedication of Fridhamnen by Prince Royal Gustaf Adolf.
- Bus line passing Fridhamnen, Kvillefjälet, Lundby.

1912
Plan for Ringöns bassins, Ringkanalen and Frihamnen.

1914
Opening of Göteborgs Hamnhuvudsatsen.

1916-1922
Construction of Göteborgs Frihamnen.

1920s
- New tram station Hjalmar Brantingsplatsen.
- Growing of small wharfs and workshops on Ringön.

1923
- Dedication of new harbour railway.

1925
- Functionalism obtains entry.
- Modern, rational harbour buildings.

1927
- Existence of a fire farm.
- Start of replenishment of Ringkanalen finished.

1930s
- Until 1950 only reachable by train or boat.
- Mostly compartmentalized development.
- Functionalistic implementation.
- Stric simplicity in expression.
- Function before aesthetic.

1939
Dedication of Göta älvbron, with tram connection.

1945
- Göteborgs Frihamn.
- Small airport with two aeroplane hangars.
- Canal used for hydroplanes.

1950
- Göteborgs Hamnbana: Göteborg-Tingstad-Sannegårdens järnväg.

1951
- Knutwall Värn.

1952
- Replenishment of Ringkanalen finished.

1955
- Göta älvbron.
- Bus line passing Fridhamnen, Kvillefjälet, Lundby.

1956
- Industrial Dockyard.
- Replenishment of Ringkanalen finished.

1958
- Göteborgs Frihamn.
- Small airport with two aeroplane hangars.
- Canal used for hydroplanes.

1960s
Lindby was a significant harbour.
- Ringön so far a slum and ship graveyard.
- Decision by Göteborg to build an industrial area for storage and small businesses on Ringön.
- Great interest for properties on Ringön.
- Demolition of old shanties and sheds.
- Flattening of the reed fields.
- Demolition of old docks, piers, and quays.
- Many maritime services moved to Ärendal.

1966
Opening of Älvsborgsbron (11-08).

1968
Opening of Tingstadstunneln (11-08).
- Demolition of swing bridge.

1970s
 Begin of the harbour crises (Varvskrisen).

1973
International Oilcrises.

1978
- Lundby as Part of Göteborgs hamn and industry.
- Göteborgs hamn and industry.

1979
- Lundby ex Part of Göteborgs hamn and industry.
- Göteborgs hamn and industry.

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- Demolition of old docks, piers, and quays.
- Many maritime services moved to Ärendal.

1985
New ‘Detailplan’ for Ringön, demise charters expanded till 2025.

1994
- Small airport with two aeroplane hangars.
- Canal used for hydroplanes.

1995
Statue of Frithamnen as a free harbour expires due to Sweden’s accession to the EU.

1996
- Göteborgs Frihamn.
- Small airport with two aeroplane hangars.
- Canal used for hydroplanes.

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- Göteborgs Frihamn.
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RISK OF FLOODING

The topological situation of Ringön entails a serious risk of being flooded during high water (fig. 28). Large parts of the territory and almost all built-up areas are below the level that the city has set as a planning point (Sweco, 2013). The main vegetation was reed (vassen) which gave the area its' name Tingstadsvassen (see Del 5, p.44). The main vegetation was reed (vassen) which gave the area its' name Tingstadsvassen (see Del 5, p.44). The main vegetation was reed (vassen) which gave the area its' name Tingstadsvassen (see Del 5, p.44). The main vegetation was reed (vassen) which gave the area its' name Tingstadsvassen (see Del 5, p.44). The main vegetation was reed (vassen) which gave the area its' name Tingstadsvassen (see Del 5, p.44). The main vegetation was reed (vassen) which gave the area its' name Tingstadsvassen (see Del 5, p.44). The main vegetation was reed (vassen) which gave the area its' name Tingstadsvassen (see Del 5, p.44). The main vegetation was reed (vassen) which gave the area its' name Tingstadsvassen (see Del 5, p.44). The main vegetation was reed (vassen) which gave the area its' name Tingstadsvassen (see Del 5, p.44).
The RELEVANCE OF SHIPPING, SAILING AND THE HARBOUR NOWADAYS

The shipping industry has been one of the major industries in the 20th century in Gothenburg. It shaped the cityscape of Gothenburg and especially the inner-part of the city. Nowadays the meaning of the shipping industry in the inner-port tends to drop zero. With the successful removal of the industrial shipyards an important part of Gothenburg’s industrial history and heritage will visibly disappear. By selling and dismantling the old harbour cranes and loading docks which until today have characterized the cityscape also important landmarks will drop away. But it is not only the visual issues, it is more over the special atmosphere of a silent and sedate bustle of loading docks which until today have characterized the shipping industry in the inner-port tends to drop zero.

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The current bridge Götaälvbron has passed its prime of life and will soon be replaced by a new bridge, the Hisingsbron (fig. 37). The new bridge will be construct in the east of Götaälvbron (Stadsbyggnadskontoret, 2013) and will affect the area of Ringön as the public traffickers have to be rebuilt and newly organized.

THE COMPREHENSIVE PLAN ÖPP

The Comprehensive Plan ÖPP is a, in parts, binding directive issued by the municipality for the development of the Gothenburg region. The ÖPP is subdivided into different parts whereof the first part, “Principles and strategies”, covers 15 strategic questions determining their respective goals. The second part, “Use of land and water”, consists of legally binding regulations for both the land use and the use of the water areas. This part furthermore provides recommendations, municipal guidelines as well as paccelles for the development of Gothenburg and its region. The third part, “National interests, environmental and risk factors”, lastly includes issues like the treatment of the natural and cultural environment, infrastructure, industrial production, energy generation or waste management and so forth, that are of national interest. The last two parts “Impact assessment” and “Consultation statement” conclude the ÖPP analysing and evaluating the given strategies and specifications (Stadsbyggnadskontoret, 2009).

In the following some important points of the ÖPP are quoted that need to be considered in a future development of Ringön (example): and that are in accordance with the proposals of this thesis (Stadsbyggnadskontoret, 2009a).

- "[…] cultural environments have an enormous power of attraction […]" (p.7)
- "[…] good opportunities for recreation […]" (p.7)
- "[…] complex mix of uses, […] multitude of visual impressions, […] ability to bring people together." (p.5)
- "[…] cultural environments have an enormous power of attraction […]" (p.7)
- "[…] making the region’s centre larger, more accessible and more attractive." (p.8)
- "[…] creating places that are alive throughout the day." (p.8)
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FRIHÅMMEN

HJALMAR BRANTINGSPLATSEN

30.000-40.000 Passengers
0-1.000 Passengers
60.000-70.000 Passengers
0-1.000 Passengers

PUBLIC TRANSPORT

The closest tram station of Ringön in Frihamnen in the west, approached by the tram lines 5, 6, 10 and 13. The only bus connection to Ringön in the bus line 47 with stops along the main street Ringögatan (fig. 22).

In the north-west of Ringön the biggest traffic hub for public transport Hjalmar Brantingsplatsen is located. It is approached by 4 tram lines, 26 regional busses and 7 transregional express busses (Varv, 2009). In total 75.000 pass-bys will increase in the future as the amount of pass-bys per day (fig. 33) (Trafikkontoret, 2009, p.12). During the peak season in 2008 the average number of boats that passed the bridge Götaälvbron were 173 pass-bys per day (fig. 33) (Trafikkontoret, 2009, p.12).

The description of the deltagen for a new bridge a waiting area for (passing) boats higher than 12m (bridge opening required) or guest harbour for stays over night and longer is recommended on both sides of the bridge with a capacity for at least 80 boats. On the downstream side the already existing guest harbour in Lilla Bommen can be used as a stopping place. For the upstream side, such a waiting area is missing and could be implemented at the riverfront of Ringön, both for short term and long term visits (Stadsbyggnadskontoret, 2013, p.21).

In the future the traffic density will further increase due to the future development of the RiverCity and therefore the emergence of new residential areas, jobs and businesses. The expansion of the Arendal harbour will also contribute to rising freight traffic both on the road and rail (Vägverket, 2006, Del 1).

Within the area of Ringön the main street Ringgatan is the busiest street with 6.000-9.300 vehicles per weekday (Sweco, 2013, p.14, Bild 5).

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THE NEW BRIDGE

The current bridge Götaälvbron has passed its prime of life and will soon be replaced by a new bridge, the Hisingsbron (fig. 37). The new bridge will be construct in the east of Götaälvbron (Stadsbyggnadskontoret, 2013) and will affect the area of Ringön as the public traffickers have to be rebuilt and newly organized.

The Comprehensive Plan ÖPP is a, in parts, binding directive issued by the municipality for the development of the Gothenburg region. The ÖPP is subdivided into different parts whereof the first part, “Principles and strategies”, covers 13 strategic questions determining their respective goals. The second part, “Use of land and water”, consists of legally binding regulations for both the land use and the use of the water areas. This part furthermore provides recommendations, municipal guidelines as well as paccelles for the development of Gothenburg and its region. The third part, “National interests, environmental and risk factors”, lastly includes issues like the treatment of the natural and cultural environment, infrastructure, industrial production, energy generation or waste management and so forth, that are of national interest. The last two parts “Impact assessment” and “Consultation statement” conclude the ÖPP analysing and evaluating the given strategies and specifications (Stadsbyggnadskontoret, 2009).

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This map illustrates how commercial, leisure and cultural activities are spread over Gothenburg in relation to the centre of Ringön.

**PROJECT GROUP CENTRALA ÄLVSTADEN**

RiverCity Gothenburg – Current Development

The project group Centrala Älvstaden works intensively on the development of the northern and southern riverbank of the Göta Älv. Among others four important events have been held since 2010 containing the development of Ringön:

- Opening of the information pavilion Älvrummet (autumn 2010) (Älvrummet, webside)
- International workshop RiverCity Gothenburg (summer 2011) (City of Gothenburg, 2011)
- Citizen Dialog (autumn 2011) (Centräla Älvstaden, webside; Social resursförvaltning, Göteborgs Stad, webside)
- Workshop "The Spontaneous City In Ringön", Gothenburg Property Management Administration of the City of Gothenburg (Fastighetskontoret), Urhahn+Borra and International Federation for Housing and Planning (IFHP) Congress (Sept. 2012) (Fastighetskontoret et.al., 2012)

The current vision for Ringön by Centrala Älvstaden is reading in the following way:

“...At Ringön, various businesses currently exist side by side. This diversity will be utilized and reinforced. The area will be developed under its own power at the same time that scope will be created for industry – enterprises that are at the leading edge as well as enterprises that are more conventional. The range between the new enterprises at Frihamnen and the existing enterprises at Ringön is an important contributing factor in the development process. There will be old and new, expensive and less expensive. Alternative forms of housing, such as houseboats, will be accommodated at Ringön.” (City of Gothenburg, 2012b, last page)

**PLACES OF ACTIVITIES**

When comparing the amount of places of public activities on Hisingen with those around the City Centre, it is obvious that there is a clear qualitative and quantitative difference between these two urban areas as illustrated in fig. 37.

While the commercial activities in the inner city take place in related and widely spread shopping streets, the commercial activities on Hisingen are limited to some central squares, a consequence of the functionalistic period and the Million Programme (Milljonprogrammet in Swedish) of the 1960s and 70s, when Gothenburg developed towards a commuter town.

This is even more visible in regard to the locations of cultural activities. The city centre offers a high variety of museums, theatres, cinemas or art galleries, but also cafés and restaurants, clubs and bars. On Hisingen, those locations can rarely be found. Flunsåsparken, an open air stage, and Backa Teatern in Lindholmen are the exceptions. The cultural facilities are mainly limited to small public libraries.

The amount of places of leisure activities, in particular sport activities as an example, is more balanced. This is true at least for sports fields and swimming baths. However, the density of gyms on Hisingen for working out is much higher in newly developed areas close to the riverbank while for example in Biskopsgården no such facilities can be found.

Ringön, with its central location and good accessibility as well as the many possibilities for integrating new functions and uses into the existing buildings, is predestinated to function as a ‘melting pot’ for various commercial, cultural and leisure facilities and activities, especially for the people living on Hisingen.
FIRST IMPRESSIONS

The first impression that I get on my first visit in Rinö is that against our expectations Rinö is a bustling but also placid area. Once one has left the busy main street Ringögatan it becomes quite cozy and one can feel the atmosphere of an old harbour industry area. This is even more noticeable close to the riverbank where there and here the water becomes visible, naturally unfolding its calming effect. Most of Ringöga buildings were built from the 1950s to the 1970s and in the meantime they appear a bit shabby but with a remarkable patina that the time and history has brought over them. The old buildings and warehouses seem to narrate the story of a time that has passed but somehow keeping it alive. It is the small detail of losing in space by the nature of the area, the left over rails or the derelict quay walls that give Rinö its current identity. But not only this, it’s also the many small businesses and the people around them who know each other for a long time, like in a small town neighbourhood, and who make them- selves comfortable. During a walking around 6 a.m. and 17 p.m. there is a lot of business activity in the area as soon as it comes to closing time as well as on weekend days Rinö changes its face to a very quiet place with an almost rural atmosphere. Then only a few people can still be seen like those walking a dog or fishing at one of the basins. This is also unique considering the intraurban location of Rinö. The only time I felt kind of uncomfortable was during night times because of the emptiness of the streets. Even so it is not legal quite a lot of unofficial residents are living in Rinö being tolerated by the municipality. The exact number of inhabitants is not known and only assumptions can be made. Some people also live on residential boats on the river.

ACCESSIBILITY

A first obstacle one has to break through by trying to reach Rinö is that of a fairly bad connection especially for cyclists and pedestrians to reach the area (marked red in fig. 38). Although Rinö has in a quite central position there are only two entrances to the area. One is on the west side and clearly visible. The small detail of losing in space by the nature of the area situation makes it hard to orient and find the right way leading to this entrance. Coming from the city on the right side of the bridge it is still quite easy as the foot-walks and cycle lanes at the traffic junction Ringögatan (fig. 38). Furthermore is the junction of Frihamnsmotet quite unclear and distracting (fig. 29). The situation at the eastern entrance is clearer but to reach this entrance one (coming from the north- west) has to go further out to the traffic junction Tingstadmotet in order to cross the E6 and then take a long drive along Salmisvegatan.

Unfortunately there is no public ferry connection (yet) with the Alskanudden even so there is an existing land- ing stage.

STREET PATERN

MAIN STREET RINGÖGATAN

Ringögatan was one of the first streets that have been built in Rinö and it is generously dimensioned (fig. 60). There is quite a lot of traffic and sometimes it is hard to cross the street because of the lack of marked crossings or traffic lights. The more one gets into the area the less traffic is found. There is also a risk for cyclists and pedestrians not be seen due to a lot of freight traffic and trucks. Although there is a lot of space on the road cyclists and pedestrians have to share the same lane on the pavement. Ringögatan divides Rinö in a northern and a southern part. Many shops, restaurants and offices are located along Rinögatan which also makes it the main commercial street for customers.

CROSSROADS

The crossroads north of Rinögatan all come to a dead end while the southern crossroads are connect- ed through the parallel street Järnmalmsgatan (fig. 41). Apart from the main street mainly companies, factories, workshops and storages are located. Close to the riverbank maritime services can be found.

Generally it can be said that the road net is well struc- tured and organized but also optimized for the ve- hicular traffic and here and there the pavements are inadequately available. The road surface is entirely made up of asphalt. Furthermore is the street space the only space accessible for the public (see fig. 57).

WATERFRONT

Ringö is directly connected to the river Göta Älv, but as most of the riverbank is used as quay, belong- ing to the companies’ properties, the water front is largely inaccessible for the public (fig.44).

There are four water basins within the area. The first one, close to Gålödalen, is rarely in use while the other three basins function as small harbour installa- tions. The two basins in the middle in (in) small “parks” with wooden boardbridges. These are mainly the places where access to the water is possible and in the evening people come here to fish (fig. 56).

Some residential boats are anchored along the river as well as in the basins (fig.53).

BUILDING STOCK

Many of the buildings and warehouses were built between 1950 and 1970 implemented in a function- alistic style. The majority of the buildings are small scaled and of small volume with a restricted height of 8 metres. Most of the warehouses are elongated barracks and warehouses with gable roofs and a func- tionalistic expression with a packed austerity. Some of them have carefully designed facades and often their construction is in good preservation. The main materials are wood, brick, plaster and sheet metal (partly bricked made). A selection of buildings, will be analysed more closely in the chapter SYNERGY later on. The buildings offer an unique opportunity to study parts of Gothenburg’s architectural tradition and in- dustrial development with its construction principles and materials (fig. 65-66). On the other hand are the buildings the remnants of the immediate past, trad- itional craftsmanship and the industrial heritage of trading and producing. Last but not least it is also a social story about the businessmen and workers and their relationship to Rinö. Some of the businesses are already run in the second or third generation. These values can be found nowhere else more in Rinö and a serious attempt should be made to preserve this precious heritage.

COMPANIES

There is a huge variety of businesses, industries and companies that can be found in Rinö. On the web- site of albålg.se were 438 companies in 129 indus- tries registered in early 2015 (albålg.se, website). Applications range from the manufacture of building- related materials (cement, metal sheets, carpentry, and building-related services (roofing, domestic and surgical engineering, demolition companies, paint- ers and decorators, janitorial services), trade and sale companies (retail and wholesale companies, specialist shops), car-related businesses (repair, service, trading of tires, electricians and sales), logis- tic companies, offices (attorney’s offices, real estate,
Within Ringön and along its riverbank many companies are located that are related to maritime services, www, building, repairing and stalling boats, waste management and recycling companies, and others. Some companies and businesses might be problematic for a future development due to high traffic and dangerous goods. Other companies are dealing with hazardous goods which are also problematic because of legal obligations for this purpose. This applies in particular to the integration of residential areas where certain and higher safety regulations apply. The following economical facts (estimated) are a proof of well-going economy (Fästighetskontoret, 2012:16).

**TOTAL COMMERCIAL COMPANIES** 800 (tenants)  
**TOTAL EMPLOYEES** 3,600  
**PROPERTY OWNERS** 90  
**TOTAL TURNOVER PER YEAR (OMZET)** 4.000.000.000 SEK  
**PROPERTY OWNERS** 90  
**TOTAL MARKET VALUE (6.000SEK x m2)** 21.600.000.000 SEK  
**TOTAL TECHNICAL VALUE (1/4 of market value)** 560.000.000.000 SEK

**MARITIME SERVICES**

Social services in the context of this investigation are meant to be places or facilities where people meet and socialise respectively facilities with a social orientation. The restaurants (fig. 51) in Ringön are important places for workers, employees or suppliers to socialise with each other. There are five restaurants, one kiosk and a conference area in the area. Their opening hours are pretty much adjusted to the business hours of the area, mainly for breakfast and lunch. They open up between 6am and 8am and close between 2.30pm and 6pm. Over the weekend all restaurants are closed.

**SOCIAL AND PUBLIC PLACES**

The second hand shop of the church Smyrna with its small café is another social institution and a meeting place for people of all ages with different cultural and ethnical backgrounds from different socioeconomic classes. It is also a place of mutual help and solidarity (fig. 52).

**FENCED SPACE**

In Ringön almost every property is fenced (fig. 56). As visualised in fig. 57 (ACCESSABILITY & INACCESSIBILITY), this fenced space represents about 80-100% of the area of Ringön. These fences can be termed as anti-social commodities with a strong connotation of segregation and exclusion.

**CURRENT DETALJPLAN FOR RINGÖN**

In 1985 the current zoning plan detaljplan for Ringön was decided (Molander et al. 2002). With the detaljplan the municipality regulates the use of an area as well as restrictions on building within this area. Ringön is designated as an industrial area with purposes of industry, port and transport. The restricted building high is 8 metres.

**Purpose of industry**

**[H] Purpose of industry and for the retailing of boats and motor vehicles and related parts and accessories. Retailing of furniture as well as iron, building and garden articles.**

**[H] Purpose of harbour**

In order to prepare an amendment due to the possible uses of the area it is essential to change the zoning plan within a narrow time frame or at least regulate a legal transition period. Currently many other uses of and in the buildings are tolerated by the municipality. This is an important adjustment but to enable legal contracts between, for example, the building owners and tenants with alternative business portfolios it is necessary to ensure legal obligations and securities for both the immediate and distant future between the contracting parties.
LEASEHOLD AND PRIVATE PROPERTIES

With the exception of a few private properties, the territory of Ringön is owned by the municipality and therefore public ownership. Properties that are not used by the municipality itself are divided in smaller plots whereby its use is regulated by long-term lease agreements. The buildings on the specific plots on the other hand are primarily owned by the leaseholders. Some of the buildings or parts of them are again rented out to third parties. This complication with different ownerships and responsibilities as well as the large number of negotiating partners with various interests being involved implies a great challenge for the future development especially with regard to changes.

In fig. 58, PRIVATE PROPERTY & LEASEHOLD, the time by when the leasehold contracts on the different properties will end is illustrated. The majority of the contracts will end in 2025. Up to date (summer 2015) there is no official decision made on what will happen after 2025 but an unofficial rumour has spread that the municipality might extend the leasehold.

The biggest advantage of the leasehold system is that the public authorities as far as possible retain control over the future development. A prolongation of the leasehold contracts can be articulated to requirements and obligations that are in line with the development objectives. The difficulty will be to find a broad and acceptable consensus between the negotiating partners.
In the following, the major statements of the interviews are translated and summarised.

### Interview partners

- **AF** Arne Forslund (Potis)
- **BH** Birgitta Holmdahl (Chalmers bostadsplanering)
- **BMO** Maj-Britt Olsbo (industriavdelningen, ordförande 1996-99)
- **BG** Lena Jacobsson (arkitekt)
- **BMO** Maj-Britt Olsbo (stadsplanerare)
- **FaBo** Fastighetsbolag
- **GJ** Göran Johansson (kommunstyrelsens ordförande)
- **BH** Birgitta Holmdahl (Chalmers bostadsplanering)
- **LJ** Lena Jacobsson (arkitekt)
- **MB** Mårten Björk (Backa Ringöns Industri Förening)
- **PAK** Per-Anders Käll (industriavdelningen, ordförande 1996-99)
- **RR** Rikard Röhme (BRIF / nuvarande ordförande)
- **RS** Roger Strömberg (Business Region Göteborg / manager business relocation)
- **Sedelius** Petra Sedelius (Business Region Göteborg / fastighetskontoret)
- **UM** Ulf Moback (landskapsarchitekt / ÖP99)
- **BH** Birgitta Holmdahl (Chalmers bostadsplanering)
- **LJ** Lena Jacobsson (arkitekt)
- **BBH** Birgitta Holmdahl (Chalmers bostadsplanering)
- **MB** Mårten Björk (Backa Ringöns Industri Förening)
- **LS** Lars Lundstrom (lärarförbundet)
- **PAK** Per-Anders Käll (industriavdelningen, ordförande 1996-99)
- **RR** Rikard Röhme (BRIF / nuvarande ordförande)
- **RS** Roger Strömberg (Business Region Göteborg / manager business relocation)
- **Sedelius** Petra Sedelius (Business Region Göteborg / fastighetskontoret)
- **UM** Ulf Moback (landskapsarchitekt / ÖP99)

### POSITIVE

- ÖP99: half of Ringön is marked as “blandad stadsbebyggelse” (LJ)
- municipality may proceed with expropriation if there is a public benefit (LJ)
- water level and mud is no obstacle for residential buildings (UM)
- Decrease of crime in Ringön by building residential housing and offices (UM)
- Ringön functions as a nucleus for businesses (BH)
- crimes not higher than in other industrial areas (AF)
- residential housing is an option (LJ)
- locate residential housing and restaurants which would create a nice atmosphere and surrounding (RR)
- build cheap housing to keep the prices and standard low as well as the traffic density (BH)
- leasehold provides strong security of property (besittningskydd) (LJ)
- central location, great potential (Ulj/RS/PS/FaBo)
- well developed communications (Ulj/RS/PS)
- Ringön functions as a “växthus för företagen” (Ulj/MB)
- a mixed city on a long term view means residential housing, jobs, service, trade, etc. (PAK)
- reasons for locating in Ringön: owners already live on Ringön, no traffic problem crossing the river (BR)
- the closeness to the river for marine business (RS)
- great potential in the area (RS / PS)

### NEGATIVE

- problem is “området” and the long periods (LJ)
- many small private businesses, difficult for the municipality to negotiate, (LJ)
- contaminated soil (LJ/UM)
- business people want to see a refurbishment of the area (BMO)
- residential housing and offices might rise the prices, nucleus for businesses will vanish (Ulj/MB/BH)
- Ringön is kind of dead after 18.00 (UM)
- disadvantage of not looking very representative (Ulj/RS/PS)
- the area appears a little bit boring and shabby, derelict buildings (RR)
- physical limitations for those who want to have an office or to expand (PS)
- demand for cheap and derelict premises which might cause a delay in Ringöns’ renewal (RS/PS)

### NEUTRAL

- to build residential housing certain requirements concerning the environment must be met (BH)
- first a geological examination has to be done, need of sanitation has to be mapped (BH)
- other projects have priority (Eriksberg, Lindholmen, Frihamnen) (Ulj)
- no bigger plans are made to Ringön, no new detaljplan so far (PAK)
- municipality (kommunledning) and fastighetsbolag are important actors (same people sitting in both leadings positions) (MB)
- it is more positive with offices rather than with residential housing so that other branch or old companies can stay (MB)
- municipality (kommunledning) and fastighetsbolag are important actors (same people sitting in both leadings positions) (MB)
- locate residential housing and restaurants which would create a nice atmosphere and surrounding (RR)
- leasehold is not the problem - it’s a question of negotiation (RJ / RS)
- clean up of the area, planting of trees, renovation of roundabouts, setting signs (RS/PS)
- Castellum–Eklandia concentrate on commercial facilities (lager, kontor, industri) (FaBo)
- Sernas-Hus is interested in building housing (FaBo)
- rental units are not considered to be interesting because of the combination of high construction costs and rent regulation (FaBo)

### OPPORTUNITIES

- Compartamentalized structure
- Open ground plan
- Flexible space
- Small scaled outdoor places
- Increase of density is possible
- Transformation of unused space
- Property owners willing to invest

### THREADS

- Pollution
- Rising flood waters
- Leaseholds, many negotiating parties
- High renovation costs
- Security regulations due to public safety
- Geological situation
- Centrification, rising prices
- National interests due to transport routes
- Lobbying and speculative interests

### WEAKNESS

- Traffic barriers around the area
- Ringön high traffic density on Ringögatan
- Peninsulas no public access
- Free social commodities, bad maintenance
- Dark nights, low activity after 18.00
- Pure industrial area

### SWOT-ANALYSE

#### SWOT

##### STRENGTH

- Strong identity as industrial district
- Part of the riverside
- Closeness to inner city
- Connectivity to public transport
- Building stock with cultural heritage
- Mixed building stock
- Spacious storage buildings and warehouses
- Diversity of businesses
- Employment
- Existing social network
- Existing customer network
- Public landowner (municipality of Göteborg)

##### WEAKNESS

- Traffic barriers around the area
- Ringön high traffic density on Ringögatan
- Peninsulas no public access
- Free social commodities, bad maintenance
- Dark nights, low activity after 18.00
- Pure industrial area
A significant part in the strategy of this thesis is the preservation of pre-existing elements. The idea is to develop Ringön from the inside using the existing stock as basis for the future development.

BUILDING STOCK & HISTORICAL HERITAGE

It is obvious that not every building in Ringön is worthy of preservation. It depends on many factors like the substantial conditions, consensuses of the construction ground, capabilities for preservation and conversion or possible pollutants and so forth, and must be decided individually in any case. A proper and careful examination and situational analysis has to be done. Whether a building can be seen as historically valuable or not should in detail be discussed by a group of experts of the different disciplines together with the building owners. Once a building is worthy of protection it should be painstakingly and thoroughly restored and refurbished and where necessary be modernised.

Especially the first-generation buildings are characteristic for Ringön and its unique identity. New functions and the opening to the public can arouse the building owners. Once a building is worthy of protection it should be painstakingly and thoroughly restored and refurbished and where necessary be modernised.

The preservation of pre-existing elements. The idea is to develop Ringön from the inside using the existing stock as basis for the future development.

COMMERCIAL FACILITIES

Along Ringögatan, a great variety of retail companies and services are located. This structure should be preserved in order to develop Ringögatan towards a diverse and attractive commercial street. The point of departure is to intensify trading on Ringögatan by attracting more and different shopkeepers and, as a result of this, to attract more and various customers and clients.

Long-term aims are higher fiscal revenue for the city, higher turnovers and sales for businesses, creation of employment, optimising the commercial use and the increase of attractiveness and stimulation of the street level.

A first step could be to evaluate empty properties and properties with aptitude for retail activity and develop a concept making those spaces available for concept stores like e.g. guerrilla stores or pop-up stores. Those kinds of stores are often run by young and creative entrepreneurs or start-ups with very specific target groups and customers. As a result of this the variety of shops and the number of different customers would increase. A combination of existing companies with the new shops is also conceivable. Whether a building can be seen as historically valuable or not should in detail be discussed by a group of experts of the different disciplines together with the building owners. Once a building is worthy of protection it should be painstakingly and thoroughly restored and refurbished and where necessary be modernised.

SOCIAL FACILITIES

The elements of social facilities are another important issue for the future development. Those facilities are rare but still are relevant for socialising and meeting of people. In order to create a socially sustainable district it is necessary to establish personal and social space that is available for different cultural and ethnic individuals, groups and organisations.

An appropriate balance between commercial use, business benefits and social and cultural encounters guarantees a fair and urban communal life open for everybody to participate.
Apart from the preservation of important parts of the existing stock, the advancement and transformation of pre-existing structures is a central point of the strategy. Here the emphasis is put on the infra-structure and how it can be developed to create new spaces and places.

CURRENT ROAD SYSTEM

The current road system is splendidly constructed and comparatively efficient. It ensures a good traffic connection of the particular properties. However, the roads are primarily built for vehicular traffic and pedestrians and cyclist only play a secondary role. In reference to an environmentally compatible future development, the existing road system needs to be converted into a reduced-traffic area with emphasis on pedestrians, cyclists and greenery. By narrowing the wide roads, plenty of space can be generated. The design of the streets should expand the public space and serve as meeting points instead as pure service roads. As a result of this, exhaust pollution as well as traffic noise can be reduced and traffic safety increased.

The specific and concrete measurements to improve the traffic situation should be incorporated at an early stage of the planning so that further developments can be adjusted to them.

The relocation of the main road to the northern edge of Ringön (fig.64), which could be realised in conjunction with the construction work of the new tram depot, opens up new possibilities for Ringögatan to develop into a boulevard and planted esplanade. Moreover it will remedy the division of Ringön in a pedestrian and cyclist only play a secondary role. In order to develop into a boulevard and planted esplanade. Furthermore, fields for beach volleyball or a skate park could be developed.

RIVERBANK PROMENADE

Making the riverfront available for the public is a crucial point in the development of Ringön because of its attractiveness and possibilities for leisure activities. A riverbank promenade enables public access to the water and could be designed as structural flood protection combining hard and soft surfaces, pathways and greenery. There should be a fair balance between public and commercial uses as well as public and private control so both sides can benefit.

NEW FUNCTIONS IN BUILDINGS

In order to develop a lively and versatile district it is important to increase offerings for public uses. This applies as much to the public space as to the use of the existing buildings. Many buildings are out of date and a temporary use will show whether further investments are worthwhile in order to establish a permanent use.

The ground floor of the cement company in the northern part could be transformed into an Open Air Event Arena for open air concerts, film screenings and similar events. The peripheral location is close to the highway allowing a higher level of noise (sound) for the duration of the events.

Last but not least is there the Sport Arena located in the East of Ringön, also close to the water, which is ideally suited for an outdoor sport and leisure centre combining activities on the land as well as on the water. Here the river gets wider and the distance to the sea/river increases. This means ideal conditions to settle water sports associations like rowing or sailing clubs. Furthermore, fields for beach volleyball or a skate park could be developed.

RIVER ROAD TO REMOVE THE DIVISION OF THE AREA

The grounds of the cement company in the northern part could be transformed into an open event arena for open air concerts, film screenings and similar events. The peripheral location is close to the highway allowing a higher level of noise (sound) for the duration of the events.

The space for Art Square emerged through an accidental fire on December, 1st in 2014 that raised an entire warehouse to the ground. This location with access to one of the water basins near to Ringöns art gallery could be turned into a space for park or for outdoor cultural and leisure activities. Providing walls for street art painting, pedestals for sculpture, stages for performances, and similar more, the square can become a central place for collaborative exhibitions and shows in public spaces functioning as an interface between arts and urban commons.

The space called District Square is currently an open space used by the municipality as car pool. Because of its central location between Ringögatan and Järnmalmsgatan as well as its closeness to the tram station Frihamnen it is easy to reach and a central point for urban pathways. The idea here is to create a traditional city square for Ringön inviting people to meet and linger. A point of departure could be to organise a weekly market with specialities of local and regional farmers.

The space marked as Harbour Square is also used by the municipality as a material pile. The location with access to the riverbank and a beautiful view over the river could be transformed into a space with maritime atmosphere with a strategic focus on tourist preferences in connection with a new guest harbour, a sloomast terminal and a “Harbour City District”.

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From OPEN MATERIAL PILE to DISTRICT SQUARE
The square called Ypperplatz is one of the liveliest squares in Vienna. During the last ten years it developed into a multicultural square with a farmers market, various street cafés, restaurants and delicatessens in small pavilions. Many artists and other creative have settled around the square and its neighbourhood. The Ypperplatz is also a location for many public events.

From ZEMENT PRODUCTION to EVENT ARENA
Since the 1970s, the Arena in Vienna developed out of an area used as a slaughterhouse and is today a centre for alternative culture. In addition, it is also a location for music events. During the summer it is used as an open-air cinema. The Arena is managed by an association on an autonomous and direct democratic basis.

From SPACE IN BETWEEN to SHOPS & BARS
Some of the narrow spaces between the buildings in Ringön could be turned into lively, cozy streets with cafés, bars and shops. This concept turned the Old Truman Brewery in London into a popular meeting place for young people, especially on weekend evenings.

From RECYCLING COMPANY to TENNIS COURT
The comparison of the IL Recycling hall and a tennis hall in Switzerland shows, that it is not a question of the construction. It is a question of use. Take the paper out, put some sand in... Advantage - Ringön.

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Adding New Elements

The general proposition of this thesis is to implement a view projects that could function as catalysts for the development of the area. The municipality of Gothenburg has already shown the effectiveness of such catalyst projects in Frihamnen. The establishment of a roller-skating rink, urban farming boxes, a water artwork as playground, the public sauna “Svettekörka” and the outdoor pool “Pöl Harbour” has attracted many people of all ages and has become a great success activating the area and finding out peoples’ desires due to the future development of the new park Jubileumsparken.

New elements, particularly with regard to architectural elements, can temporarily be implemented in order to fill existing gaps or to supplement existing structures and to set off a desired development. In some cases, this could simply be street furniture like benches, in other cases small temporary buildings need to be placed enhancing to determine the efficiency of the implemented measures and to prove, if the design works in its entirety. In a second step and once a measure has turned out to function, the structures and elements can be rebuilt and become a permanent component of the development.

District Square

The proposed district square should be complemented and surrounded by small pavilions hosting market stalls, small shops, boutiques, cafés and restaurants. Their disposal should reinforce the impression of the square and limit its dimension. Adjoining buildings could be further developed to extend the activities on market stalls.

Harbour City District

The establishment of a new guest harbour could go hand in hand with the creation of a Harbour City District in Ringön with a directive focus on tourism as well as the concentration of maritime services and trade. The presently undeveloped area offers a unique opportunity to create small-scale but coherent architectural structures hosting, for example, a maritime museum in combination with a museum for industrial history, hotels and boatels (hotel on the water), shops with spare parts and accessories for boats, seafood restaurants, and so forth. The square itself could be designed in a way that it could be used as winter storage for leisure boats.

Steamboat Terminal

A steamboat terminal could be the central landing stage for excursion boats to the archipelago as well as to the lake Vänern and the canals to Stockholm. Furthermore, it could become the home port for museum boats like Ängaren Bohuslan and Färjan 4. A small boat rental can complement leisure activities on the river. Last but not least provides the terminal the opportunity to extend the ferry line Alsnäbben having a landing stage there.

Open-Air Event Arena

The area around the cement plant in the north could be the place for various open-air events like music festivals, concerts, theatre performances and cinema shows. Several smaller and larger stages as well as a movie screen could be implemented. The cement plant itself could be converted for bars, restaurants, nightclubs, smaller indoor stages and rehearsal rooms. This would also preserve the plant as a landmark. The area should be surrounded by smaller buildings or pavilions in order to direct it towards the outside and additionally being able to control the attendance for safety reasons. Those buildings could host rehearsal rooms, a music and acting school, a youth centre or the like, activating the area during weekdays.

Sport Centre

Many sports are bounded to sports fields or in case of aquatics to the water. Around sport fields and along a possible rowing track, stands for spectators could be constructed in order to watch sport events or competitions. Other possibilities using the area could be a beach amusement park, a surfing school or a waterskiing centre with a lift system. The existing building, currently used as cold storage, could be converted into an indoor sports hall.

Art Centre

Last but not least it is the artists who are often responsible for initiating a significant change. Ringön offers various opportunities for the needs of artists. Järnhallen has already taken this step and cautiously spreads out its wings over Ringön. This is the starting point of the next chapter SYNERGY focusing on the spot and developing a design for it.
From RIVERSIDE to WATER STAGE
The lake stage on the Lake Constance is the venue for the famous Bregenzer Festspiele (Bregenz Festival), attracting many visitors and tourists from all over the world. Göta Älv still offers some unspoiled places along the riverbank and on the river itself that could be developed for cultural events in front of a spectacular scenery with an impressive atmosphere.

From OPEN SPACE to SAND BEACH
A simple backfill with sand, an improvised bar, two turntables and some sun loungers turned an unused place at the Donaukanal (Danube Canal) in Vienna into an urban chill-out and party beach, the Herman Strand (Herman beach).

From SWIMMING BARGES to BATHING SHIP
Vienna already had it for several years, and Gothenburg has it since summer 2015. A swimming pool on the water. Vienna’s Badeschiff combines two boats, including a pool, a sun deck, a restaurant and a club-discothek below deck.

From YARD to CITY FURNITURED
Often it is enough to implement small things to activate a certain place and attract people. The court yard of the Museumsquartier in Vienna is furnished with creative street furniture called Enzi. It is a favourite meeting place for people of all kinds, origin and ages.
BACKGROUND

Quite accidentally I saw an announcement in the local newspaper Göteborgs-Posten with the information that one can apply for an exhibition at the “Konsulhus på Ringön” (art gallery in Ringön) for an exhibition called Hall of Fame.

As I haven’t heard about this gallery nor seen it on the site so far I searched and found on their website that there was an upcoming workshop. On March, 10th 2015, I attended the workshop “Kulturens plats i Älvstaden” (art gallery in Ringön) for an exhibition called Hall of Fame.

The festival has lasted 6 weeks and various national and international artists created different art pieces showing their process over time inside and outside of Järnhallen. The festival finished with a following exhibition.

The festival was sponsored by Göteborgs Stad Fastighetskontoret, Ringöns Fastighetsägarningsförbund, Ringön Brygga, Ringøkajen Fastigheter, Lundby Plåt, Industrifastigheter, IL Recycling and Visions Gruppen.

Anna Bergman is an artist and the founder of the art gallery Järnhallen that she established just a few months ago. She started her atelier in an old warehouse at Järnmalmsgatan in summer 2014 and all of a sudden she found herself in the middle of an unexpected development. Getting attention and encouragement from various sides like the association of the building owners (Fastighetsägare), some companies and the municipality, she started to realize her vision of implementing an art gallery in the area.

THE FESTIVAL

The concept of the “Hall of fame – art laboration festival” was to share the process of creating art within the context of Ringön.

After the workshop I had an interesting talk with Anna Bergman exchanging some thoughts about the development of Ringön and in the end she invited me to take part at the festival Hall of Fame – Art Laboration in May 2015.

As a participant of the Hall of Fame and the vision to spread art over the area of Ringön the question was followed how architecture create new spaces within the existing halls of Ringön.

The sponsorship by the Fastighetskontoret of Gothenburg and various local stakeholders as well as the great numbers of visitors shows that there is great interest in activating and changing the area from both sides, the municipality and the people.

PROJECT IDEA AND PROPOSAL

Starting point of this thesis is to transform Ringön in a bottom-up strategy on the basis of the existing buildings and places of Ringön, its existing structure and in accordance with its local conditions and requirements.

The example of Järnhallen, located on the second floor of a warehouse from the 1960s at Järnmalmsgatan, has already shown that small changing and renewals can cause great effects and bring a process into motion without the need of big investments. During the discussions and conversations with the artists and other interested visitors it came out that there is a great demand for available space.

The idea for the project is to show how new spaces can be created within the existing buildings around the festival area by implementing basic architectural elements without changing the existing building structure. The design is easily feasible and could be realized straight away. The background of an art exhibition is taken as an occasion to show that architectural elements are not only constructing elements but correlating with each other and our perception.

In order to showcase these ideas, ten examples for a design have been chosen and implemented into or outside three different buildings.

A particular investigation of some buildings has preceded the design process in order to understand the structure of those buildings and to apt the result-

Before introducing the project design in more de-

Page dimension: 1603.3x801.6

Fig. 82 Exhibition poster

Fig. 83 Work in process

Fig. 84 Finissage of the festival

Fig. 85 Hall of Fame artists

Fig. 86 Work by Ruskig

Fig. 87 Architecture meets art

Fig. 88 Exhibition

Fig. 89 Work by Ekta

Fig. 90 Work by Buckingham

Fig. 91 Work by SCEB
This building on the eastern part of the property Tingstadsvassen 19:3 is surrounded by the streets Ringögatan, Manufacturgatan and Järnmalmsgatan. It was built in 1954 as a department store or depot. The first plans are made by Tholén & Stenberg Byggnads AB. It consists of a larger and a smaller hall and an addition with office space. The halls are divided by a 25cm light concrete wall. The addition is constructed as a steel skeleton, the whole building has trapezoidal sheet metal cladding.

Construction plans: Tholén & Stenberg Byggnads AB 26.11.54

This building on the western part of the property Tingstadsvassen 19:3 is surrounded by the streets Ringögatan, Kolgruvegatan and Järnmalmsgatan. It was built in 1954 as a warehouse with rail connection as well as loading ramps for trucks.

The building has a semi-basement of concrete with two rows of 40x40cm piles and transversal concrete beams that carry the ceiling. The first floor is constructed as a concrete skeleton with a red brick infill. The infill is partly punctuated with ribbon windows or cargo doors. The roof is covered by 12m pre-stressed concrete beams.

Construction plans: unknown 28.10.1954

ANALYSIS OF THE BUILDING STRUCTURE
This building on the property Tingstadsvassen 18-18
is located at Manufacturgatan. It is an old garage built in 1952. A paper storage was added to the property in 1987.

The garage is a timber construction with a saddleback with a timber roof framework. It has a firewall out of light concrete. The interior wall and the southern exterior wall have an infill out of hollow cement blocks.

The paper storage is a steel skeleton construction with foamed concrete panels as infill (fig. 106).

Construction plans:
LTB Byggkonsult AB
6.12.1952

This building on the property Tingstadsvassen 18-18 is located at Manufacturgatan and Järnmalmsgatan. The warehouse and a one-storey office section were built in 1952. The warehouse got an addition in 1967 in the northern backyard. The second floor of the office section was built in 1997.

The steel construction on the southern facade was used to load and unload steel beams from the cargo trains (fig. 108).

Construction plans:
Byggstadsbygdnorsk Byrå
Sten Alberktsson, Gösta Waller
6.12.1952
This building on the property Tingstadsvassen 18:16 is located at Järnmalmsgatan next to the water basin. The department store was built in 1960. The entire building is constructed out of wood and consists of two floors.

The whole building has trapezoidal sheet metal cladding.

Construction plans:
A.-B. Skanska Cementgjuteriet Göteborg 22.11.60

This building on the property Tingstadsvassen 24:8 is located at Järnmalmsgatan next to the water basin. The office building, combined with a warehouse, was built in 1960.

The roof of the warehouse consists of space frame trusses loaded on precast concrete pillars with an infill of light concrete.

The office building has walls of light concrete blocks on the ground floor while the first floor is a wood construction. It has a saddleback with a timber roof framework.

Construction plans:
Aktiebolaget Göteborgs Industribyggnader GIB Gustaf Sandén 30.11.1960
The imagination on how in the past trucks approached the building getting loaded and unloaded led to the idea of re-interpretating the movements of the goods that have been stored in the warehouse. The moveable wagons are a quote to this procedure and the former use of the building.

The basic principle of the wagons is borrowed from the stage design. A basic wheeled and walkable frame out of wood or steel that is planked with walls having openings where they are needed or wanted (fig. 128). The wagons are embedded into a raised floor and can be moved with the help of counterweights similar to the principle of an elevator, but in horizontal direction.

The symmetry of the building with opposite cargo doors in the exterior walls and the unsupported roof construction allows arranging three wagons in a row (fig. 127). The traversed hall has a width of 12m which makes each wagon 4m long. The cross section of a wagon has the measures of the cargo doors with 2.4m in width and 2.8m in height. The outer wagons of the rows can move left and right, out of the building or into it, while the central wagon of the row can also turn round as illustrated in fig. 127.

This system leads to a huge variety of possible constellations generating different spaces inside and outside the building (fig. 124–126).

The original openings on the outer facades for the cargo doors can be converted into windows or terrace doors. The cargo doors themselves can be preserved as shutters.

Hans Hollein has used this concept in a much larger scale for the design of the exhibition rooms at the museum Abteiberg in Mönchengladbach, Germany (fig. 133; Museum Abteiberg, website).

Walls are a combination of linear and vertical lines dividing and creating space. The idea is to place them with open room corners to create a floating space with open views from central points providing a good overview of several rooms. The diagonal lines of sight increase the dynamic appeal.

The depth of the rooms in this constellation gets maximised and allows an open communication between them. Furthermore, this arrangement causes rooms of varying openness or closeness suitable for different uses. The centre corridor links all rooms as a service axis and houses also the staircases to the cellar (fig. 130–136).

The court yard

The L-shaped court yard between the two buildings on the property Tingstadsvassen 19:3 continues on the property Tingstadsvassen 18:16 connecting Ringgatan and Järnmalmsgatan. Those two court yards are outstanding suitable for a pedestrian zone offering new and surprising views due to their frequent changes of direction.

The inner right angle provides two opposite perceptions towards the movement. In the longitudinal direction, one is guided in parallel and along the building but at the same time moves against the transverse standing building part appearing as an obstacle. In order to offer a choice on how one continues its way two open passages through the L-shaped warehouse along the axes of the court yard can be created connecting the yard with the surrounding streets (fig. 131). This has also the effect that one passing the building, all of a sudden finds oneself in a completely different environment even with a view to the water basins.

Seating steps connecting the street level and the former loading ramps of the L-shaped warehouse, and therefore the building level (fig. 132), can activate the court yard and invite to sit and meet.
Defining Space Through a Painted Floor

A painted floor (plain element) respectively a different floor material of a limited extension already defines a certain space (fig. 137). Here this space is supported by three open ring elements above to extend the space in the vertical direction. (fig. 135+136).

The cantilever of the middle ring element creates an additional recognizable space besides emphasizing the overhead space and projecting it to the ground. This element is carried by a row of round columns limiting the space to the side but allowing a gentle flow around as the columns are round.

Round selective elements are undirected having a neutral and equal impact on their surrounding as shown in fig. 138. Lined up in a row, the columns suggest a wall and spatial limitation but offer very little resistance to the surrounding space allowing circulation which in turn reunites the space in our perception. The row of columns functions as an undirected filter.

Generating Space Through an Elevated Floor and a Ceiling

Another possibility of creating space with plain elements is the correlation between a given base area and a corresponding ceiling. The distance between those two horizontal surfaces determines the density of the space and how we perceive it. The smaller the distance, the higher the density of the space and the higher the intensity as we perceive it.

This principle is the idea of the implemented pavilion. The perception of this space differs fundamentally from the perception of the space of the hall. By this, the pavilion is experienced as an autonomous space element. This impression gets strengthened by the elevation of the base area and the wall at the end defining the expansion in the longitudinal direction. The columns "lifting up" the ceiling mark an additional space. Here, the space moulding and space supporting attributes are combined.

Generating Space Through Lowering the Floor

A third possibility of defining space is to lower the ground. As it is not possible in this case, the idea is to use the height of the building and make the space accessible only from above which has the same effect.
The four different designed entrances into the building all lead to the atrium. The pathways are designed with a different surface material as shown in the ground plan (fig. 122). As the shifted axes do not meet in a single point, a dynamic flow around the atrium is created (fig. 164). This effect is intensified through the inclined position within the hall.

As the atrium is opened at the top, it connects the inside with the outside and provides an outdoor space within the hall.

The atrium is meant to be built out of old patio doors and windows (fig. 147).

Entrance Qualities
The idea of the entrances to the room around the atrium is to thematise different qualities of transitions.

The south entrance (A) is a simple and barrier-free opening.

The opening to the east (B) is the horizontal connection to the outside created as a penetration of the facade.

The west entrance (C) from an elevated corridor symbolises the crossing of a threshold (joist). This “stepping over” or “stepping in” features the special character of the room that is entered.

The north entrance (D) is designed as a gate to symbolise the “stepping through” and to emphasise the spatial change.

Angular columns or pillars are in contrast to round columns directional.

The pillars of the inner wall of this room have an expansion in the longitudinal direction guiding into the hall. The cantilever at the end reaches into the room around the atrium creating a spatial connection to it. The pillars in the facade are orientated transversal, emphasising the relation to the outside street level.
This design shows the influence of curved walls and the different correlations of concave and convex formed structures that lead to a variety of spatial dynamics.

The entrance is emphasised by the convex orientation and therefore has a pulling effect into the building (fig. 156+159).

The circular walls of the lounge (fig. 157) are composed as two open circles with different centroids. This creates a spatial interrelation between the elements (fig. 162). The different centres of gravity create a spatial tension with variant densities of space resulting in a dynamic space configuration (fig. 162). Kandinski calls this effect a “zweiklang” (Kandinski 1973).

The organic and amorphous structure has no specific spatial orientation (fig. 158). The dynamic of the space arises from the interaction of compression and expansion as well as narrowing and enlargement. Thereby, the dynamic motion gets slowed down or speeded up which leads to exciting spatial experiences with opening and closing rooms.

There are two main ideas of this high line structure. On the one hand it is a quote to the former rail wagons operating in the area and a re-interpretation of the industrial activities in Ringsön. On the other hand it emphasizes the dynamic of movements along Järnmalmsgatan.

The structure starts in the west in front of the L-building with a elevated front court signifying the main entrance to the building. Following the former rails, a number of equal elements with the proportions of a freight wagon are lined up towards the east.

Each element is provided with and accessible through a separate stairway. The stairways create a wave like structure responsible for the longitudinal dynamic impression.

The frame constructions on the elements have two intentions. First, to express the effect of a perspective view when standing at the beginning of the structure or walking in between. Second, the frames can be used for installations or as static pillars for additional constructions (fig. 165).

The elements are meant to be a possibility to activate the public space along Järnmalmsgatan by letting people use and organize the elements according to their own ideas (fig. 165).
the report "Tillåtande Oaser" which was drawn up by Ringön Sofie Bårdén, appears to have come to a decision... The project examines six alternative European urban development projects and their impact on the neighbourhoods and the rest of the city. These are districts like Kødbyen (Copenhagen, Denmark), Poblenou (Barcelona, Spain) or Kreuzberg (Berlin, Deutschland) which developed mainly through the motivation and initiative of the local people into these popular and hip districts as they appear today. In the meanwhile and based on the idea of the "Tillåtande Oaser", Malin Lindfors and Johan Larsson (operators of the state-of-the-art Fastighetskontoret) with its project manager for Fastighetskontoret, Sofia Sårdén, appears to have come to a decision to start with small projects. The association of the property owners themselves has its own ideas and imaginations on how Ringön could develop. He names Grandville (Pomorskie, Poland) which developed mainly through the motivation and initiative of the local people into these popular and hip districts as they appear today. At this point it can be determined that both the public authorities and the local stakeholders have a great interest in gaining experience and knowledge considering the local conditions and possibilities suiting as a starting point for Ringön’s development from an industrial area to a city integrated, lively and versatile district. The ongoing leasehold contracts, a growing public interest as well as the increasing number of people from outside wanting to establish in Ringön, allow the local actors to react on the changing situation and to participate in the process. In this initial phase, the main objectives of the frame work are to mobilise all available resources and to discuss real possibilities. For them it is significant to know about the legal regulations, for example the zoning restrictions due to the security distances to streets or the railways, transport risks for dangerous goods but also the security distances that result of the companies in the area themselves. Moreover, their work aims to improve the communication among the local stakeholders and the municipality. Also the association of the property owners (Fastighetsbyggherreorganisation) has recognised that Ringön is in a situation of change. Foremost Niklas Nilsson, chairman of the association and property owner himself, has his own ideas and imaginations on how Ringön could develop. He names Grandville Island in Vancouver, Canada or the Hoxton Lane in New York, US, as examples. A more concrete idea for him is to establish a "parkour" across Ringön involving also the water basins.

The ongoing leasehold contracts, a growing public interest as well as the increasing number of people from outside wanting to establish in Ringön, allow the local actors to react on the changing situation and to participate in the process. The combination of these old uses that can remain in the area and the initial projects arising from the new ones will form a solid base and network for the further development being the core of the future possibilities.

CONCLUSION

Ringön offers all prerequisites for a gentle development. The work of this thesis shows the potential and possibilities suiting as a starting point for Ringön’s transformation from an industrial area to a city integrated, lively and versatile district.

The combination of these old uses that can remain in the area and the initial projects arising from the new ones will form a solid base and network for the future development being the core of the future possibilities.

One is to demand to remain forever and sooner or later investments have to be made. The obstacle of financing and necessary investments will influence decisively the future development. Whether the financially strong investment firms will prevail in the end or whether a user-oriented, private solution can be found, for example private-public building co-operatives (in Swedish byggemenskaper), will ultimately depend on the flexibility of the city’s planning authorities and how much risk they are willing to assume themselves.

It is understood that not all properties are suitable for new functions or worthy of protection. Nor will it be possible for certain businesses to remain in the area, especially those businesses that handle with dangerous goods or have high environmental emissions. In such cases the question will raise of how to proceed after the ending of the leasehold contracts. At this point, however, I am stuck for an answer.