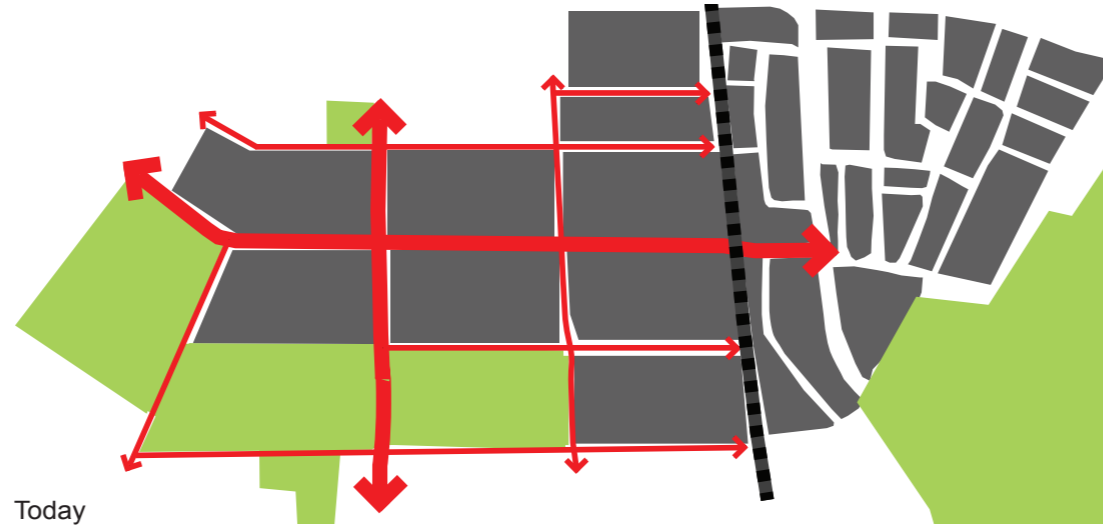
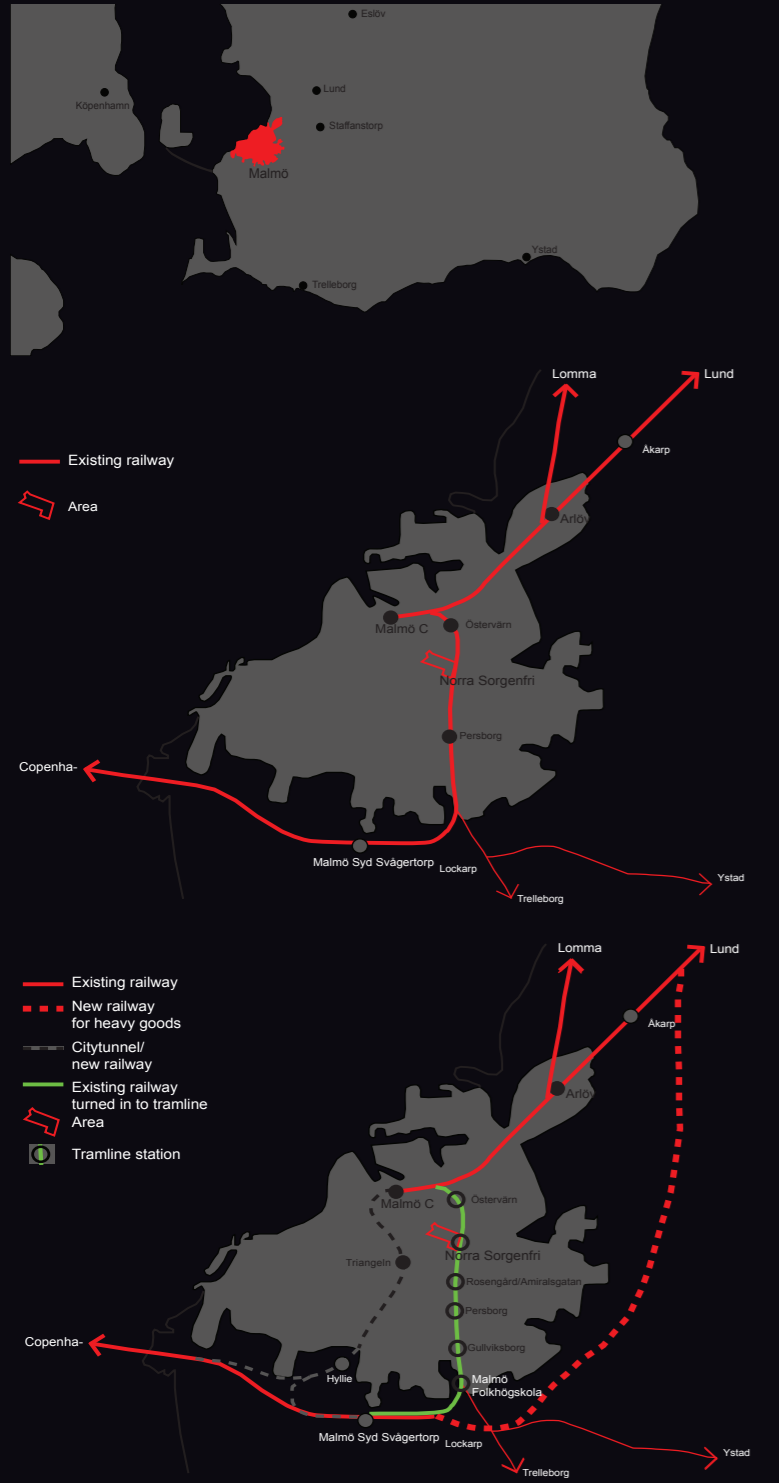
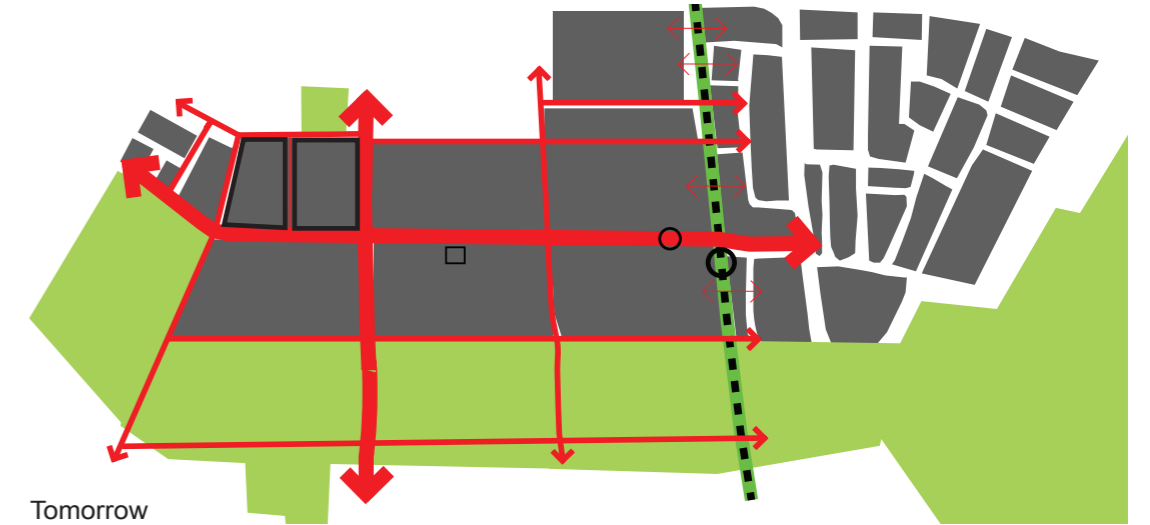
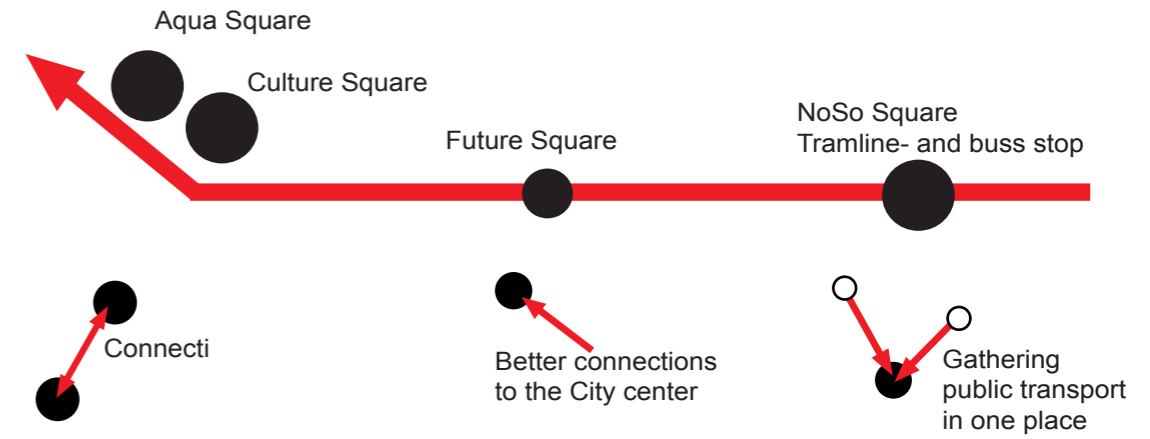


The Spine in North Sorgenfri

Emma Richardsdotter Bergström Urban recycling ASB 180



Today



Tomorrow

History

The area Norra Sorgenfri was part of the city's pastures till the 19th century when it was converted to agricultural use. There were several farms in the area which was called Östra Plantagemårken (The eastern plantation grounds). The name Sorgenfri, meaning free from sorrow, stems from a farm situated at present-day Arildsplan in Eastern Sorgenfri. When the railway (Kontinentalbanan) was built in 1898, stretching in the north-south direction, the character of the area changed to industrial. A large part of the plots were owned by the city and important functional buildings were constructed here, like the gas-plant and a tram-station. Private ventures was also established in the area, like Malmö Oljeslageri, who manufactured oil from rhybs and sunflower-seeds, Per Fricks factories, manufacturer of cigar-boxes, sausage-skin manufacturer Tripasin (active in the area till 2005) and Addo, producer of mechanical calculators, which was Malmö's second largest employer with 1600 employees. Addo ceased production in the 1970ties.

Today

Norra Sorgenfri has, despite being situated just south-east of the city center, been neglected. The area consists

of eight big blocks. There are varied industrial buildings from the 1890ties and onwards, some of cultural value. Through the area, in north-southerly direction, runs the heavily trafficked road Nobelvägen with its four files. The speed-limit on this road is often exceeded. Crossing Nobelvägen is Industrivägen, running in west-easterly direction, leading the traffic to and from the city center. Running parallel with Industrivägen just north of it is Celsiusgatan, which is cut of by the railroad in its eastern end. To the south is the short Agnelundsvägen, cut of by the churchyard in west and the railroad in the east. The railroad splits Malmö in an eastern and a western part. Two more roads runs from north to south, one, Farmvägen, crossing Industrigatan, the other, named S:t Knuts väg, forming a T-junction. To the south and west of Sorgenfri lies S:t Pauli churchyard (split in a southern, a middle and a northern part), a nice green area for the inhabitants of the city. To the east of the railroad lies the eastern churchyard, where a Muslim and a mosaic cemetery are situated. Beyond lays Bulltofta recreational area. Norra Sorgenfri is today partly quite shabby. Large plots remain empty after the old buildings have been torn down and decaying buildings housing "shady" business contributes to the areas low status. The

smaller companies in the area do not dare to invest in their ventures since the future of the area is considered unclear and burglaries are common. That Malmöes prostitutes use the streets in the area for their business is contributing to the bad reputation. In spite of the reputation there are various activities in the area, from little car-shops and artists studios to large office buildings and a pharmaceutical company. The buildings are of varied age and are built for different purposes which lead to large variations in character. Some have a thought-through architectural design, others are plainer. The more impressive buildings are often facing the street, while the buildings in the inner parts of the blocks are less elaborated. Here and there the buildings are up close to the street with relatively little space in between. In combination with the often small scale this gives the impression of a city street. The plots built upon in the later part of the 20th century have a less dense structure and the buildings are often placed farther from the street.

Problems:

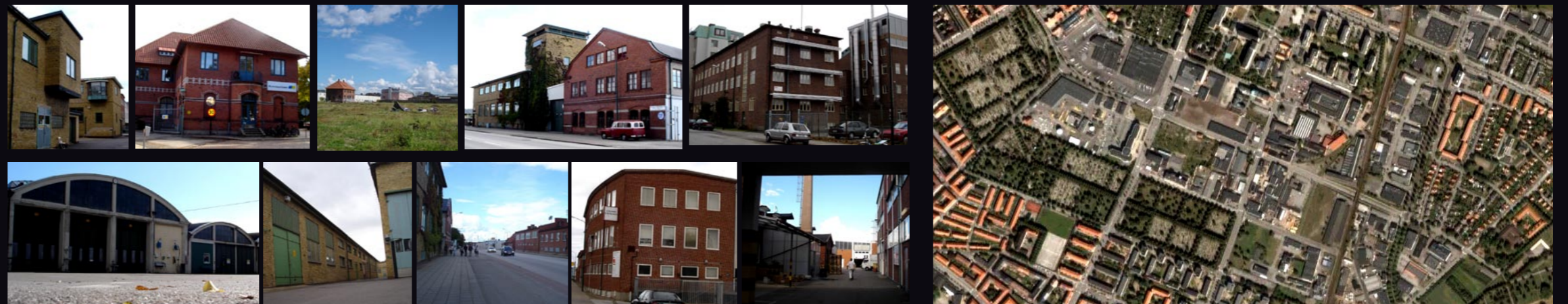
- The railroad effectively creates an eastern barrier.
- Traffic
- Empty big plots

The future:

- Make Industrigatan the main road, the spine of the area, with nice attractions.
- A necklace of activities along the Industrigatan.
- Create a connection between the areas on either side of the railroad.
- Trams in the area
- Keep the large blocks to keep its history of being a industrial area, but at the same time split them up in smaller parts and create a calmer atmosphere inside the block.
- View the older buildings as an asset.
- Varied buildings with the possibility to live and work in the same building.
- Connect the green areas in existence with a new park which will go all the way to the Eastern churchyard and Bulltofta recreational area.

- Lower the tempo in the area, making room for busses, cars, trams, bicyclists and pedestrians on the streets.
- Create partly hidden places, encouraging the lust to explore.
- Create a place for everyone.

When Malmö has finished building the city-tunnel and removes the passenger trains from the railroad I propose a new railroad-line circumventing the city along the highway for the remaining transport trains. One of the most important changes in the area is the connection between the city center and the eastern parts of the city. I have been working with a dismantling of the current railroad and the implementation of a new tramline from Malmö Svågertorp to the central station with stops at Malmö Folkhögskola, Gullviksborg, Persborgsgatan, Rosengård (Amiralsgatan), Norra Sorgenfri and Kirseborgsgatan. Additional stops can be added if the need arises. Crossing the tracks via streets and bicycle-lanes shall be made easy. The new tram will be experienced as a green line with vegetation on and around the tracks This way one can breach the barrier in the east and create new flows of people and traffic along several different routes.



The present viaduct where Industrigatan crosses the railway will be elevated to street-level to enhance the city-character of the area. The tram-stop will be placed here, as well as bus-stops to create a node.
 To develop Norra Sorgenfri I believe that the older buildings shall be regarded as an asset to create a varied character for the area, fitting to its historical background. That the area presently is quite sparsely built upon gives it greater potential for development. One can add functions that are lacking in the area. The wide variety of architectural expressions can be taken as a starting-point for a reshaping aimed at creating a living, exciting part of the city.

The earlier history of the buildings shall be evident in their character but changes and additions to the buildings shall be made possible to add new functions. It is important that this is done with great care and finesse.

I think that it is important to keep the feeling of the large blocks, while at the same time making it possible to pass through them both by bicycle and by car.

Industrigatan shall become the new main street with shops and activities for people of different age. The street shall have something to offer to everyone. I believe this is important to enhance integration and build a lasting city. The buildings at the Industrivägen will have their entrance facing the street to achieve densification and a more active space. The Industrigatan will become the most important street.

Norra Sorgenfri will offer a variation of housing, offices, stores and shops in combination with new stray areas, parks and a more efficient traffic situation to become an attractive part of the central city for people who wants to live with the pulse of the city nearby. The public space will be designed along a human scale where Industrigatan becomes the main artery of communication and activity.

Along Industrigatan are important spots. I have chosen to place a house for cultural and local community needs where Industrigatan crosses Nobelvägen. Here it will be possible for hobby-clubs(union/ organizations) and others to arrange exhibitions, concerts and other activities. In the crossing of Industrigatan/S:t Knuts väg I have placed Malmö's new bathhouse where inspiration for design and activities can be drawn from several different parts of the world. Underneath these two buildings will be garages, to provide parking lots for visitors arriving by car. In the middle of Industrigatan, in the old Benzons factory office building I have placed Ungdomens hus, a youth center(in future square). The idea is that the surrounding shall provide space for activities like an in- and outdoor climbing wall, music, painting courses etc.

At these main attractions open spaces, squares will be created to enhance the public function of the places. These squares will have different character to mirror the different activities situated there.

Agnelundsvägen will be extended westward to S:t Knuts väg and eastward over the railroad to Emiltorpsgatan, where Sorgenfrivägen also has its eastern end. Industrigatan is straightened at S:t Knuts väg to avoid the current confused crossing. S:t Knuts väg will continue northwards to Celsiusgatan, which will cross the tramline to reach Knivgatan. Traffic speed shall be kept low and the streets will be shared between cars, bicyclists and pedestrians to create a feeling of a dense city at the same time as cars are allowed. The material used on Industrigatan will be cobblestones for the cars and Green asphalt or stone for the pavement.

Norra Sorgenfri will consist of passageways, small streets and meeting places connected to each other, where Industrigatan is the main street. One factor necessary to create a living street is to create activities 'round the clock also by adding entranceways, shops, cafés and similar features to the street-space. This way the street is experienced as attractive and safe.

The public functions will be facing the street, while a calmer, more intimate feeling will be created in the interior of the blocks. There shall also be private parts of the area, like small gardens in the vicinity of occupational building, perhaps alternatively placed on balconies or rooftops. As a visitor one shall get the feeling that the blocks are inhabited. Most buildings in the area will have green roofs and rainwater will be used locally to provide pleasant water surfaces. In the area there will be places for children to play safely. The traffic will have to adapt to the people moving in the city to create a character of calm.



Plan 1:2000

- 1 Culture square
- 2 Aqua square
- 3 NoSo Square
- 4 Latino Square
- 5 Japanese Square
- 6 Future Square
- 7 Eon Park, garage underneath
- 8 NoSo park
- 9 Estetics allé

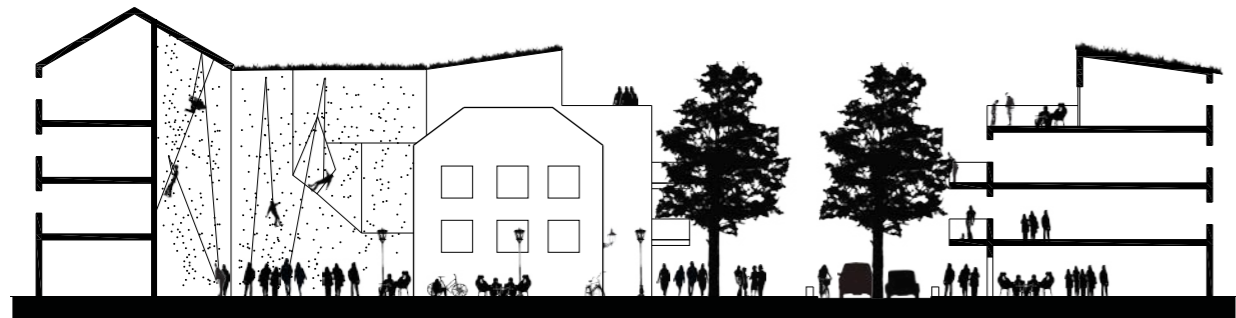




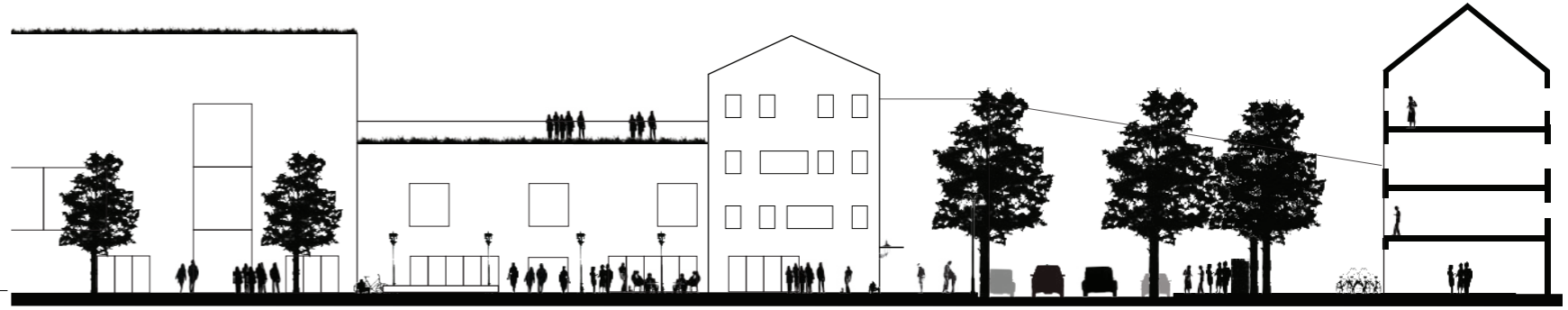
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Nobelvägen



Section BB
Agneslundsvägen

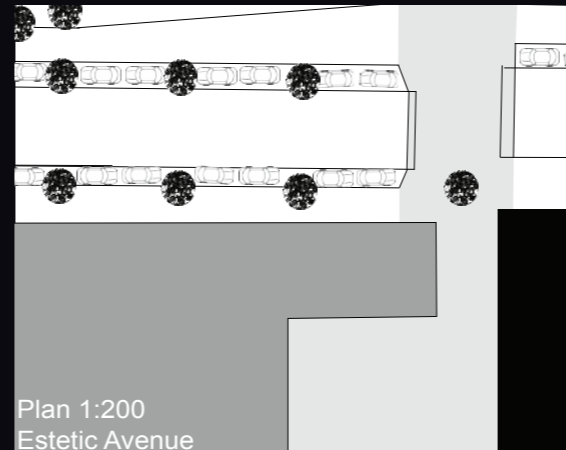


Section CC
Industigatan



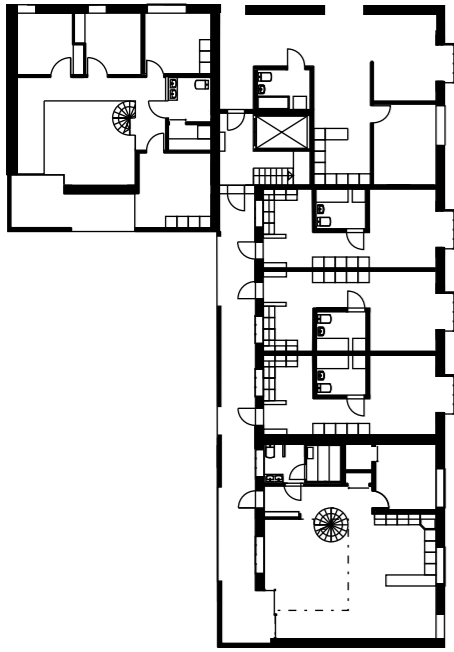
Section DD
Estetic Avenue

NO
SO

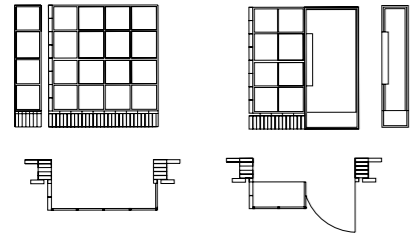


Plan 1:200
Estetic Avenue

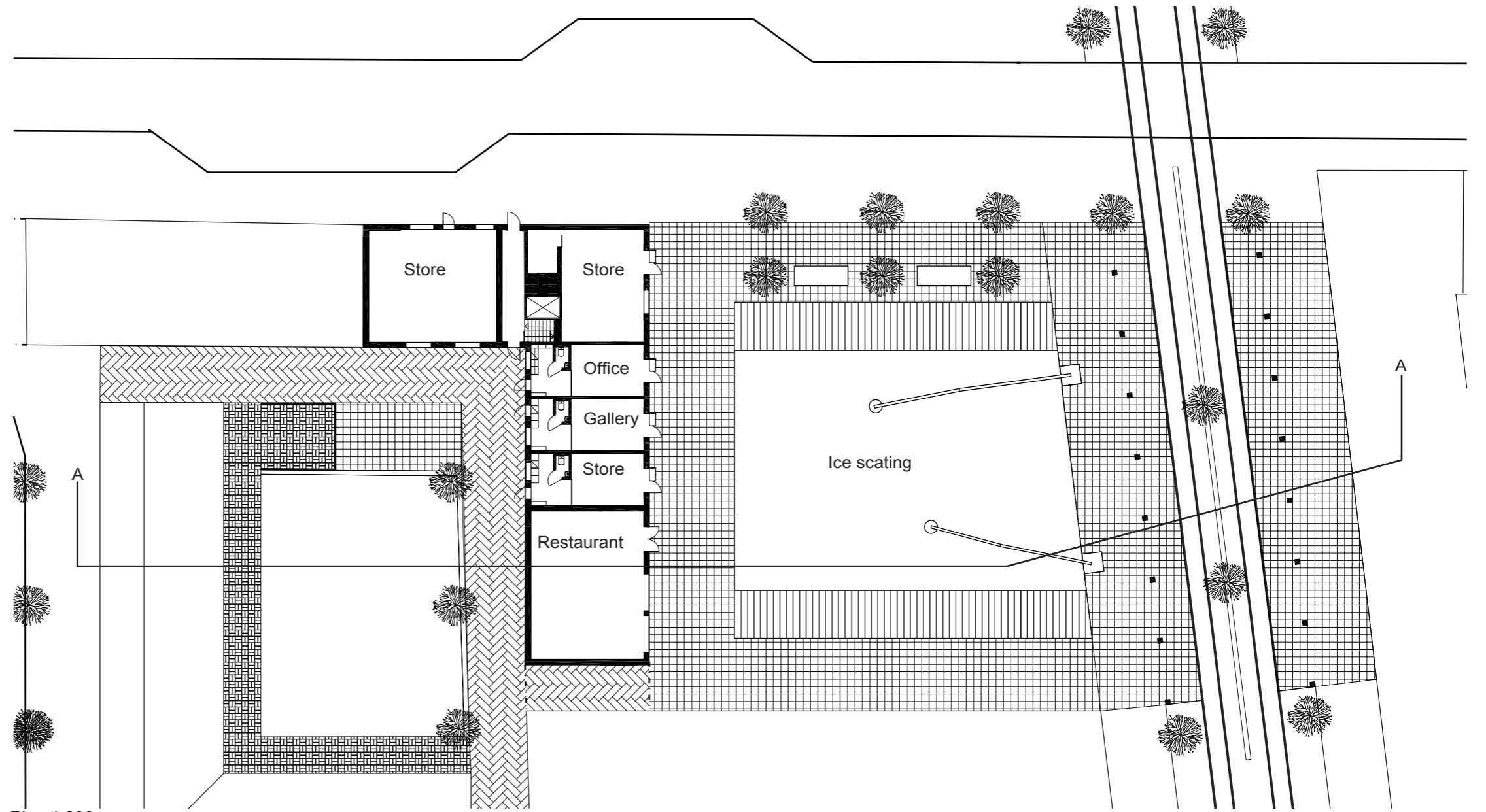




Residential plan



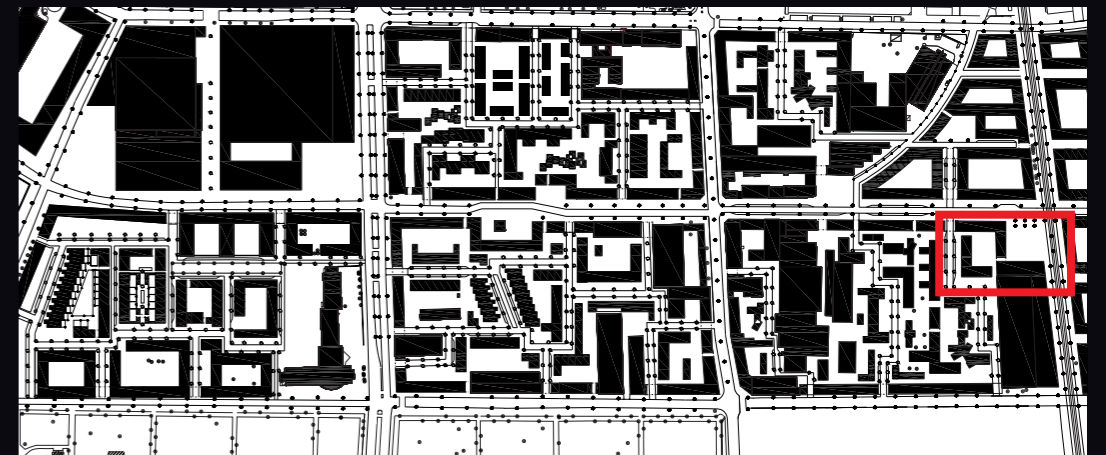
Detail for Shop windows and door on building

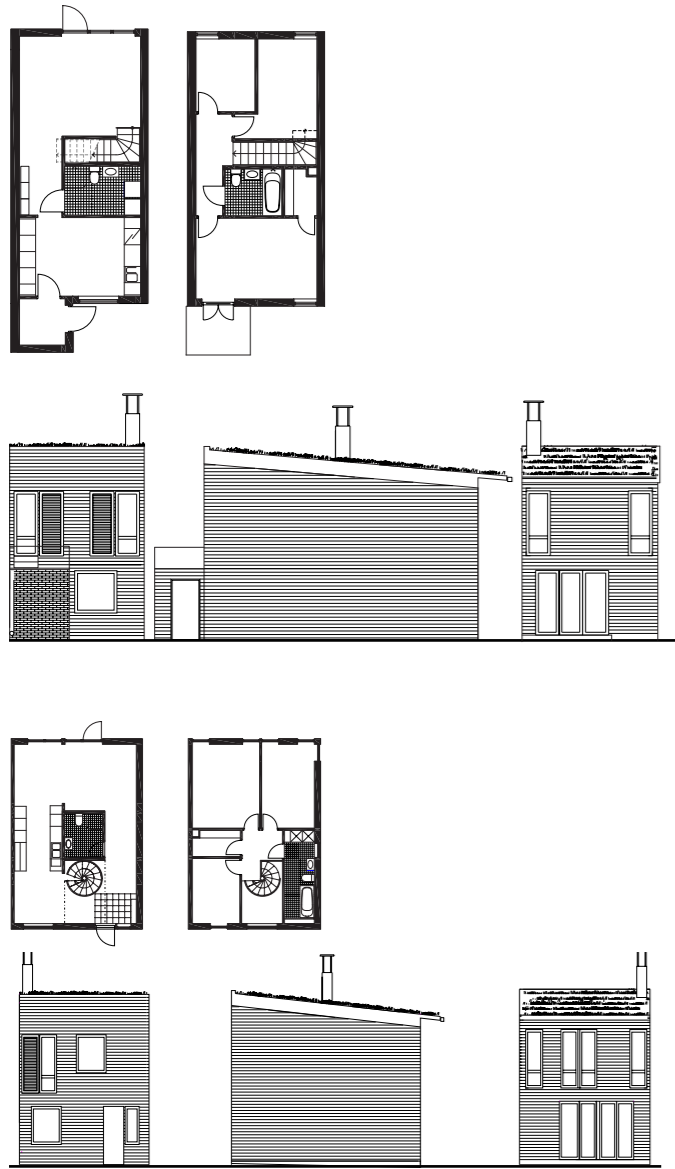


Plan 1:200
NoSo Square

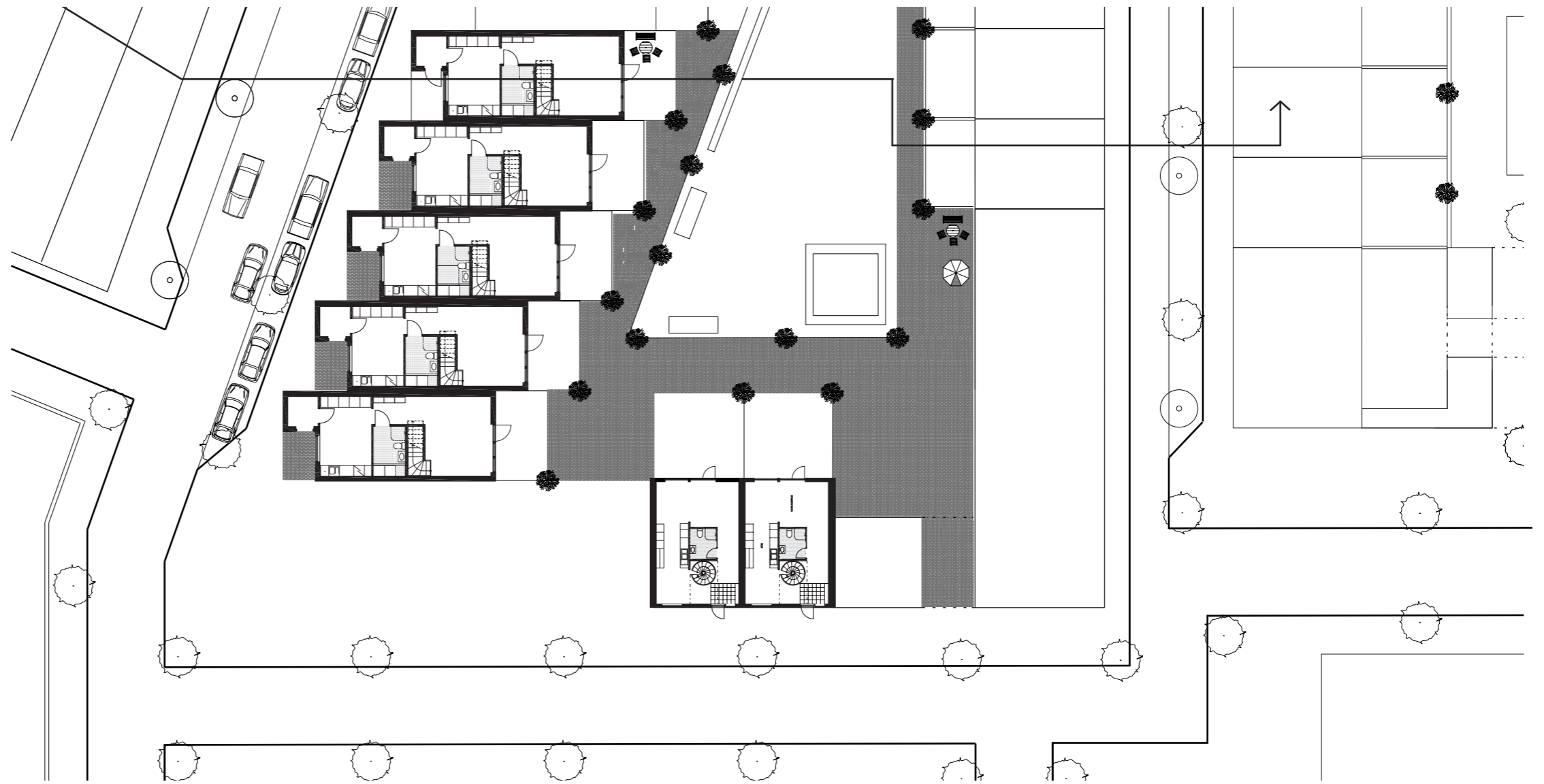


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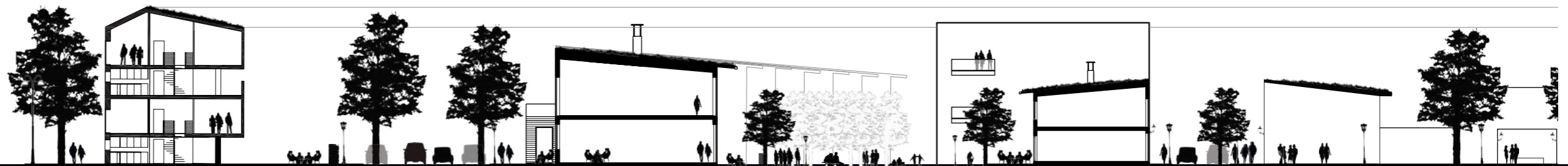


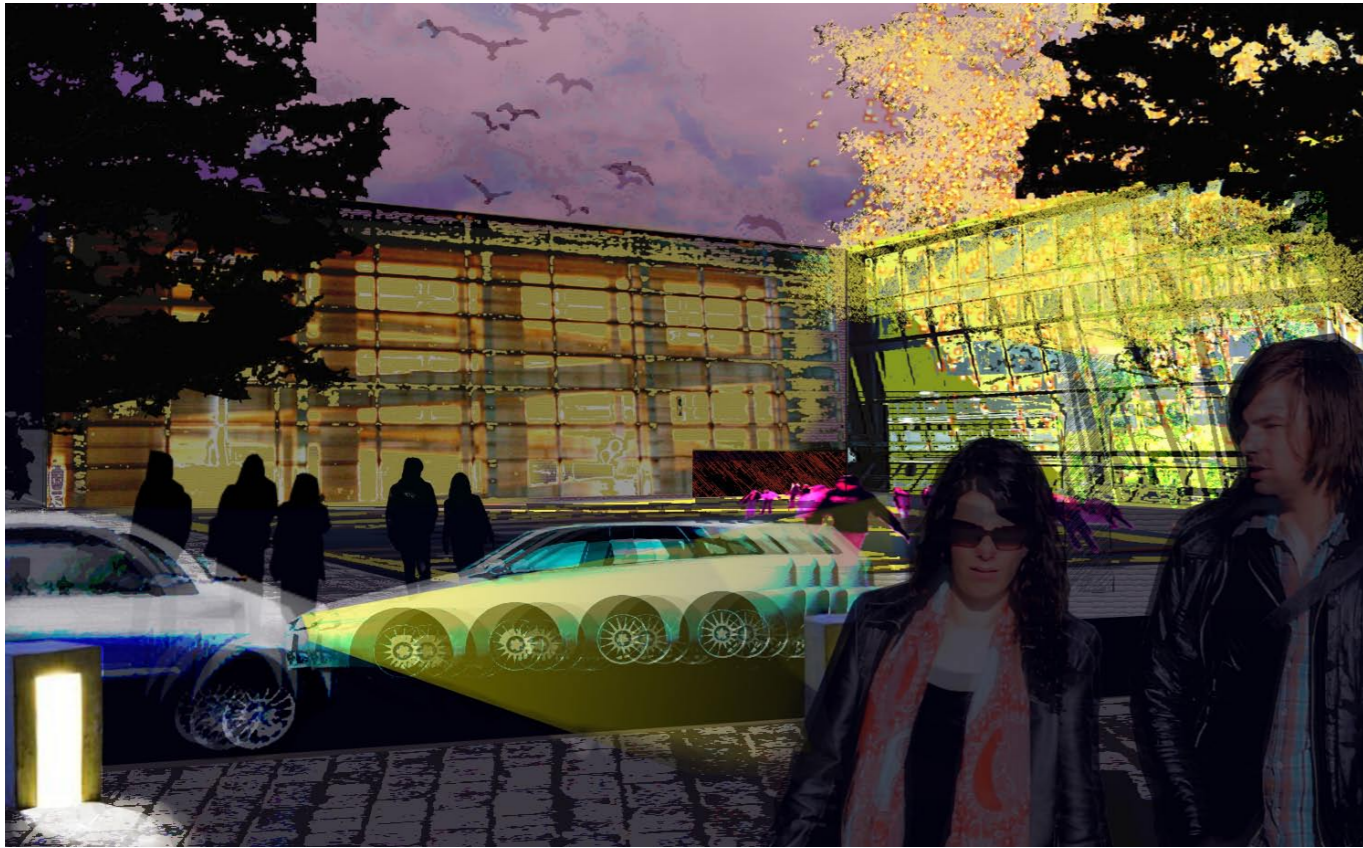


Plan for house types



Plan 1:200
Residential area





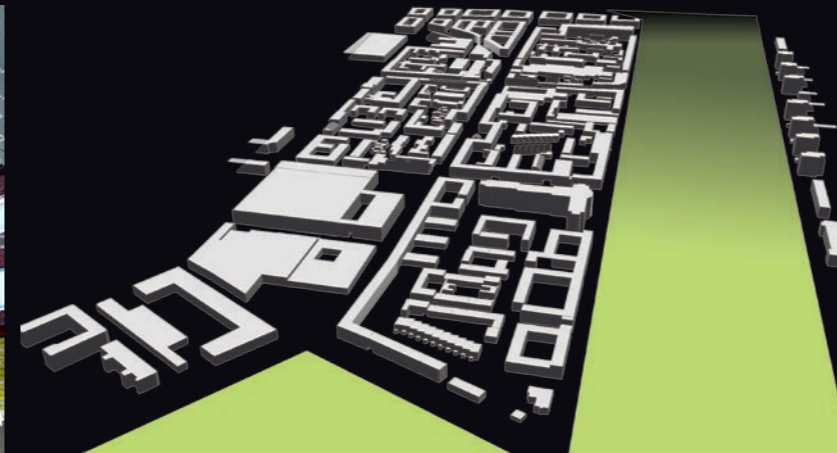
1 Cultural Square



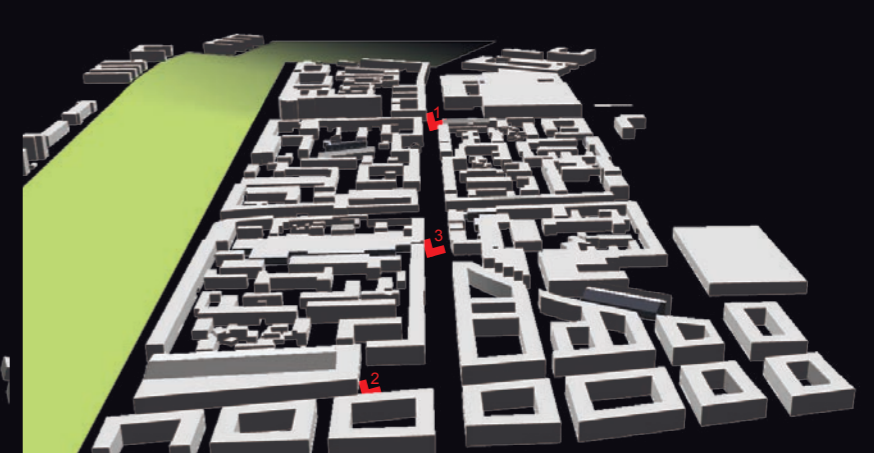
2 NoSo Square



3 Industrigatan



From west



From east

