

Nyhamnen Ferryterminal Development Plan

Förvaltnings- och utvecklingsplan

Team Layered

Power of Places

September 2024







Aerial view of Nyhamnen's Ferryterminal site

Photo: Olle Engqvist

Preface

In order to create transformation, we need to draw on all existing resources – including materials, knowledge, and experiences – and carefully build on what we already have. Together, architecture, art, and design can offer the tools for more place-based models of development, and show how new ways of working can lead to remarkable places and encounters.

In 2023 The Swedish Centre for Architecture and Design (ArkDes) and the City of Malmö launched a practice-based research call for proposals with the aim to explore methods and prototypes for utilizing materials, resource flows, knowledge, and experience in community development. The call was carried out with the support of the Society for the Preservation of Cultural Heritage and Green Parks in Malmö. Power of Places focused on Rosengård and Nyhamnen, two different geographies with different conditions and needs. This plan summarizes the work within the geography Nyhamnen.

Nyhamnen is a district located directly adjacent to the harbour, the sea, central Malmö, and Malmö C. The development of this area will take place in stages and will last for several decades. Directly north and east of Malmö Central Station, development is already underway, as are plans for the new main street and parts of the area closest to the water. Nyhamnen has a rich cultural environment and an ongoing urban life that is the starting point for the development of the area with public spaces and meeting places for the whole of Malmö. The City of Malmö's ambition for the area is to take a leading role in the climate transition – locally, regionally, nationally, and internationally – by developing shared solutions that can be scaled up and have significance for many.

Team Layered was selected to work within Nyhamnen/Ferryterminal. The team consists of architect Daniel Feldman, art advisor and curator Ana Sokoloff, architect Sumayya Vally, and performance artist María José Arjona. They were tasked with inventorying the site, exploring new ways of working, and, finally, developing full-scale prototypes that can be the starting point of new approaches for development and maintenance.

This development plan is written by Team Layered. It summarizes a one-year-long practice-based research process and includes strategies and methods for redefining how to build the public through staged maintenance of existing constructions in order to open them up for public use. It is an example of how urban development and management can be synonymous and reflected in a unified approach.

2024-08-08

The Swedish Centre for Architecture and Design and the City of Malmö



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Parkstar

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Alle Angaben sind ohne
Gewehr

Introduction

In February 2023, we team Layered were informed that our proposal had been selected to take part as one of two teams in two different geographies in “Power of Places”. A practice-based research project and a collaboration between The Swedish Centre for Architecture and Design (ArkDes), the City of Malmö and The Society for the Preservation of Cultural Heritage and Green Parks in Malmö. The task was to study and present alternative ways of working through maintenance to develop the postindustrial area of Nyhamnen in Malmö. As part of the requirements, we were asked to work on site.

On May 9th, 2023 we arrived in Malmö for the first time. With backgrounds in performance art, art history, and architecture, we brought diverse experiences in leading grassroots design and development processes at the architectural and urban scale, performance-based discourse, alternative publication production, and artistic historic research and documentation. Representing a wide swath of backgrounds regarding geographic roots, gender, age, discipline and beliefs, we intended to root our processes on creating settings where conversations around the needs, desires, and dreams of people and nature can inform our proposals.

The task was intentionally loose, allowing for serendipity and experimentation.

Our intermittent inhabitation of Nyhamnen allowed us to use a method described as “dreaming” in order to allow for communal thinking of the future of the place in atypical ways. As Nyhamnen is closed off for development in the next 5-10 years, pre real estate market objectives can be planned and tested. We embraced this opportunity for urban speculation and testing by focusing on understanding the value of the current state of the place and considering how to move forward in an inclusive, historically respectful, and environmentally responsible manner. This thought process coincided with the global high-interests, low-investment part of the economic cycle, allowing for a reviewed definition of what environmental design and construction can mean for Nyhamnen.

Firmly believing on the importance of thinking cities for diverse bodies (including animal and vegetable) and aware of the challenge Nyhamnen currently faces in terms of attracting bodies of all types, we rooted our vision for the future of Nyhamnen on the concept of *historically sensitive multi-species food-driven urbanism*.

Setting this concept into practice began by following Carl Elefante’s 2007 teaching where he suggested the “The greenest buildings are the one that are already built.” We therefore committed to preserving not only history but also the environmental value and embodied energy of all the buildings in Nyhamnen. This realization of the environmental value behind adaptive reuse opened up the opportunity to challenge the generalized understanding that the main value of Nyhamnen is its size and location.

The possibility of reutilizing the historic remains of a bygone industrial became the first step in initializing the establishment of the historically sensitive multi-species food-driven neighborhood, whose scale and location allow for car independence offering Malmö a unique opportunity for alternative development.

In order to demonstrate our thought process, we focused on the Euroterminal Ferry building and site for two reasons: 1) it's the point closest to Malmö Centralstation, and 2) it holds the highest environmental and landscape value. It is also the most sought after site as its views and water front location offer the biggest returns on investment, making it the most sought after - and therefore vulnerable - part of Nyhamnen. Along with a large asphalt esplanade, train and car ramps, and docks, the site offers ample opportunities for creating a unique urban setting based on reusing, reprogramming, and redeveloping obsolete historic infrastructural elements.

The site which has been left untouched for 25 years requires maintenance and amplification of the existing values in order to ensure their further activation and development. However, investing in obsolete infrastructure becomes unjustifiable. Therefore, maintenance must be thought of strategically; not as upkeep, but as development. With limited investment focused mainly on safety, accessibility, and structural integrity, the old Ferryterminal site can quickly become Malmö's new Ferryterminal Waterfront Park, offering citizens multiple uses and spaces.

The Euroterminal Ferry building (which had been maintained up to 2022 when it was slated for demolition) offers the possibility to continue being used by new tenants. The building's historic, environmental, and financial value, has now turned it into a public asset capable of offering support to organizations involved in accelerating the activation of the site, and therefore becoming a house for communal use by numerous and varied organizations.

Based on findings from Power of Places, the project of reopening the site and building to the city has begun by means of small scale interventions meant to amplifying the existing by creating: the Urban Tapestry Square, Car Ramp Theater, and Urban Forest. These three 1:1 prototypes of adaptive reuse through maintenance and addition are examples of maintenance based development for the site. This development plan therefore can be seen as a staged plan intended to promote the maintenance and reuse of existing constructions in order to quickly, environmentally, and efficiently open them up for public use.

We created prototypes of how the main value of the place is held within the maintainance and adaptive reuse of its existing fabric as a way of honoring and preserving the histories it holds before new layers of use and life are added.

1 Inventory..... 1
Strategies for an open-ended future

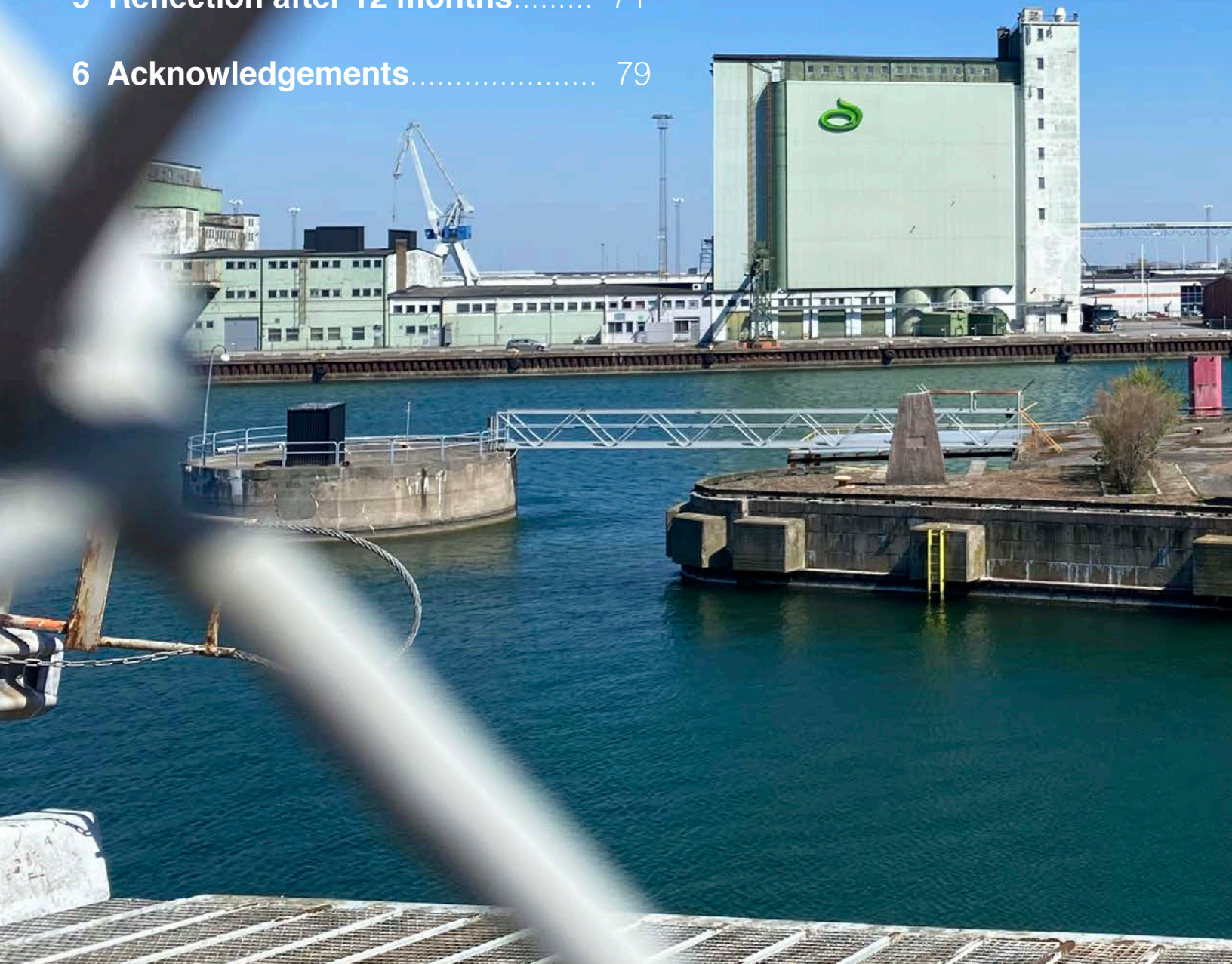
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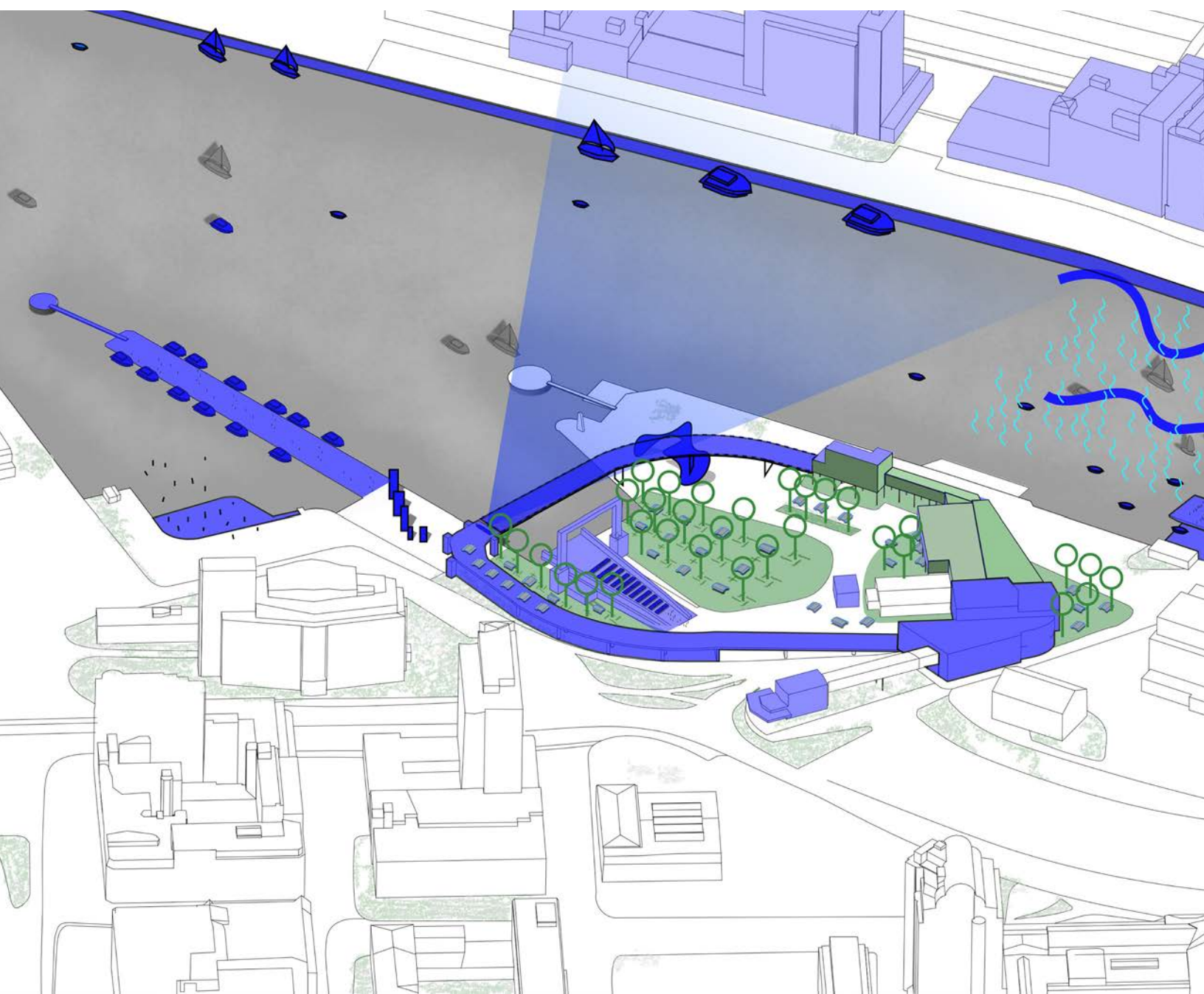
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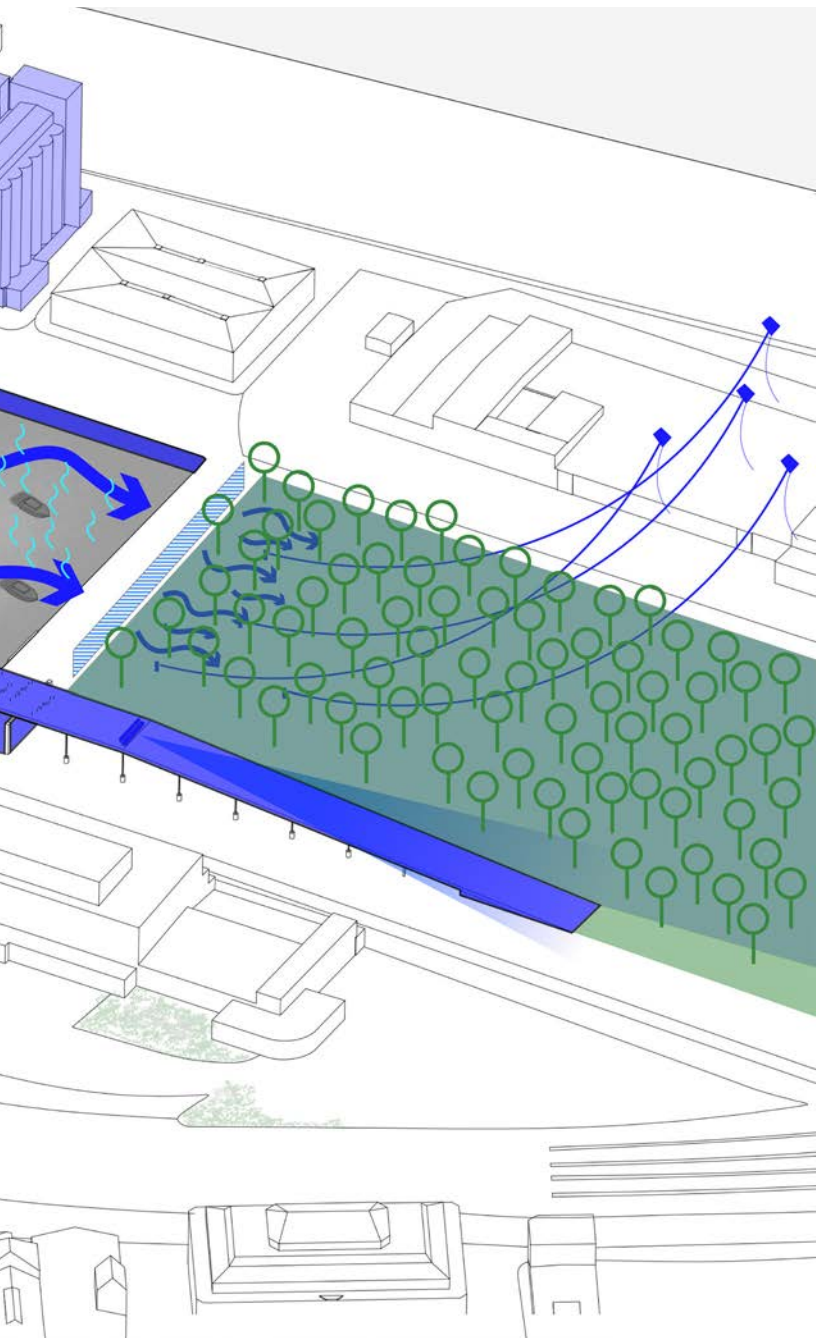
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Nyhamnen.



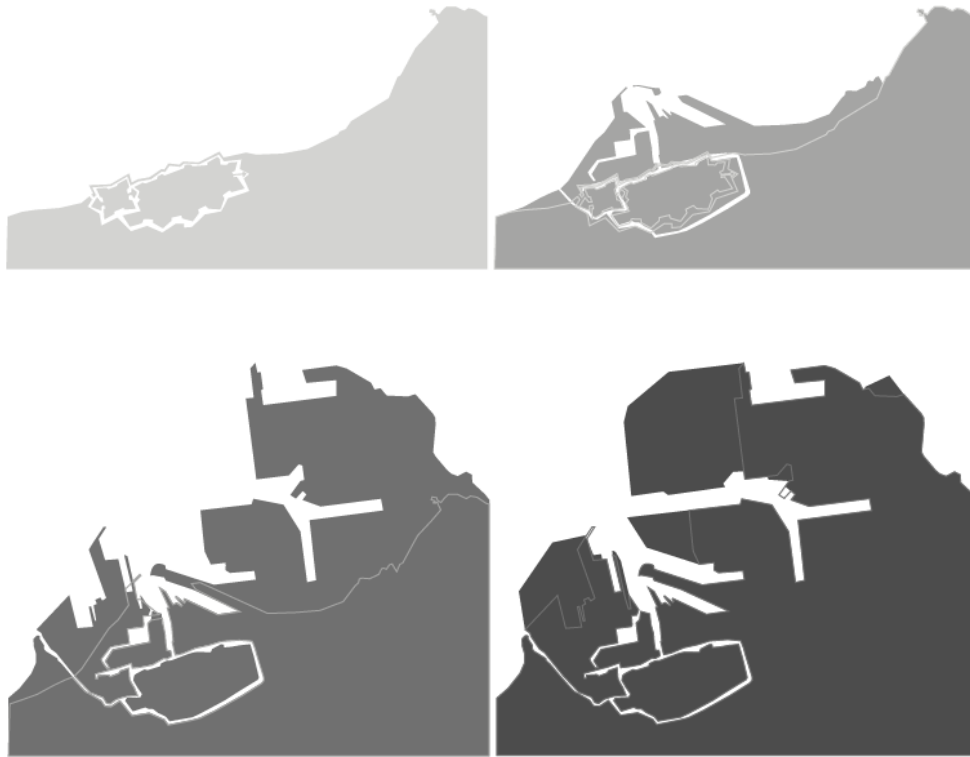


Inventory

Strategies for an open-ended future

Our project began with the task of creating an inventory of the tangible and intangible values of the site. The meaning of inventory was defined on a basic level and open for interpretation and discovery. Aware of the fact that we were (and continue to be) outsiders parachuting onto a site, we decided to assume that the time, tools, and knowledge we could offer to perform a traditional inventory analysis would lack when compared with what the city already has, and also what more informed locals could offer. Our inventory accepted this fact and therefore focused more on reacting to the site by offering multiple strategies we believed could be applied to create an increasing - yet continuous - activation of the place. Nonetheless, we also presented the following inventories:

Inventory of the different communities represented in the history of the site: a review of the importance of Malmö as an industrial city and the impact that migration cycles have had on its fabric and footprint. These cycles are a considerable part of the current fabric of society and the narratives of the relationships created with Malmö are contents which solidify the importance of the built and historic landscape.



An inventory of communal actors we created throughout our inquiry process: learning about Malmö for us has happened in books, online information repositories, and conversations. The stories of locals have both guided our understanding of the place and complimented our hypothesis through first hand narratives of locals.

Origin of the population

186

People from 186 different countries live in Malmö (2022). Roughly one-third of Malmö's residents were born in another country. The percentage of residents born abroad has increased in the country as a whole. There are more people born in other countries living in the large cities in comparison with the rest of the country. About one-fourth of the residents in Stockholm and Göteborg were born abroad.

The most common countries of origin

11,705

People from 186 different countries live in Malmö. Among those born outside Sweden, the most common group comes from Iraq. In 2021 there were 11,705 Iraqis living in Malmö. Other common countries of origin of Malmö residents are Syria (8,920), Denmark (7,564) Yugoslavia (7,109), Poland (6,646) and Bosnia-Herzegovina (6,389). Afghanistan, Lebanon and Iran are each represented by approximately 4,000 - 5,000 residents.

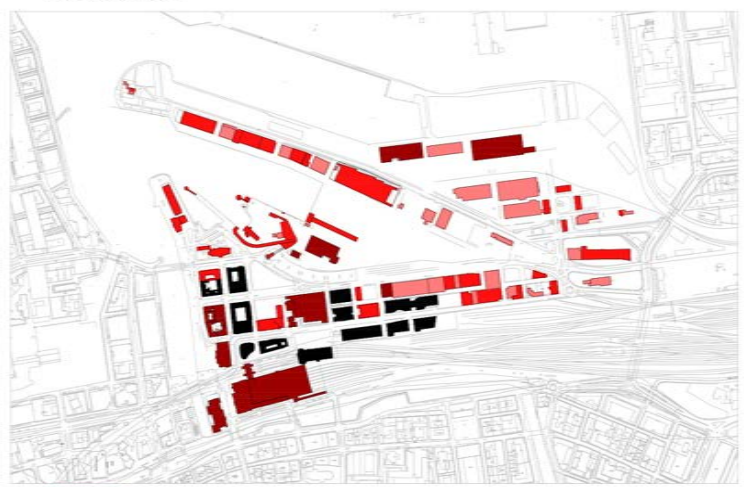
Asylum seekers

834

There were 1,807 asylum seekers living in own accommodations in Malmö as of 1 January 2022. 834 of these people were asylum seekers and 973 had temporary residence permits according to the mass migration directive. 412 were children under the age of 18. The vast majority of those enrolled, 1,330 people (74 percent), lived in so-called own accommodation (EBO). However, the share in EBO differs greatly between asylum seekers and people with a residence permit according to the Mass Refugee Directive. Of the asylum seekers, nine out of ten lived in EBO.

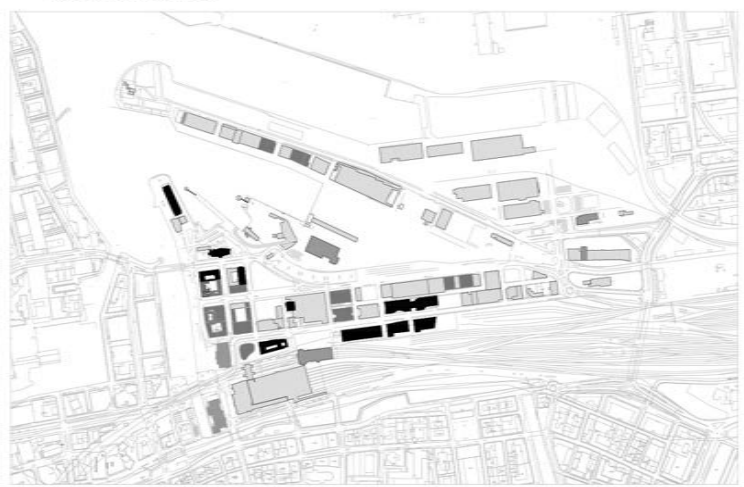
An inventory of the existing built fabric and the different set of values it offers: study of the existing open and built spaces looking to understand how each is part of a historical and spacial narrative which should inform decision taking.

HISTORIC VALUE



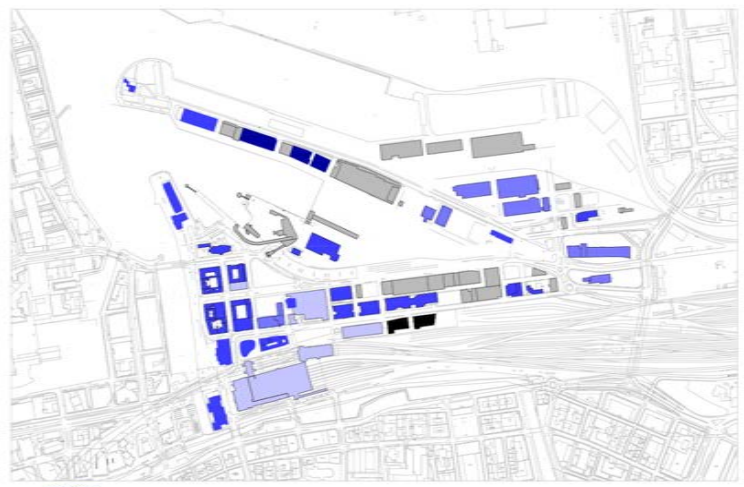
PRESERVED
HISTORIC VALUE
ENVIRONMENTAL VALUE
NEW CONSTRUCTIONS

BUILDING HEIGHTS



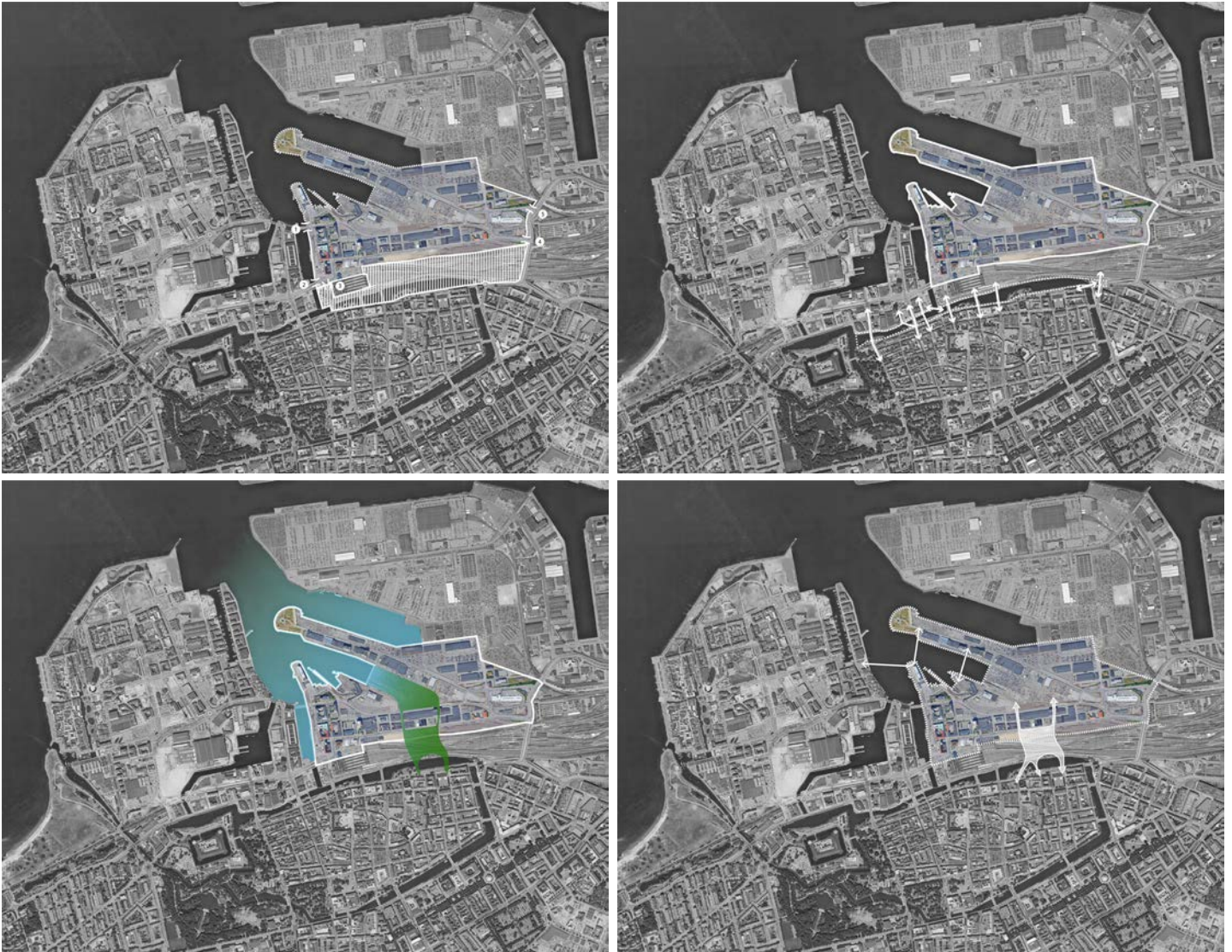
50+MTS
40 MTS
30 MTS
10-20 MTS

EXISTING USES

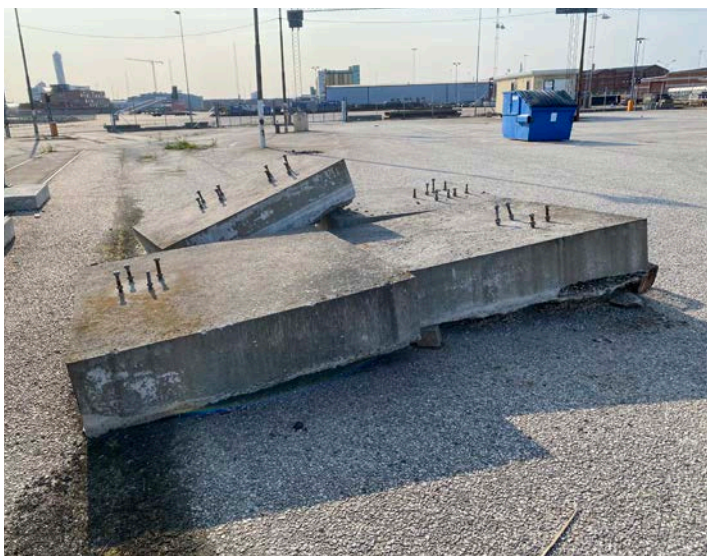


INDUSTRY
OFFICE
COMMERCIAL
COMMUNAL
UNDERUTILIZED
HOUSING

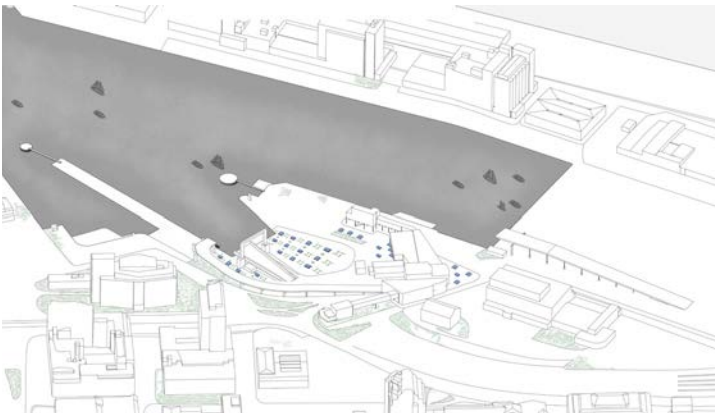
An inventory of the opportunities and challenges resulting from a larger urban analysis of Nyhamnen and its context: study on opportunities and challenges based on location, proximity to landmarks, historical elements, and natural features. The study included possible scenarios for strengthening the relation between central Malmö and Nyhamnen.



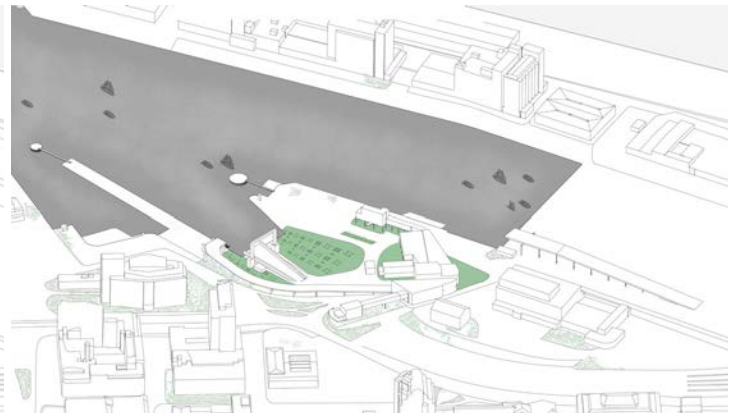
An inventory of materials: part of our site analysis was focused on the experience of being presently at Nyhamnen: By walking and biking the site repeatedly we discovered a wealth of unclaimed materials which became the base for our designs as they transmit the idea of valuing what is found on site and adapting it to new uses.



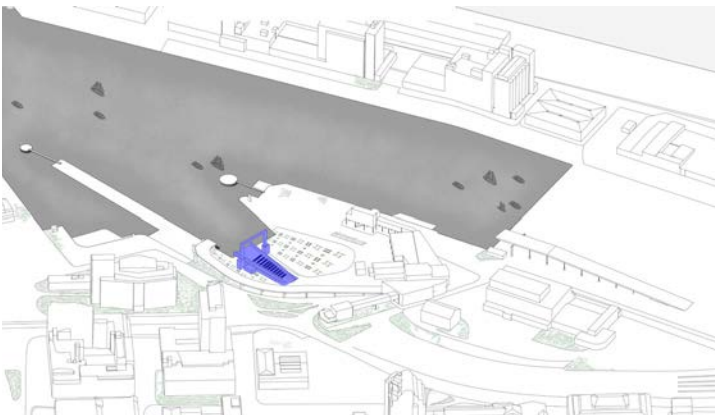
6 **Inventory of Activation Strategies:** different actions designed to be deployed through time and without a specific order. The strategies also presented different budget options and levels of complexity.



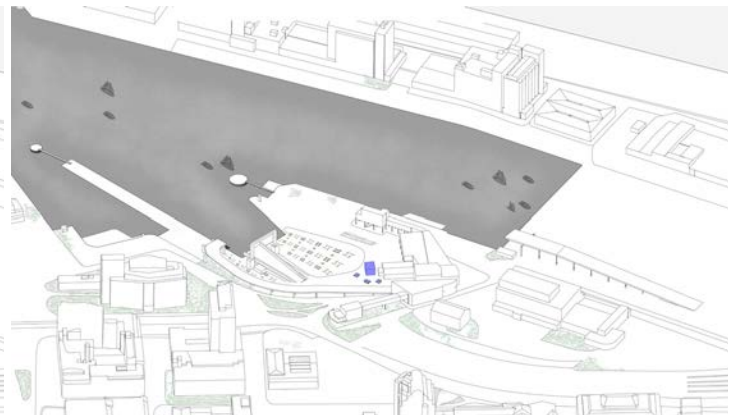
Furniture made with debris



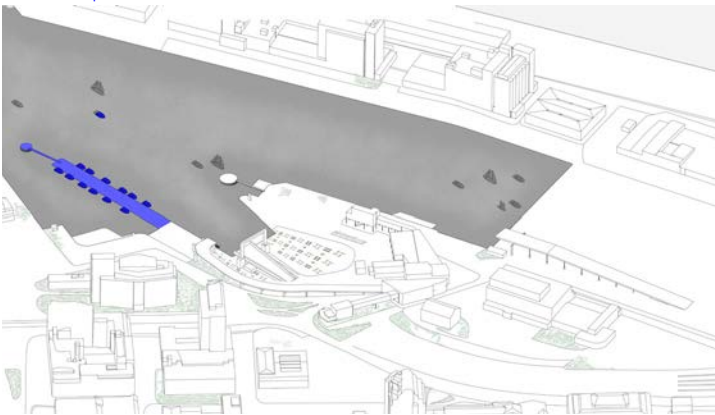
Landscaping with existing weeds



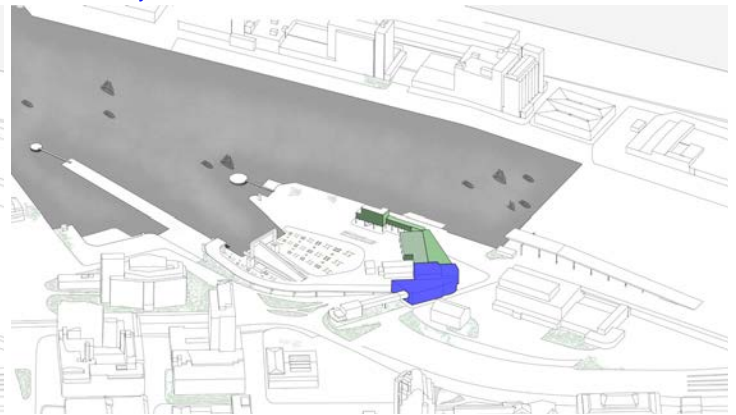
Train ramp theater



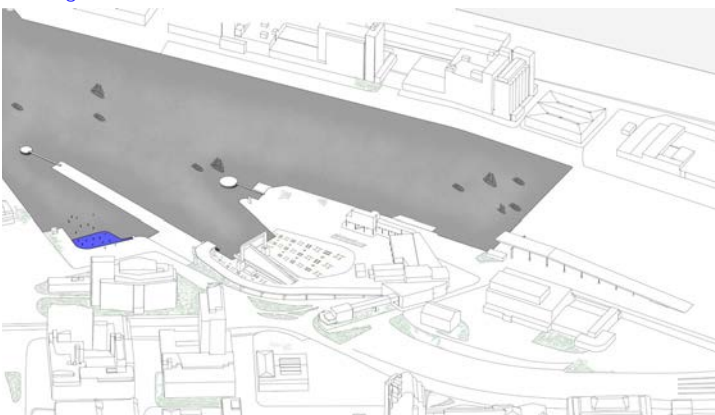
Kitchen library



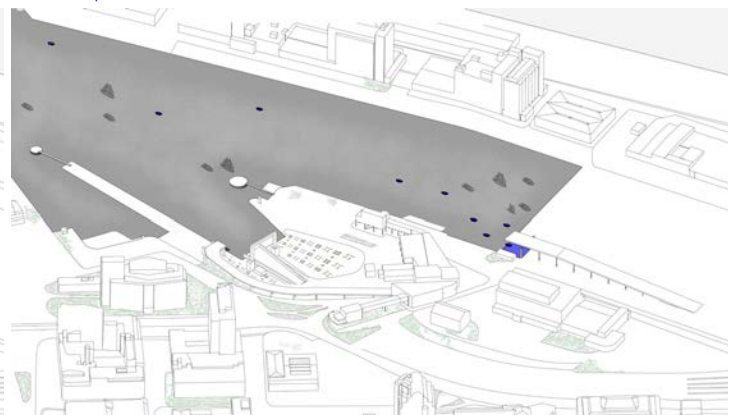
Floating market



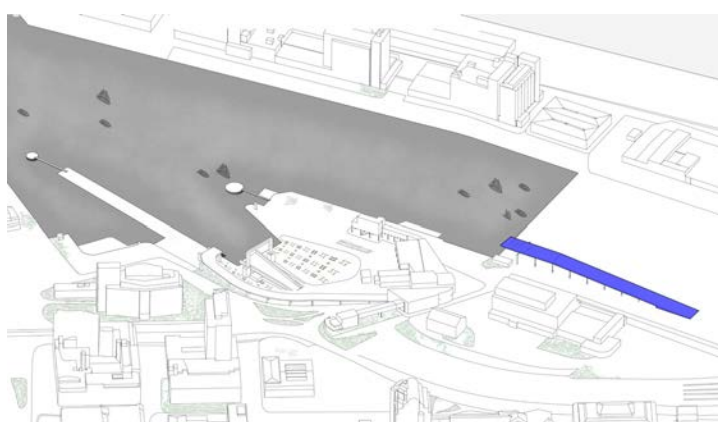
Landscape Lab



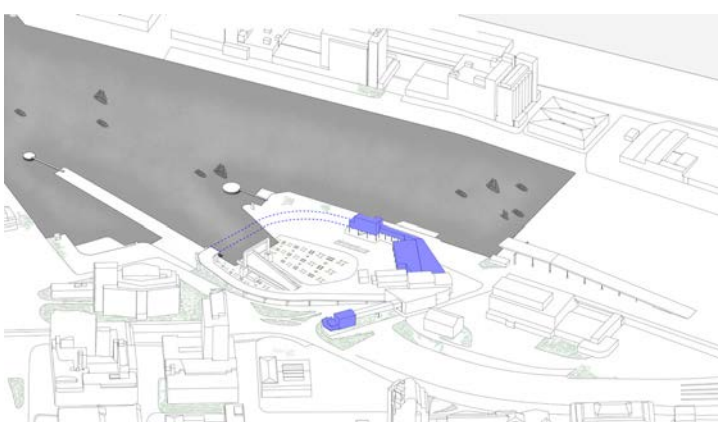
Bach ramp



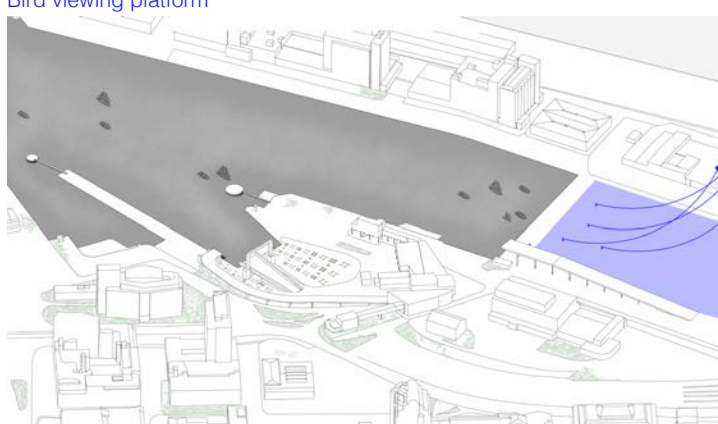
Crew/rowing ramp



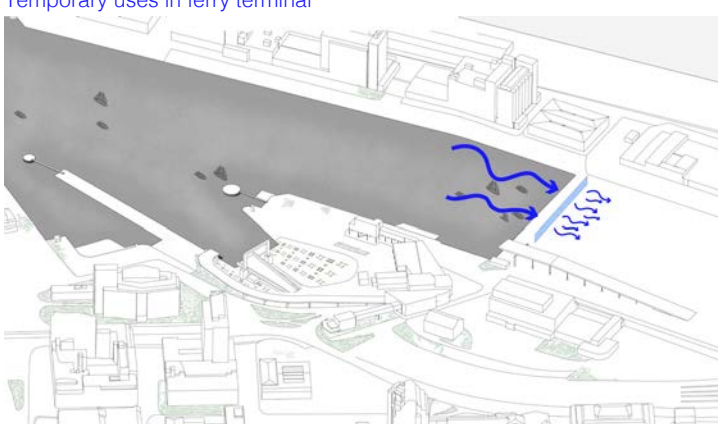
Bird viewing platform



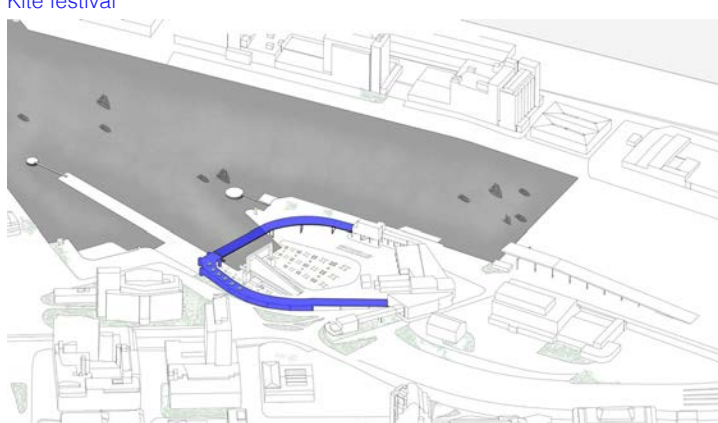
Temporary uses in ferry terminal



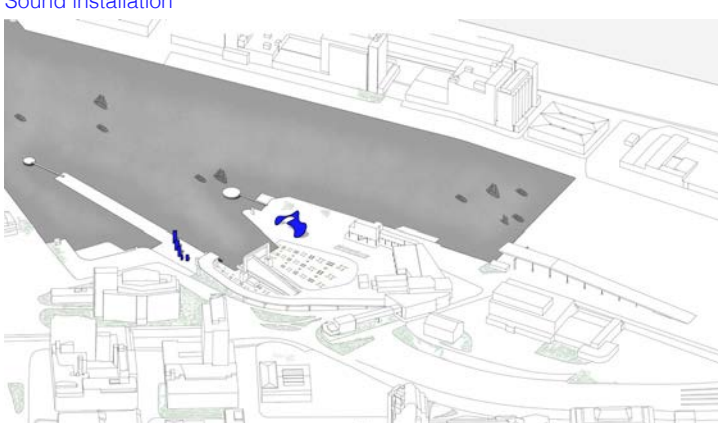
Kite festival



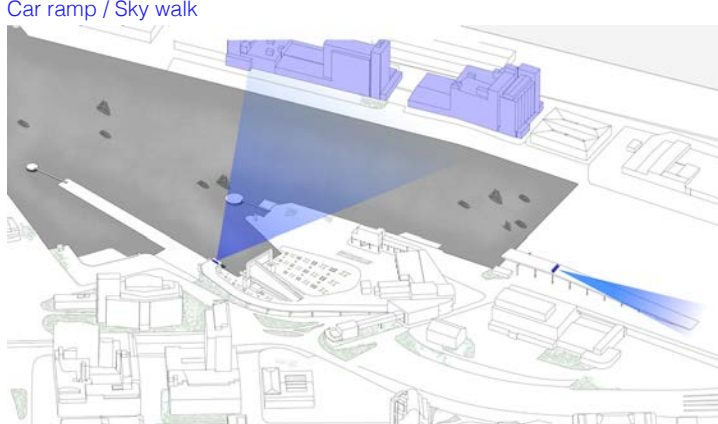
Sound installation



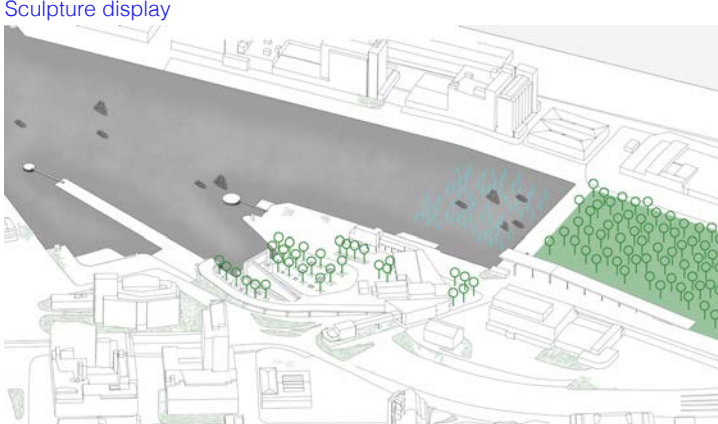
Car ramp / Sky walk



Sculpture display



Landmark views



Landscaping

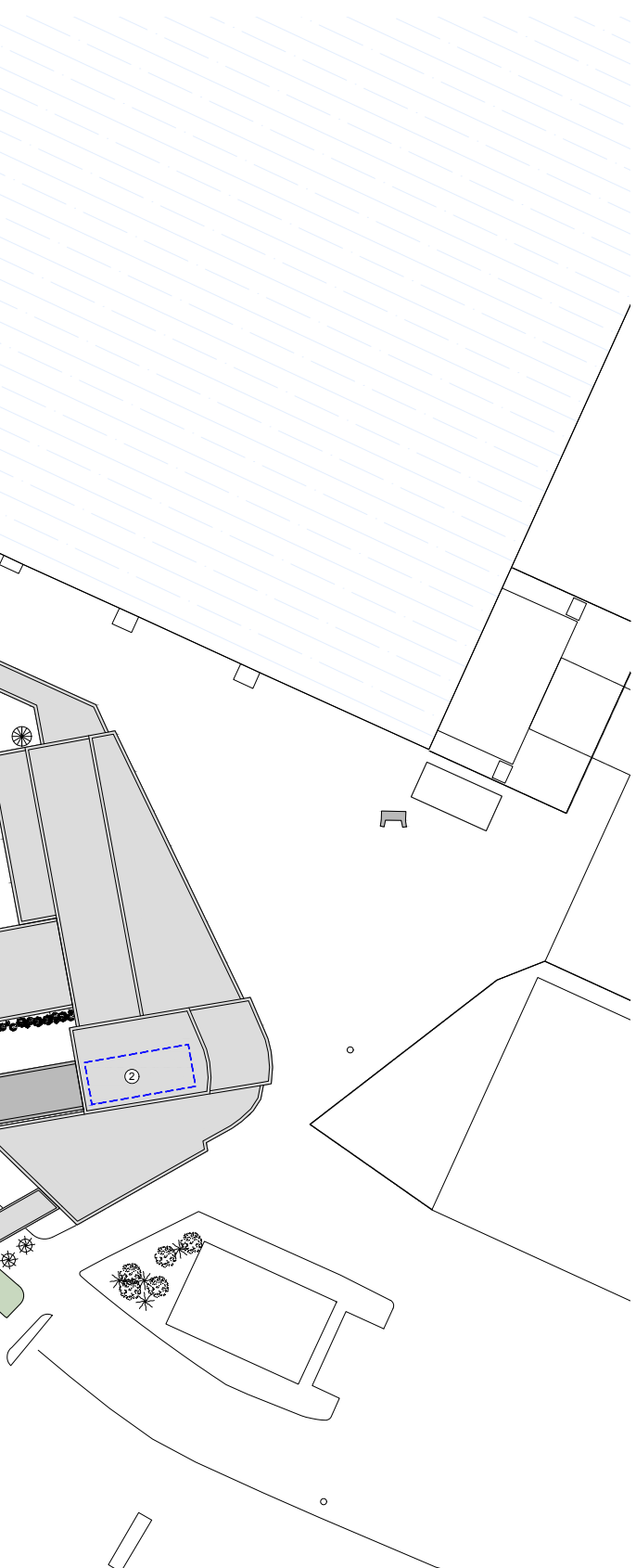


- LEGEND
- 1. URBAN TAPESTRY
 - 2. CAR RAMP THEATER
 - 3. FOREST



Development

Redefining how to build the public



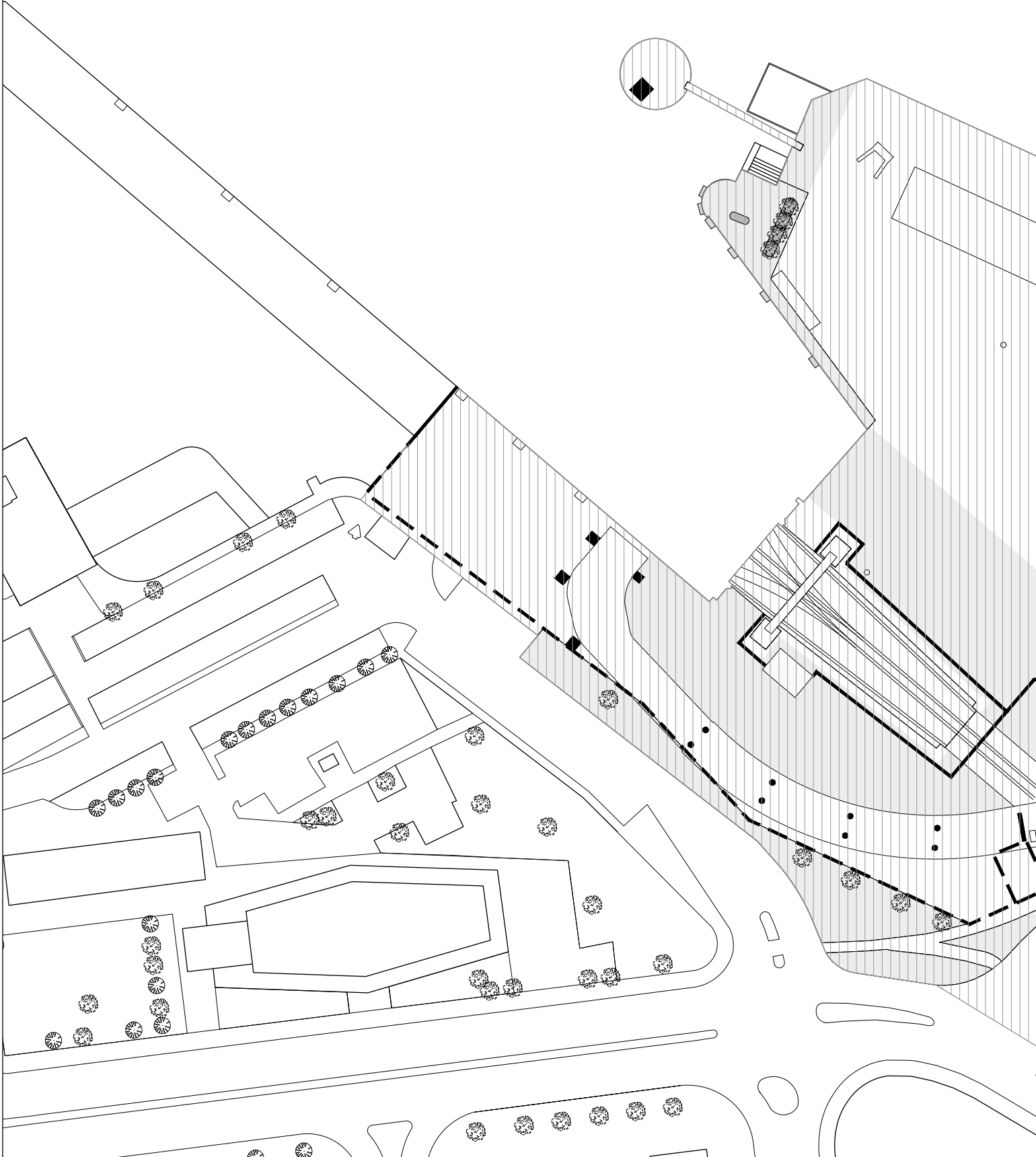
Our “Inventory of Activation Strategies” looked to serve two primary purposes: First, it became a platform to present our vision of historically sensitive, multi-species, food-driven urbanism to the broader Malmö community. Second, it aimed at establishing the inaugural in a series of activation strategies, which - we hope - will lead to transforming Nyhamnen into a vibrant and publicly accessible waterfront area.

The two prioritized activation strategies were:

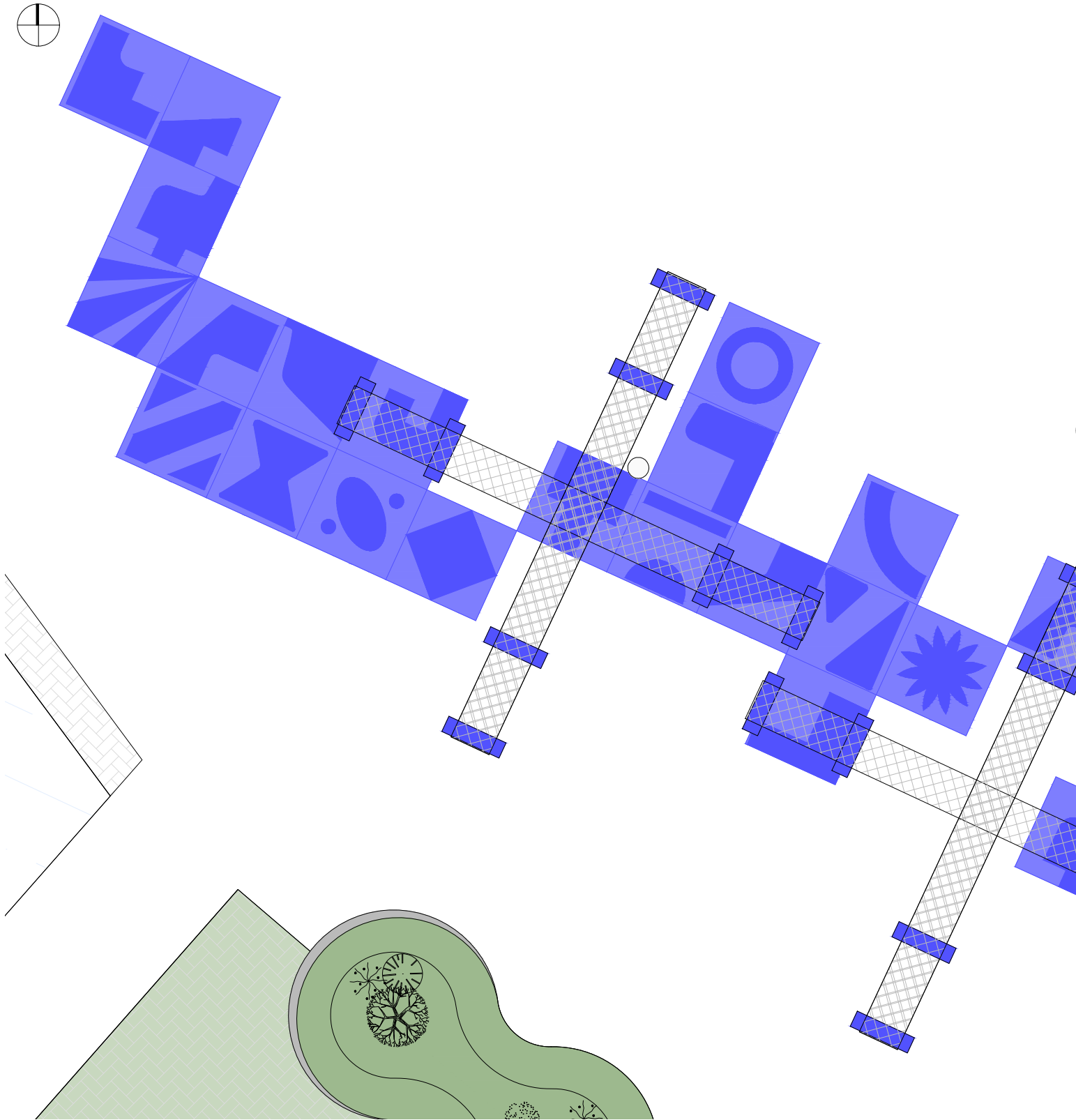
- 1) The Urban Tapestry
- 2) The Car Ramp Amphitheater

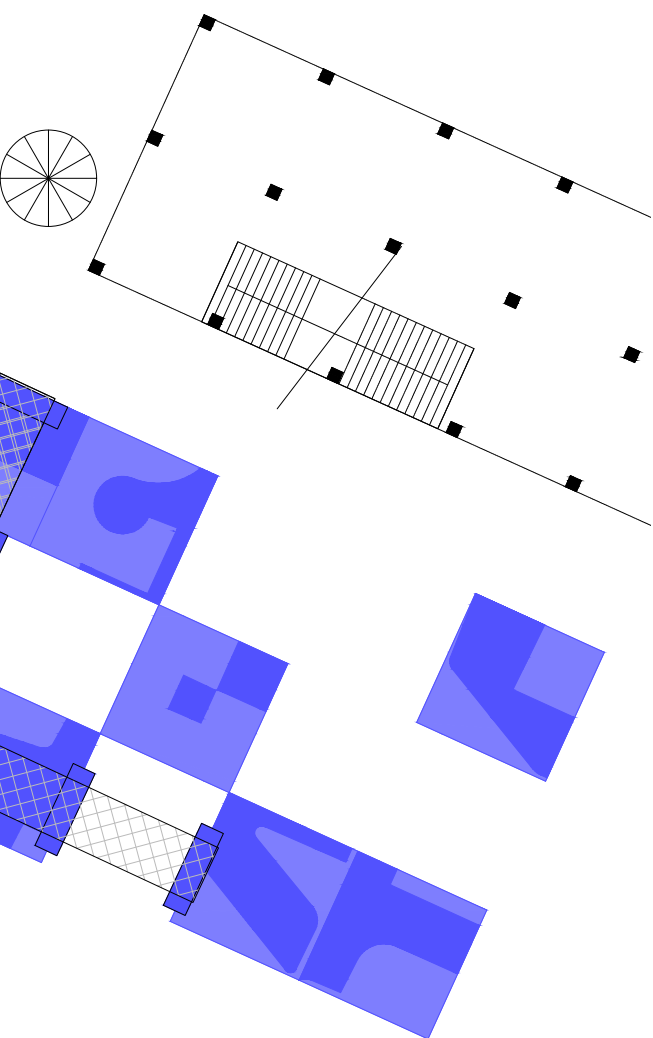
Parallel to the development of the above-mentioned activation strategies, the site required maintenance in the form of general cleanup, gradual de-fencing of the perimeter, and gardening of weeds and moss. Concurrently, the Urban Forest included in our Inventory which presented a way of installing an oceanfront forest over asphalt was taken up by Malmö Förskönings- och Planteringsförening and Malmö Stad both of who voted to approve the funding and permitting of it.

- REMOVE FENCE
- PRESERVE FENCE
- LEGEND
- ▨ REMOVE LOSE ELEMENTS AND ELECTRIC & TRIP HAZARDS
- ░ PRESERVE WEEDS AND VEGETATION
- REMOVE HUT
- REMOVE FENCE
- PRESERVE FENCE









Urban Tapestry

The Urban Tapestry functions as a communal gathering space that symbolically represents the diverse communities residing in Malmö. This space consists of recycled and repurposed pieces of local debris and fences, creatively transformed into furniture and shade structures. The tapestry serves as a visual testament to our commitment to acknowledging and representing the various cultural backgrounds within the city on the exact place where any of these communities have entered and/or exited Sweden. Simultaneously, it showcases the untapped potential inherent in numerous undervalued elements throughout Nyhamnen, spanning from discarded debris to entire buildings. Above the tapestry are reutilized fences, onto which patterns are woven using recycled marine ropes, hang as canopies offering shaded public space.

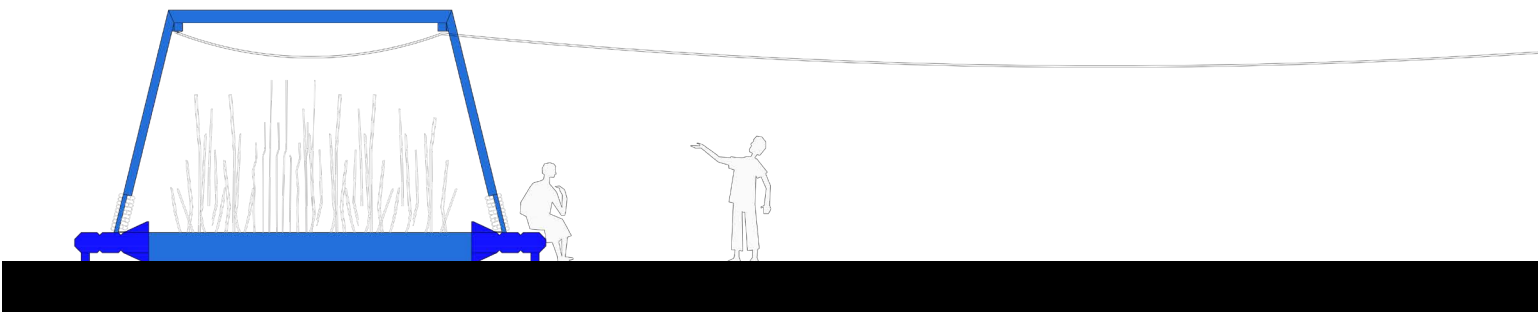
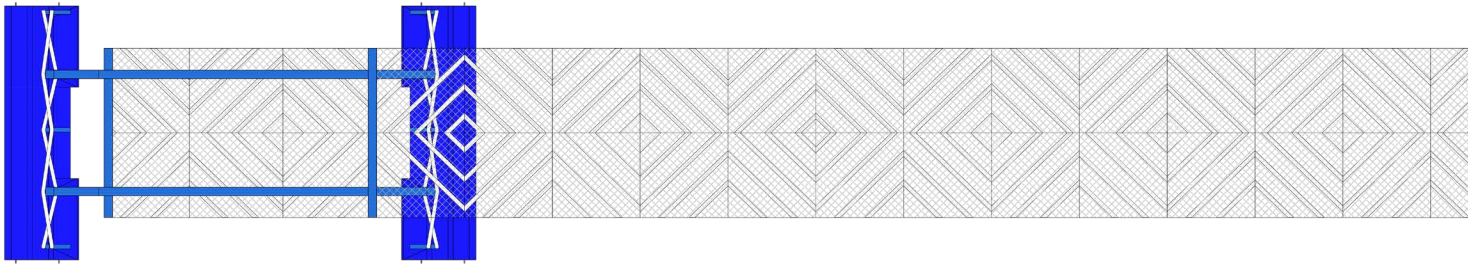




Photo: Olle Enqvist



Photo: Malmö Stad



Photo: Olle Enqvist



Photo: Malmö Stad



Photo: Olle Enqvist



Photo: Layered

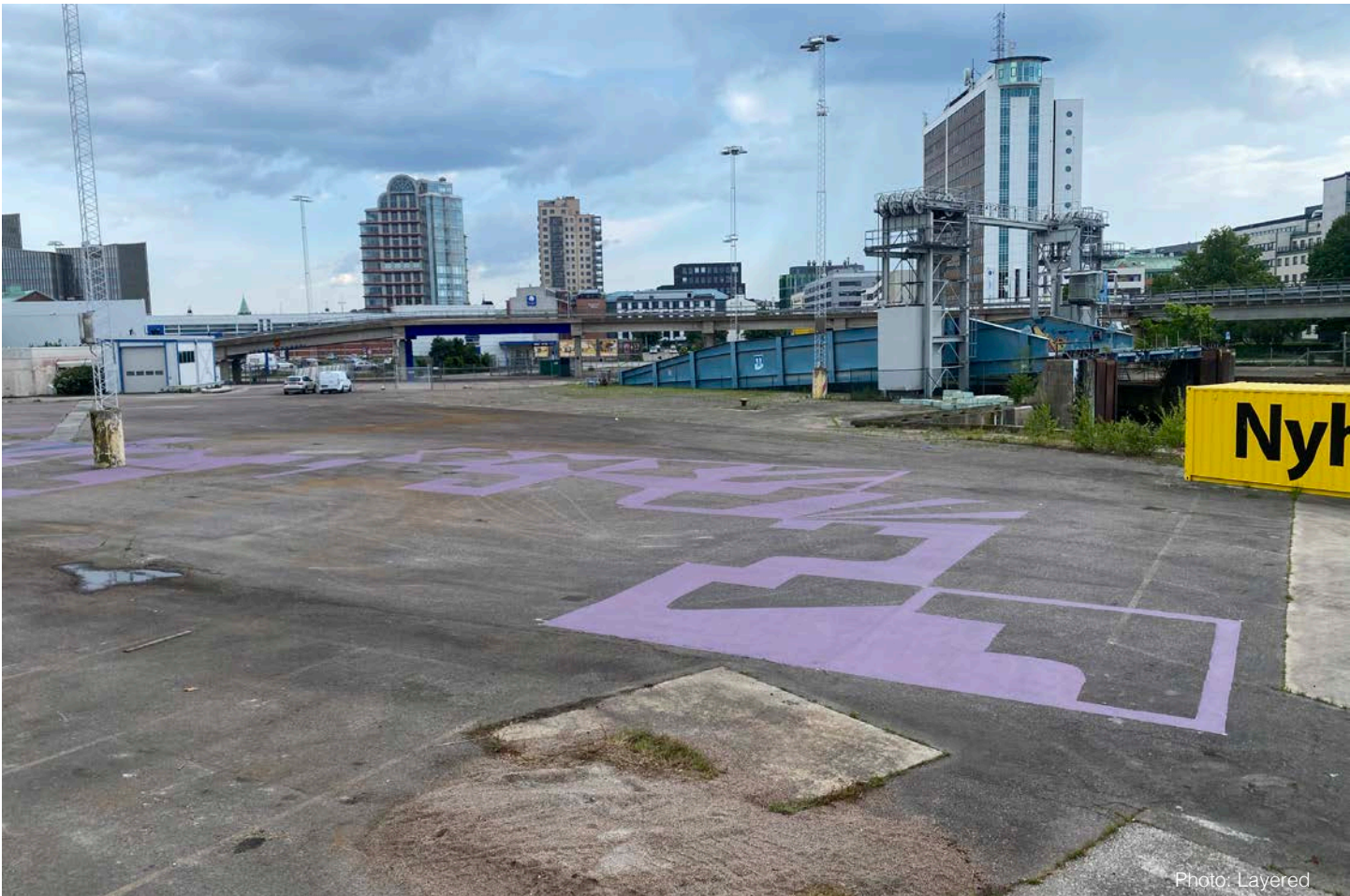


Photo: Layered



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Photo: Malmö VÄV



Photo: Malmö VÄV



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Photo: Malmö VÄV

Maintainance requirements of the Urban Tapestry

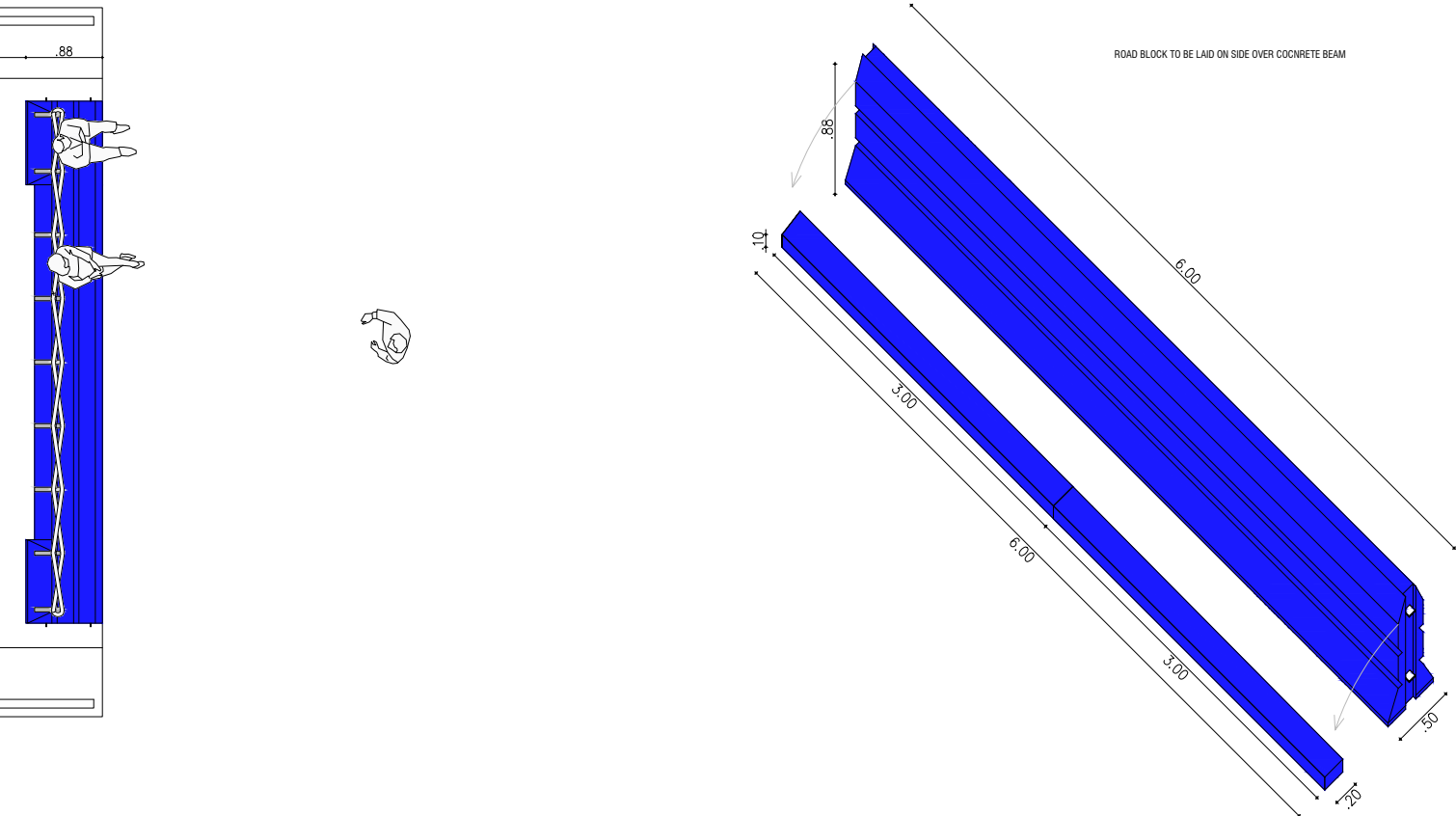
Physical maintenance

- Floor paint: The paint is projected to last five years with continuous discoloration based on use and exposure to sun, rain and snow. Following five years Malmö Stad should review the condition of the paint and decide whether to repaint or change the floor definition strategy and design. Repainting should use RAL 5002, and RAL 5007
- Benches: benches should withstand the weather and use with the possibility of paint waring off. Repainting when necessary should be considered. The backrest may need re-weaving based on use. This should be reviewed twice per year. Improvements intended for more time resistance finishes can be implemented following approval of authorities.
- Canopy/pergola: The pergola is designed to withstand heavy wind and snow. Nonetheless, if a 100-year snow storm were to occur, the pergola should be checked to avoid accumulation of snow on it. There is the possibility of structural failure in a 100-year storm conditions. Taking this into account, the design can fail in a prograded and safe manner. Yearly check of welding, rust, and cable anchoring is required and should lead to ongoing spot maintenance activities.
- Weave: general maintenance must be done every spring to ensure the laces are tensed and lose ends are re-woven.
- Planting beds: general gardening must be done on the planting beds. Corners and welds must be checked yearly.
- Electricity should be kept available with functioning lights and outlets.

Programmatic maintenance

- Using the square is part of its maintenance strategy in order to avoid degradation by underutilization.
- The square should be paired up with an educational component of Malmö Stad using it for educational purposes as well as recreation.
- The square can host components of the “Activation Inventory” like the kite festival and the food celebrations. A contact person responsible for program happening on the square should be designated and their office should be housed within the Ferry Terminal building.
- Partnering with local cultural organizations, individuals, and groups could result in agreements where office and rehearsal space within the Ferry Terminal building can be offered in exchange for public programing of the Urban Tapestry.
- Serendipity should be fostered as unexpected uses and users for the place will bring unplanned contents to it.





Car Ramp Theater

The Car Ramp Theater was born from a review of the Train Ramp Theater initially proposed. Due to safety concerns and taking advantage of the fact that it is roofed, the theater was developed in the existing car ramp. With a capacity of 100 spectators, the theater took advantage of the ramps' slope to install 9 rows of reutilized concrete traffic control elements onto which backrests made with recycled tanker ropes were woven. The theater demonstrates how obsolete infrastructure can have a second life by assigning new uses to it, quickly creating new spaces for communal use through alternative development paths. Seating was painted by local skateboarding association Bryggeriet.

On June 08, 2024 the Car Ramp Theater opened to the public and became part of the city's public cultural offering.

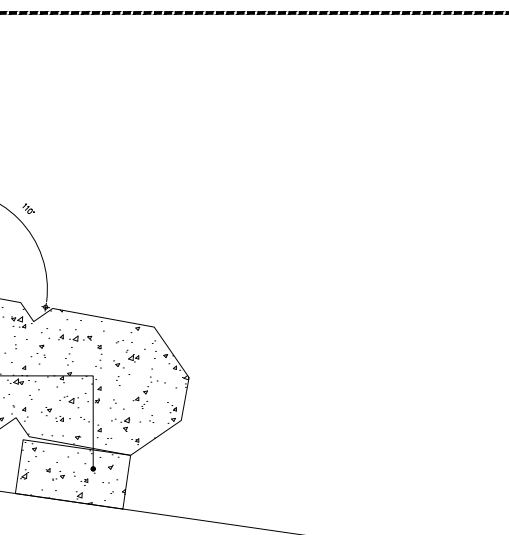
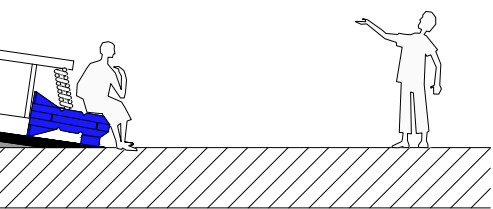




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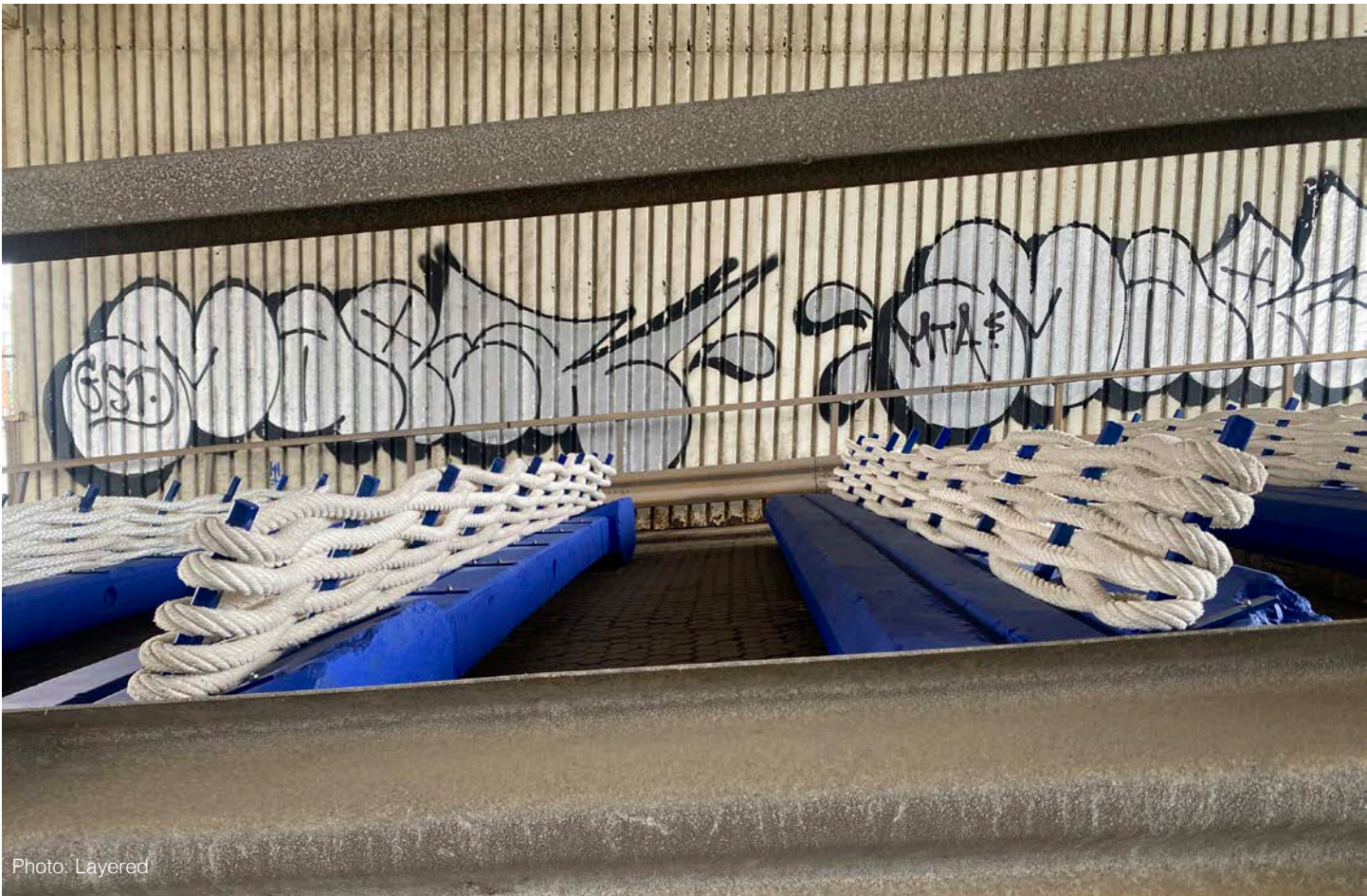


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Photo: Olle Enqvist

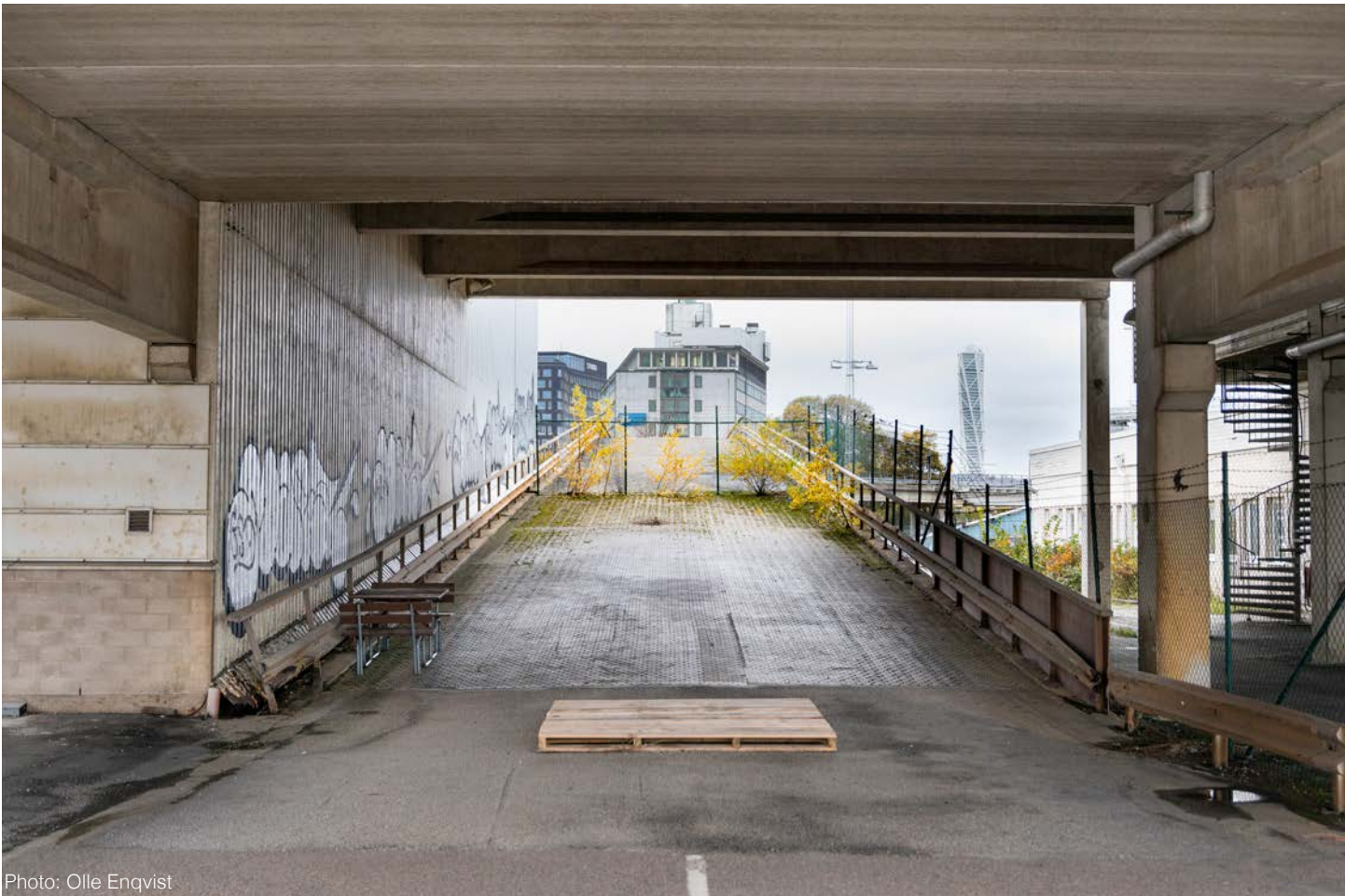


Photo: Olle Enqvist



Photo: Layered



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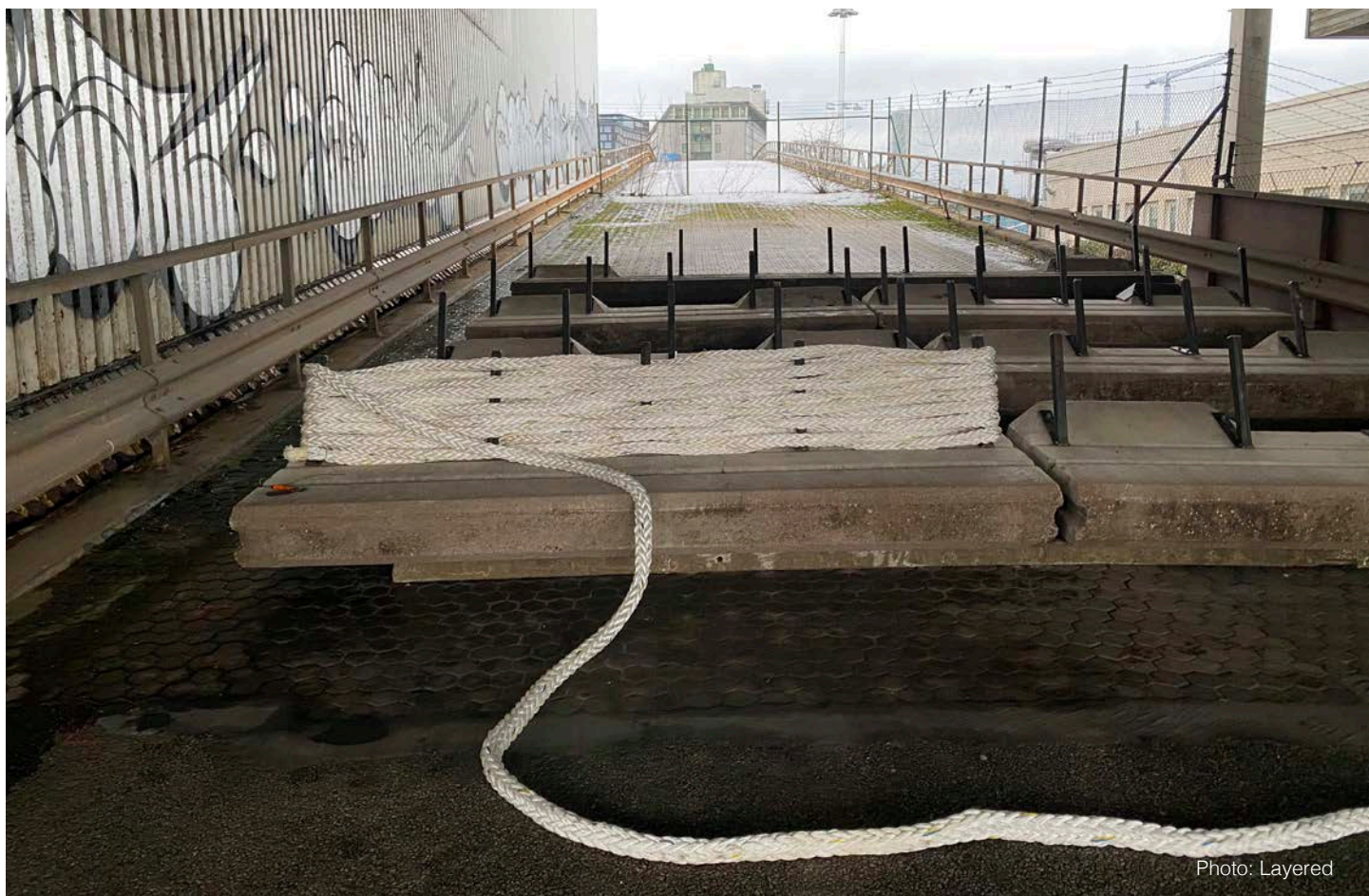


Photo: Layered

Maintainance requirements of the Car Ramp Amphitheater

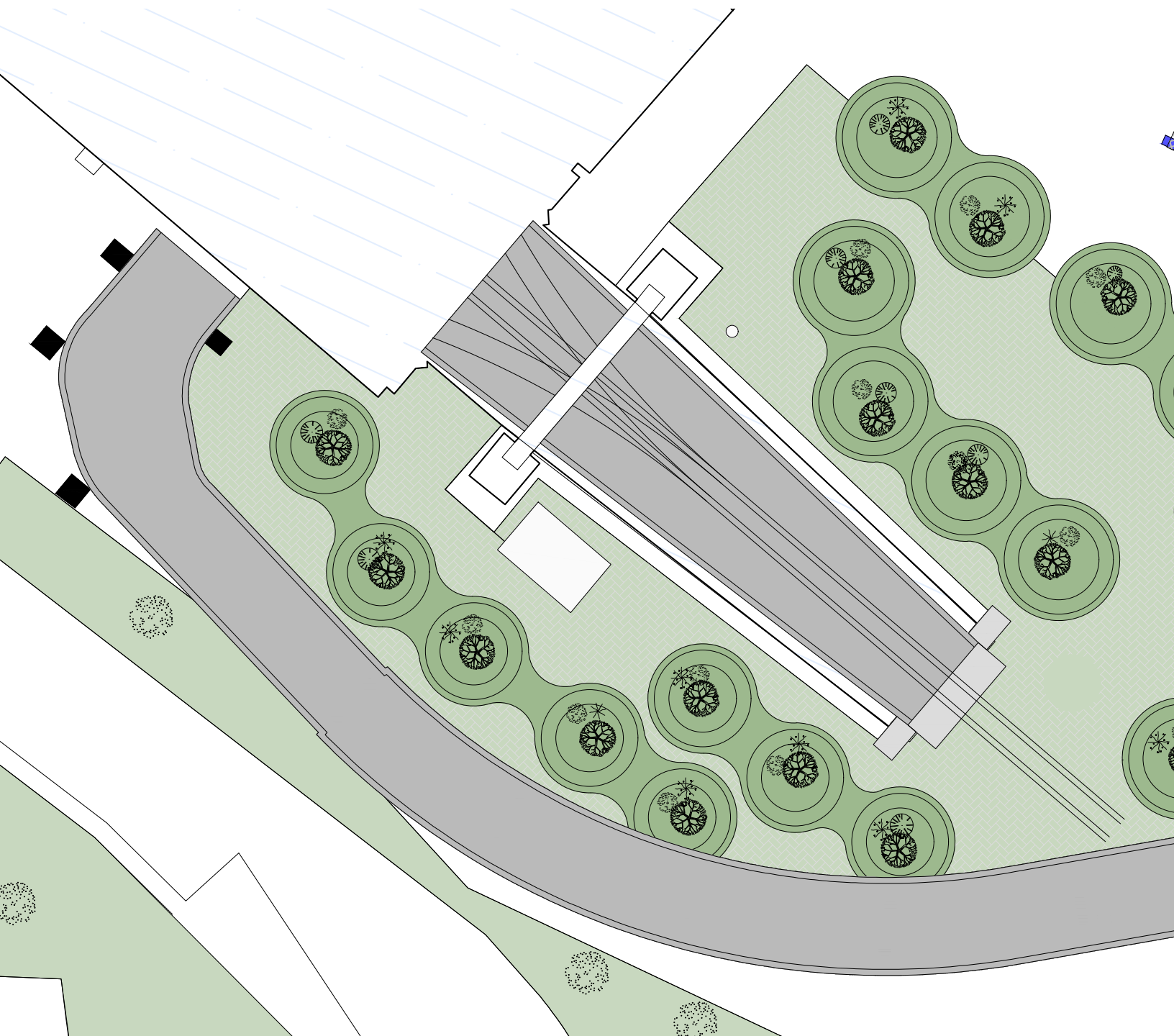
Physical maintenance

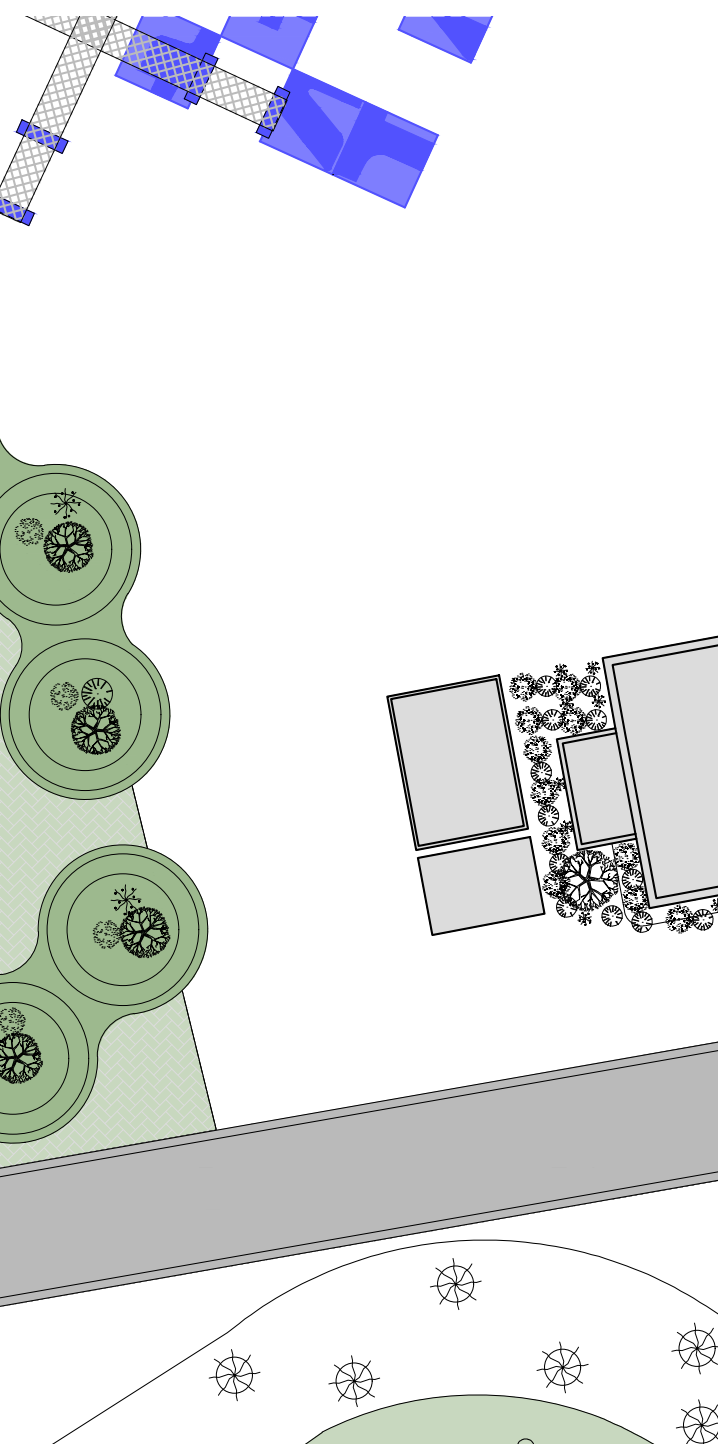
- The amphitheater must be cleared of trash and debris on a regular basis.
- The sides of the ramp must be reviewed as soon as possible to dismount unnecessary fences and stabilize rotting sheetmetal.
- The overall space should be cleaned of unnecessary elements and painted using the same blue color in the underpass (RAL 5002) to create a sense of space that is cared for.
- Benches should withstand the weather and use with the possibility of paint waring off. Repainting when necessary should be considered. The backrest may need re-weaving based on use. This should be reviewed twice per year. Improvements intended for more time resistance finishes can be implemented following approval of authorities.
- Electricity should be kept available with functioning lights and outlets.

Programmatic maintenance

- Conversations for usage should be advanced with Malmö Museum, Marint Kunskapcenter, Malmö Sommarscen, and other organizations interested in sporadically using the space.
- Partnering with local cultural organizations, individuals, & groups could result in agreements where office and rehearsal space within the Ferry Terminal building can be offered in exchange for public proگرامing of the amphitheater.
- The Ferry Terminal building has a direct connection to the amphitheater via a former communal food space used by the Medborgarskolan. This space could house an organization interested on “operating” the amphitheater, offering culture and food proگرامing.
- Serendipity should be fostered as unexpected uses and users for the place will bring unplanned contents to it.







Urban Forest

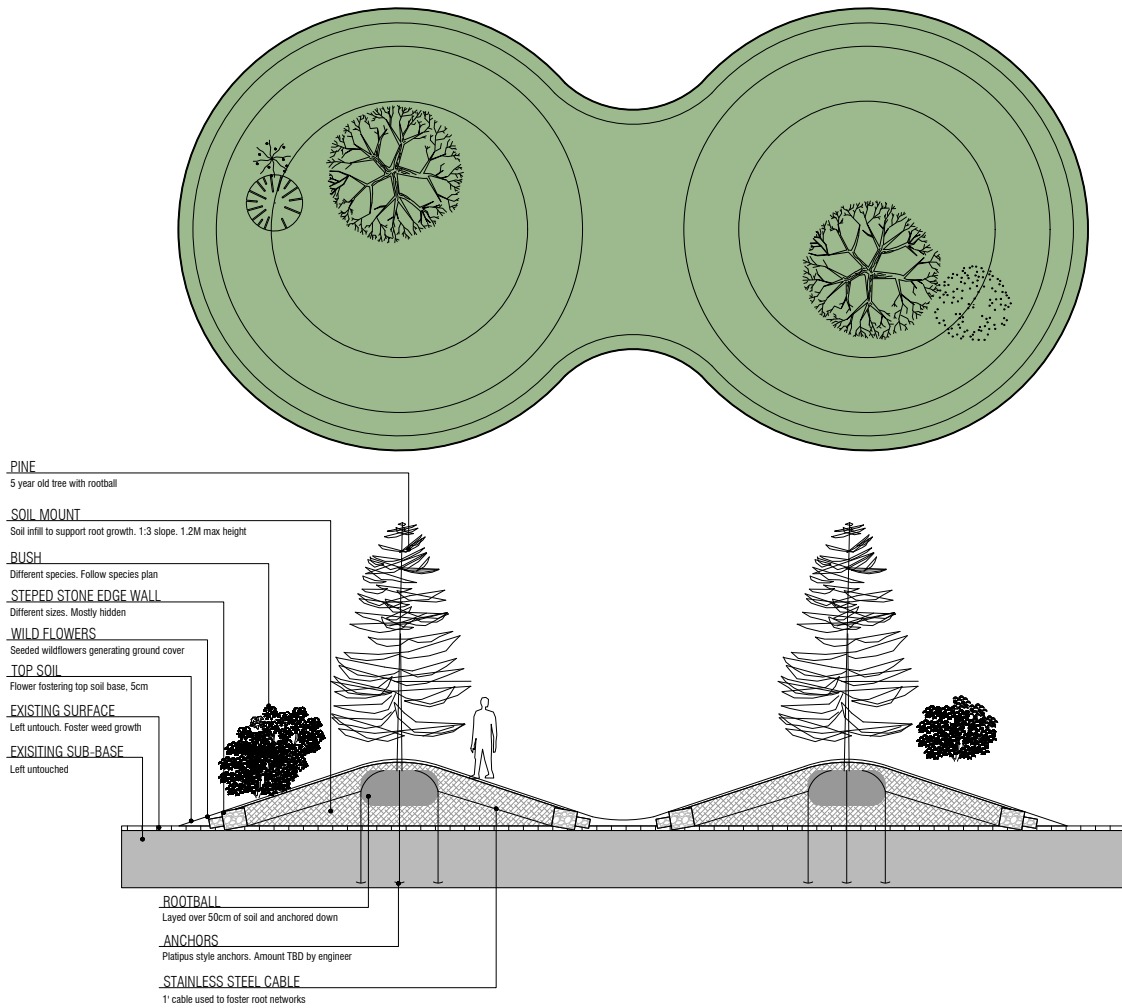
The need for bringing nature into Nyhamnen, as a way of providing foodscapes for ground and air-based fauna, presented the technical challenge of planting trees on asphalt. This nature activation was resolved technically and presented to Malmö Förskönings- och Planteringsförening. The organization studied the proposal and decided to financially back the construction of a forest surrounding an old train ramp. The forest also became a strategy to enhance the value of the ramp, a piece of industrial history.

Following the completion of the Urban Tapestry and Car Ramp Theater, our focus shifted to the Urban Forest. This innovative concept will introduce trees, ground vegetation, wildflowers, and innovative planting systems to an area surrounding a disused train ramp which we intend to repurpose into an open-air theater. The forest will not only be a food source for birds and insects, fostering a multi-species habitat, but it will also serve as the living walls of the city's new theater, ingeniously repurposing a piece of logistical infrastructure.

Discovering fruit and green foraging opportunities on site as part of our way of inhabiting Nyhamnen showed us that the conditions for multi-species cohabitation are already present on site. Therefore, parallel to the construction of the forest we also raised awareness towards the value of existing vegetation in the form of trees, weeds, and mold and the ecosystemic value of this “third landscape”.

SUPERFICIAL LANDSCAPING

Mature spruce pines are anchored to the floor using Platipus anchors or similar. 1.1m dirt mounts are created around the root ball. Bushes are planted on mounts and assorted wildflowers are seeded. Spruce pines have shallow roots which create a network of roots between trees.



Maintenance Requirements of Urban Forest

Physical maintenance:

- Traditional landscape maintenance must be ensured in the yearly budget plans of the city including .
- As a site for research, the forest will be measured and in permanent flux. Research should include maintenance of the site including general cleaning and permanent inspection of the conditions of the constructions, and regular measurements of the health of trees, plants, and soils.

Programmatic maintenance:

- As one of the office space users in the Ferry Terminal building and in exchange for a rent, Landscape Lab should design, develop, and execute pedagogical programming throughout the year using the forest both as a place for research and education.

Collaboration

Our inventory of communal actors was used in the process of finding vendors who would execute the different components of the projects. Instead of contacting traditional construction industry providers we built our projects with community organizations.

Painting of concrete benches was contracted with **Bryggeriet** (skateboarding organization).

Woven fences were contracted with **Malmö VÄV** (weaving association).

Ropes to weave fences and back rests of benches were donated by **DFS** (Gothenburg based shipping company).

Bench bases were sourced from a mix of **Malmö Stad** discarded traffic elements and second hand traffic control commercial outlets.

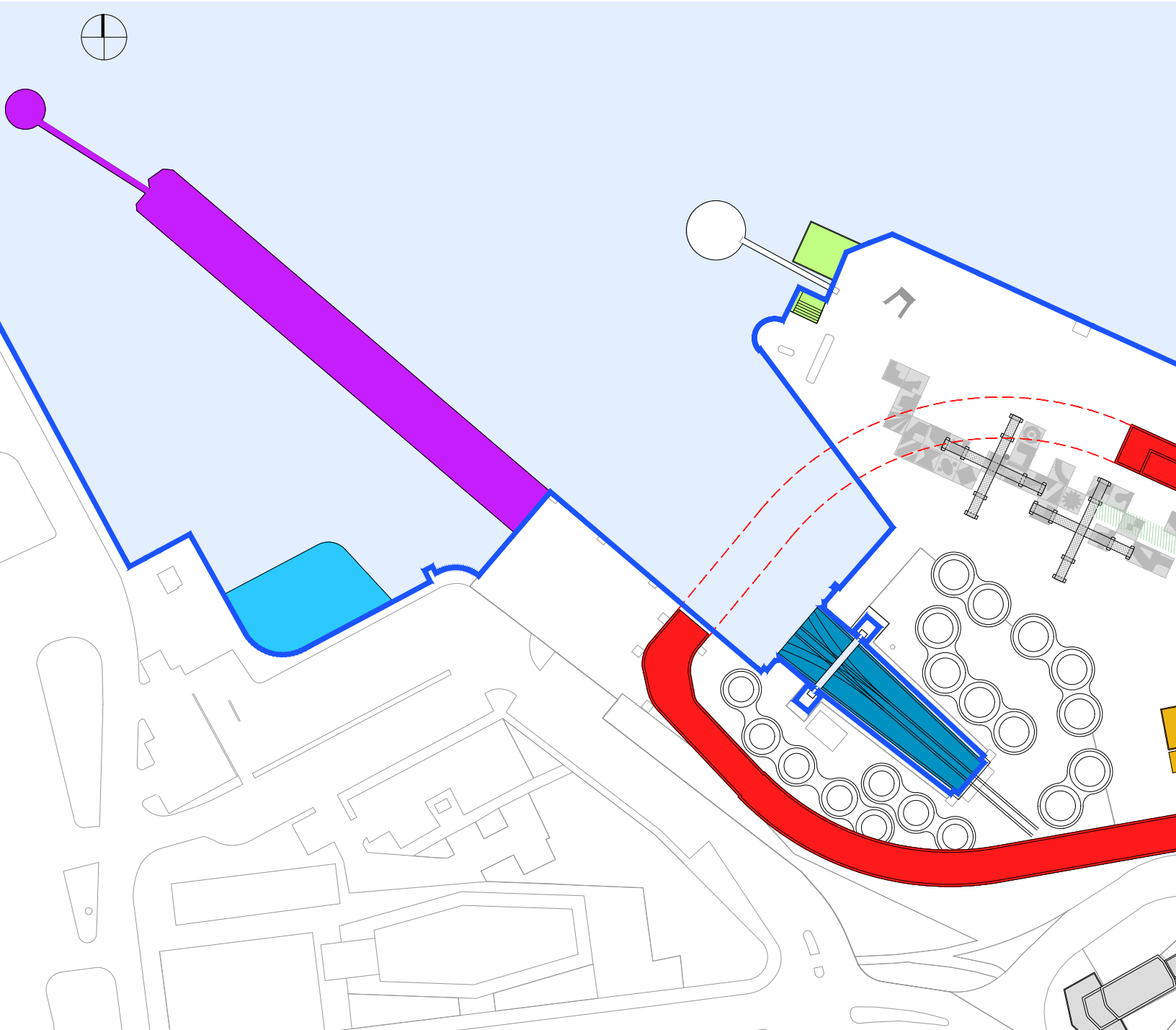
This form of building utilized the development of the public space as a way of supporting communal organizations and involving the private sector. In doing so, a very first step to spreading the vision of the place through active involvement of community members was accomplished and the execution of the project became an activation strategy itself.



Members of Malmö VÄV
weaving fences on site
Photo: Malmö VÄV

LEGEND

- KITCHEN LIBRARY
- FLOATING MARKET
- BEACH RAMP
- CAR RAMP
- CREW RAMP
- UNDERWATER LANDSCAPING
- BIRD VIEWING RAMP
- WEEDS AND MOSS
- TRAIN RAMP THEATER
- REUSED FERRY TERMINAL
- WATERFRONT EDGE



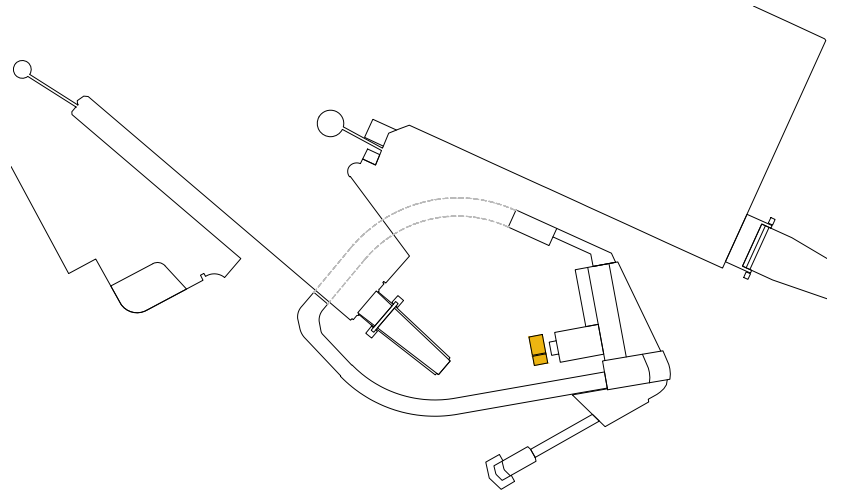


Next Steps

Power of Places has created interest and expectations around the possibility of quickly opening the Ferry Terminal site to the public in the form of a historically respectful yet new and innovative public space. Adding to the amphitheater, tapestry square, and urban forest will lead to creating a public sense to the place while real estate development continues to develop on different fronts. Each of these projects represent challenges in funding, participation, programming, maintenance, and definition. Availability of resources can be dynamic, and therefore a specific development plan would hinder the ability to react to the conditions that may arise in the development process for which all activation strategies are considered priority. This equal prioritization of all strategies opens the development of these to active communal and government participation, allowing for priorities to be negotiated and managed through conversations and time. Therefore, following the “Activation Inventory” as well as the emerging opportunities previously mentioned in this document, we suggest the following projects should be prioritized in no specific order:



Photo: Layered



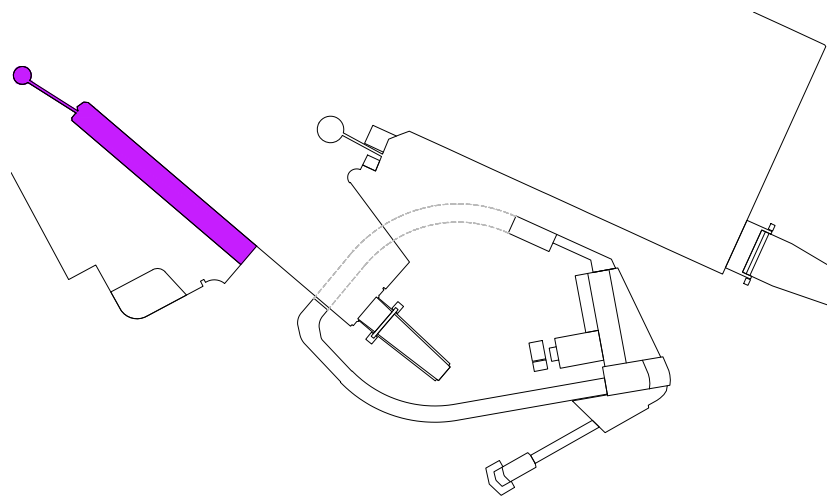
Kitchen Library

The existing boat washing shed located in the entrance of the site has physical conditions favorable to establish an experimental library focused around food. This “Kitchen Library” is a unique and innovative form of library which could offer new educational and communal services to the larger Malmö community while creating a new typology of library where food production can become a pedagogical tool for Malmö’s Library department. In order to accomplish this, a partnership with Malmö Library’s innovation area should be pursued and the project must be structured along with them. The project requires being designed physically, pedagogically, and institutionally.





Photo: Layered



Floating Street

Nyhamnen was historically a food production area. Remnants of this era can still be found in its built fabric including the Slaughterhouse, the Butter Building, and the Salt Importing building. Following the logic of Nyhamnen adopting the “Multi-species Food-driven Urbanism”, we suggest repurposing an existing closed off dock to create a “floating street”. This new floating urban experience centered around food (in all its stages) can result in a streetscape filled with markets, restaurants, education, and production services attached to the existing dock.

In order to establish the floating street stability of the dock must be tested and general safety modifications must be completed. Concurrently, conversations with the business community (preferably food) who may be interested in taking part must be commenced. Malmö’s business development office could become a partner in establishing these conversations and creating the framework in order to incentivize the interested parties in committing to this new business offering.

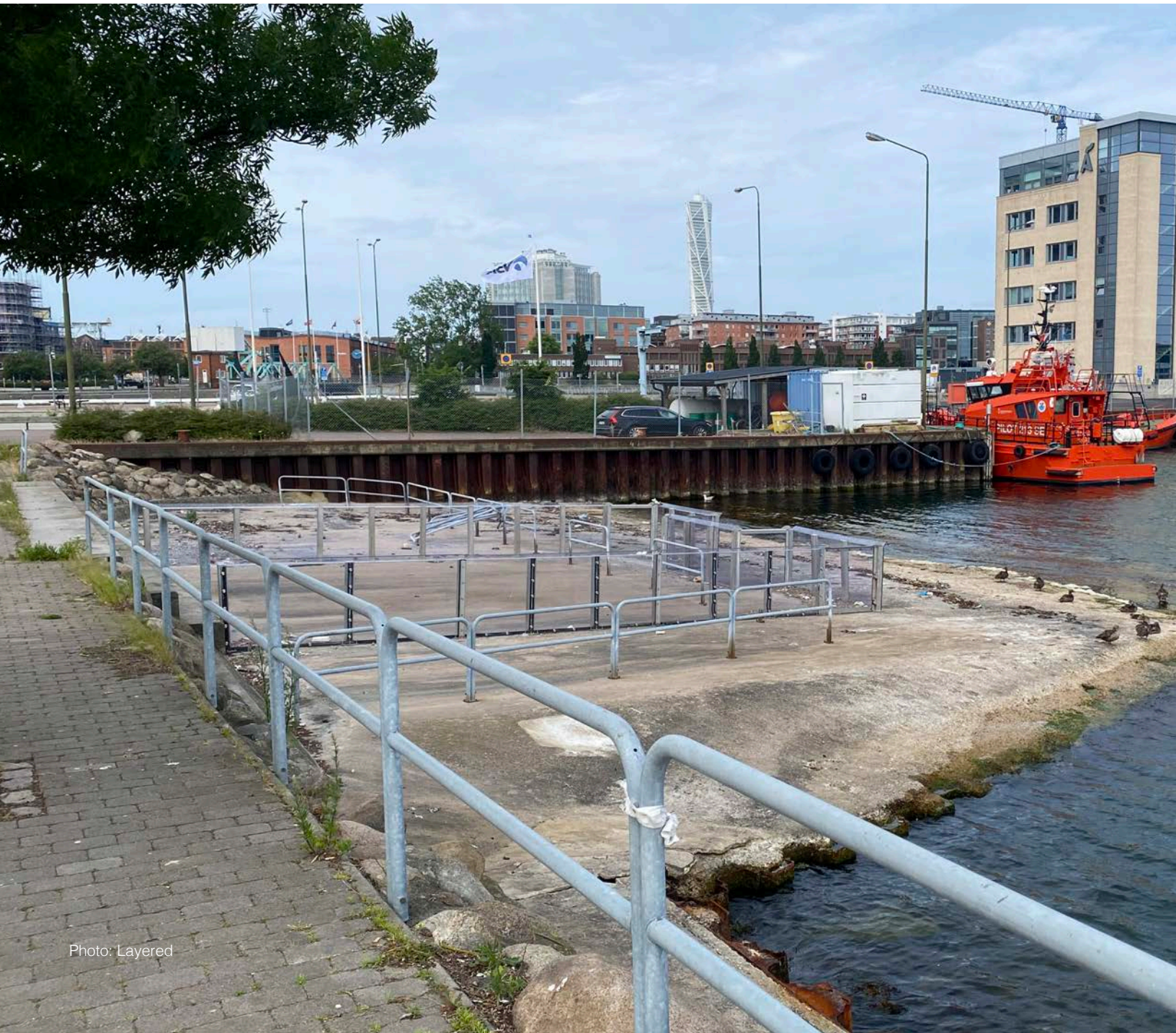
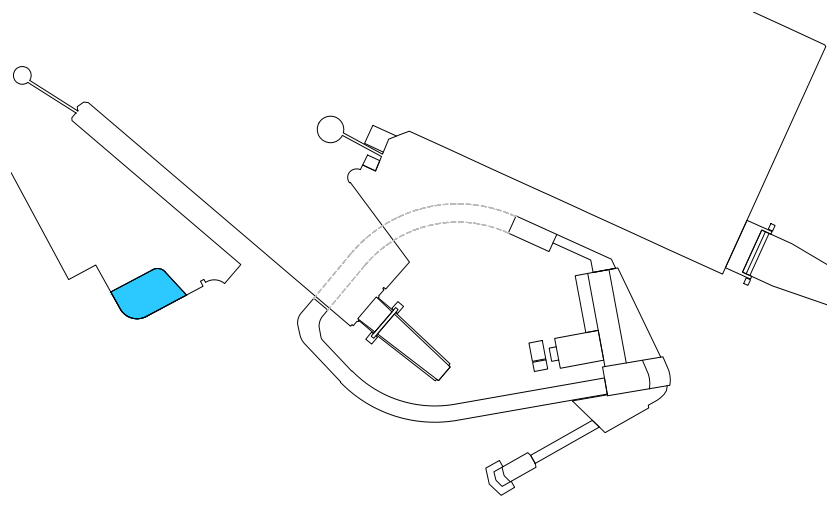


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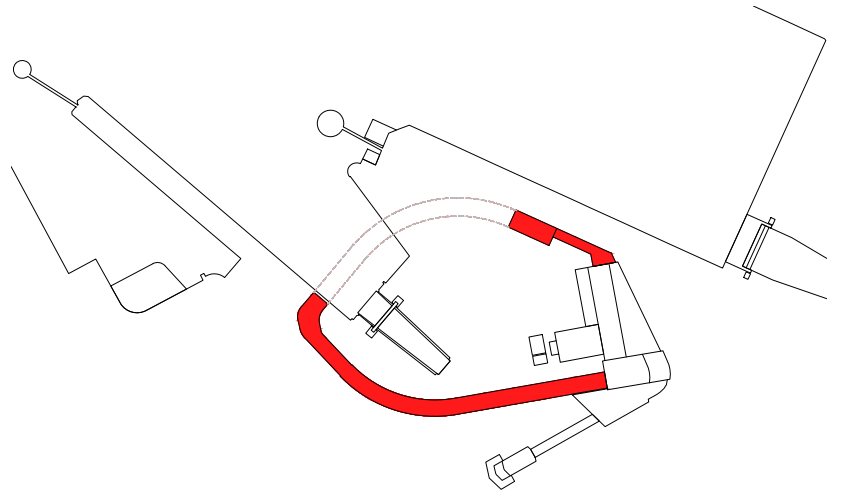
Beach Ramp



The possibility to swim in Nyhamnen's waters is an ongoing request by community members who participated in our conversations. Access to water is possible in the beach ramp side of the site. This activation strategy requires maintenance of the ramp and installing of nets/barriers to limit the extent of the accessible area. Concurrently, the depth of ocean bed should be studied in order to formulate a solution that can bring safe and healthy conditions to open the water for sports, recreation, and other uses. This strategy must also consider water pollution conditions.



Photo: Olé Engvist



Car Ramp

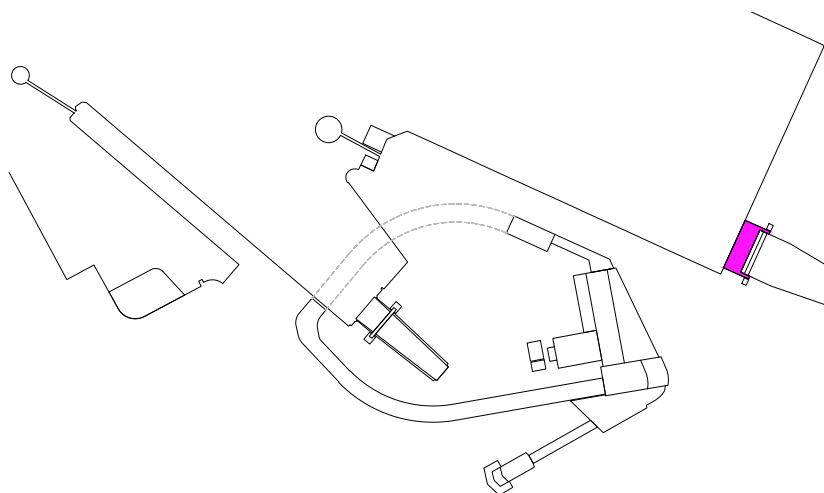
[Continuation]

The car ramp has been considered a relevant historic element of the site. It offers an elevated view of the surrounding while reutilizing existing car infrastructure for pedestrian use. The ramp however has a slope larger than is accessible for wheelchair access, and is a “cul-de-sac” as the boat’s which used to be boarded from the ramp no longer exist. Continuation of the car ramp in order to offer wheel chair access to all the site must therefore be developed. This continuation would also activate the Ferry Terminal Building as it would become a new universally accessible entrance to it. In order to accomplish this, the existing ramp must be tested and updated for public use and the extension must be designed.





Photo: Layered



Crew Ramp

Located underneath the third level car ramp is a large water access ramp with the capacity to adapt to changing water level conditions. This water access could offer the possibility for small boats and kayaks to access water. The Malmö Crew members currently have a house on the north-east corner of Malmö's canal. Nyhamnen's large water basin is well suited for their practice sessions as it offers a large controlled water setting. Office and storage space inside the Euroterminal building and water access could be offered to Malmö Crew in exchange for having them offer their education and practice activities on site. In not of interest to Malmö Crew, other crew organizations and/or the Malmö University academic department could also be contacted. Adding water based sports activation to the site would modify the perception of Nyhamnen as place for industry and work.



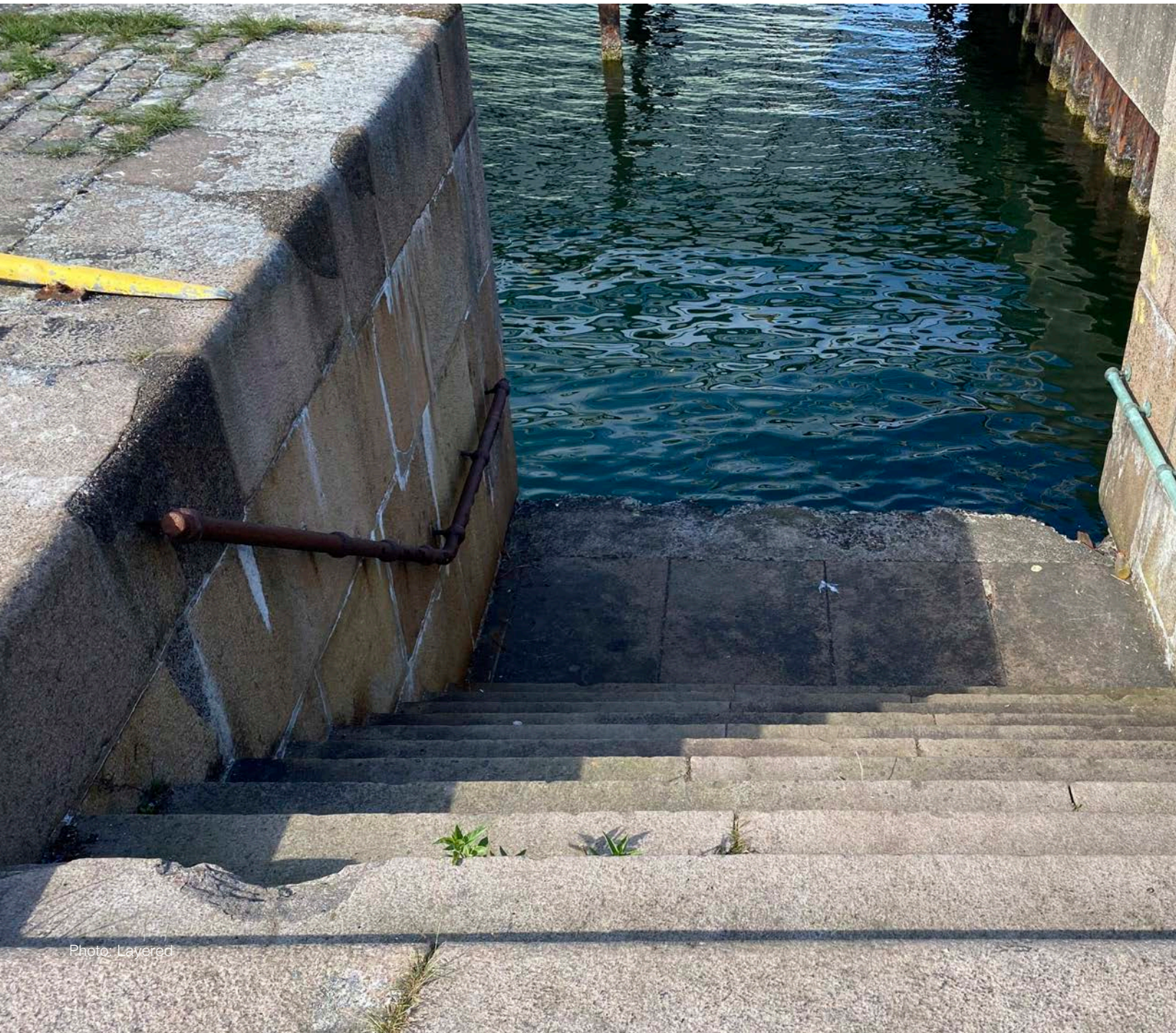
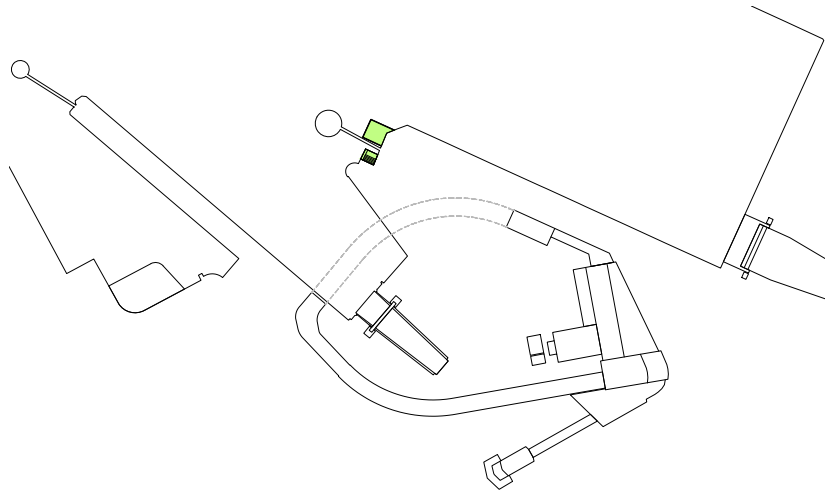


Photo: Layered



Underwater Landscaping

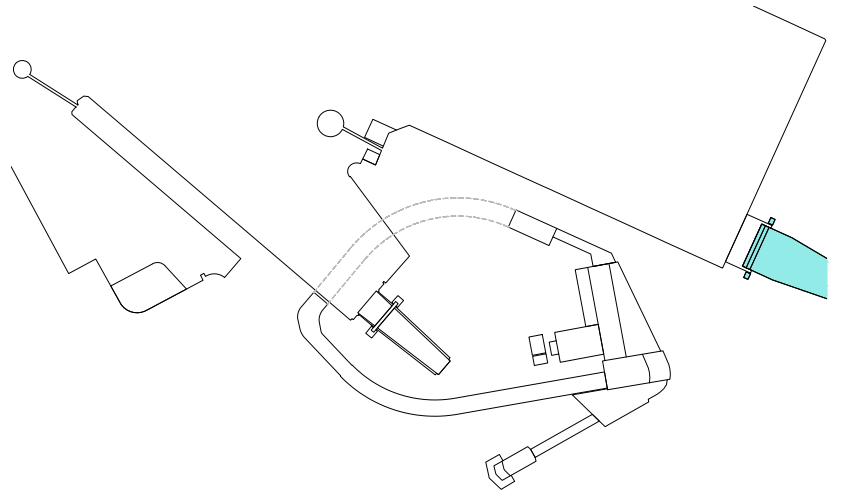
Nyhamnen offers an unparalleled opportunity to accomplish an innovative way of blurring the limits between land and water. The need to develop an accessible edge condition can be seen as an opportunity to design a dynamic blue-green transitional landscape looking to benefit both sides of it. Being that the forest is both on the waterfront and a research based project, the extension of the forest both inland and in water could create opportunities for innovative landscape design.

In order to accomplish this partnership with Landscape Lab, Marin Kunskap Center, and Malmö Förskönings- och Planteringsförening could be established in order to bring water research and education to an urban site. These educational processes can support the creation of multiple underwater landscaping scenarios as testing sites making conversations around the development of the ocean floor part of daily activities for many.





Photo: Layered



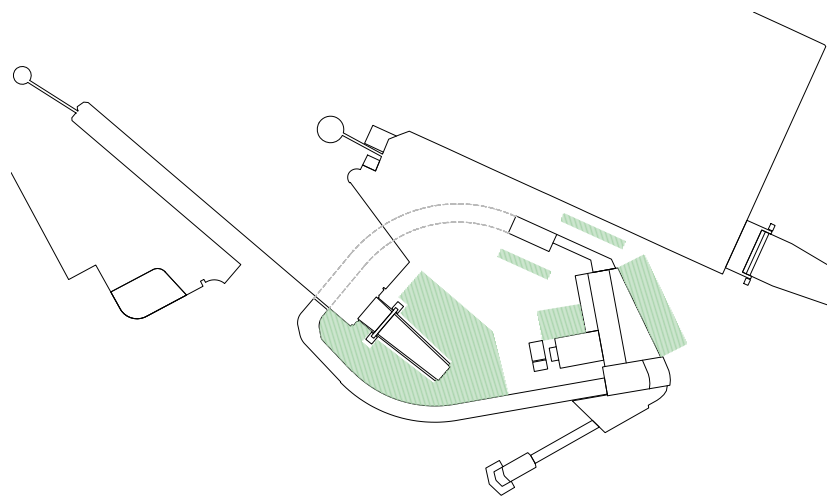
Bird Viewing Platform

Urban bird viewing has grown globally as enthusiasts are being offered high altitude viewing infrastructure. The highest public view point in Nyhamnen is the third level car ramp. This closed off infrastructure could be opened to the public and become a place for pedagogical, academic, and recreational programming around the idea of viewing birds as they transition through the site while completing their yearly migration patterns. Opening this new public asset could be a quick project for the city as it only requires a review of safety measures (specially guard rails), opening the oscillating end, and installing furniture for comfortable extended viewing sessions.





Photo: Layered



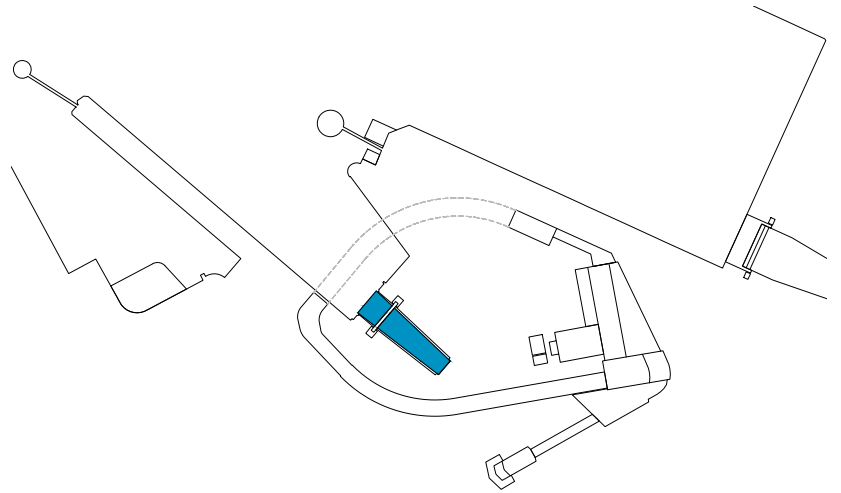
Weeds and Moss

The site has numerous “hotspots” where weeds and moss have managed to grow and thrive regardless of the harsh waterfront environment they face. This “third landscape” conforms the new native vegetation which serves an ecosystemic purpose by offering food sources to insects and birds. Weeds and moss must therefore be protected and enhanced.

In order to do so, fence screens should be installed at hotspots allowing vegetation to use the screens both as structures to grow onto, and also as backing to help support them in windy conditions.



Photo: Ole Enqvist



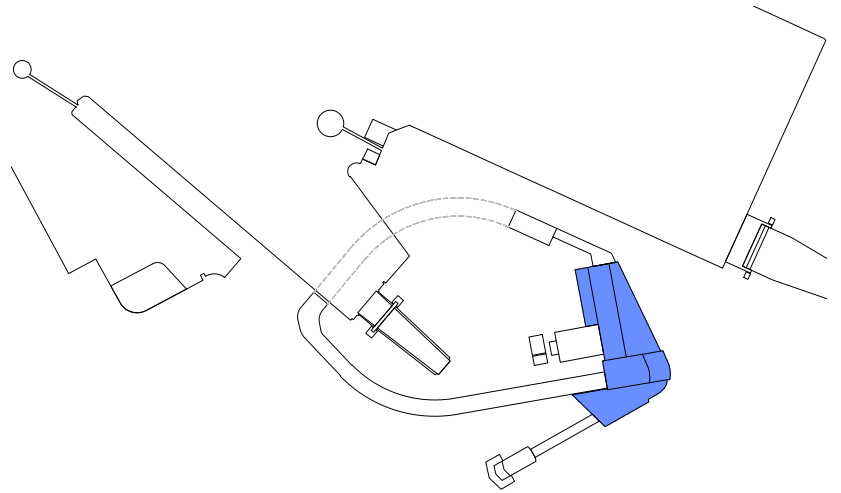
Train Ramp Theater

The existing decommissioned train ramp offers the opportunity to create a unique outdoor theater capable of changing its orientation based on the angle of the ramp. When lifted it could offer cultural events with the city as a background. When brought down it could become a floating stage theater with actors performing in/on the water. This also allows for varying relations with the sun and landscape while opening new unexpected opportunities to theater, performance, music, and arts groups.

Opening the Train Ramp to the citizens of Malmö will require an overall review of the safety of it. The lifting mechanism must be maintained and made available again. "Two-way seating" must be designed and installed. Designated personnel must be trained in the operation of the mechanism.







Reused Ferry Terminal

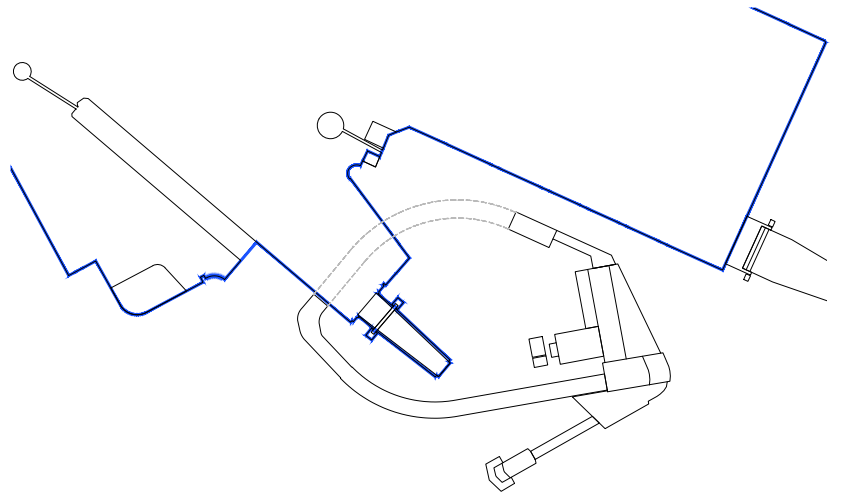
The Ferry Terminal building has sat empty for years while also being maintained. Its physical condition and location could benefit different people, businesses, and organizations willing to be pioneers in establishing in the area while creating a community. Satellite presence of public institutions could begin to offer their services in the area without the need of developing new infrastructures and businesses could provide commercial offerings.

Making the building a communal asset requires establishing a governance structure where responsibilities, requirements, rules, and benefits are laid out clearly. As a hybrid communal infrastructure, the Ferry terminal offers the city of Malmö an opportunity to innovate in the ways the city and citizens partner in unexplored ways.





Photo: Layered



Waterfront edge

The waterfront in Nyhamnen is unique as it's dimensions and scale relate to industrial and logistical needs which no longer are required. This machine-sized urban water and landscape could become a new cultural and recreational setting for the citizens of Malmö. Combining commercial and institutional offerings with a continuous waterfront walk where landscaping, passive, and active recreation reutilize the existing postindustrial setting could result in a new active commons framed within a new historic quarter of the city.

In order to open the waterfront to the city, the place should have a landscape design to be developed in stages drawn up. Public buildings along the waterfront should be used for civic and commercial offerings, and private buildings should be persuaded to open its ground floors to visitors. Traffic design must be reviewed to accommodate both industrial, recreational, and passive uses.





Photo: Layered



Unforeseen

Emergent opportunities and parallel processes

The vision of a historically sensitive multi-species food-driven urban development for Nyhamnen became a public conversation through community meetings and discussions with different disciplines. By presenting Nyhamnen through the vision of a place for activations through adaptive reuse and not only sites for real estate development, unforeseen possibilities arose. This created a space within city planning and development for citizen participation represented in direct incidence on the definition and construction of the park.

Conversations initiated through Power of Places with Malmö Museum, Malmö Kulturförvaltning (library division), Marint Kunskapcenter, and others continue to feed the “Activation Inventory” while bringing projects which would otherwise be financially out of reach for the site.



Photo: Ole Enqvist

Occupying the vacant



The Ferryterminal building had been slated for demolition by the city's development plan. Offering site visits where "dreams" of a possible future demonstrated how the existing elements in place have historic, architectural, and environmental value. Furthermore they offer the possibility to be utilized by people and organizations looking for a place to establish themselves. Occupation of the building became a permanent activation strategy for the site as well as an excuse for maintenance in order to accommodate new users including Landscape Lab, Marin Kunskap Center, and Malmö Stad.



Ooo by Koo at Malmö Konstställen
Photo: Layered



Skate and Art

The search for a contractor knowledgeable of cement and concrete led to establishing a relationship with Bryggeriet (Malmö's skate organization and school). On site meetings and conversations with Bryggeriet and Malmö skate resulted the possibility of creating space for skating activities in Nyhamnen.

Concurrently, Malmö Konsthall was planning a skateboard exhibition with artist Koo Jeong A and contracted Bryggeriet to build the ramps and bowls for the show. This led to the possibility of reinstalling Koo Jeong A's ramps and bowls in Nyhamnen following its dismounting.



Photo: Layered



Bringing the project into a museum

The entire development process was closely followed by ArkDes who supported us throughout Power of Places. To this effect, the museum's Think Tank considered the practice based research process worthy of being presented to a broader audience and offered us the possibility of bringing the park to Stockholm. The allocated production budget was utilized to produce pieces of furniture and a canopy which will be shipped to Malmö and installed on the Urban Tapestry once the exhibition has concluded. The show therefore follows the conceptual line of thought where valuing the existing, and honoring embedded energy found in materials results in building through reutilization rather than discarding. The park became an interactive museum exhibition which later became part of the Park.



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Reflection after 12 months



Reflection No. 1

On seizing the historic moment

The impact reindustrialization policies will have on the built environment will be substantial as the modern model of zoned cities will confront a new era of clean quiet automated production systems allowing industry to coexist with other uses. Nyhamnen's future could be a groundbreaking wager on a truly sustainable future where the interests of those seeking jobs could be matched with the ones of those creating jobs, by means of the reutilization of its building stock to achieve a hyper-mixed reindustrialized future.

Never before had cities been offered the subsidized opportunity to create a productive realm capable of caring equally for the needs of industries, the environment, and society. If offered the possibility to have a full thorough planning review at the regional scale, Nyhamnen could present a viable reality where industry and habitation coexist symbiotically, demonstrating an environmentally friendly way to invest subsidies aimed at reindustrialization.

The Ferry Terminal Park is the cornerstone to demonstrate this possible new future while supporting the influx of uses that will be trickling into the area.



Photo: Malmö Stad

Reflection No. 2

The Future: Staged development through physical, economic, and programmatic maintenance

Defining the future of the Ferryterminal must take into account variables which are out of our control; politics, economic cycles, social will, etc... Nonetheless, the implementation of different activation strategies planned for and deployed at Nyhamnen have opened doors to an alternative form of development for the site. Maintenance, enhancement, and usage of the existing place and structures has become the first and main step in supporting future development of the place. Below are a set of suggestions to continue maintaining the place, and in doing so, developing it.

The “Activation Inventory” - understood as a living document and enhanced by communal dreams for the place - has proven to be a valid participation strategy, resulting in a road map capable of accommodating parallel paths forward. By completing activation strategies in a staged manner, the city is demonstrating how alternative development is an attainable reality. This document should remain open and be the center of ongoing communal conversations.

Available spaces should continue to be presented to the greater Malmö community and opened up for unique partnerships. The city has a mandate to maintain the buildings, a mandate that becomes productive when these could be used by organizations and individuals who find themselves outside the real estate market. Reframing the need to maintain the buildings beyond the legal requirements as an activation strategy can bring users to the neighborhood while creating economic activity for the place and revenue for the city.



Photo: Ole Enqvist

Reflection No. 3

On how to achieve a historically sensitive multi-species food-driven urban future for Nyhamnen.

Urban and societal development faces the need to define and implement new ways of environmental construction in the face of global warming and sea level rise. Concurrently, a global shift in supply chain design is being implemented as deglobalization justifies nationalistic investments to re-shore national security related industrial activities, subsidizing local establishment of new clean quiet automated production processes. This new generation of factory processes permit non-industrial uses to coexist with production (therefore allowing industry to be established within the existing built environment), giving new life to single use neighborhoods with formerly obsolete buildings. Planning and designing this new hyper-mixed reindustrialized urban realm offers an unique opportunity to define what holistic urban environmentally friendly development could mean.

Nyhamnen's existing post-industrial fabric could allow for reindustrialization to happen quickly as many of its existing buildings could be upgraded to both be reindustrialized and also accommodate new uses next to and/or on top the new clean automated facilities. If accomplished, a holistic model of reindustrialized sustainable city could be achieved based on the following:

1. The Greenest Building is the one that's already built: maintenance as development: Existing buildings could be reutilized, fast-forwarding the reindustrialization of the country while also allowing for near-future horizontal and vertical expansions to accommodate other uses onsite. Staged development could be implemented in order to demonstrate the hyper-mixed city through evidence.
2. Reindustrialization: defining mixed use in the era of Industry 4.0: Jobs would be created within city jurisdictions reigniting the urban production economic realm while eliminating workers commuting times. This new form of mixed-use city creates the opportunity for all levels of the production apparatus to bike/walk to work.
3. Cities for all bodies: designing for multi-species inhabitation: Social and environmental practices of factories would be visible to the majority as they would be located within the city and permanently visible to all. By mixing production with all other uses, investments in public space, landscape, and social services is easily justifiable making the public space of the productive realm a priority capable of supporting the new mixed-use city.



Photo: Malmö Stad



Ana Sokoloff, Daniel Feldman, and Summaya Vally from Team Layered exploring the site together with citizens from Malmö. Photo: Carla Zaccagnini

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