



# RiverCity Gothenburg

*The Outcome of the International Workshop*



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FRONT PAGE: RIVERCITY WORKSHOP IN RÅDHUSET - THE OLD CITY HALL, GOTHENBURG  
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# THANKS FOR AN INSPIRING EXCHANGE OF IDEAS FOR RIVERCITY GOTHENBURG!

In early 2011 we invited the world to participate in an international workshop regarding the future of RiverCity Gothenburg. The purpose of the workshop was to broaden the understanding and receive input and ideas on how to develop the RiverCity area and Gothenburg as a whole. Ten teams, each consisting of 8-10 experts, were singled out in tough competition. The teams worked intensively during 5 days in June, independently as well as in collaboration with the other teams and under the supervision of an Advisory Board.

It is a complex task to develop the central parts of Gothenburg. Large areas are gradually made accessible for urban development. The longing to connect the city to the river – to get close to the water – is strong. However, the river and the infrastructure constitute significant barriers that complicate the efforts to create a connected city. The outcome of the workshop implies that new approaches are necessary for a successful urban development. To reach the objectives of a sustainable urban development, a balance between different interests must be established at an early stage. We need to start by defining our desired city and develop each part accordingly.

RiverCity Gothenburg shall be open to the world, but also open for the world. RiverCity Gothenburg shall be inclusive, green and dynamic. The workshop confirms that these guiding principles may be successful for the continued development of central Gothenburg.

We would sincerely like to thank all participants in the workshop; the teams, the Advisory Board, Gothenburg's city administration and the Gothenburg community as a whole; you have all contributed to an excellent outcome of the workshop! The material is a rich source for the continued task to develop a vision and strategies for RiverCity Gothenburg.

Gothenburg 11 October 2011

Lars Ivarson  
Convening Directorate

Bo Aronsson  
Project Manager

# INSTRUCTIONS FOR READING

On the following pages you will find summaries of the work made by the ten teams that participated in the RiverCity Gothenburg International Workshop in Rådhuset - the old City Hall, in June 2011. The work was conducted as an open idea workshop during 5 days, and each team then had the opportunity to work with their final material for two months.

This publication contains text and images from the teams' final material; however it has been shortened and interpreted by the RiverCity Project Group for the sake of being read side by side. Each team's proposal has been interpreted under the headlines Vision, Analysis, Project and Challenge. The Project Group has tried to stay as true to the original material as possible. However, the full reports made by the teams can be found on the RiverCity Gothenburg website (<http://centralaavstaden.goteborg.se>).

At the end of this publication a short summary of the report made by the Advisory Board can be found. Their full report can also be accessed on the RiverCity Gothenburg website.

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# RIVERCITY GOTHENBURG - THE PROJECT AND THE INTERNATIONAL WORKSHOP

In the year 2010 the City Executive Board of Gothenburg decided that the central area in Gothenburg – RiverCity – needs to be developed for the years to come. The Board therefore declared that a specific group should take on the task of outlining Vision and Strategies for the area. A project was appointed and a way of working outlined: the work should be done with national and international exchange of ideas, be conducted with openness, with the perspective of the city as a whole and transdisciplinary by the three dimensions of sustainability – Socially, Ecologically and Economically.

Early on it was clear that the best way to move forward in the process was to arrange an international workshop, an idea inspired by an early process conducted in Hamburg. By arranging a workshop the thought of openness and transparency could be implemented, and the transdisciplinary character of the project group itself could be reflected. This model was also considered relevant to the task at hand, since the project is about cityness and strategic objectives on an overall scale, rather than about building blocks or houses. In the open Invitation for the workshop it was required to motivate which method to use and what competencies to combine in the team in order to handle the task at hand. 84 teams applied, of which a majority were highly competent. Therefore it was difficult to single out only 10 teams. However, that was exactly what the independent Evaluation Group did.

Before the start of the workshop all teams got an introduction of the area as well as instructions for how to work during the workshop in the publication “Programme – RiverCity Gothenburg”.

In the Programme three keywords were introduced – Inclusive, Green and Dynamic. These keywords represent the three dimensions of sustainability interpreted by the project group to better apply to the topic of the future city and region.

When all teams had arrived in Gothenburg and registered they were immediately introduced to the open work space in Rådhuset, and encouraged to participate in the work of the other teams. However, on the first workshop day most of the teams worked independently, and the Advisory Board panel had to reconsider how to initiate exchange of ideas between the teams. They therefore arranged screens where the teams could pin pictures, drafts and designs and they introduced common informal daily presentations, called “elevator talks”. Already on the second day of the workshop ideas were literally flowing across the room.

During the week a lot of ideas were tested and exchanged, not only between team members and teams, but also between the Advisory Board, experts from different administration departments within the City of Gothenburg, companies and visiting politicians, as well as the RiverCity project group itself. Lectures were held in Älvrummet by members of the Advisory Board, and each day visitors and experts from the City of Gothenburg came to visit the work space in Rådhuset to assist the teams. Moreover, citizens acted as experts in a citizen participating program conducted by one of the teams as part of their workshop process. During the workshop the open work space in Rådhuset was open to anyone who expressed interest in a visit.



Opening of the Workshop in Rådhuset



Members of the Advisory Board



Lecture in Älvrummet



Citizen participating program during the Workshop



'Elevator talk' in Rådhuset



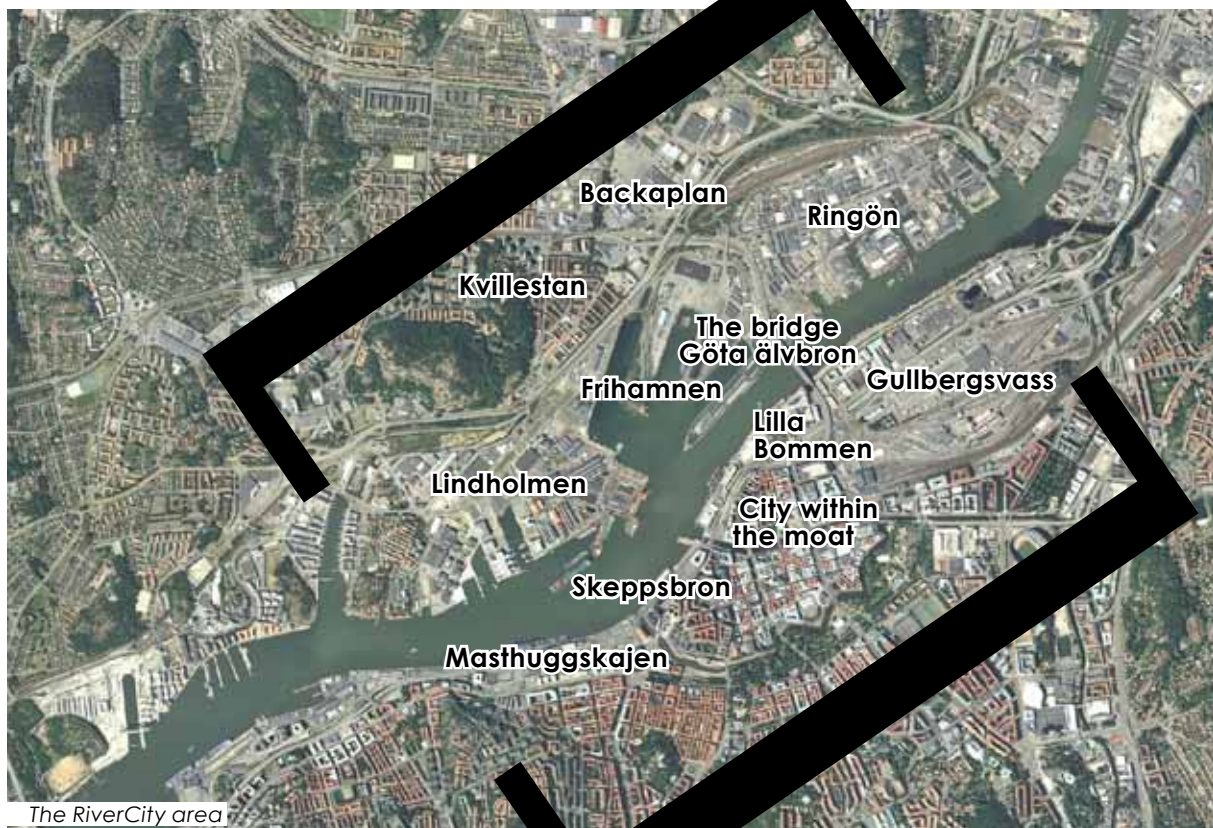
Workshop in progress in Rådhuset

On the 5th and last day all teams presented their material at The School of Economics, Business and Law – an event open to the public. Afterwards they had two months to elaborate on their material. The publication you are now holding in your hand is a shortened version of all the teams' final material. We hope you enjoy the work of the participating teams as much as we!

/RiverCity Gothenburg



*Presentation at The School of Business, Economics and Law*



*The RiverCity area*





# ***The teams'*** ***10 proposals***

# TEAM EAST

## *BridgeCity*

### **Vision**

*The RiverCity area's former 'islands' have become a BridgeCity – reconnected, diverse and floodable.*

*The new Göta älv bridge constitutes a landmark, celebrating Gothenburg's fourth centenary. The areas surrounding the bridge have been developed in new ways. Ringön is now a business area with high quality public spaces. On and around the lake Gullbergsvass, there are areas for mixed use and a large recreational space. Masthuggskajen has been transformed into a beach, a naturalised river edge with family housing and recreational uses.*

### **Analysis**

#### *Dynamic City Planning*

Gothenburg demands a high level of ambition for RiverCity. To take Gothenburg at its word and to raise the stakes for RiverCity, a strategy has been developed that will expand the dynamic planning process the city has already initiated. The strategy treats the desired economic, social and environmental changes as all equally important, and also as completely interrelated and interdependent.

Gothenburg needs to question what and how it is building within RiverCity: 30,000 new homes in a high risk flood zone must be carefully managed. It is expected that the regular increases in water level that Gothenburg already experiences will increase in frequency and severity, thus increasing flood risk in the city.

#### *Infrastructure as Opportunity*

Gothenburg has a lot of infrastructure within its centre. This infrastructure has been designed and built to serve the city and the wider region. It



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*A new green bridge with a café at its centre connects Frihamnen with the city-within-the-moat on the opposite side of the river Göta älv and forms the BridgeCity.*

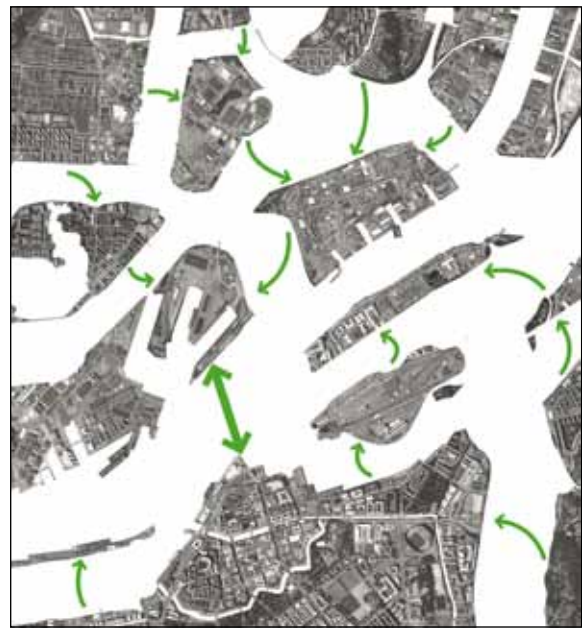
*“Infrastructure should be designed as places; where different social groups can come together in a public situation, where people can share exchanges with others from different backgrounds, where people enjoy to be. Places that connect.”*

includes roads, railway lines and parking areas as well as the river Göta älv which has been reshaped and channelled to increase its efficiency and performance to support economic development over the years.

One of the effects of all this infrastructure is that Gothenburg has become a city of ‘islands’. It is spatially, culturally and socially chopped up by the numerous roads, rail and waterways that cut through its centre. To radically improve Gothenburg as it prepares to celebrate its fourth centenary, it is essential to overcome the challenges to the quality of city life that this infrastructure poses. This is not about losing the infrastructure but about making it work harder across a wider range of parameters, some of which are entirely new.

The national government’s 34 billion SEK infrastructure package and the associated investments planned by the City of Gothenburg need to be made to work harder than on previous occasions when large infrastructure projects were designed and implemented. A rethinking of infrastructure is needed.

In addition to the utilitarian pragmatism that prioritises efficiency and traffic flows, a fresh, expanded understanding of infrastructure is suggested that recognises infrastructure as important multi-layered urban spaces (a human made urban ‘nature’). Infrastructure should ‘multi-task’ in order to meet Gothenburg’s wide range of policy goals: economic growth, community cohesion, environmental sustainability, flood risk management, place-making and a high quality urban realm.

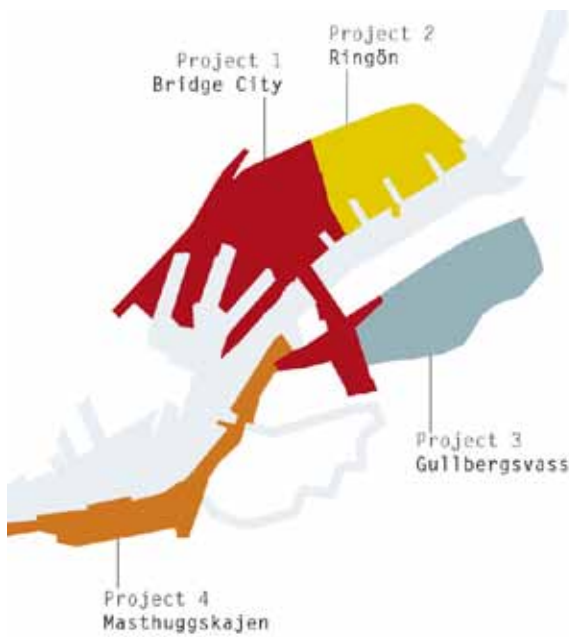


*The archipelago of ‘city islands’ in Gothenburg*

#### *Diversity and inclusion*

The sense of ownership, responsibility and associated pride of local communities is critical to the sustained success of Gothenburg. Residents, workers and visitors need to be actively engaged in the process of developing and deciding their future, and positively participate in its realisation.

Existing communities need to be recognised, and sensitive research is needed to understand the sometimes subtle complexities of existing communities’ make-up. This will help to avoid token measures and missed opportunities for better social integration.



Four islands - four projects: BridgeCity, Ringön, Gullbergsvass and Masthuggskajen

## Project

### *Three strategies for urban flooding*

Gothenburg need to reassess the hierachial relationship between the built city and its increasingly volatile river. To achieve this, the following three strategies can be used:

**Mitigation**, that addresses the causes of flooding:

- Realigning Gothenburg’s energy infrastructure towards renewables, and developing a green economy, to help lower its carbon footprint.

- Making the city’s many car parks porous, and developing a green public space network, as these will immediately help to absorb flood water.

**Adaption**, that addresses living with water:

- Creating space for water to enter the city, to be stored and to be released slowly back into the river.
- Amphibious architecture that is either raised on stilts, has lower levels that can flood, is constructed on floating platforms, or is built on an artificially raised ground level higher than difficult-to-predict future water levels.

**Protection**, that addresses keeping water out:

- Changing the city-within-the-moat into a ‘walled city’, with a protective wall or landscape formation around it.



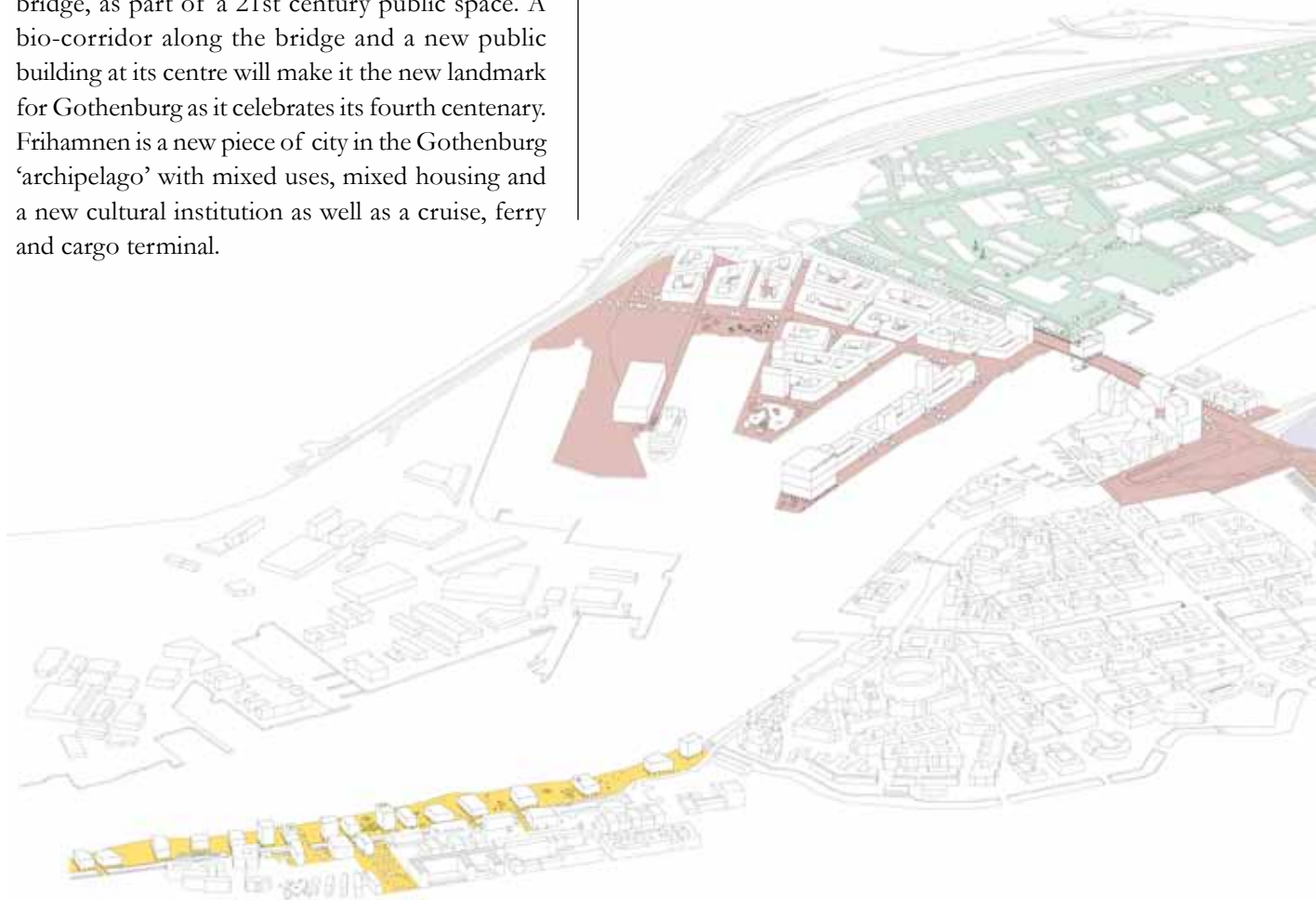
Creating space for water (1), buildings on stilts or with sacrificial ground floors (2), buildings on floating islands (3), raised ground level (4), flood defence structure around the city-within-the-moat (5).

*Four 'islands' – four proposals*

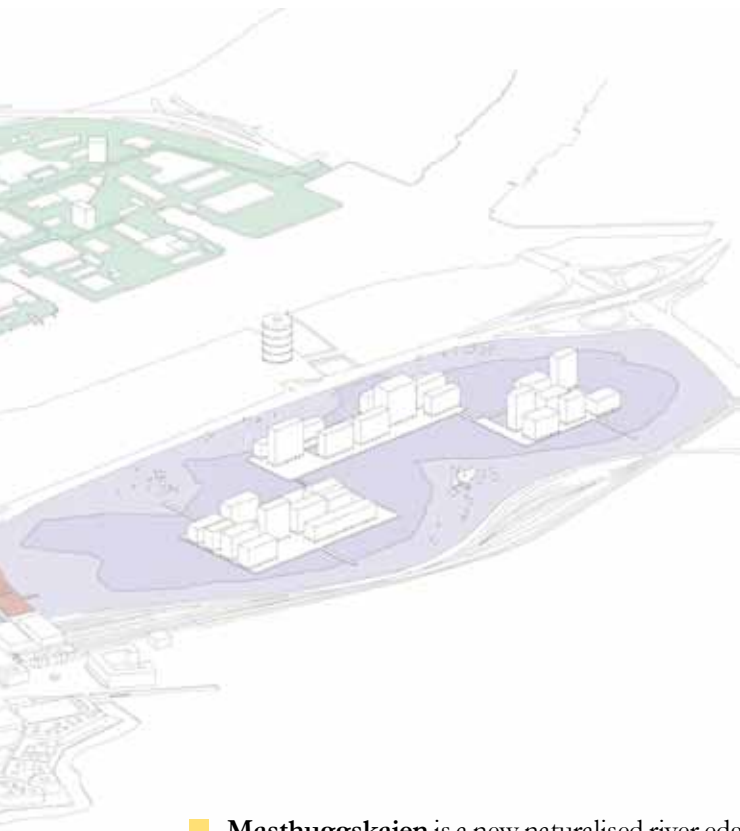
If handled ambitiously, the archipelago of 'city islands' created by all the infrastructure cutting through the city is full of urban potential. A development of this archipelago is proposed both by strengthening the individuality of each neighbourhood, and connecting them to each other more effectively so that they can evolve in relation to each other through the 21st century.

■ **BridgeCity** includes a new bridge, Göta älv bridge, as part of a 21st century public space. A bio-corridor along the bridge and a new public building at its centre will make it the new landmark for Gothenburg as it celebrates its fourth centenary. Frihamnen is a new piece of city in the Gothenburg 'archipelago' with mixed uses, mixed housing and a new cultural institution as well as a cruise, ferry and cargo terminal.

■ **Ringön** has a new public 'face' to the realigned Hjalmar Brantingsgatan with opportunity for green businesses to grow. Within the island an improved public realm connects to the river with small public spaces at its edge and green corridors across the area. New buildings with business start-up units are inserted into the existing fabric on stilts to allow for flooding while protecting new hightech businesses.



■ **Gullbersvass Lake** makes space for flood storage as this area is vacated by current uses and accommodates a new community of offices, apartments and community uses on large floating platforms. The wild edges of the lake form part of the new green network across Gothenburg, with recreational uses and increased biodiversity.



■ **Masthuggskajen** is a new naturalised river edge with family housing located at the edge of the new beach and access to the river and recreational uses for the existing neighbourhood behind.

### Challenge

Influencing the design of the new Göta älv bridge as proposed is a key opportunity for Gothenburg to rethink the role of the infrastructure it invests in. A design led competition should be initiated immediately to enable delivery.

It is essential for all future development briefs and public space projects that the design teams involved work closely with existing and emerging communities as part of a ‘multi-headed’ client group. The green public space network is one of the key opportunities for achieving this.

Infrastructure should be designed as places; where different social groups can come together in a public situation, where people can share exchanges with others from different backgrounds, where people enjoy to be. Places that connect. Infrastructure needs to be carefully designed – infrastructure needs to be curated!



Public space in BridgeCity

# TEAM EGA

## *Do it! City*

### Vision

*In DO IT CITY the city structure on the south side of the river has been continued in Gullbergsvass and the central station area. Hisingen with Ringön has developed its own identity and attractivity. Frihamnen has become a new central meeting place in the city and the waterfronts have been developed into a dynamic public space.*

### Analysis

Gothenburg has a central position in a network of cities including Copenhagen, Malmö and Oslo. This urban constellation has the resources and the potential to become highly competitive in a globalized environment. This is both an opportunity and a challenge for Gothenburg, it can improve its development or result in a loss of influence for the city. Therefore Gothenburg has to develop a strong identity, both attractive and competitive in relation to its neighbor cities.

The RiverCity project is an opportunity for Gothenburg, to re-energize the entire city, through the transformation of its centrally located areas, with the aim to create a sustainable, socially and economically integrated urban core, with a strong and multifaceted identity.

In this perspective the main challenge for Gothenburg is to surpass:

- its historic reliance on large manufacturing industries,
- the disconnection between the north and south side of the river,
- the lack of cohesion between its neighborhoods,
- a car oriented infrastructure; and
- centrally located mono-functional areas with low density.





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 France, Sweden



*A large park bringing together all citizens in Frihamnen, the heart of Gothenburg.*

DO IT CITY makes use of the existing energies and urban identities, densifying and transforming these in order to create a dynamic, efficient, diversified and fluid city. It defines strong long lasting concepts combined with dynamic and open ended planning.

## **Project**

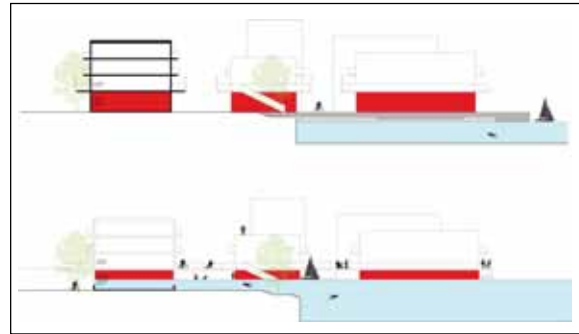
The urban design concept for the RiverCity should follow the idea of urban space as a constant flow. The idea is to follow existing tendencies in the city texture, instead of creating readymade neighborhoods. The concept starts at the footprint of the city itself, by keeping, and enhancing its textural qualities.

TEAM EGA HAS PRODUCED ALL IMAGES, ILLUSTRATIONS AND MAPS IN THIS SECTION.

*Footprint strategy on Ringön*

Use the footprint strategy to plan with the existing and with time!

Using the footprint strategy means to replace existing buildings in their exact footprint, thereby creating a certain accidental structure which allows developing a highly differentiated system of open spaces. In the area of Ringön, the existing small scale diversity of structures can be used as a footprint to follow. The neighborhood can develop over time, from an area consisting of workshops and industries, into a mixed use community. The new buildings which follow these “strange” plots, will develop interesting and surprising solutions and typologies, promising a high level of identity and uniqueness to the new neighborhood. The programs for these new buildings will integrate some of the existing workshops and material deposits but with new uses, for example, housing and services in the upper floors. A new identity will slowly emerge out of the old one, creating a lively area close to the city center with all its amenities. This development is viewed as very informal, not only typologically, but as a reflection of the informal public spaces; generating, open multifunctional spaces, streets, and squares - half appropriated, half not.

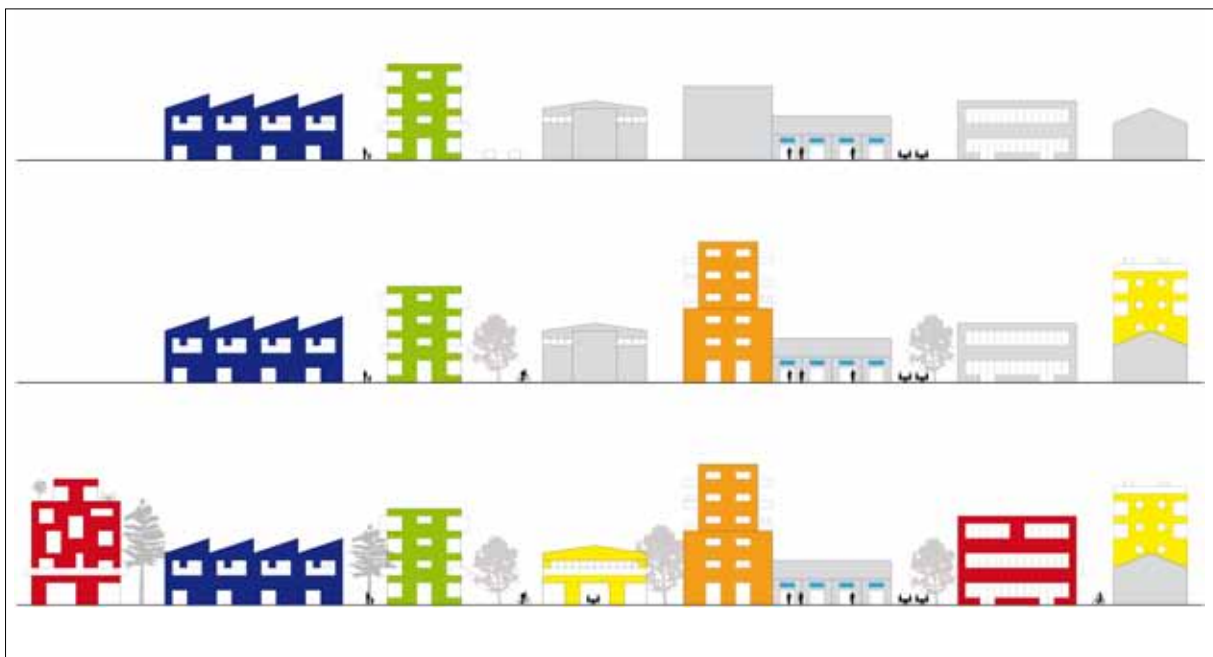


*Living with the elements - a “Small Venice”*

*Living with the elements – “Small Venice”*

Use the potential water level raise as a possibility to create a changing and surprising city!

The accommodation of storm floods and an incremental rises in water levels is an opportunity to create an innovative city structure. The one week of flooding expected annually would be dealt with in a way that transforms the area into a “Small Venice” - making an attraction or event out of what is now considered a problem. Due to this, the ground floors will be kept for flexible use such as workshops, retail and storage space and buildings will be constructed to resist flooding. The idea of this new and truly sustainable place is to live with the elements instead of against them.



*The city evolves over time with the footprint strategy.*

*Frihamnen – The heart of Gothenburg*

Create a new centrality on Hisingen! Make this side of the river more attractive by locating new and unique functions that contribute to Gothenburg’s identity and competitiveness.

Frihamnen, the heart of Gothenburg, will host a big park. The idea is to create a park, which will serve as a new link between north and south. It will be used for public events, concerts and other performances. The harbor identity, the piers and the large scale of the docks is exploited to create an innovative urban public space that both addresses everyday uses and large scale events. The existing buildings are re-used and transformed when possible or replaced by new constructions when needed. This area will have the important function of mixing and bringing together all citizens of Gothenburg.

*Eliminate infrastructural barriers*

Eliminate the existing boundaries by integrating and urbanizing the road infrastructure that separates the neighborhoods from each other and the city from the river!

The existing city structure is prolonged in the Gullbergsvass area, thus creating a contemporary extension of the historic 19th century city grid. In order to create urban continuity and pedestrian connections between the station area and the river shore, the existing infrastructural boundary on the south side of Gullbergsvass has to be solved. This can be accomplished by lowering the existing road in order to cover it with a local street or a public space or by elevating the new neighborhoods on the station and post terminal area.

*Pedestrian access along the river*

Reinforce and create public pedestrian access along both river shores. Create promenades along both riversides with a diversity of public spaces, giving the citizen access to the river in different “situations”!

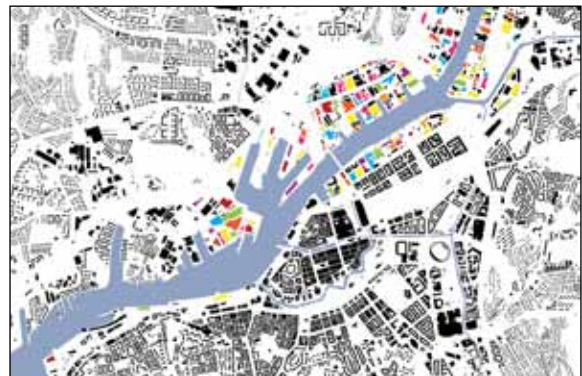
The waterfront is transformed by removing unnecessary parking space, reducing road width, implementing new functions and structures and densifying and diversifying the uses.



1. The beginning of a gradual development of the area.



2. The development continues.



3. Further development takes place on both sides of the river.



4. The area is now almost entirely transformed.

*“Use the potential water level raise as a possibility to create a changing and surprising city!”*

#### *Connect with multiple links*

Connect the riversides with multiple links - bridges, ferries, cable cars - that efficiently connects to the infrastructure and transport system on both sides!

Develop the tramway network with its potential of urban upgrading. Introduce tramway lines along the river shores interconnected with the ferry traffic.

#### *Parallel processes*

The transformation proposed requires parallel processes combining long term strategic planning and immediate actions. Temporary structures, installations, art interventions, non permanent public spaces and playgrounds are used as a way to energize the city, transform the identity of places in a short time and also influence and implement the long term evolution in a dynamic way.

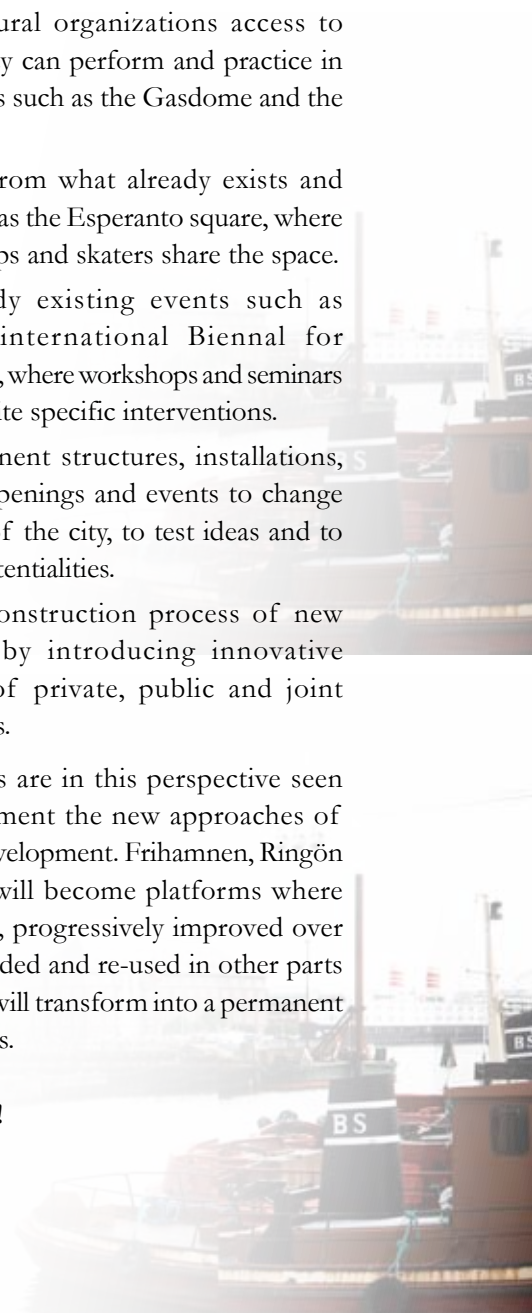
### **Challenge**

- Find new ways of using participation, where the citizens can contribute in a creative way at all stages of the planning process.
- Develop flexible planning tools, able to adapt to evolving demands and situations.
- Develop diverse forums to collect ideas from the inhabitants of Gothenburg (web page, telephone messages and placement of mail-boxes in the city etc.).
- Keep spaces that citizens can design in workshops as a collective group: playgrounds and leisure space, such as pocket parks and collective allotment gardens for vegetable and flower cultivation.

- Give local cultural organizations access to places where they can perform and practice in existing buildings such as the Gasdome and the Packhouse.
- Take example from what already exists and works well, such as the Esperanto square, where local tango groups and skaters share the space.
- Develop already existing events such as Gothenburgs international Biennial for contemporary art, where workshops and seminars are mixed with site specific interventions.
- Use non permanent structures, installations, exhibitions, happenings and events to change the perception of the city, to test ideas and to discover new potentialities.
- Diversify the construction process of new developments by introducing innovative combinations of private, public and joint building ventures.

The new core areas are in this perspective seen as places to experiment the new approaches of planning and city development. Frihamnen, Ringön and Gulbergsvass will become platforms where solutions are tested, progressively improved over time and then extended and re-used in other parts of the city. The city will transform into a permanent hub of creative ideas.

**SO - JUST DO IT!**





Ringön today



Ringön in the future

# TEAM ESPINÀS TARRASÓ

## *A New Scale for the City*

### **Vision**

*Through the transformation of the RiverCity area the built-up city has merged to its original setting. The river's natural logic is restored and the whole city is adapted to the ecosystem and to climate change. The rivers, streams and their valleys are essential elements that structure public space. The RiverCity highways have been transformed into urban avenues.*

### **Analysis**

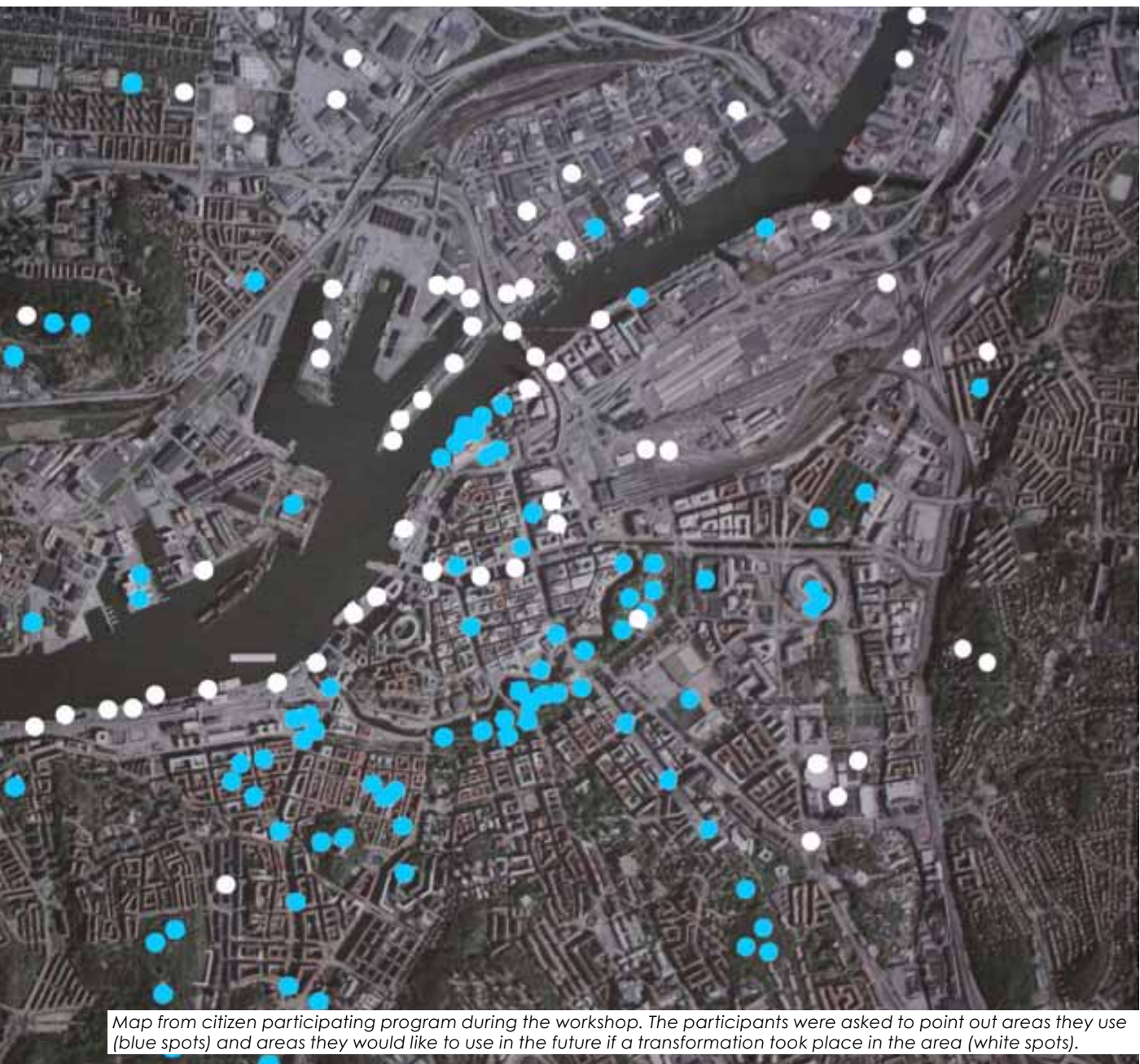
RiverCity is only a part of the city, but a very important one. In fact, the proposals for RiverCity will have consequences for the whole city, because it will change its scale. It will also have consequences for the region, since a redistribution of the city's activities and changes in accessibility are addressed on a regional level. The main issues of RiverCity can be grouped into climate change, water management and flooding, power supply, mobility patterns as well as the discontinuity of the urban structure and green areas.

A methodology or a way to work, is proposed, which includes:

- an analysis where the physical structure of the city is interpreted,
- a citizen participating program that provides a transversal approach between the views of the people and the multidisciplinary professional skills team; and
- a conclusion pointing out main challenges and strategies for a sustainable transformation of the city.



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Map from citizen participating program during the workshop. The participants were asked to point out areas they use (blue spots) and areas they would like to use in the future if a transformation took place in the area (white spots).



Structural analysis of the current relationship between river, infrastructure and industrial areas.



Proposal for a new infrastructural system - a metropolitan ring road around Gothenburg

Team Espinàs Tarrasó organized a two day citizen participating program during the workshop.

In the sessions with the citizens, it was raised that city planning has led us to a model of a city which is far from the human scale, giving more importance to the vehicular traffic than to pedestrians. The urban mobility by car or public transport has acquired enormous proportions, in any case much more than the pedestrian one. The specialization of uses affects mobility as well as social segregation. This argument led to the hypothesis that the city needs to be planned at a small unit level, in a model based on the urban continuity and neighbourhood articulation. In this process it is crucial to formulate a whole vision of the city and a broad understanding of the site conditions. This approach will help decreasing the environmental problems and bring the citizens a higher satisfaction and quality level.

## Project

### *Social fragmentation and infrastructure*

If we succeed in giving the neighbourhoods new urban continuity, mixed uses, facilities and a new sense of belonging to the city, social fragmentation, social exclusion, gentrification and other social processes may be more easily controlled. A way to do this is to reorganize mobility, both at the regional level and at the city scale.

A new railway and tram structure is proposed and the urban motorways are transformed into green avenues. Trucks and heavy traffic through the city is avoided. The proposed transformation of roads, railways and trams will help to eliminate, or to substantially reduce, the present segmentation of the city into separate neighbourhoods, malls, industrial areas and other significant areas and uses in the city.

### *Continuity and the river*

The water and green areas are considered as a system which needs to recover or reinforce its continuity and coherence. They constitute the principal visual reference of the city and its territory and, if correctly planned and managed, may give the city an important framework for leisure, touristic, sport and cultural activities.

New water surfaces established in the proposal are defined considering the climate constrictions and the physical needs and possibilities, as well as identity factors related to the water. A change of strategy in the use of the river as a port is suggested, reorganizing the harbour areas, their entrances and their relationship with the city.

### *Gullbergsvass – a fluvial park*

The rivers, streams and their valleys are essential elements that structure the public space. They form green corridors in the metropolitan area and they join together in RiverCity, where a big fluvial park is constructed. This fluvial park allows a recovery of the historical profile of the city, previous to the big transformations that took place in Gullbergsvass. The courses of the rivers Sävån, Mölndalsån and Kvillebäcken are altered in order to make them converge in the fluvial park system.



### *Urban growth*

In the centre of the city, the fluvial city appears - a new typology of urban growth adapted to the needs of the natural environment. This new urban typology uses building strategies that are compatible with the natural setting and flood conditions.

Urban motorways, like Andréégatan, Oscarsleden and Lundbyleden are transformed into urban avenues, moreover they play a very strong role as a structure for the urban growth and the introduction of new land uses. The removal of the barriers that presently divide the city from the river, and the new location of a ferry station – and its logistic - at Frihamnen, favours the expansion of the existing structures. Majorna, Masthugget and Kvillestan is given an opportunity to grow towards the river with new enlarged docks, that foster the integration of the cultural, social and economic activities that already exist in these areas.

The area surrounding Kronhuset is promoted as the core of a revitalized neighborhood. The neighbourhood is proposed to be recovered as a housing area, with open inner courtyards, fostering the creative activities and small shops, linked to the water. The existing business activities and public firms, now located in this area, have the opportunity to be a part of and lead the challenge for the new RiverCity. The buildings at Gustaf Adolfs Torg remains in public use.

A transversal permeability of Nordstan is crucial. The public spaces involved, at the doors of RiverCity, must guarantee the continuity of the south-west – north-east - network of streets of the City within the moat linked to the new Gullbergsvass.

Ringön and Gullbergsvass are laboratories where a new approach to the city and its relationship with the environment is implemented. At Ringön the docks are enlarged and a network of crossing channels is added. While holding up the microcosm character of the nautical activities, a floatable housing reinterpretation is made. The use of this area must be compatible with other uses, for example cultural, or related to the recovery of the natural environment.



*The city's topography, which clearly marks the physical conditions of the area.*



*Proposed green and blue structure.*



*Proposed structure of public space and urban streets supplementing the blue and green structure above.*

*“The new city is an opportunity to solve the problems of the existing one. Recycle the existing barriers into structuring urban elements. Retrieve the natural logic of the place and the assets that the city has lost over time!”*



RiverCity Gothenburg with green and blue structures, public space and green avenues



Gullbergsvass is a large porous platform where Säveån, Mölndalsån and the river Göta älv meet by capillarity.

Backaplan is a new point of centrality, a joint that articulates and organizes the public space and extends the surrounding urban patterns as well as keeps the dimension of the functional units. A mixed program of housing and public uses is proposed here, as are the administration and public companies that are relocated from downtown.

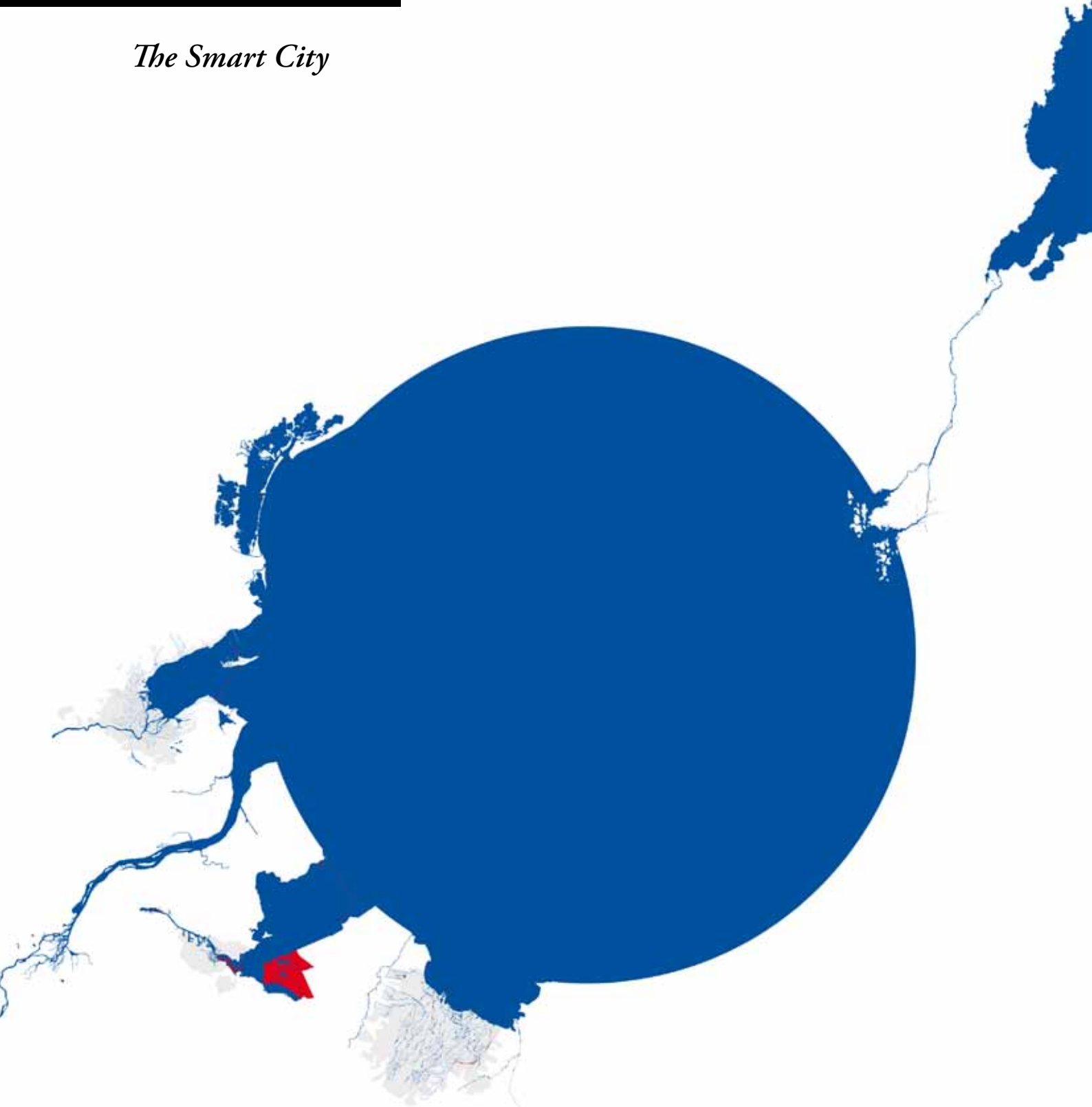
### Challenge

Professional intuition must be contrasted with the one of the citizens. Citizens are experts of their own city; they represent different views, depending on their origin, age, sex, neighborhood where they live etc. The design of the city needs a common place of identity, a coincident space.

The new city is an opportunity to solve the problems of the existing one. Recycle the existing barriers into structuring urban elements. Retrieve the natural logic of the place and the assets that the city has lost over time!

# TEAM GRAU

## *The Smart City*



Gothenburg is not alone! It is not the only Network City facing the impacts of climate change. The illustration shows the delta cities Gothenburg, Jakarta, Amsterdam, Hamburg, St Petersburg, and Venice.



## Vision

*Gothenburg is no longer a fragmented city, but diverse and connected. The city's strategic position has been strengthened by the regional connection with Oslo and Copenhagen. The city is now a living laboratory for sustainable technologies.*

*Ringön is an incubator for new offices; businesses come and go, as well as the water. Frihamnen's basins and piers have become one single climatic space - including a green shipyard, biofuel and a gigantic swimming pool - a green cluster. Gullbergsvass has turned into a center for new family oriented living spaces at the same time as being a huge energy provider of biogas. In the city centre the river shore embraces the water and creates a large humid park with elevated pedestrian promenades.*

## Analysis

Urbanists have defined two types of cities: Central Place Cities and Network Cities. Gothenburg is of the latter kind; Stockholm, of the former. Central Place Cities have a much more stable life than Network Cities, especially if they have survived the meager urban prospects of the 14th-16th centuries. Network Cities, on the other hand, both benefit and suffer from the ups and downs of their expanded context, which today is global.

Gothenburg was constructed first and foremost for defence during the 17th century. Here the Dutch builders borrowed from Italian treatises on the ideal city, using Palamanova in northern Italy as the model. Since Europeans have historically been warmongers, Palamanova displays all the characteristics of a fortress. When the model was brought to the river Göta älv, however, only half the defensive wall was used. The rest was open to

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the river, indicating a second reason for the city's construction - trade. Here the Dutch influence was more strongly felt. For them the river Göta älv was an important gateway to the North and Baltic Seas. Thus this Network City is both defensive and open to the world.

Economies of agglomeration - that emphasize innovation rather than economies of scale that characterize SKF and Volvo - are prioritized in this proposal. This approach involves considerable risk. So-called knowledge industries don't happen overnight, and given that industrial revolutions are encountered not designed, the following question must be asked: Despite historical experience to the contrary, can new economically sustainable industries be designed? There are several reasons to optimistically think so.

With the sudden awareness among many of the global context, and in particular the treacherous climate situation, Gothenburg, viewed now as a living demonstration project, can have global significance far beyond its size and location. Swedish industry is already ahead of most countries when it comes to sustainable technologies. The trick will be to agglomerate many if not all of these innovators, either by relocation or by connection.

## Project

Creating a connected city with a new relationship to the river can neither be achieved in one day nor with a traditional master plan - the future of cities are too volatile and unpredictable. At the same time inherent fragmentations (social, economical, spatial and programmatic) cannot be overcome with

a singular move - such as a revitalized city center. Consequently, a method in three steps rather than a fixed project is proposed:

1. **The seed:** The underlying, often-dormant potential within each fragment of the project.
2. **The structure:** A set of guiding principles - the infrastructure, the hard design, the inflexible elements that within each fragment will guide the development.
3. **The toolbox:** A set of light design solutions that through the structure can help the fragments to evolve.

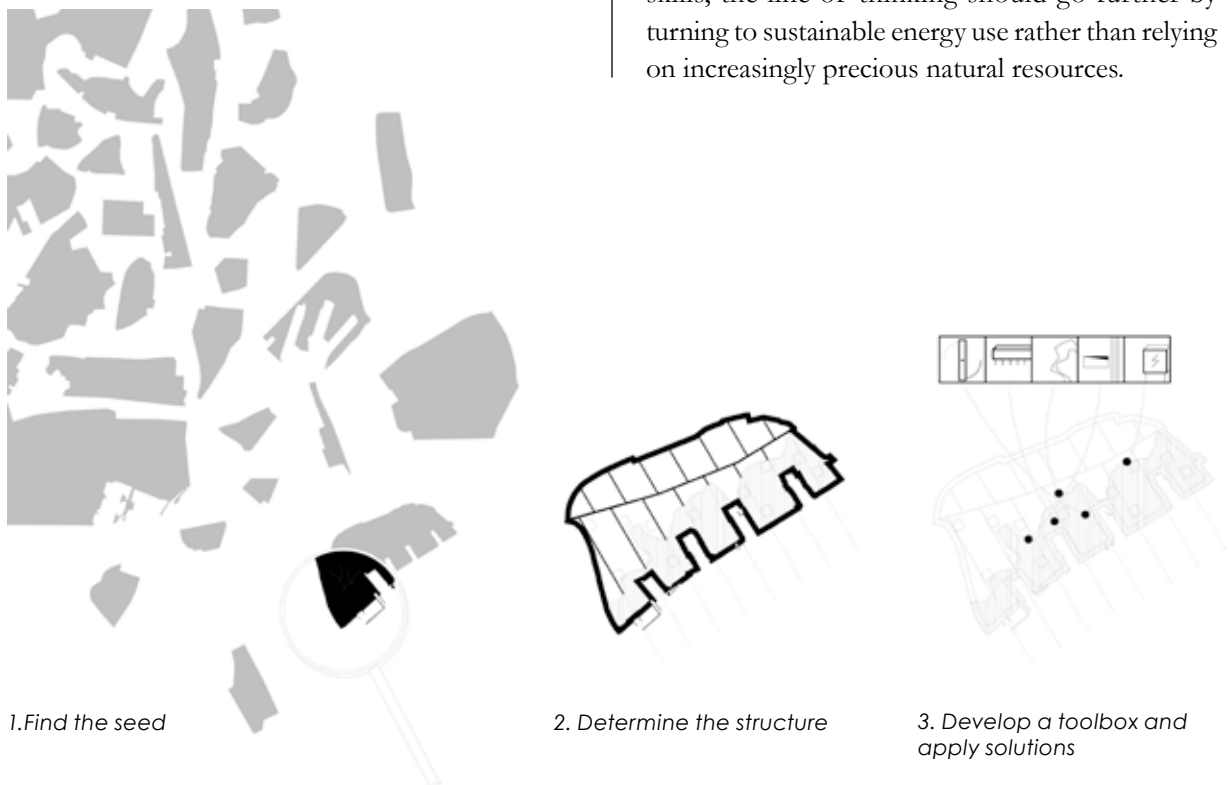
#### *Chalmers and Ringön demonstration project*

Although this proposal is predominantly a process, an initial demonstration project would jump-start a radical change in Gothenburg's view of its future. Two existing embedded opportunities have inspired the project: Chalmers and Ringön. The first of these two is obvious: Chalmers is the most prominent technical university in the country, and with the right incentives, it can become the center of innovative sustainability. Ringön, in contrast, with its ragtag assembly of small industries and craftspeople,

is a living, if modest, example of an economy of agglomeration. As such, Ringön will require much more attention and determined institutional leadership than the university. Startup financing and tax incentives are some of the potential instruments.

#### *Sustainable energy production - the four-leaf clover*

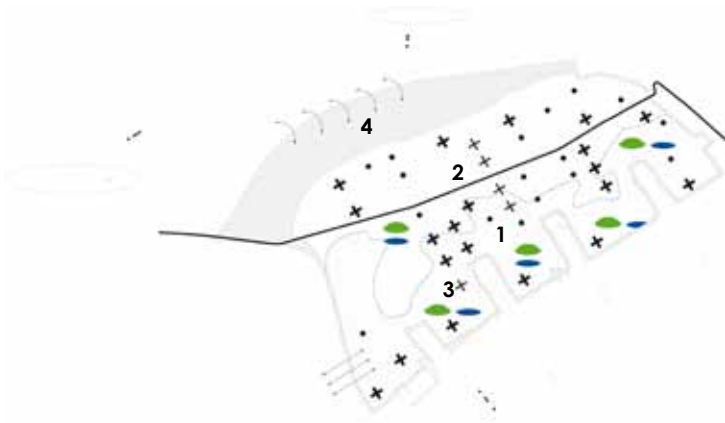
To complete the argument concerning the project, three adjacent districts have been added to form together with Ringön a four-leaf clover around a newly constructed bridge Götaälvsbron, with Chalmers hovering in several locations in the background. The four districts each have a distinct character - a positive aspect of this highly dispersed city - and by capturing and enhancing these embedded energies, a radical change should appear natural and obvious. The result will be a world-quality demonstration project of sustainable energy production and use. Localizing the energy - produced or the result of each district's particular energy situation - is of particular political and symbolic significance. Sweden's energy picture is already pretty good, but being a small nation with an abundance of innovative thinking and technical skills, the line of thinking should go further by turning to sustainable energy use rather than relying on increasingly precious natural resources.



1. Find the seed

2. Determine the structure

3. Develop a toolbox and apply solutions



*Development of Ringön:*

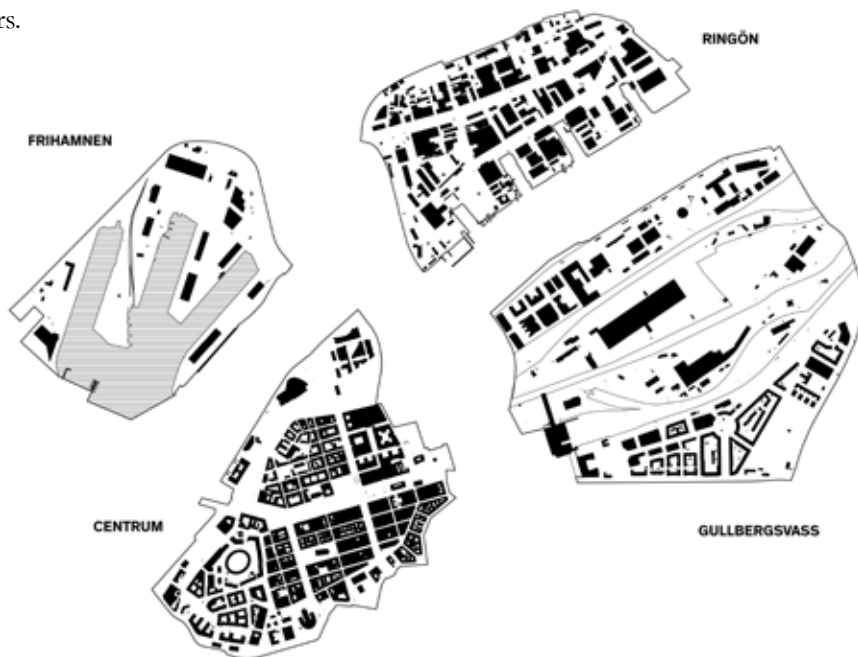
1. Incubator for new offices, businesses can come and go, as can the water.
2. The main access road is kept dry and divides the area in two zones: dry and humid.
3. Lakes (wet zones) and hills (dry zones) progressively appear in the humid zone.
4. A connecting ribbon surrounds the fragment

*A livable city centre*

In addition, the four districts forming this energy machine possess other innovative dimensions:

**Frihamnen** will automatically connect with the river’s maritime past while projecting a new maritime future under the flag of sustainability – green ships in crystal clear waters.

**Ringön** is an incubator for new offices, a ‘laissez faire’ seedbed. The area surrenders to flooding and embraces water as one of its main materials. Here, the laissez faire strategy applies to water as well.



**Centrum** takes the institutional lead. It returns to a pedestrian city culture (by bridging or burying the surrounding overwrought traffic apparatus), which will result in an expanded and renewed business district straddling the river.

**Gullbergsvass** – the center of regional connectivity through rail and road – now with a clear pedestrian connection via a new Järnvägstorg to Nordstan – in addition will serve as a demonstration project of new sustainable housing using the atrium, the most efficient morphology of building organization.

*“Creating a connected city with a new relationship to the river can neither be achieved in one day nor with a traditional master plan - the future of cities are too volatile and unpredictable.”*



Blue: Floodable areas and water  
Black: Infrastructure, hard design, inflexible elements  
Red: Light design tools from the toolbox





Splendidly, Gothenburg will have a highly livable center city designed for people, demonstrating that such an abundant life can be had sustainably. The city center will be protected in the winter months through sheltered public space – a series of ÄlvRum – and will remain generous and open to the river in the summer, all the while animated by a string of cultural facilities in the new ÄlvPark.

### Challenge

A process open to many bifurcations is suggested – opportunities for changing course is more pragmatic and realistic than a master planned project, since it accepts and prepares for the volatile fortunes of a modern Network City.

At the same time, a central project focused around sustainability will set the pace and reveal the ambition of a vital city, now part of the ever-changing global world. To demonstrate this StadsVision, a measure of risk-taking will be essential for success. This will put pressure on politicians, financiers, and the citizens alike. A commonly agreed upon destiny is essential for any process of this size and ambition. The magnitude of this determined “will to the sustainable city” must be loud and clear. Not demonstrated in plan but in action.

# TEAM GÜLLER GÜLLER

## *Leap Across the River*

### **Vision**

*The river is for everyone - it is accessible, livable and dense.*

#### *Accessible*

*The creation of a North-South Avenue and an East-West link across the RiverCity area has made the river accessible. These links connect the area across the river as well as with the North of Gothenburg. Former transit-roads have been transformed into urban streets. The city is walkable.*

#### *Livable*

*In Frihamnen, there is a public park, right at the river. The river constitutes an attractive public space for all of Gothenburg's inhabitants.*

#### *Dense*

*Multiple urban cores have been created, filled with intensity and a quality of urban life: Backastan, River Campus Lindholmen and the Central Station district.*

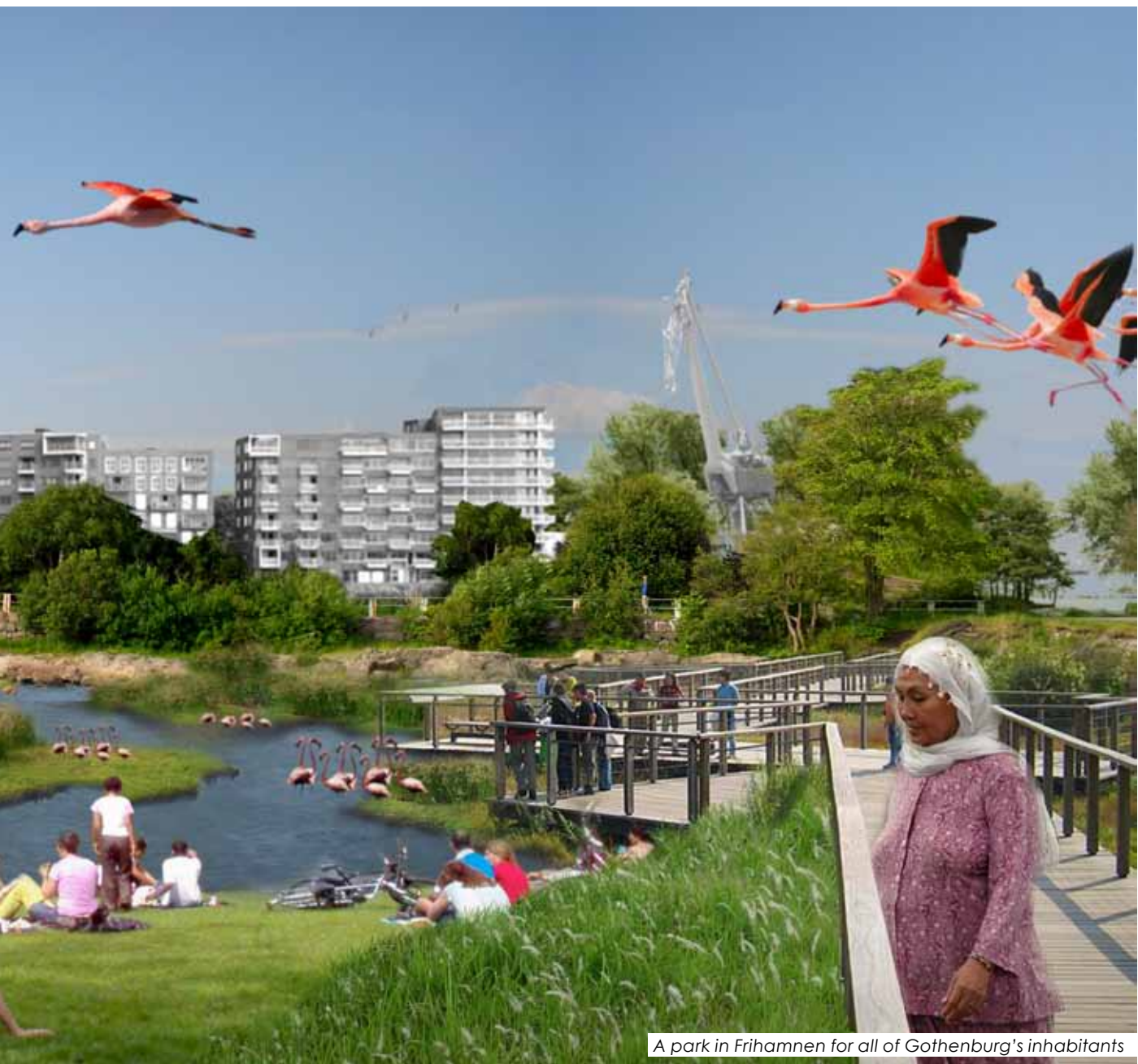
### **Analysis**

The RiverCity area lies right at the heart of the region and right opposite of the center of Gothenburg, however it is disassociated with its urban surroundings. Highway infrastructure forms strong barriers and a network of urban infrastructure linking the area with neighboring areas and the sub-region is lacking. In other words, the city needs to be connected.

The area has huge potential for urban development due to its strategic location, however in order to evolve from a harbor past into an attractive and dynamic urban area, structural improvements must be made. In other words, the quality of the RiverCity area needs upgrading.



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*A park in Frihamnen for all of Gothenburg's inhabitants*

TEAM GÜLLER GÜLLER HAS PRODUCED ALL IMAGES,  
ILLUSTRATIONS AND MAPS IN THIS SECTION.

Finally The RiverCity area must be seen within a context of segregation and urban sprawl, since they both challenge the growth of Gothenburg. There is great potential to develop a polycentric city instead of a south centered one, creating new poles of urban activity while developing the city according to its specific geographic setting. In other words, the RiverCity needs to contribute to multiplying the centralities of Gothenburg.

Gothenburg will always remain a PortCity. In contrast to other cities, such as Hamburg or Rotterdam, the harbor will stay present in the city – road and rail arteries are here to stay. Therefore, redefining the coexistence between harbor and city is a key issue of RiverCity.

At the same time the RiverCity project implies giving the city access to the river, opening it up. The way the city connects to the river and its riverbanks needs to be redefined, not only by filling plots formerly used by the harbor but also by opening it up for the citizens of Gothenburg. The river needs to be for everyone, not only for specific target groups, selective economic activities or monofunctional housing estates.

“Opening up the river” means making it accessible, livable and dense, making it inhabitable. This strategic framework allows RiverCity to develop in a way that responds to the ambitions defined by the Gothenburg authorities: inclusive, green and dynamic.

## Project

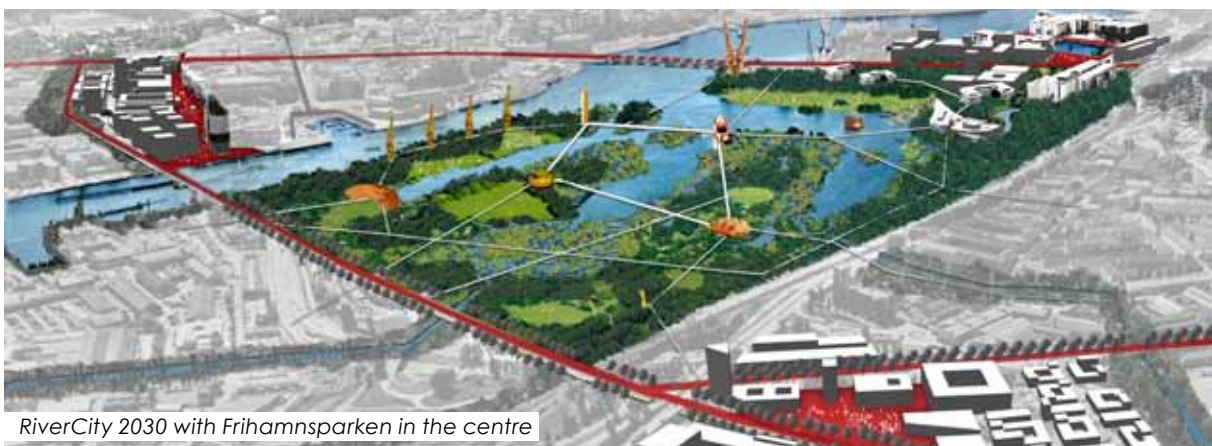
*The accessible RiverCity:*

*A new avenue North-South - ‘Göta älvgatan’ - and a new East-West axis - ‘Lindholmsbron’*

The year 1921 Gothenburg celebrated its 300th anniversary with the creation of the Avenyn boulevard, a continuation of Östra Hamngatan to the South. Today there is a similar chance to think big with the upcoming 400th anniversary: a chance to mirror Avenyn in direction to the North.

The 400th anniversary should not only be about the new bridge Göta älvbron, the focus should rather be on building ‘Göta älvgatan’. Use the construction of the bridge to create a real urban artery, an urban boulevard, that opens up the North and links this part of the city back to the river and the city center. The new bridge will accommodate all modes of transport and bifurcate onto existing and new tramlines in the North. It needs to be a walkable bridge, no more than 10-12 meters high, with an element openable for ship-traffic.

‘Göta älvgatan’ is an enormous opportunity to tackle some of Gothenburg’s infrastructural problems. Today RiverCity looks like a “little Los Angeles”: large-scale highway junctions and city-motorways reach right into the city centre dominating both image and land-use of RiverCity. Hjalmar Brantingsplatsen is cut away from the river, as is Backaplan and the neighboring districts. By eliminating the highway-exit at this location, the city can regain access to the river and 12 hectares of developable land. ‘Göta älvgatan’ will allow for Backaplan to become ‘Backastan’, a vital urban core within close reach of the riverfront.



RiverCity 2030 with Frihamnsparken in the centre



Regain land by removing the highway exits on both sides of the river Göta älv.

The second major axis is a new East-West connection. Norra Hamngatan is an underused place today, with no one walking there. This is a wasted opportunity. Create through here a new bicycle and pedestrian route that links diagonally across the river, and becomes one of the main commuter axes of the city. Start with an intensive ferry service every 3 minutes, and install a movable bicycle and pedestrian bridge in the future.

The result is an urban network of streets - not of functional roads - that makes the river and RiverCity accessible and is the basis of its redevelopment.

*The livable RiverCity:*

*A central park – ‘Frihamnsparken’*

In Frihamnen, which has been abandoned by the harbor since 1996, although it is to large extents still fenced and gated – there is an opportunity to create a central park of the 400th anniversary.

Why create a park in Frihamnen? The city of Gothenburg has a strong tradition of public parks on its south bank, Kungsparken and Slottsskogen, which are now very saturated. If the North of Gothenburg is to regain the river as well, and benefit from this tradition of parks, a new park is to be created on the north bank.

‘Frihamnsparken’ is a 21st century version of a citypark: it is a natural park which allows the natural environments to come back into the city as well as a very traditional urban park used by manifold citizen groups.

‘Frihamnsparken’ will also reintegrate the river with the surrounding landscape and its valleys and ridges, which were separated by the logistic activities of the port and its infrastructure.

*The dense RiverCity:*

*Three Polycenters – ‘Lindholmen’, ‘Backastan’ and ‘Central Station’*

Opening up Gothenburg also means creating more than just one central place. You cannot create lively places, simply by expanding the inner-city to the northern side of the river. It is a too vast of a task. Concentrate urban life in few strategic places in the city instead and make sure they are attractive and work well.

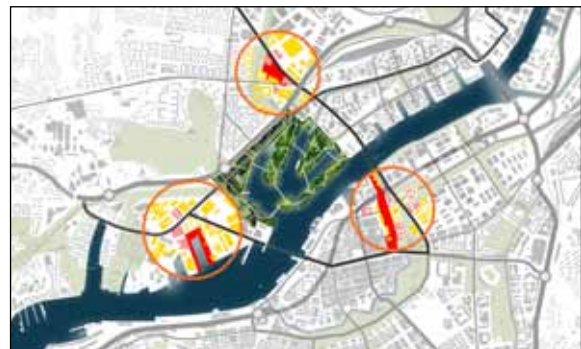
Diversify Lindholmen further, mixing in more housing along its waterfronts. Make it an intense urban place, rather than a monofunctional business campus. Transform Backaplan into ‘Backastan’,



Accessible

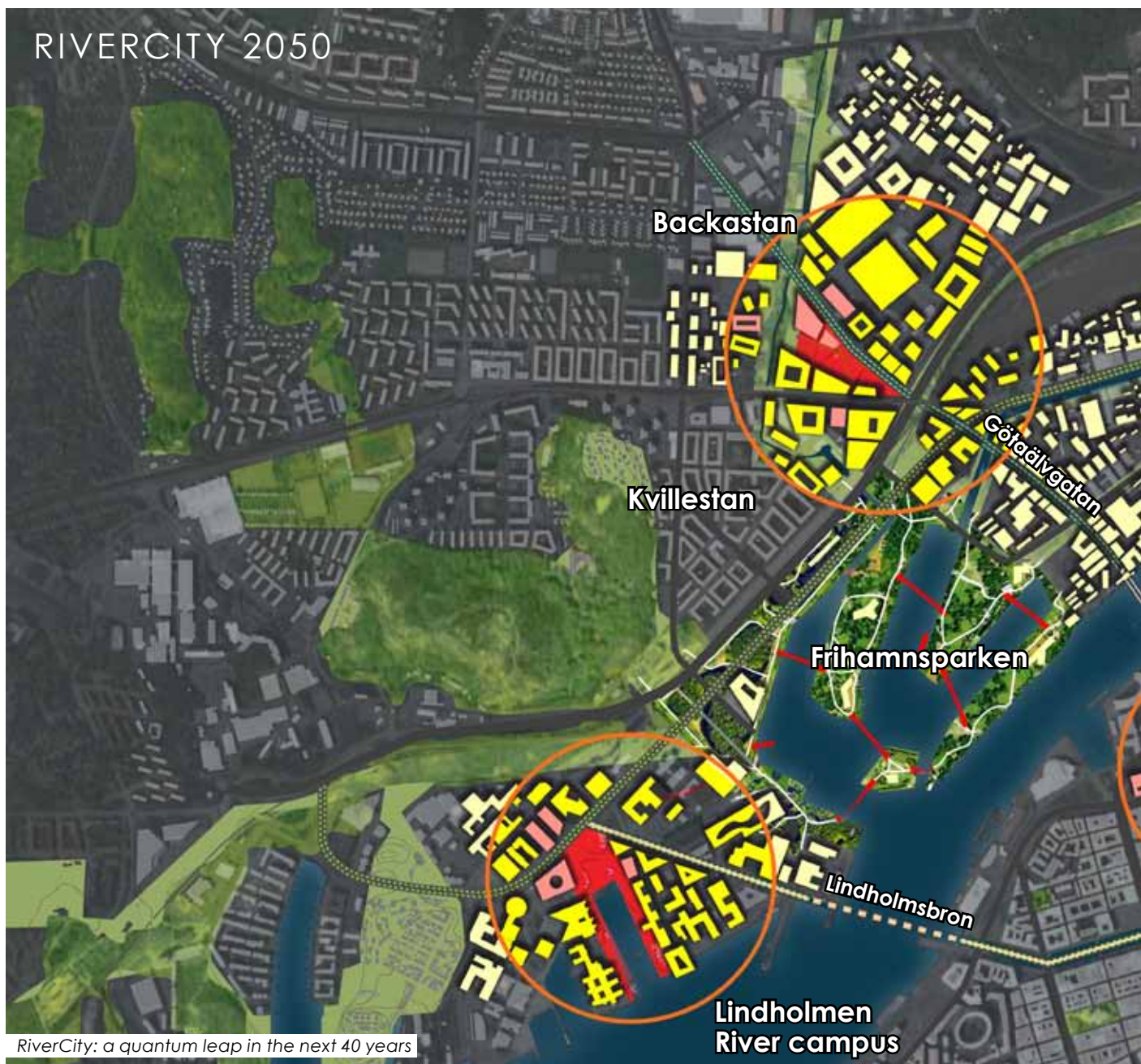


Livable



Dense

*“Göta älv gatan’ is an enormous opportunity to tackle some of Gothenburg’s infrastructural problems. Today RiverCity looks like a ‘little Los Angeles’”*





build a major urban centrality here for the North of Gothenburg. Focus on the central station area. Create the centrality that Gothenburg still seems to have to discover: a Central Station district, that is open, visible and accessible and is one of the key areas of urban activity.

These three centers will complement the existing city center and create new poles of urban activity closer to the different parts of the agglomeration. This opens up the way to a polycentric vision of the Gothenburg Regional Core, a vision of inward oriented urban development that uses the huge land resources of RiverCity to counter the trend of sprawl of regional functions in outer (highway) locations.

### Challenge

*Create 1 park, 2 streets and 3 places!*

With this strategic framework RiverCity can evolve, transform and grow in the future. It allows for the necessary quantum leap in urban quality and could accommodate some 25% of the expected growth of inhabitants (60,000), and some 50% of employment growth (48,000) over the next 30 to 40 years.

To achieve this ambition it is necessary to invest into the proposed key-projects: 1 park, 2 streets, and the creation of 3 places. They are the cornerstones of the development framework on the basis of which we construct the city. We have to dare to invest in these places in order to create substantial capacity for growth and to create new public landmarks of Gothenburg.

**THE RIVER IS FOR EVERYONE or  
“ÄLVEN ÄR TILL FÖR ALLA”.**

## TEAM HAPPOLD

### *The City's New Identity as a Commercial Centre*

#### **Vision**

*In RiverCity Gothenburg there is room for change over time. By cherishing the area's uniqueness, it has been enriched and developed. In the RiverCity area, there is an atmosphere that encourages business enterprises on all levels, with room for new, old, small and large companies. Through trust and co-operation a strong and sustainable centre has been created for the long term.*

#### **Analysis**

In framing the project for the RiverCity, Gothenburg is driven by broad concerns about the current trajectory of the whole city and its region. Although still strong, Gothenburg's economy is losing ground against national and wider regional competitors whilst at the same time, this once diverse port city is witnessing the emergence of growing social inequality and separation between its communities. The increasing dispersion of economic activity and the emergence of large areas of underutilized land in the central area contribute to an increasingly fragmented city with respect to connectivity and legibility.

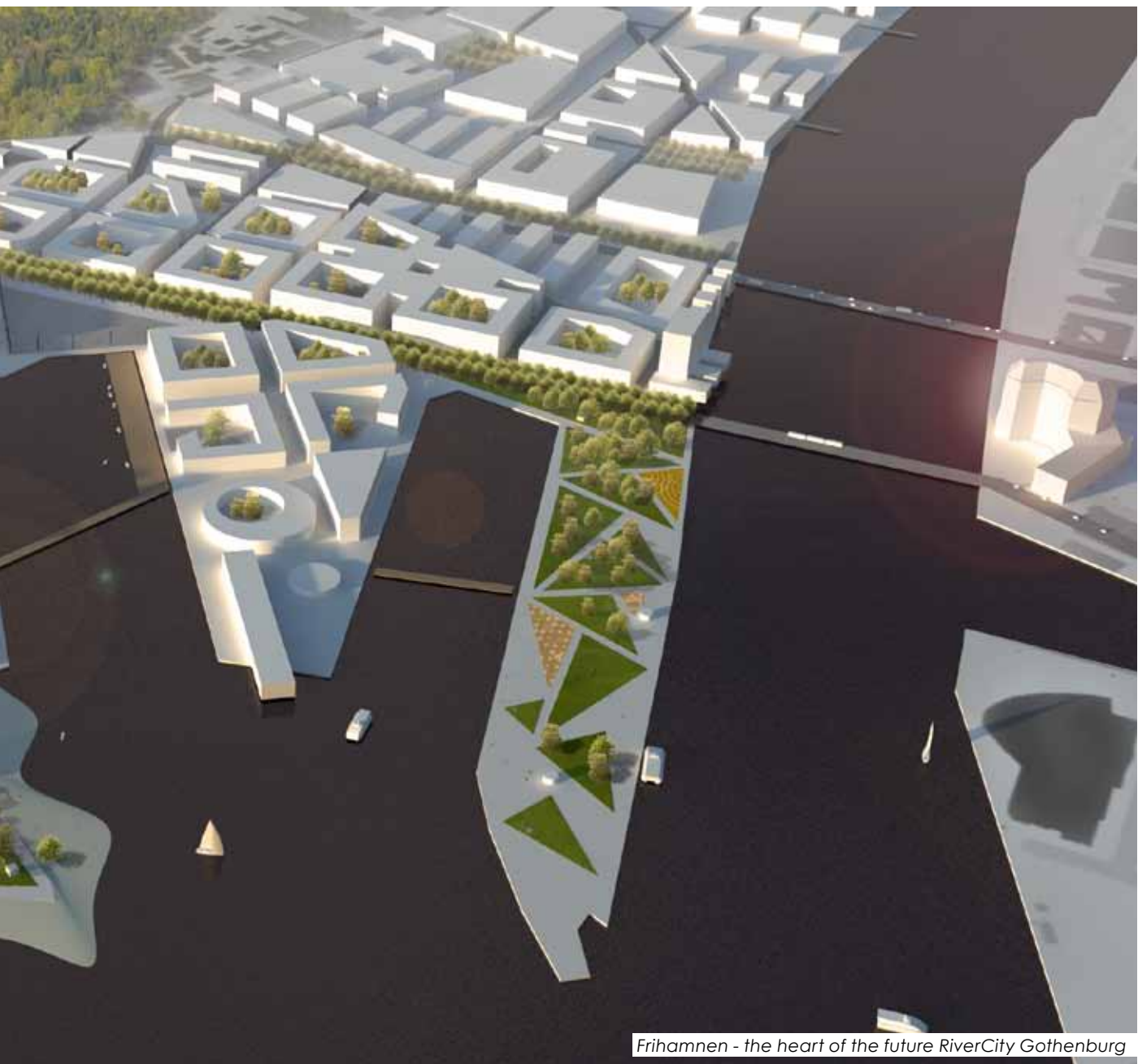
#### *Emerging Vision and Objectives*

Gothenburg has formulated an overall guiding vision for the RiverCity; as inclusive, dynamic and green. RiverCity will be the place where Gothenburg reinvents itself to address future challenges. The area will be the centre of a new city-region economy, common ground for an inclusive diverse community and the bearer of the city's renewed identity; supported by a city form which is sustainable, liveable, connected and resilient.





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*Frihamnen - the heart of the future RiverCity Gothenburg*

TEAM HAPPOLD HAS PRODUCED ALL IMAGES,  
ILLUSTRATIONS AND MAPS IN THIS SECTION.

### *Creating a Regional Innovation Hub – top down and bottom up*

Gothenburg's next economy can build on existing areas of strength, finding the innovation and market opportunities that interface between established sectors. Drawing on the strengths of major firms in the city such as Astra Zeneca and Volvo and the academic record of Chalmers and Gothenburg University, examples of the potential new clusters include life sciences and specialized healthcare; and next generation sustainable automotive technologies.

The formation of interlinked clusters of this type requires highly accessible central locations. This means much more than strategically located workspaces; it requires the development of an interlinked system of businesses where new ideas emerge from interaction; to evolving new business ecology. The area can act as an innovation hub for the whole region providing an attractive, dense location; supporting the productive interaction and linked networks of large companies, government, education, research, supply chain, living and visitation required to drive new economy innovation.

### *Building cohesion*

The wide range of employment created by a broad based, dynamic economy provides a crucial social inclusion role for the RiverCity; actively creating jobs and business opportunities for more marginalized groups. RiverCity's role can, however, extend beyond employment. It will also be a place to live, permitting new types of integrated community that include all household types and income levels. Above all, it must be common ground, a meeting space for all people in the city region allowing a high degree of activity and interaction all year round. It should be a place where diverse cultures of the new city are made visible and celebrated, a place where Gothenburg can showcase its innovation and creativity.

### *Reconnecting*

The land of the RiverCity can accommodate a network of vibrant, distinctive neighborhoods bringing 40,000 new jobs and places to live for

30,000 residents to the heart of the city. It is essential that these neighborhoods are well connected to each other and to the wider city. A new route network must be forged which reconnects the north and south of the Gothenburg.

## **Project**

Several strategic objectives have been identified in order to fulfil the vision for RiverCity:

### *New Economy*

RiverCity will be the focus of Gothenburg's economic resurgence:

- a centre for new cross-discipline industries emerging from Gothenburg's academic, research and industrial strengths,
- a locus for new bottom up growth of small and medium enterprises unlocking creativity,
- a centre for new economy skills development; and
- a place which reinvents 21st Century' manufacturing's role in the central city economy.

Crucially the City should encourage the wide range of talent and energy within Gothenburg's diverse communities to establish new businesses which serve the new clusters or unlock smaller market niches both within the city and internationally. This needs active support in the form of flexible regulation and low cost space augmented by access to business advice and alternative financing.

### *Inclusion*

RiverCity will be 'Common Ground', a place where all of Gothenburg's communities can meet and find opportunity to develop:

- a centre for inclusive employment providing jobs for a wide diversity of skills,
- a centre for inclusive learning opportunities for a wide range of age levels and backgrounds,
- a place for all parts of the city to meet – in places that belong to all communities; and
- a place to celebrate the cultural identity of the diverse communities which make up Gothenburg.

### *Reconnection*

RiverCity will renew the heart of Gothenburg, re-connecting the north and south of the city:

- a strong urban framework providing multiple connections between north and south,
- a city which is reconnected to the river – that once again plays a strong role in the life and identity of the city; and
- a place of strong diverse interconnected neighborhoods – supporting a diverse dynamic economy and linking RiverCity to its surrounding city.

The key route will be Avenyn - Backaplan. This route links the existing city centre directly to Backaplan, the gateway to the northern half of the city and enables a new innovation district to form at Frihamnen. New links must also be forged to Lindholmen, reinforcing a second innovation cluster around Chalmers and Ericsson as well as encouraging the development of the Masthuggskajen. Together, these zones create a new central area in the Frihamnen basin; a focus for entertainment, festivals and events within a new central park. Ringön has great potential to develop as a low cost, high innovation business and cultural quarter closely linked to the existing business district in Lilla Bommen and the new integrated living and working communities which will emerge in Frihamnen and Gullbergsvass behind the Central Station.

The RiverCity area's dense legacy infrastructure is an asset supporting new growth but also a constraint on effective reconnection of the area. It will be essential to remove the major barriers which isolate the site from the river and from surrounding areas. In particular, the road and rail lines separating Frihamnen from Backaplan and Kvillestan should be lowered. The ferry terminal at Masthuggskajen and the freight handling facilities at Gullbergsvass should be moved out of the city centre. Removal of barriers must be matched by the creation of new links at a human, city centre scale. Multiple new bridges across the river carrying a fine grain network which supports walking, cycling and public transport will be essential.



Street accessibility today, green - low, red - high



Street accessibility in the year 2030 according to the proposal, green - low, red - high

### *City of Neighborhoods*

The RiverCity will play multiple roles for Gothenburg and will develop over time. It is essential that it develops as interlinked neighborhoods, each with distinct characters:

- **Frihamnen:** The main new employment and central activity zone - located on main spine route between existing centers in the Old Town and at Backaplan.
- **Lilla Bommen:** This existing business services zone is to be reinforced to link together Frihamnen and the Old Town and also the Central Station and Gullbergsvass.
- **Backaplan:** A key hub connecting northern residential districts to the City centre – retail and transportation.

*“Crucially the City should encourage the wide range of talent and energy within Gothenburg’s diverse communities to establish new businesses which serve the new clusters or unlock smaller market niches both within the city and internationally.”*

- **Ringön:** An informal innovation district with start-up businesses, entertainment and creative industries.
- **Lindholmen:** An automotive/tech cluster emerging around the existing Chalmers and Ericsson campuses.
- **Gullbergsvass:** A future high density employment and residential area at main city transport hub.
- **Masthugget and Skeppsbron:** Linking vibrant existing districts to the river and wider River City.

## Challenge

*Long term change – start now!*

The RiverCity is a twenty year project. The growth of its neighborhoods will be tied to both the development of its new economy and to the time and investment required to transform its framework of infrastructure. The first major phase should include the new innovation cluster and Central Park at Frihamnen; establishing the new link to Backaplan and initiating the Ringön Business Quarter. Subsequent phases will create loops to both west and east integrating both Lindholmen and Gullbergsvass.

The rejuvenation of RiverCity can start now. Whilst city and residents work to create the overall vision and plan, there is momentum to start building the networks of people and businesses that will form the nucleus of the RiverCity and to begin the opening up and exploration of its site through temporary uses, festivals and events.





*Next steps – The RiverCity will need:*

- a strong inspired leadership team with the underlying resources to deliver and maintain the detailed plan resulting from the vision,
- a clear vision and clearly prioritized objectives,
- an engagement process with community and partners which can maintain support and momentum over the long duration of this project,
- partnerships focused towards active start up of the major new economy clusters - both top down and bottom up; and
- an empowered team tasked with delivering catalyst projects in the short term.

**City-regional concerns provide an imperative to act. RiverCity provides the opportunity.**

# TEAM SCHØNHERR

## *Liveable and Enjoyable*

### Vision

*Gothenburg has reclaimed the river Göta älv. The river is a unifying public space for everybody!*

*The river Göta älv has been transformed from an industrial society's traffic artery into a public meeting place in a knowledge society. The river is Gothenburg's key connector, its history, its identity as well as its future. As such it has been given a new central role as a public and identity-generating space for visitors and residents alike.*

### Analysis

Gothenburg can be seen as a beautiful mongrel dog, clever adaptable and capable of surviving all types of challenges. Gothenburg is also culturally multilayered and richly diverse - that is where the heart of the city is and that is where the energy and fresh ideas are to be found.

The river's force, scale and beauty constitute a truly unique potential and a wonderful natural force flowing right through the city, a potential that just lies there waiting to be explored and exploited. An inviting, green and blue urban landscape would make the river accessible and would provide the city's front, the water, with a new significance and a new role for the inhabitants, the urban development, and the overall identity. The river Göta älv can be Gothenburg's new meeting place and living space – a public site for locally rooted culture.

The transformation of Gothenburg must address the span between the human scale – the smallest and most local place – and the city's position and identity on a regional and international scale. The river Göta älv is able to handle this span of scales, as its size, expanse and history connect individual



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*The river is Gothenburg's public culture, it links communities and neighbourhoods and it ought to be celebrated.*

*“Gothenburg can be seen as a beautiful mongrel dog, clever adaptable and capable of surviving all types of challenges.”*

human beings with the landscape and foundation of the city. The river in its self is the key landscape element that defines the regional identity and creates qualities for everyday life.

The three words guiding the RiverCity brief – green, dynamic and inclusive – have been reinterpreted and applied in the light of the focus on the river Göta älv as a key element of Gothenburg’s DNA. The river is seen as the point of departure for the future transformation of the city regarding physical structure as well as social life. To support this relation, the following key words are proposed: **Celebrate, Activate, and Integrate.**

- **Celebrate** the river with festivals, community parades, and places where manifestations of informal cultures and lifestyles can gain visibility and acceptance, thus adding to the overall image and ‘cultural currency’.
- **Activate** the surrounding areas of the river Göta älv with active meeting places, productive and enjoyable green and blue urban landscapes.
- **Integrate** communities; the young and the elderly; the newcomers with the settled through cultural, leisure and new jobs initiatives. The river Göta älv must be unifying instead of dividing. It must integrate and desegregate physically, culturally, and socially by creating room for everybody.

## Project

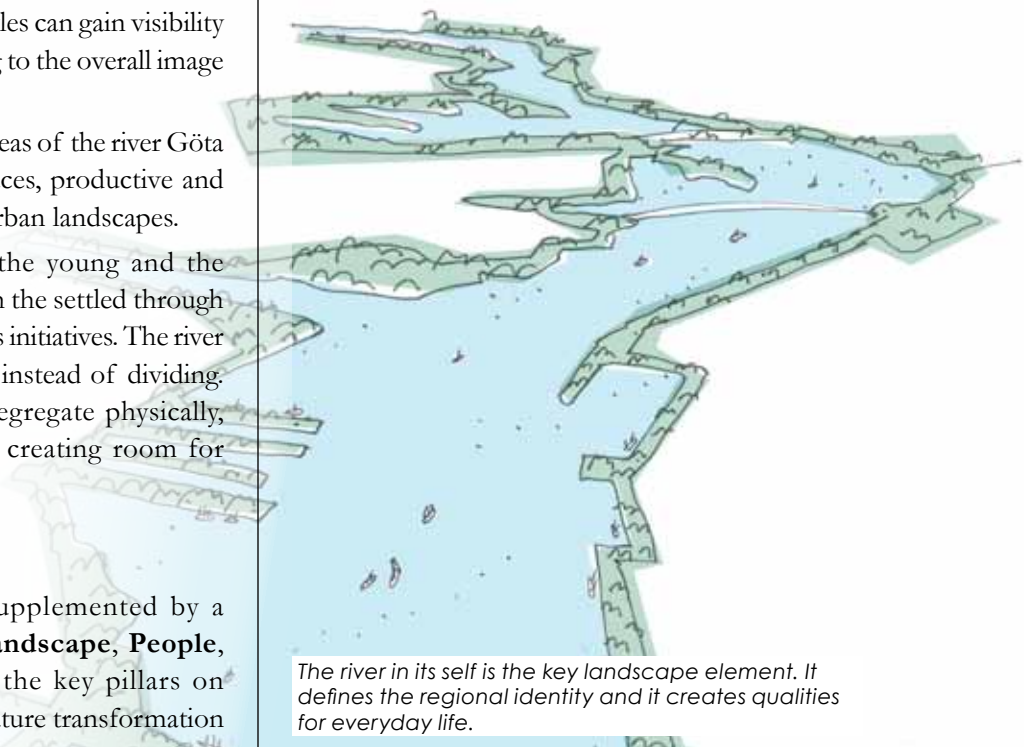
The three key words are supplemented by a strategy based on **Urban Landscape, People, and ECOnomy**. These are the key pillars on which to build an integrated future transformation

of Gothenburg. For each component, a set of guiding principles and concrete proposals that will help turning the vision into action are identified and presented.

### *The Urban Landscape – rich and diverse*

- The river as a diverse urban landscape,
- open minded and accessible public spaces; and
- inverse traffic hierarchy - from cars to bikes.

A richly diverse urban landscape is sustainable and more than a green park. It holds a variety of spaces and programmes that all together become a welcoming living room for everyone. It can be



*The river in its self is the key landscape element. It defines the regional identity and it creates qualities for everyday life.*



a functional landscape with windmills and storm water as well as a recreational landscape, reusing old structures; with climbing walls, skateboard ramps, silent walks under the canopies, and the possibility to come down to the water and touch it.

*People – the river Göta älv as a cultural connector*

- The river is Gothenburg's public culture,
- linking communities and neighbourhoods, and
- it ought to be celebrated.

Real, enduring, and sustainable cities are complex and multi-layered, absorbing changes across generations. They are neither mono-use nor mono-cultural. The idea is to work with the city of Gothenburg to build an urban, cultural and social fabric capable of supporting formal and informal public life with places that sustain the kind of leisure activities best

shared in a low-key unstructured way, while at the same time rethinking the local economy from an innovative perspective.

A strategy for culture and art is proposed with the objective of emphasizing the complexity of Gothenburg's cultures by celebrating their diversity, variety of lifestyles, sub-cultures, and interest groups. Components in the strategy are for example: a River Festival, a Lighting strategy, a Hip Hop Convention at the Gasometer, and a Fish market at Frihamnen.

*ECONomy – innovations within sustainable transport systems*

- Innovation in transportation,
- to support, attract and nurture the creative sector, and
- educational infrastructure and knowledge.

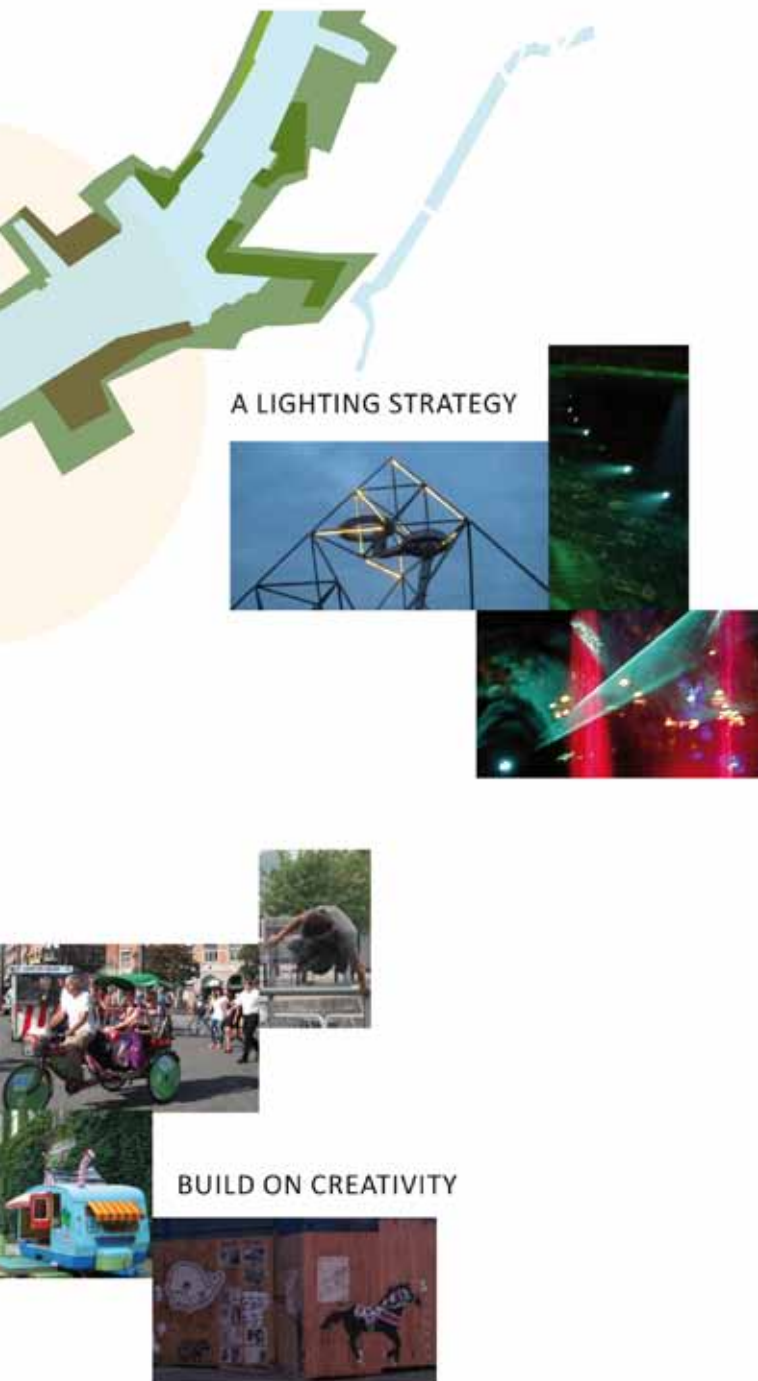


A rich and diverse urban landscape holds a variety of spaces and programmes, that altogether becomes a welcoming living room for everyone.

*“The river’s force, scale and beauty constitute a truly unique potential and a wonderful natural force flowing right through the city, a potential that just lies there waiting to be explored and exploited.”*



The River Göta älv as a cultural connector



Gothenburg should develop two clusters for innovations in public transport and sustainable logistics and become a showroom for new public transport and sustainable logistics. Good public transports are one of the most important elements in creating social sustainability and a large labour region. To fulfil the vision, Gothenburg needs focus on pedestrians and bicycles on every level, from master plan to the smallest details.

### Challenge

The river Göta älv must be celebrated with accessible banks and activities for everybody, as the great and very beautiful landscape element that it is!

The river Göta älv must be activated and be active for all inhabitants so that its amenity values can be experienced from the water, in the water and along the water, with a view and a sense of water!

The river Göta älv must be unifying instead of dividing as it is today. It must integrate physically, culturally and socially by creating room for everybody, creating meeting places and shared experiences!

Actions highlighted in the strategy should be realized relatively soon (between 2012 and 2015) so that they act as both catalysts and inspiration for new, long term initiatives for the rest of the city.

**GO!**

## TEAM SLA / HLA

### *What if the City Dared to Be as Global as It Really Is?*

#### **Vision**

*In RiverCity, Gothenburg's challenges were turned into opportunities and qualities. Climate change and the cultural segregation were addressed with a bottom-up, easy-to-get-started-on, embracing strategy. After the international RiverCity workshop, Gothenburg began immediately working with the reports from the 10 teams, planting trees and making temporary urban space prototypes, where the citizens could be included in the process of programming and assessing. The entire process resulted in an unleashing of the global identity for Gothenburg as well as for RiverCity.*

#### **Analysis**

Gothenburg has to deal with the challenges of the 21st Century. The city centre of Gothenburg is facing dramatic flooding. Furthermore, Gothenburg is a city consisting of small communities that don't really interact. The burning question for Gothenburg is: What if Gothenburg dared to be as global as it really is?

*Quality of urban life as key to economic growth*

The potential for growth and a 21st century identity for Gothenburg lies in capitalizing on the climatic challenge and the social challenge by qualitative urban design. Through qualitative urban design lies a key to economic growth, which has a better pay-off than if you develop a harbour area on recommendations from real estate agencies and developers.



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*The new Göta älvbron, a bridge-city*

*“A vision without action is just a dream; an action without a vision just passes time; a vision with an action changes the world.”*

*Quote by Nelson Mandela.*



*A dynamic planning process*

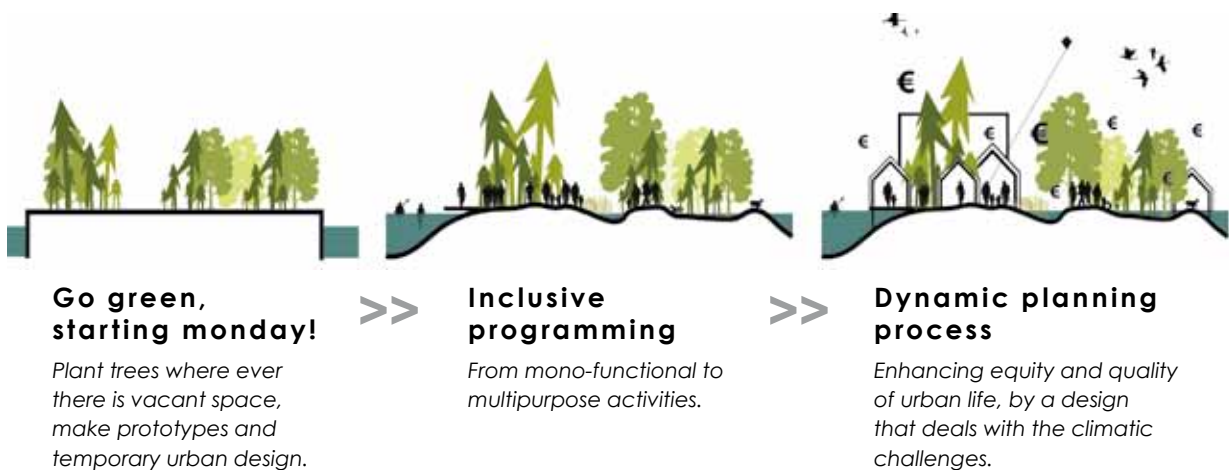
Ørestaden, a new part of Copenhagen, started the planning process with an architectural competition, where Arkii a Finish architectural firm won. Their entry was a design manual that in detail proposed a design for issues such as paving, gutters and thresholds, their master plan was a diagram showing a curved river running through the entire site. Ten years later two-thirds of Ørestaden has been built, the public life is lacking and the river that runs through stays only as an image of a river. The urban design, programming and social strategy was not part of the planning process, and today Ørestaden struggle with redesigning and implementing the public realm, activities and urban design. In developing RiverCity the approach is to learn while planning in what is defined as a dynamic planning process: to qualify urban design ideas in real-time context, to learn while planning from contemporary design and of respond from the citizens.

**Project**

**Start small** by designing prototypes, **think big** by assessing design and equity and then **scale smart** by defining extension of the design and aligning the knowledge in the strategic plan! This is how a **dynamic planning process** is defined according to this proposal.

*Turning climatic challenges to inclusive urban design*

The climatic challenge and the predicted dramatic sea level rise in the river Göta älv should be approached by making a resilient strategy that can keep the city at par with flooding risks. This is done by creating interventions that prevent flooding and is integrated in urban design that nourishes inclusive public life along the river. The new urban landscape mitigates the risks and fosters a public realm with the purpose of connecting the city to the river, north as well as south.





The Frihamnen Riverpark in winter

### *Social challenges unleashing a global identity*

The objective is to stitch the city together across the river Göta Älv by bridges, floating houses, parks and public spaces that foster social inclusion by being inviting for various generations and cultures.

The segregating urban habit is changed by creating inclusive spaces and temporary meeting points on strategic areas in both the South and the North as well as on the physical crossing of the river.

### *Equation for a dynamic planning process*

There is a tendency towards wanting to solve every issue in a master plan, in other words a linear process that goes from idea to implementation. As mentioned above, this linear planning process was used and turned out to fail in Ørestaden, Copenhagen. As the three keywords, green, inclusive and dynamic, in the programme for RiverCity suggests, a dynamic process rather than a linear is called for here.

A series of small inventions or sketch designs are suggested that respond to the everyday life of the citizens, that they can respond and relate to. These prototypes can then, through user involvement, act as point of departure for evaluation and further development of urban strategies that are more likely to be successful in terms of intensive use by the citizens. Often the citizens do not know what they want before they get to see what they can have.

A dynamic planning process is suggested, where visions are tested in 1:1 solutions, possibly of a temporary character.

### *Three initial sketch designs*

Start small on Monday, with temporary landscape and activities at **Skeppsbron**. The area will become inclusive in the way that both north and south has a reason to visit Skeppsbron. The lessons learned from urban design here will fit into a long term development of the area, which handles equity, quality, climatic issues, including dikes protecting the city centre along the river. The value of m<sup>2</sup> per plot will increase since the urban design will create value on the site.

Celebrate Gothenburg's 400 years anniversary with **Frihamnen Riverpark**, a harbour park with a reference to Central Park in New York. When Gothenburg celebrated its 300 years anniversary in 1921, 10 parks were made in the city centre. In 10 years time, Gothenburg can celebrate its 400 years anniversary with the design of a Frihamnen Riverpark as a gift for the city. The park will be located in the centre of the city and can be the future "green lung" of Gothenburg. The idea is to design the park like a sponge where the agility of the water is integrated in the design of the park.



Three initial sketch designs: in Frihamnen, at Skeppsbron and for the new bridge Göta älvbron





In approximately 10 years time, the bridge Göta älvbron is going to be replaced by a new one. The new **Göta älvbron** should be designed as a bridge-city, a public shared space for the citizens of Gothenburg both from the north and south side of the Göta älv. Besides walking, biking or driving over the bridge, you would be able to buy coffee in the outdoor cafes, you could shop in the small bazaars, or enjoy the nature, the trees, bees and birds around it. Attached houses and apartments will also be a part of the programme for the new bridge.

### Challenge

The citizens have been waiting for decades, reading about the development along the river shores in the newspapers and visiting the big model in Älvrummet. Start Monday! is to spark a sense of urgency to act and start with planting trees and designing.

The international workshop has resulted in 320 pages of solid work in 10 individual reports on the future RiverCity Gothenburg. It is crucial that this work, while still relevant, is consolidated in one single set of recommendations and hands-on urban design projects, which enables the outcome from the workshop to get physically manifested and interact with the citizens of Gothenburg. This needs leadership, risk willingness and a sense of urgency.

*“A vision without action is just a dream; an action without a vision just passes time; a vision with an action changes the world.” Quote by Nelson Mandela.*

**START MONDAY!**

# TEAM SWECO

## *World Leader in Sustainable Development*

### **Vision**

*The river has become a unifying element instead of a barrier thanks to the focus on the 400th anniversary: with the building of a new Göta älv bridge as well the development of a Jubilee district on both river banks. Gothenburg is connected, climate smart, cohesive and creative.*

#### *Connected*

*Gothenburg is a node for smart logistics services and sustainable mobility, at both intra- and interregional level as well as internationally.*

#### *Climate smart*

*Gothenburg is a center for sustainable ecological development and for sustainable energy production and use. The city is resource efficient and contributes to an acceptable ecological footprint size.*

#### *Cohesive*

*Gothenburg is a seed-bed for a broad socioeconomic participation promoting social and cultural sustainability in urban areas.*

#### *Creative*

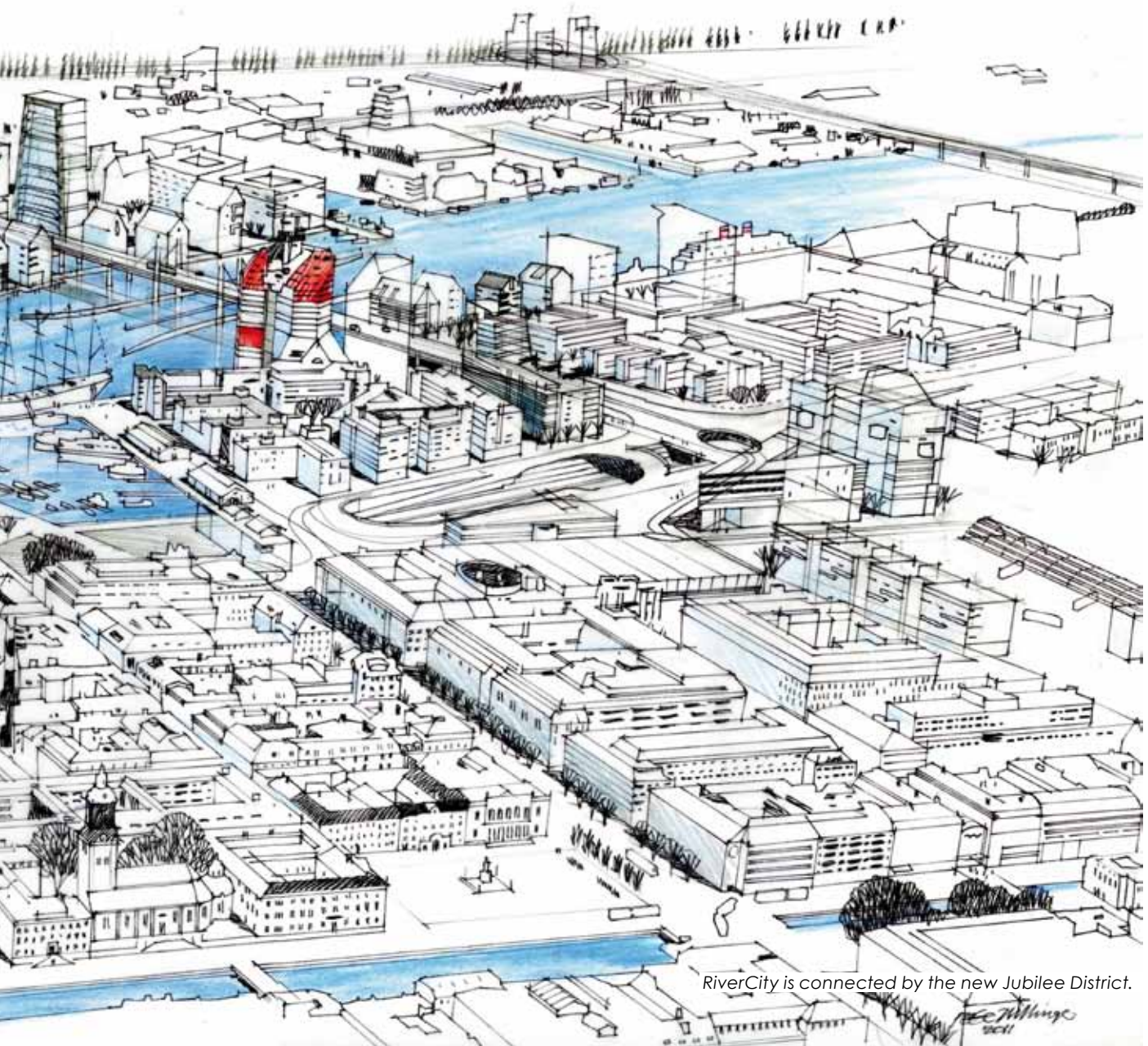
*Gothenburg is a source of economic vitality for the West of Sweden.*

### **Analysis**

Gothenburg is a city central as a driver for the whole western Sweden in regards to dynamic business development, services, as well as knowledge and creative ideas. At the same time, the development of the city will be strongly influenced by an aging population in the coming decades. Adding to this, Gothenburg has over the past decades seen an influx of large flows of migrants, which has induced a



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*RiverCity is connected by the new Jubilee District.*

TEAM SWECO HAS PRODUCED ALL IMAGES,  
ILLUSTRATIONS AND MAPS IN THIS SECTION.

dramatic change in population composition, but also given a possibility to take care of diversity in supply of food, music, theatre and city life in general. Geographically the city is located around a river, and with the anticipation of climate change and sea level rise, parts of Gothenburg may become vulnerable areas.

The proposed methodology to achieve the vision is based on four themes of planning and design principles. When successfully developed and combined, these themes will make the RiverCity a world leading example of sustainable urban environment: Connected, Climate smart, Cohesive and Creative

## Project

### *Connected*

*The main objective is to create a city which is connected instead of fragmented and segregated. One of the city's most important qualities to be developed is the flexible mixed use grid pattern structure. Gothenburg must be acknowledged as a city of small districts, each with a distinct unique character, made to be connected to each other in a continuous urban grid with a minimum of barriers.*

### **New bridges**

Let the river become a unifying element instead of being a dividing barrier. Low level multipurpose bridges at a number of strategic locations are essential to fulfil this vision. These bridges are opened when needed and they are therefore no obstacle for freight vessels on the river but most beneficial for the citizens of Gothenburg all other time. Establish ferry shuttles, if for any reason the realization of a bridge should be delayed.

### **The harbour railway is relocated**

Relocate the harbour railway to a new alignment further north in order to eliminate the barrier along the north river bank. Consequently adjust Lundbyleden where needed to reduce its negative impact on connectivity.

### **Danmarksterminalen is relocated**

Relocate Danmarksterminalen to Majnabbe in order to provide access to Masthuggskajen. Consequently

adjust Götaleden to reduce its negative impact as a barrier. Relocate Tysklandsterminalen to the outer harbour.

### **Västlänken**

Acknowledge the importance of the Central Station as the most important multimodal interchange in western Sweden and develop it accordingly. Majority of regional work places and services within central RiverCity should be accessible by walking and all important work places within the Gothenburg urban area should have direct access by public transit.

### **The Circle Line**

Develop the tramway/light rail network as the basis of the urban transit system. Make provision for additional links across the river. Extend the network to cover the development areas. Create a system of tangential links forming an outer ring providing easy access to important destinations without passing the city centre.

### **The Green Ring**

Establish an extensive Green Ring covering both river banks, a network of public spaces, squares, parks and nodes connected by continuous promenades.

### **A permanent terminal for cruise liners**

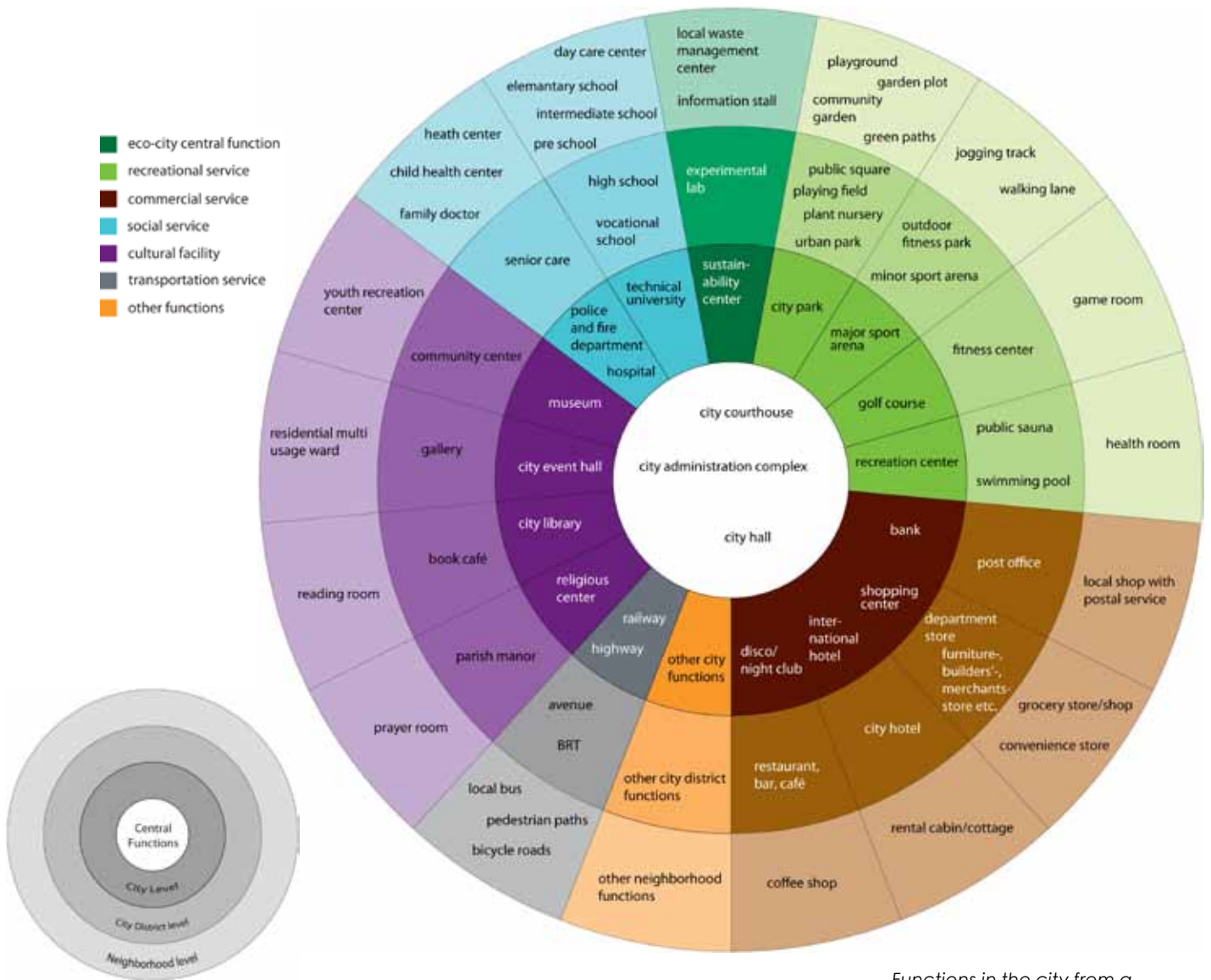
Organize a permanent terminal for visiting cruise liners along the north river side adjacent to bridge providing easy access to inner city.

### *Climate smart*

*The ecological footprint of Gothenburg can be reduced by reducing the demand and using block level energy supply for energy passive buildings. Plant nutrients from the city can be made to recirculate back to arable land.*

### **Climate neutrality**

Let RiverCity be the first centrally located area in Sweden that does not need to be connected to centralized energy systems. Passive and plus energy buildings and interactive monitoring systems reduce the energy demand enough to be covered by local energy - solar and wind from the Vinga windmill park.



Functions in the city from a central level to a neighborhood level

**New plant for sewage and food waste inland**

Supplement the waste water system with a clean system without mixing industrial waste water and polluted storm water. The new plants for treatment of sewage and food waste are located inland, close to agricultural areas in order to facilitate the reuse of purified bio fertilizer and replace chemical fertilizers.

**The regain centre**

The Regain Centre at the historic site for gas production should be developed as activity center involving citizens, associations and business- and public sector. It includes space for exhibitions, information and experimentation as well as commercial activities regarding recycling and reuse. There are also possibilities for urban farming on roof-tops and walls as well as in strategically located biospheres.

*Cohesive*

*Ensure social cohesion, integration and participation by developing new concepts of social care systems, citizen-friendly neighborhoods and built environments as well as social accessibility.*

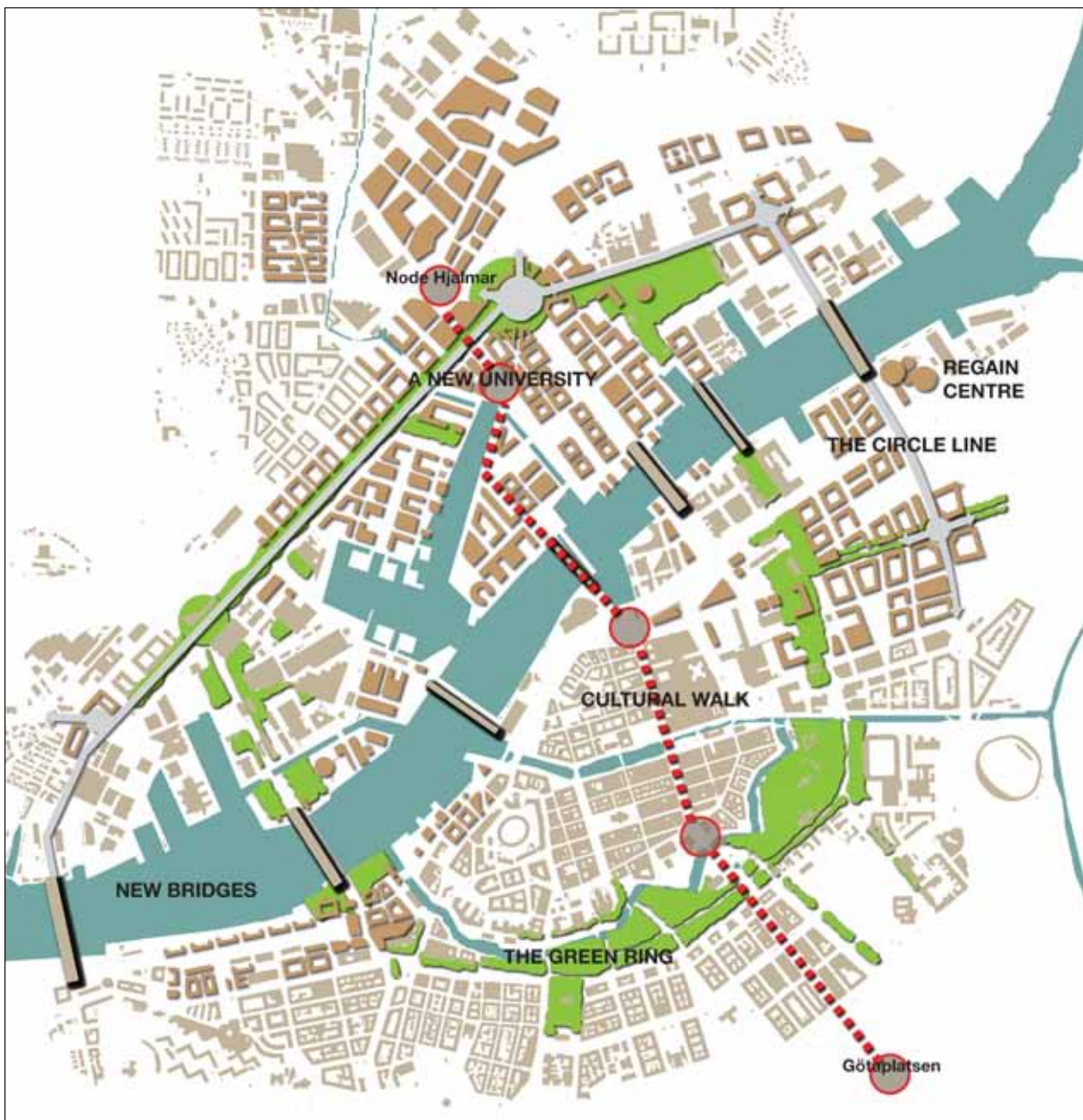
**A mixed use structure**

Create mixed use small scale neighborhoods with local identity and mixed forms of tenure, sizes and buildings with options for successive extension.

**Different block typologies**

Encourage local integrative and participatory planning with citizens focusing on development of new types of blocks with apartments for all age groups and household sizes with public, commercial and cultural service as well as small-scale workplaces.

*“Let the river become a unifying element instead of being a dividing barrier. Low level multipurpose bridges at a number of strategic locations are essential to fulfil this vision.”*



Master Plan showing the main features of the urban structure in the new area including a Circle Line and 7 new bridges.

### **Diversity in demographic structure**

Make use of new institutional practices to involve citizens in planning, design, implementation, use and successive changes - a life cycle perspective. Citizens from all demographic socio-economic groups are involved in processes with builders.

#### *Creative*

*Develop Gothenburg as a hub of creativity and innovation and as a test-bed and living lab building on a pool of talents and firms, new functionalities, services, governance modes and communication systems connecting people and knowledge.*

### **The Nordic Sustainability Centre**

Develop an urban sustainability sciences cluster in Frihamnen: A penta-helix transdisciplinary collaboration flourishing between universities, business, public sector, the citizens and NGOs. Gothenburg shall be a world leader applying integrated approaches on sustainable urban development linking basic and applied research with innovation, demonstration and full-scale application of new ideas within sustainable urban development.

### **Specific initiatives**

Develop Ringön as an incubator and entrepreneurial space - flexible low-cost locations can make it possible for incubators to develop and implement their business ideas. Around the Central Station a dynamic cluster of knowledge intensive and creative business firms and institutions should be built up.

### **Challenge**

After four centuries Gothenburg has the opportunity to once again build the city on land adjacent to the historic city core, only this time to the north. By chance this coincides with the possibility to replace the river bridge due to its poor condition. The possibility to design a bridge that supports the vision must be acknowledged, but as launching the vision is something that can't wait, the implementation must commence now. The citizens of Gothenburg are anxiously waiting for the future to happen.

In close connection to the bridge a Jubilee District is suggested. It consists of areas on both river banks connected by the new bridge and integrated in a way that supports the objective to "let the river become a unifying element instead of being a dividing barrier". Frihamnen is the venue for the event including installations of temporary as well as permanent character.

**Develop the bridge project to celebrate the 400th anniversary letting it become the launching of the RiverCity vision and a legacy for coming generations!**

**CREATE THE JUBILEE DISTRICT!**

## TEAM WEST8

### *Love the City*

#### **Vision**

*Open to the outside of the world*

*Gothenburg remains a city of dreamers, doers and highly skilled manufacturers. It is a sustainable city for everybody. Redevelopment has taken place amongst the harbour activities and has provided a mixed city, in terms of social life, culture and business. The waterfront is diverse, with a mix of working and living, of music, fashion and (sea)food, with a down to earth friendly atmosphere. Gothenburg has grown stronger and more diverse and lively than ever with new experimental housing, on and along the water, and by means of phased public realm strategies*

#### **Analysis**

*Gothenburg's Soul: City of doers, dreamers and inventors*

Gothenburg is a diverse city with various physical, historical and emotional levels. The city is both harsh and picturesque, both artistic and industrial.

Harbours, industry, the historic centre and social neighbourhoods, idyllically nestled in amongst voluminous green hills are dissected by highways and rail infrastructure.

Gothenburg consists of a patchwork of village sized neighbourhoods. The wide river Göta älv is busy and used for shipping. Water transportation adds life but also severely dominates the quays.

Gothenburg has a warm and friendly soul. It is a “hang out city” with an atmosphere of manufacturing, trading, culture arts and leisure. It will be important to preserve this soul.





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*Experimental housing and mixed uses in Frihamnen.*

TEAM WEST8 HAS PRODUCED ALL IMAGES,  
ILLUSTRATIONS AND MAPS IN THIS SECTION.



"The English navy has been sighted at Vinga..."



Manufacturing tradition



Seafood

Cities as Malmö, Copenhagen, Hamburg or London have realised impressive large scale waterfront developments with stunning architecture; however appears to have certain monotony and overdesign in common. Their waterfront quality has been exploited but the harbour activities have been lost. They are commercially exploited, generic in character and lack a specific, regional sense of place.

### *Longing to be reconnected*

The city that was originally founded on a strategic point on the river has been further and further cut off from the river Göta älv by developments of roads and harbours. The river was once the place for traffic and economy. The development of the port to the west creates to opportunity to reconnect the public life with its origin.

### **Project**

#### *RiverCity of the Future*

RiverCity will grow steadily during the coming decennia. It is impossible to clearly define a new urban plan nevertheless, now is the moment to take brave basic decisions about the waterfront's future. These will be about character and structure, density and programme providing robustness and flexibility and for development of green, water and traffic.

#### *General development projects*

- **Urban tissue gaps:** Identify and rank all of Gothenburg's projects (not just RiverCity)
- **Public space strategy:** Provide vital networks for pedestrians, cyclists, fauna and flora. New public spaces connect and add green quality to the waterfront.
- **Transport strategy:** Minimise traffic and heavy vehicles. Freeways should become boulevards. Railway should be tunnelled. The city should be welcoming and inviting.
- **Define Gothenburg's DNA-elements:** The Gothenburg DNA should be the leading theme for the development of every specific site. The existence of various neighbourhoods is to be seen as an advantage for redefining new character areas which allow for varying strategies and mixes of use.
- **Find a balance for Gothenburg:** Variety of identities, mix of uses, variety in public spaces, contemporary urban repertoire, mix in cultures, in ages and of income.



Mixed building typologies and mixed functions at Ringön

- **Keep implementation simple:** First construct a new landmark bridge over the river Göta älv and build along the axis central station – new bridge – Backaplan. Implementation can be in small steps but in the context of a robust long term strategy.
- **Analyse character to assure liveliness on and around the river Göta älv:** Investigate vital water based uses. Preserve precious functions and uses such as the Dreamer’s quay, and creative and small scale commercial water related businesses in Ringön.
- **Develop contemporary sustainable Scandinavian building typologies:** Housing, offices, commerce and public facilities

#### *Development scenario framework*

RiverCity can be divided in 5 areas each with its own character, uses, densities and development speeds. The areas are related but not depending on each other; they all link to the new axis Centralstation – Backaplan.

#### **Bridge & axis to Central Station**

As a proud gesture, the new bridge over the river Göta älv plays an important role. The jumble of roads will make place for a new urban axis Centralstation - Backaplan. It will be the address for other areas such as Frihamnen, Ringön and Gullbergsvass. It also connects the quays on either side the river. The axis is flanked by a mix of functions such as housing, shopping, working and leisure.

#### **Gullbergsvass**

Between the Central station and the eastern highway (Kungbackaleden E6/E20) is the place for high density development. The proximity to public transport, the historic city centre and the good car connections are optimal to accommodate European City life with a Scandinavian touch.

Apart from offices, the area has a mix of education, apartments, shops, restaurants, cinema and theatre. Gullbergsvass offers the possibility to realise a central park integrating the existing monument Skansen Lejonet. The highway E45 (Götaleden) will be tunnelled and covered by a canal parallel to the river Göta älv.



Proposed structure for Gullbergsvass

#### **Frihamnen**

The former free harbour will become a new prototype housing area. The density is high but height is limited (3 to 4 floors). The focus is on semi-detached housing along the quays. Development on the water is floating. The atmosphere is Scandinavian with painted and natural timber finishes. A park, a fish market as well as squares, restaurants and shops can be found within the area. A pedestrian ferry or cruise boat terminal can be built. There is a room for iconic waterfront buildings that face the historic Gothenburg centre.

*”RiverCity is not a development **by** the water; it is **in** the water.”*

### Ringön

Ringön should keep its commercial character with manufacturing, logistic companies, various smaller enterprises and water related businesses. The area’s strategic position, close to the city centre, the river, to highways and rail is underestimated. Gradual but directed development processes can turn Ringön into a higher value business area; as an incubator for creative entrepreneurs in green and water related industries (sustainable technologies). Two potential zones may include bigger scale enterprises along the railway (green, innovative) and smaller scale businesses along the river (working & living on the water).

### Masthuggskajen Waterfront

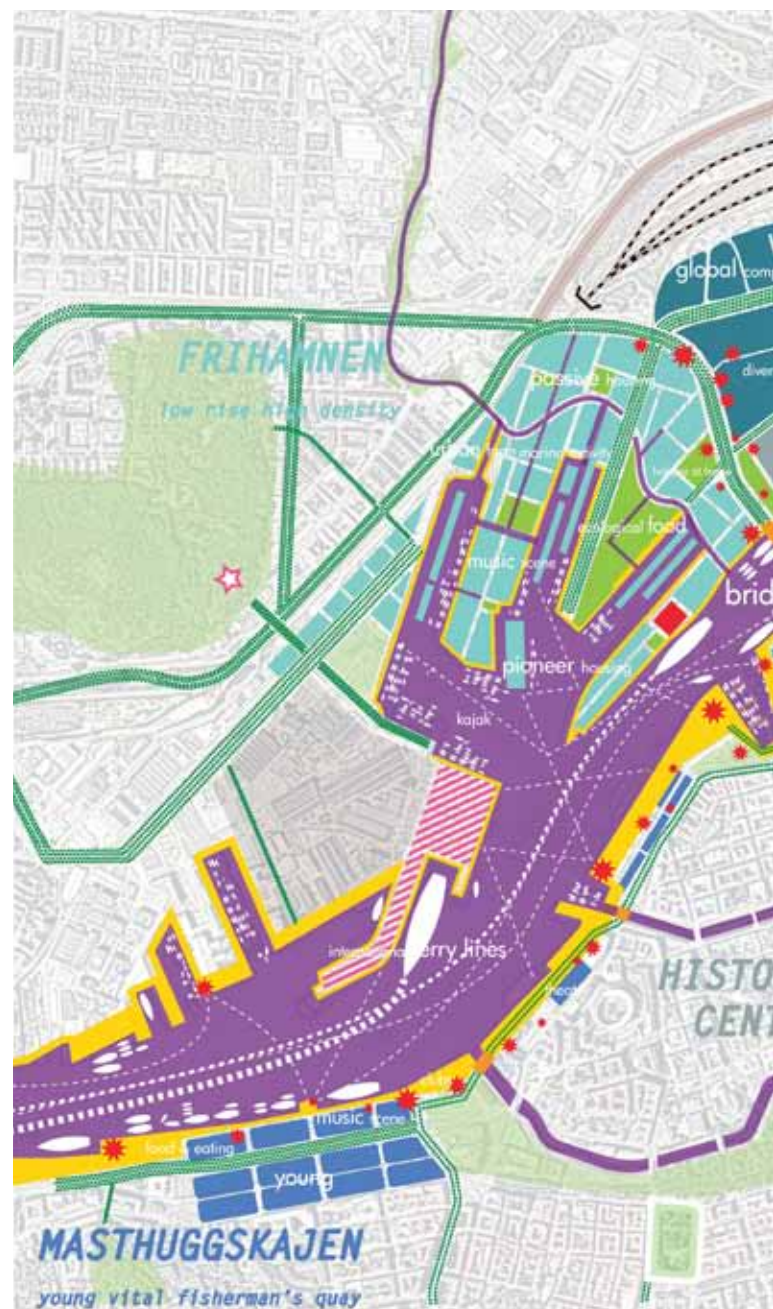
A public waterfront promenade connects to the existing city tissue and offers views across the river. Crossing infrastructure has to be simple and inviting for pedestrians and cyclists. Ferries, Water taxis, restaurants, shops, housing, offices and hotel facilities have to serve the city’s historic needs.

Car parking is to be accommodated underground or in multi storey garages. The waterfront upgrade and removal of cars will bring back the river identity to Gothenburg.

### Challenge

#### *Dynamic*

**Heading for an uncertain future:** Determine RiverCity development scenarios and determine the range of parameters within which RiverCity can evolve.





**Sustainable city development:** Identify key players in Gothenburg to drive the development. What is the best way to define Gothenburg as Culture and Leisure capital compared with other cities of similar size?

*Inclusive*

**Inclusiveness:** Achieve a socially mixed neighbourhood, avoiding social segregation by engaging 'market' and 'public' partners to determine affordable housing mix, ensuring social cohesion. Create participation through sports and action. Build on existing social behaviour rather than trying to modify and predict.

*Green*

**Sustainable mobility:** Relieve the area of heavy infrastructure and car based traffic; make RiverCity a zero emission zone for mainly pedestrians and cycling. Find alternatives for integrated heavy freight transport through the city and improve land and water based public transport systems. Build on the psychological value ferries and trams provide.

**Sustainability:** Stimulate a sustainable lifestyle, develop a mind-set and provide the catalyst for a less wasteful society. Anticipate climate change and develop durable solutions for water level changes and extreme weather events.

*RiverCity is not a development by the water; it is in the water.*

**LOVE GOTHENBURG!**





# **Advisory Board**

**commentary**

## RECOMMENDATIONS BY THE ADVISORY BOARD

*Gothenburg's ambition is to make RiverCity socially, ecologically and economically sustainable. The City has defined three project objectives for the development of the RiverCity area: the city must be inclusive, green and dynamic. However, the three themes also point out the challenges that the city is facing today and pose the following three main dilemmas.*

### **Inclusive**

New development in central parts of the city, which today is mostly for people with resources, has been and will continue to be too expensive to include low income housing. To attract people Gothenburg needs to provide a more varied and easily accessible public transport system, new types of housing and attractive city environments for people. The advice is to build on the qualities the city already has – to add, not subtract – and to densify the existing city centre and make it more attractive, before expanding into new areas. Create subsidized housing so that economically challenged people can live in the old city centre. Focus on green and sustainable solutions for pedestrians and bikes and undo the 1960s road infrastructure slowly. Gothenburg needs to be built densely and flexibly, so that the city can adapt to and accommodate change.

### **Green**

Gothenburg is facing climate change with more flooding. The city is the regional core and it needs to find more space for the city to develop, but also for the river to expand. The advice is to build new partnerships using the shared challenge of climate change as a driver. Another advice is to plant trees in the streets.

Gothenburg contains many knowledge-based resources, including research and incubators at the universities, drive and will from the local authorities and politicians, and big technological based industries. These stakeholders should use the momentum created by the need of a response to the climate change threats of flooding, join forces and create a strong organization which can create innovative and sustainable solutions; as well as examine how the river and the city can be reshaped to handle flooding at the same time as keeping access to the river.

Planting trees is an inexpensive way of making a green and attracting city as well as a sustainable tool to reduce carbon dioxide emissions.

### **Dynamic**

Gothenburg has a culture and an economy which is built on large individual industries. The city will need a change in culture and incentive programs to support new types of business/industry as well as stronger regional and public-private cooperation. The advice is to strengthen central Gothenburg as the regional core and to build new partnerships. The City needs to consider the regional economy as well as the micro economy. Support the port and look towards northern routes to strengthen Gothenburg's location in the North Sea region. Direct the regional traffic around the city, not through it. Gothenburg's industry is dependent on the success of Gothenburg. The few large industries could be invited to participate in creating an attractive city for their employees and collaborators.





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Advisory Board meeting

## REFLECTION ON THEMES

*Throughout the workshop the Advisory Board had a continuous dialogue with the teams. Within the framework of elevator talks, presentations and individual meetings they observed the development in themes as well as the dynamic working process. From the presentations on the last day of the workshop and from the insight in the working process, the Advisory Board saw the following themes spanning the teams' discussions and projects.*

### Key drivers

Growth was mentioned as an international driver in city building, however Gothenburg is growing slowly and needs to look at other drivers.

Climate change and segregation were discussed as two mayor challenges for Gothenburg. The two drivers might influence each other negatively unless they are addressed proactively in the coming planning process.

Climate change can be viewed as a positive driver for the city. The threat of water level rise can bring all stakeholders together to develop shared projects, with a broad ownership and a shared understanding of sense of urgency.

Segregation is a negative driver – separated decisions in the city organization, infrastructure that divides the city in districts, separated housing types and areas, and zoning regulation etc. causes a split planning process.

Many of the teams pointed to these same drivers, but also to sustainability, the bridge project, the river; people and events as central drivers for the future development of Gothenburg.

### Build on existing qualities

Many teams focused on getting better value out of the existing qualities in Gothenburg today – adding to instead of tearing down or building new. The teams pointed at Ringön as an area with many qualities that needs to be left alone or built upon carefully. The river holds the biggest recreational potential for the city and all teams worked on getting the city to meet the river, through different approaches such as green strategies, parks, urban space projects and events.

### Climate change

The teams had different strategies on to how to protect the city from flooding, and where to let the river inundate the city banks. Suggestions included excavating basins that can be flooded, buildings that can manage flooding at ground level, and green parks to absorb the flooding. Some teams used climate change to suggest a greater ecological approach, introducing environmental friendly systems such as solar or wind energy and climate-smart solutions for the future.

### 'The city is green, but the river is not'

The teams suggested greening the riverbank and turning the city towards the river by building temporary or permanent parks in both the city centre and at Frihamnen. Many teams suggested connecting the existing green parks and boulevards as biolinks.

### Connectivity and bridges

The teams had different approaches as to how the city should be connected across the river.

One team suggested the new main bridge to become a 'Ponte Vecchio' and another team suggested that the bridge could be a green corridor supported by more ferries. Others suggested many bridges across the river – making a bridge-city to ensure accessibility. However, the general focus was on making the main bridge lower and primarily constructed for public transport, pedestrians and bikes.

### New focus on road infrastructure and mobility

Most teams mentioned that the infrastructure in Gothenburg has outweighed the size of the city and needs to be reduced. The infrastructure is the main factor that both connects but also segregates the city today. Parking places take up too much space that should be used as public space and parks.

### Regional coherence

It was pointed out that Gothenburg is a regional driver for growth. The teams explored how to use Gothenburg to define the region. As one example, Oslo, Kristiansand and Gothenburg have the potential to become the new region to match the Øresund region. It will be necessary to stitch the Gothenburg region together with high speed trains. Some teams also suggested that Gothenburg should start focusing on a better link to the airports.

The teams had different approaches to where the different ferries might be located. Some teams thought that the cruise ships and ferries should stay in the centre due to the activities they offer the city. A few teams suggested building a cruise-, ferry-, or cargo terminal at Frihamnen. Some teams proposed moving the ferries to the west of the city due to the desire for more bridges, or to use the land at the terminals to connect the city centre to the water.

### Densify and mix

The teams suggested Gothenburg should address the sprawl of the city. The sprawl can be changed by densifying the existing building mass and city centre before building new areas. Densification should introduce a mix of functions and housing



*The Advisory Board during a discussion with one of the teams.*

types. The area by the train station and the two areas by the bridge were pointed out as especially good areas to start – they hold a very central position close to the regional hub of the station and the local hub of the bridge.

### **Inclusive**

The city of Gothenburg considers one of its challenges being segregation and one of its main goals is to be inclusive. Many of the teams addressed this challenge by breaking down infrastructural barriers between districts and pointing out that people are the connectors - giving the focus on creating meeting places. Meeting places, such as parks and festivals/cultural activities, all support and build on the existing local identity and activities.



'Elevator talk' with the Advisory Board

### **Culture and bottom-up processes**

Culture, events, festivals and unplanned areas for people to play or build are examples of tools presented by the teams to make a prosperous and attractive city. Cultural planning, the creation of meeting places, a river festival, light strategies; Frihamnen as a free zone for activities and planned events will all help to create a 'living city' and to strengthen the identity of the city. Several teams suggested that this theme can be started now - it will immediately help to energize and brand the RiverCity area.

### **Scale**

Scale was a central theme in the workshop. The big scale of the river, ferries and cruise ships is a source of fascination and identity and need to be preserved to be able to work as an attraction and identity for the city. But the large scale is also a challenge for a high quality of urban experience. One team pointed out that the Scandinavian tradition and scale is small, and many teams suggested small scale interventions as the solution for the design of public space and buildings.

### **New economies**

During the workshop it was pointed out that Gothenburg has been a city with a shipping and trade identity, but today it is also a knowledge city with many campuses, students and research facilities that provide good possibilities to form clusters. As one of the put it: the city already has a pool of talent and services that can be built upon.



*The open work space in Rådhuset*



*Individual meeting with a member of the Advisory Board*



*Intensive work*



*Sketching*



*Group discussion*



*Layer by layer*

## WHERE TO GO FROM HERE

*The Advisory Board has summed up the key recommendations focusing on how Gothenburg should continue the RiverCity process:*

### **Take new political leadership!**

To manage change takes a strong political leadership and ownership. Gothenburg should enable the organization to deliver change and to match the vision; giving room and backup to a change in cultures, regulations and organization of departments. The City of Gothenburg needs to build up a new organization to handle the new development process, which involves many different factors and stakeholders. The new organization should span all departments of the municipality - from social and cultural planning to city planning and infrastructure as well as business/trade - and include central stakeholders - like the existing main industrial partners, the incubators, the universities and different key users within culture, communication and social networks. Enable your local government workers and leaders to plan and execute a plan that will roll out over the next 5-10-years.

### **Manage expectations!**

The scale of the RiverCity project is big – both physically and in time. It will take many years to build the huge areas that RiverCity includes, and it will be a big challenge to manage expectations from the public and stakeholders and at the same time keep the momentum going during the long time span. People want to see results if they are to participate in the dialogue and give their input to the process. Prioritize communication as a key service from the city - speak with one voice.

### **Communicate!**

Keep the communication and dialogue open and active. Use the ideas generated from the workshop in a Wiki to test public opinion and develop longer term strategies for implementation prior to 2021. Consult young web-communications experts who can manage social networking and plan a campaign to disseminate knowledge, ideas and interaction, as well as to create a young base and to energize a bottom-up campaign. Develop a 2021 Branding Strategy to be used in a count down process, on Banners and to brand projects as they are completed.

### **Use the RiverCity workshop material!**

Use the material and ideas from the ten international teams very actively in the future process. The material can serve both as examples and references to help the dialogue with the stakeholders, but is also serving highly qualified solutions from experts that with their international experience, references and best practice will help Gothenburg to change the organization, and show other possibilities to the politicians and planners. Display the Workshop 'Ten Minute Talks' at 'Älvrummet' and on local television to stimulate local debate.

## How to get started

The Advisory Board suggests that Gothenburg gets something on the ground as soon as possible. Start up some here and now initiatives:

- Give attention to what is happening first – that might set the agenda for the further process.
- Select short-term/temporary projects to get momentum going.
- Cultural bridges will start up the cultural change and act as drivers for the participation process.
- Devise art/cultural programs to organize small-scale interventions that will lead up to 2021.
- Measure the impact of the projects from day one to be able to document even small improvements to the politicians and the public.
- Make RiverCity 2021 to a project already now. That will give an occasion - a legacy to start the project and specific projects to be communicated and built. This could be or include the rebuilding of the bridge.
- Make a checklist with the most important themes for the future development to be able to meet the vision.

**..AND BE BRAVE!**



*Audience during the presentation at The School of Business, Economics and Law*



*Rob Adams during the presentation*



*Helle Søholt during the presentation*









City of  
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