P as in People

An exploration of how the right to the city can take spatial form by the redesign of a parking garage

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ABSTRACT

The question of how we can direct the world towards a climate neutral and just practise has never been more urgent. In an urbanized world, more and more people live in cities which give them a key role in this challenge. However, the profit driven logic behind the development of cities has led to a disenfranchisement of the inhabitants. The right to the city is both a movement and a theoretical concept demanding change of the current practice, why it is also the starting point of this master's thesis. In connection with a theoretical exploration of the right to the city, the thesis further explores theories connected to the city and social sustainability.

The purpose of the thesis is to problematize how space in the city is being used and developed by designing a transformation of an existing building in order to explore how the theory of the right to the city can take spatial form. The aim is to explore how design can be used as a tool for critical questioning. The thesis has been developed through literature studies, site analysis, research for design, research by design and critical reflection of the project throughout the process.

With a framework from the theory and analysis, a parking garage is redesigned in order to explore how the findings can take spatial form. The suggested process and design of the building explore a possible way of giving radical access to the space to inhabitants of the city, questioning the profit driven, linear and disenfranchising way of developing urban space.

The thesis concludes that in order to develop the city in a more democratic way than the current norm of profit driven development, there is a need for new strategies. The theory of the right to the city can be a way of approaching this. Furthermore, the strategies need to include feminist and intersectional perspectives, as well as an understanding of processes of deurbanization. The use of architectural design as a tool for critical questioning can be an effective way of starting discussions about problematic norms of urban planning.

AUTHOR

Almost seven years have passed since my first explorations of architecture at Chalmers. When preparing for my final project it was of importance to choose a topic which was both fun, interesting, and challenging to work with. A critical perspective was the perfect starting point, since I have always found it interesting to question and explore what we see as normative. At the end of my bachelor and in the master's program Architecture and Planning Beyond Sustainability, these explorations started to take architectural form. This project is a continuation of these explorations and I saw it as a chance to study topics I find interesting and important in depth. At the same time, I hope the outcome will result in discussions and give some input on how architecture can be used as a tool for critical questioning.
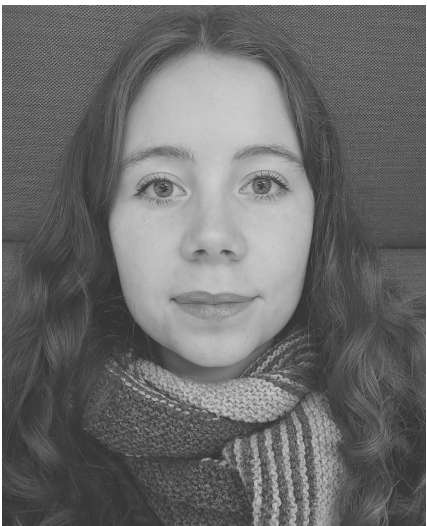
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TABLE OF CONTENTS

INTRODUCTION

BACKGROUND

There is no doubt that we are facing urgent challenges caused by climate change (Raworth, 2012). During the last year there have been huge demonstrations demanding change (www.fridaysforfuture.se/). Climate change will affect poor people the most, while the overconsumption by the wealthiest 10% of the population is the biggest stress factor for the earth (Raworth, 2012). The progress towards more sustainable societies is slow and resisted by strong, reactionary forces, for example powerful leaders who deny climate change (Kilander, 2019, November 29).

In an urbanized world, more and more people live in cities which give them a key role in challenges connected with sustainability. At the same time, the trend of privatizing the development of our cities is leading to a development focused on the highest possible profit and a disenfranchisement of the inhabitants (Purcell, 2002). As long as the main goal is economical profit, sustainability will never be the top priority unless it also happens to be the most profitable. Today, this is often not the case. The concept and movement of the right to the city is strongly opposing this neoliberal way of developing urban space and suggest that we drastically need to change the social and economic structure of the cities (Purcell, 2002).

This master's thesis explores how it through architecture is possible to change linear and disenfranchising processes in the city towards more just and sustainable directions. Linear processes can be described as processes of economic growth, privatization of urban space and how resources in the building sector are used in a linear system instead of a circular. The process of developing urban space can also be explained as linear, since the aim often is to be as rational and effective as possible, in contrast to a more organic and democratic process focused on meeting the needs of the inhabitants (Fainstein, 2005). Disenfranchising processes can be described as the neoliberal trend resulting in growing segregation, gentrification, privatization and commercialisation of urban space and privatization of the development process of the city.

By taking an existing structure and change its function, the project explores how it is possible to critically question the current norms, or the normative processes, of how we use and develop space in the city and for whom. The type of structure redesigned in this project is a parking garage. It

is a clear example of a building which is not contributing in a positive way in the challenges of climate change and disenfranchisement. Therefore, it is interesting to explore what potential the structure holds if the function is changed.

QUESTIONS

Three research questions were formulated in order to narrow down the topics of investigation. The first one is the main question which is more generally formulated. The two following aim to give a contribution to the discourse of the main question.

How can the concept of the right to the city enable architecture which challenges linear and disenfranchising processes in the city?

How can you redesign and change the function of a parking garage in order to question who we build the city for and for what purpose?

How can the design proposal explore what radical access to the city/the right to the city means in an architectural setting?

PURPOSE & AIM

The purpose of this thesis is to problematize how space in the city is being used and developed by designing a transformation of an existing building in order to explore how the theory of the right to the city can take spatial form.

The aim is to discuss how architecture can be used to change linear and disenfranchising processes in the city towards more just directions, and to develop a design project that is manifesting this discussion. The aim is also to problematize the car norm and explore the possibilities of using design as a tool for critical questioning.

METHODS

In order to answer the research questions, several different methods were used including literature studies, site analysis, research for and by design and critical reflection.

LITERATURE & DOCUMENT STUDIES
A literature study was made in order to get a theoretical framework of the city, and of the theory concerning the right to the city. In this part of the thesis, research for design was used. As a part of the site analysis, the plans for Gothenburg's future development were studied.

SITE ANALYSIS
In order to analyse the context of the building, GIS was used to create different maps. Some of the findings from the literature study were added to maps, for example the future context. Historical maps and photos were used to give an understanding of the cultural heritage. Site visits were made and photos from these give an increased knowledge of the building and its surroundings. The building was further explored through analyses of the existing drawings and mapping of the characteristics. To conclude the analysis of the context and the building, a SWOT- analysis was made.

RESEARCH FOR & BY DESIGN
When developing the design project, both research for design and research by design were used (Hanington & Martin, 2012). The first created a theoretical framework for the project, which was translated into strategies, program, phases, and target group. Research by design was used to explore different solutions for how the design strategies could take form, and how the design could be used as a tool for critical questioning. The design was developed by sketches and models, both by hand and digital.

CRITICAL REFLECTION
Going back to some questions throughout the process helped to critically analyse the project. The questions have been: How does the project relate to the concept of the right to the city? How does it change the balance of power? In what way can inhabitants appropriate the space? Who will feel welcome?

DELIMITATIONS

When planning in a democratic way, a dialogue with the inhabitants is very important. However, to perform this kind of work would be too time consuming for this project and the focus has instead been on the theoretical background and the design project.

Transforming a building into another function than the one it was originally designed for will result in challenges concerning the physical structure. How to deal with these challenges is not the focus of this thesis and will therefore not be discussed more than briefly.

New solutions for car parking to compensate for the ones in the building redesigned in the thesis will not be discussed, since there is an aim to question the car norm. Other terms of transportation could be an alternative, but this is outside the scope of this thesis.

THEORETICAL FRAMEWORK

In order to create a basis for the thesis of how to discuss the city, Sassen, Harvey and Jonas, MacCann, & Thomas were used as references. An important part of the theoretical framework is the discussion of the right to the city. Lefebvre, Purcell and Harvey were used to get an understanding of this. The importance of being part of the everyday life in the city is something Lefebvre argues for along with the question of what it means to inhabit. Purcell explores the right to the city based on Lefebvre's texts. His understanding of the right to the city as divided into the right to participation and appropriation is an important part of the theory of this master's thesis. He also discusses the importance of the use value as a contrast to the aim for the highest possible profit, which often is the goal today. Thörn & Holgersson and Bergh gives the thesis a local basis, with their investigations of the gentrifying development in Gothenburg which is connected to the neoliberal way the city is functioning discussed by Lefebvre, Purcell and Harvey. To broaden the perspective of how people are being marginalized, Fainstein and Crenshaw were used to lift the discussion of feminism and intersectionality.

INSPIRATIONAL REFERENCES

With the aim of the thesis as the starting point, some inspirational references were chosen to explore and reflect on. Projects where parking garages have been transformed into other functions are not very common, but there are a few. There is also an ongoing discussion of how to deal with parking garages when the role of the car in the city changes. However, it is not only projects where parking garages have been transformed that are of interest. Spaces which the inhabitants of the city have been able to take over and form after their needs are also relevant references.

PECKHAM LEVELS, LONDON
Peckham Levels is a former parking garage that has been transformed to invite the public in a clear way. The project works with social sustainability in an outspoken way and aims at strengthening the local community (www.peckhamlevels.org). The building consists of studios and other workspaces you can apply to rent. Local businesses and enterprises are prioritized, and a score system is used in the application process to grant a fair and transparent process. The redesign of the building was based on the layout of the car park.

GUSTAV DALÉN/ KVILLEBÄCKEN BEFORE IT WAS NEW, GOTHENBURG
"Here was an area, in other words, where people had the ability to create a space and place of their own."
(Thörn & Holgersson, 2016, p. 681)

The area Gustav Dalén used to be a place of importance for people with low income, where social and commercial activities took place (Thörn & Holgersson, 2016). Before it was transformed into New Kvillebäcken, 51 different activities coexisted within ten blocks, from auto repair shops and small, local businesses, to migrant associations and a Turkish mosque. Places like this are often used by *"people financially excluded from the upgraded city centre."* (Thörn & Holgersson, 2016, p. 671). Exploring spaces where this kind of coexistence can take form is important for the design project, since the target group is people who are excluded by the neoliberal development of the city. Today, Gustav Dalén has been transformed into an area designed for the white, privileged middle-class in order to ensure economic profit for the new landowners.

TACHELES, BERLIN
Tacheles was an old shopping mall, partly destroyed in the second world war and supposed to be torn down in 1990 ("Tacheles under klubban", 2011). However, after the fall of the Berlin wall, a collective of artists took over the building. For twenty years it became a space not only for ateliers, but also restaurants, bars, a cinema, and a theatre ("Tacheles i Berlin hotat", 2009). During the last ten years, the collective rented the building for a symbolic amount of money. From my own visit at Tacheles I would describe it as an extraordinary place in the city, bustling with creativity and life.

Today, Tacheles has been taken over by investors, the site is being transformed and the building torn down at last. The developers promote the project as creating *"the very highest standards in residential living, working and shopping"* enabling *"international class and that famous Berlin lifestyle"* (www.amtacheles.de/en/).
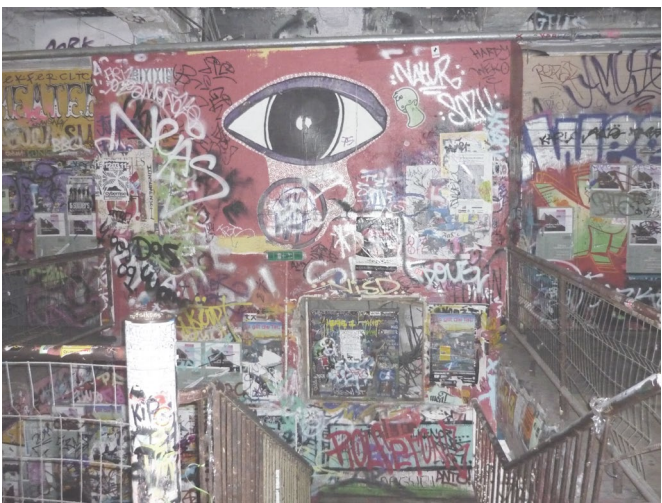

Tacheles, exterior

REFLECTION
The developments of New Kvillebäcken and Tacheles can be understood as clear examples of what happen when economic profit is the dominating driving force for urban development, while the social relations already existing are ignored. The kind of urban life existing before the new developments is however inspiring for the aim of this thesis.
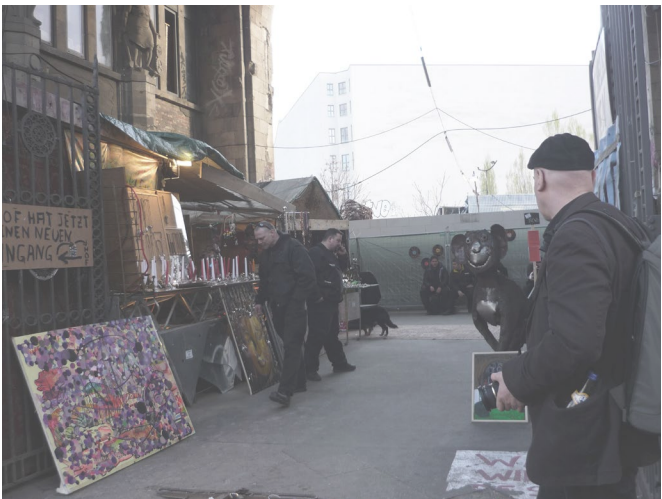
At Peckham Levels, the initiators have worked towards creating the kind of bustling community that previously could be found at Tacheles and Gustav Dalén. However, more legal than Tacheles and with a structure and hierarchy of people deciding who are welcome to rent the spaces. The rent of a studio starts at 300 GBP per month, not including electricity, water, or VAT and with two months deposit (www.peckhamlevels.org). This excludes many people who cannot afford these costs. The public areas on level five and six consists of bars, cafés, yoga studios and a hair salon among other things. This means the spaces are mostly based on consumption, further excluding economically vulnerable groups of people. From this, we can learn that even though the aim is to create social sustainability, it is not easy to break the excluding norms of today. There is a need to be constantly attentive and able to critically question one's own work. Peckham Levels has still been developed in a profit driven way, as most spaces in the city are today. To truly work for social sustainability, and not only invite the ones who can afford it, there seems to be a need to question the profit driven way of developing urban space.

Tacheles, interior

Tacheles, art market

READING INSTRUCTIONS

The first part of the thesis, *The City*, is a theoretical exploration of the right to the city and topics connected with this. It forms an important basis for the analysis of Lindholmen and the design project. The second and third part are the analysis of the *Context* and *The Building*, which creates one more layer to the framework for the design. In the chapter *Redesign*, the target group, process, program, and design strategies are introduced in order to create an understanding of how the previous chapters relate to the redesign. The design project is presented by drawings, perspectives, and text, showing one phase in a possible process of redesigning the building. The *Discussion & Conclusion* summarize how the questions of the thesis have been answered and what the findings were.

THE BUILDING

Some parts of the theoretical exploration are discussed in connection with the context of the building, why there is a need to present it in the introduction. The building redesigned in the thesis is a parking garage situated at Lindholmen in Gothenburg. It will be further presented and analysed in the chapters *Context* and *The Building*.
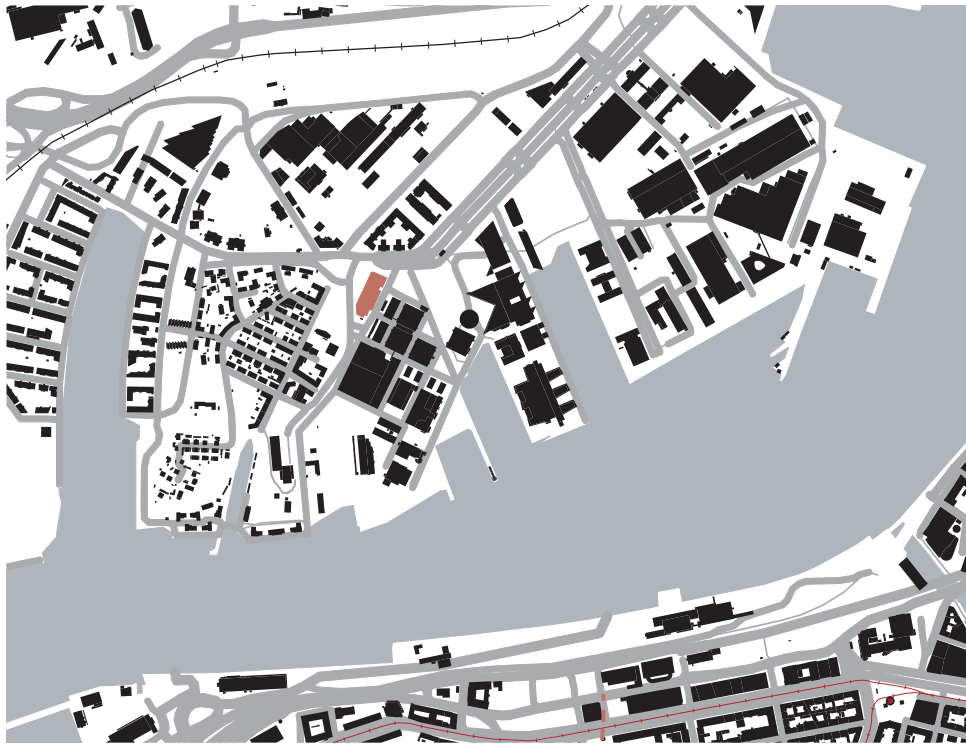
Author's elaboration using a base GIS layer from © Lantmäteriet

Author's elaboration based on an aerial photo from Google Earth (2020)

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THE CITY
A THEORETICAL EXPLORATION

This chapter explores theories connected with the city and the concept of the right to the city, which creates a framework for the redesign of the parking garage in this master's thesis.

This chapter is divided into nine subchapters. The aim of the first part, *The complex city*, is to find a way to discuss the city and urbanity in relation with the topic of the master's thesis. *The city for sale* problematizes the neoliberal way cities are functioning today and the chapter *The right to the city* continues this discussion and starts to discuss possibilities for a restructuring towards a more just city. *The city and feminism* further explores this topic but from a feminist and intersectional perspective, while *The city and climate change* argues for the importance of taking care of the existing structures in the city. In the chapter *The city and the car*, this relationship is explored more in depth. The following chapter goes through the *Challenges* of transforming a parking garage into another function, which gives a foundation for the analysis of the parking garage redesigned in this master's thesis. To conclude the chapter, there is a *Summarizing reflection on theory* and a reflection on the *Theoretical framework for the design*.

THE COMPLEX CITY

The city is not something easily described, but its complexity can be understood as a strength. Finding a clear definition is not the aim of this chapter but rather to approach its complexity and find a way to discuss the city. This forms an important basis when exploring the concept of the right to the city.

When the city and urbanity are discussed in this thesis, it refers to two different things, where the city is the physical structure, and urbanity is the life of the city. The city can be understood as a space where urbanity both can be present and lacking. When it is present, the city is full of life, diversities, and coexistences. On the other hand, the lack of urbanity creates a stagnated, excluding, and deurbanized city.

Urbanisation can be explained as a social process rooted in the spatial (Harvey, 2011). In this process many different actors interact, each with goals and interests of their own forming interlinked, spatial practices. These practices are conditioned with social norms of for example, class, gender, and ethnicity. Because of the capitalistic society, aspects concerning the circulation of capital are central. Many social processes are strongly connected with the built environment and are made possible because of the spatial preconditions, which creates a tension between the social and the physical structure of the city. The city can therefore be described as an ever-changing, socio-spatial process where the production of space is a reflection of the society and vice versa (Jonas, McCann, & Thomas, 2015). Another way is to explain it as a complex but incomplete system which creates *"the possibility of making- making the urban, the political, the civic"* (Sassen, 2013, p. 209).

This can be understood as the ability to change and adapt because of the incompleteness. In both of these definitions the ability to change is an important aspect, but the notion of incompleteness is also interesting. A process or system can be aimed at being perfect like a product developed on an assembly line. An incomplete system on the other hand is not meant to be perfect, or result in a predictable outcome, why it can be understood as an important part of describing the city. Still, a complex but incomplete system lacks the social and spatial abilities, without there would be no city. Why not describe it as a complex but incomplete socio-spatial process?

To better understand the importance of being able to change, the city can be compared with other powerful systems such as nations and companies. Their systems have often been more closed and prevented them from adapting, which have made cities able to outlive them (Sassen, 2013). One way to approach this ability to change and adapt is to talk about the feedback from the city as a kind of speech. Sassen describes the speech of the city as an urban capability, created by the combination of urban space and people. When these urban capabilities are confronted by specific actions, for example a car, they are made visible. *"In this becoming visible they become a form of speech"* (Sassen, 2013, p. 210). The urban capabilities which can be interpreted as speech give feedback and aim to protect the urbanity. As mentioned previously, urbanity can be understood as essential for a lively city. It *"thrives on diversities and tends to triage conflicts into strengthened civicness"* (Sassen, 2013, p. 221). Large cities have the possibility to house diverse groups of people who coexist with each other. Perhaps urban space can be explained as

working towards being a just space, welcoming diversities and inviting them to coexist. Protecting urban space can then be a strategy for working towards a just city.

One way of describing the speech of the city is by looking at the relationship between the city and the car: *"a car, built for speed, exits the highway and enters the city. It hits traffic jam, composed not just of cars but of people bustling around. Suddenly, this car is crippled. Built for speed, its mobility is arrested. The city has spoken."* (Sassen, 2013, p. 210). The car is prevented to function as it is designed to at the same time as it becomes a danger for the inhabitants. It results in unjust spaces, where the people who can afford to drive the car take up much space in the city, create noise pollution and greenhouse gases and make it more difficult to move around by walking and cycling.

If urbanity is essential for a well-functioning city, how can deurbanization then be explained? It is not enough to build

THE CITY FOR SALE

During the last decades, political and economic systems have been restructured towards more neoliberal practices. Capitalist firms have been allowed to develop urban space in that way which results in the highest profit, and urban space has become an important tool for accumulating money (Purcell, 2002). The neoliberal trend has led to changes in the urban governance which have reduced the inhabitants' power to influence the development of the city and created an issue with disenfranchisement (Purcell, 2002). When development is driven by economic forces instead of the needs of inhabitants, and the urban processes are shaped by the logics behind the circulation and accumulation of capital, the possible paths for development are limited (Harvey, 2011). The necessity of being realistic is so strong that it gets more important than trying to meet local needs. An underlying reason for this is the increasing competition between cities. When policies get more focused on competition than on demand, economic growth becomes the goal of the policy-making (Purcell, 2002). This has led to urban development becoming a form of entrepreneurship between the private and the public sector, focused on investments and economic profit (Harvey, 2011). Instead of meeting local needs, the aim is speculative placemaking. An example from Gothenburg is the municipal development company Älvstranden utveckling, which has a close connection with the private sector (Thörn

dense to create urbanity. An office park is an example of this, and can rather be described as a *"dense built-up terrain of a single sort"* (Sassen, 2013, p. 209). When everything is planned and predetermined, the result is a lack of complexity and incompleteness, which makes this a space that cannot change and adapt in the same way as an urban space. This is one example of deurbanizing development happening in cities. Other ones are the privatization of urban space as well as the different kinds of growing inequalities which can result in exclusion from the city and a certain lifestyle (Sassen, 2013). Commercialization and focus on consumption also risk resulting in inequal spaces, where only the ones who can afford to consume are welcome. This can be understood as being part of how the neoliberal city is functioning, where the circulation and accumulation of money is the goal. You can argue that the city is trying to protect its urbanity, but the neoliberal trend is counteracting this. The consequences of the neoliberal way of developing cities therefore need to be further explored.

& Holgersson, 2016). *"Since the 1990s, Älvstranden Utveckling has been in charge of redeveloping the central harbour areas into exclusive residential and business districts"* (Thörn & Holgersson, 2016, p. 673). This has been made in close connection with private companies and with a lack of democratic openness in order to maximise the value of the land. In other words, the inhabitants have not had much, if any, opportunity to influence the development of their city due to the focus on economic profit.

"In the longer term, the continuation of the Älvstaden project in Gothenburg will result in the gradual homogenisation of the central city and in poverty being transferred to the city's outskirts, a development that completely disregards the municipality's official goal to reduce the segregation in Gothenburg and create 'a city for all'." (Thörn & Holgersson, 2016, pp. 681-682)

This is also how Havrey (2011) describes it. Even though projects might look successful, serious social and economic problems often can be found, such as increasing segregation. The new developments in the central part of the city might be the most economically profitable, but they get surrounded by increasing poverty. For how long is it possible to justify this unequal development with economic profit?

The development explained in the previous chapter is clearly problematic. Lately, there have been social movements using the concept "the right to the city" when protesting against inequalities created by neoliberal urbanism (Harvey, 2011). The right to the city is also a theoretical concept, described by Lefebvre as "a cry and a demand... a transformed and renewed *right to urban life*" (1996, p. 158). It can be seen as a reaction against the neoliberal trend where circulation and accumulation of capital is the main focus. It stands against developing cities for profit instead of people and wants to give the control over the city to its inhabitants. Harvey (2011) describes the right to the city as one of the most valuable human rights, but also one of the most neglected.

As of today, the right to the city is limited to the political and economic elite (Harvey, 2011). This small group of people can develop the city more or less how they want. Purcell (2002) argues that there is a need for resisting this neoliberal trend with both research and actions which can form new urban strategies. The right to the city offers a way of approaching this, but also needs to be considered critically. Although it is a challenging and radical alternative it does not hold any simple answers, but rather forms a possible path towards a more democratic and sustainable way of approaching the city.

According to the right to the city, the role of the inhabitants should be central and direct when it comes to decision making (Purcell, 2002). The right to the city does not concern only the ones with national citizenship, but all who inhabit the city. But what does it mean to inhabit? According to Purcell, being part of the everyday life is of more importance than ethnicity and citizenship. Lefebvre (1993) means that the elite does not inhabit, but rather go from one place to the other, without being part of the everyday life in the city. However, as stated before, the right to the city is today limited to the elite. When the goal is to maximize the exchange value of urban space, many inhabitants get pushed aside. Spaces in the city can be said to be produced both by the elite and for the elite, since it is often the elite that will get the economic profit and be welcomed to the new developments. In other words, building for profit is to build for the elite. But who are the elite? Jonas, MacCann & Thomas describe the elites as *"small groups of people that control large amounts of capital, political power, or social and cultural influence. Their power is often*

exercised through institutions, such as the state, that mediate, facilitate, and occasionally limit their ability to satisfy their interests." (Jonas, McCann, & Thomas, 2015, p. 9). Based on these arguments, large corporations can be understood as important institutions of power to consider when discussing the neoliberal city, because private actors such as real estate owners are central in the development of the city.

It is relevant to ask who can be described as the elite in the examples from Gothenburg that have been discussed, and who is the elite in the area explored in this thesis? In the case of Kvillebäcken, the elite could be defined as the municipality in collaboration with private real estate owners (Holgersson & Thörn). This is also the case at Lindholmen, where Älvstranden Utveckling, just like in Kvillebäcken, are in charge of most of the development together with private companies (Bergh, 2019). The plot explored in this thesis is however owned by Chalmers Fastigheter. Perhaps this gives it a unique opportunity to become a contrast to the current development at Lindholmen.

If Lefebvre's analyse of the elite is accurate: how can we build a city if we build for a group of people who do not inhabit? It then seems almost impossible to accomplish an urban space, with the definition discussed in previous chapter, based on neoliberal urbanism. This is also what can be seen in the deurbanizing trends. For example, growing luxury districts, and privatisation and commercialisation of space excludes people from the city and creates segregation. The long-term effect of building for the elite can be understood as the city becoming an unjust, segregated, and deurbanized place.

The right to the city does not only include all who inhabit the city, but also goes beyond the decisions of the national state, to all decisions concerning the production of urban space (Purcell, 2002). It seems that the right to the city expands far beyond what we usually see as democratic planning of space. It cannot be understood as an individual right but there is a need for collective empowerment (Harvey, 2011). Harvey describes it as a collective right to reshape ourselves by reshaping urban space. Given the trend of individualisation, strengthened by neoliberalism, this is an important aspect to consider.

The right to the city can be described in two parts (Purcell, 2002). The first is the right to participation, which is not

the main focus of this thesis. The other one, the right to appropriation, is however an important part. This means to *"physically access, occupy, and use urban space"* (Purcell, 2002, p. 103). But, perhaps more important, the right to *"produce urban space so that it meets the needs of inhabitants"* (Purcell, 2002, p. 103). To be welcome to a newly developed urban space without having had the opportunity to influence the outcome does therefore not fulfil the right to appropriation. It *"confronts capital's ability to valorize urban space, establishing a clear priority for the use value of urban residents over the exchange value interests of capitalist firms"* (Purcell, 2002, p. 103). This creates a conflict to the urban processes of today, where private stakeholders are key actors in development projects, often excluding the inhabitants of the city from the dialogue (Bergh, 2019). A democratic process is seen as ineffective and the dialogue often results in a presentation of the development plans with no real possibility for the inhabitants to influence the process.

"The conception of urban space as private property, as a commodity to be valorized (or used to valorize other commodities) by the capitalist production process, is specifically what the right to appropriation stands against. Taken together, Lefebvre's vision of the right to the city is therefore one of radical transformation of urban social and spatial relations." (Purcell, 2002, p. 103)

The definitions of the right to appropriation form an important framework for the design project in this thesis. To invite inhabitants into the production process of the space and create possibilities for them to form it after their needs is something the project will try to translate into the design. In that way, the use value gets clearly prioritized, resisting the valorization of the space. Even though the right to participation is not something the project explores in depth, it can be understood as closely connected with the right to appropriation. By working with the right to appropriation, the project ensures that the inhabitants get the opportunity to participate in the design process. Maybe the right to participation can be described as part of the right to appropriation? In order to produce space which meets the needs of the inhabitants, they must be invited to participate.

THE CITY AND FEMINISM

"The struggles of inhabitants against marginalization are struggles against an array of social and spatial structures of which capitalism is only one." (Purcell, 2002, p. 106)

The theory of the right to the city argues for the importance of not excluding the inhabitants of the city from the production of urban space. Class was the main focus in the discussion by Lefebvre (1993), but as Purcell (2002) argues, there is a need to also consider other marginalizing and excluding structures reproduced by social and spatial relations in the city. The aim is to get an overview of oppressive norms and unequal structures in the city in order to develop a design project resisting these. Therefore, there is a need for a separate chapter of feminism and intersectionality, where these perspectives can be discussed more in depth.

City planning has traditionally been a male dominated profession, where efficiency, rationality and order have been the principles for planning (Fainstein, 2005). Because of this, the developments which have made it possible to

accumulate the most money have often been favoured. The focus has thus not been on equality but rather made the neoliberal development possible. Not until the 70th feminist movement, gender inequities started to be taken into account in urban planning (Fainstein, 2005). The principles of rationality were being questioned for defending traditional male values and privileges.

Most cities of today are much older than 50 years. The building boom and millennium program in Sweden during the 60th and 70th means that significant parts of our cities were built during these years and earlier, when city planning was a male dominated profession. Gender inequalities were not yet on the agenda, but rather consolidated by the development. Perhaps it is possible to say that the current state of cities is already, because of the history, to the disadvantage of women and non-binaries. Therefore, it is of great importance to take gender inequalities into account if the goal is to develop just cities.

However, the discussions of feminism have often been focused on privileged women (Crenshaw, 1989). *"This focus on the most privileged group members marginalizes those who are multiply-burdened"* (Crenshaw, 1989, p. 140). In order to plan for equity, it is therefore necessary to have an intersectional perspective and understand how different kinds of oppression are interlinked. It is not enough to explore the question of gender inequalities without connecting it with other inequalities. A person can also be oppressed by being non-white, working class, disabled, old, etc (Länsstyrelsen, 2019). To "only" be oppressed by being a woman put you in a privileged position compared to women struggling with several different oppressions. Furthermore, a gay, black man or a disabled old man from the working class are not necessarily more privileged because of their biological gender. Therefore, it is a grave simplification to only look at gender, without considering the multi-layered structures of oppressions and privileges.

But how can we plan so that everyone is included, even though we in many ways differ from each other? Perhaps the differences are the wrong focus, as Fainstein describes it: *"When considering the issue of what constitutes the just city, then, one must envision a locale that allows diversity within a general framework of universal principles."* (Fainstein, 2005, p. 132) and also *"It is empathy in conformity with universalistic principles that provides the normative basis for the just city rather than a stance based in inherent difference."* (Fainstein, 2005, p. 134). If the allowance towards differences is important when working towards an equal environment, how does this allowance take form? How can it be translated to the process and spatial form of a design project? As discussed in the previous chapters, processes which are deurbanizing also lead to unequal environments where people with for example less economic capabilities are pushed out. But what if we try to make the building part of the complexity of the city, where incompleteness is allowed and results in feedback and constant changeability? As described previously, an urban space is a space where diversities can coexist. Therefore, a focus on urbanity might be a starting point for a design

which aims at allowing differences. Fainstein's description of the just city can be interpreted as focused on what we have in common instead of our differences. Identifying what brings people together can therefore be of use when creating a program for the building that will be redesigned in this thesis.

The feminist perspective can be understood as closely connected with the aspects of urbanity, it *"introduces a perspective that starts with concepts of communal relations and incommensurable values, substitutes the development of consensus for adversarial approaches, protects the weak, and recognizes the importance of emotional bonds."* (Fainstein, 2005, p. 129). As a contrast to this, neoliberal and patriarchal perspectives often have economic profit, rationality, and efficiency as the goal, which many times directly counteract the feminist values and also, it seems like, urbanity.

"Feminism implies intuitive, participatory approaches to gaining knowledge and nonrational (although not necessarily irrational) contextual solutions on planning problems. Forecasts of the impacts of public capital investments rely on economic analyses that have no place for sentiment, empathy, and personal relationships- by placing monetary value on natural resources, human life, and human time, they devalue outcomes that cannot be calibrated in financial terms."
(Fainstein, 2005, pp. 128-129)

To summarize, traditional male norms have enabled the neoliberal development with a focus on economic profit and rationality, which have led to deurbanization in the cities. Feminist and intersectional perspectives can create tools for counteracting this with a focus on other values, immeasurable with an economic calculation. These approaches acknowledge the complex, interlinked relations of the city, supporting the urbanity. This is often not what is seen as rational according to the norms of today. Therefore, there is a need to question the rationalities which are counteracting the development of a just city.

THE CITY AND CLIMATE CHANGE

Up until now, social sustainability has been the main focus of the thesis, but an aim for ecological sustainability is also of great importance in order to avoid the critical turning point for the climate we are heading towards (Raworth, 2012). Cities play an important role in this discussion since an increasing amount of the world's population live in cities. Today, the number is around 55%, and in 2030 it is expected to be 60% (United Nations, 2018). Urban areas account for around 75% of the global carbon emission and from the energy consumed globally, between 67% and 76% are used in urban areas (Ness & Xing, 2017). The building sector is responsible for approximately 33% of the emissions and 40% of the material consumption. Therefore, there is an urgent need to take better care of the existing building stock and treat them as resources in a circular system. Because of this, the master's thesis explores the possibilities of redesigning an already existing building.

THE CITY AND THE CAR

As concluded in the previous section, cities play a key role in the challenge of climate change and social sustainability. The parking garage is a clear example of a building that is not contributing in a positive way in this challenge. In Sweden, about one third of greenhouse gas emissions come from the transport sector, where cars are responsible for approximately 60% (Naturvårdsverket, 2019). Parking garages enable more people to drive and park their car. At the same time, the relationship between the city and the car can be seen as problematic, as discussed previously. The city prevents the car from functioning as it is designed to, while the city gets polluted and unsafe for the inhabitants.

Middle-aged men and people from the half of the population with the highest income are driving more car than other groups of people (Trafikanalys, 2018). On the other hand, the ones driving the least car are inhabitants living in socially vulnerable areas. This means that privileged groups of people, especially privileged men, are the ones who benefit the most from the car norm and are responsible for a large part of the emissions. To work with the redesign of a parking garage is a way of questioning this norm and the unjust aspect of who is benefitting from it.

As will be shown in the analysis of Lindholmen, parking takes up large amounts of space in the inner city, creating

Ecological and social sustainability are closely connected, which Raworth (2012) shows in her doughnut model for sustainability. The economy needs to be structured in order to create a *"social foundation of human rights while remaining below the environmental ceiling"* (Raworth, 2012, p. 8). With the neoliberal structure of the society, the social foundation and environmental ceiling are often ignored because of the focus on circulation and accumulation of capital. *"Whether economic activity is leading towards or away from planetary and social boundaries determines just how inclusive and sustainable economic development is."* (Raworth, 2012, p. 8). There is an urgent need for radical change of economic and political processes in order to work towards an urban development which can meet the goals of social and ecological sustainability.

underutilized areas, in times abandoned. A kind of speech can be interpreted from places which are abandoned because they create a possibility of presence and an opportunity for transformation (Sassen, 2013). These spaces are valuable, not because they can be used as a tool for accumulating money, but because they have the possibility to play an important role in the creation of a just city. As Sassen discusses, empty spaces can hold a meaning to *"residents who feel bypassed by their city"*, by functioning outside the profit-driven system (Sassen, 2013, p. 218). An example of this is what happened in Tacheles, when an empty building became an art node. However, if the neoliberal way of developing urban space continues, these spaces might instead be transformed into new luxury districts, further segregating the city.

The redesign in this thesis explores a possible way of giving space reserved for cars back to inhabitants who today are pushed out from the inner city. It is an outspoken goal for the development in Gothenburg to create a city for all (Göteborgs stad, 2012). At the same time, this development has pushed out marginalized people, for example in Kvillebäcken. In order to create a city for all, it is therefore of importance to give urban space back to inhabitants pushed out by the former development.

CHALLENGES

Even though the sometimes abandoned spaces parking creates in the city hold opportunities, they also create challenges. Structures built for the specific function of storing cars are not very flexible. Transforming buildings which were probably never meant to be used for other functions therefore poses many challenges. Furthermore, the buildings were not designed for people to be in more than brief moments when going to and from the car. Therefore, they often lack basic qualities such as sufficient daylight, and the ceiling height is often quite low. Large ramps are required to enable the cars to move inside the buildings, which were not designed with the movement of people in mind. Most dimensions are adapted to the car, making the buildings oversized for people. These challenges all need to be addressed in the design process. However, as seen in the inspirational references, transformations of parking garages into other functions have been made, and with good results aesthetically.

Diane Hoskins is the co-CEO of Gensler, an architecture and design company which has worked with redesigns of parking garages. The main problem according to her is that people are not aware of the possibilities of transforming parking garages to serve people instead of cars (Hart, 2019). She also acknowledges the challenges concerning ceiling heights, ramps, and daylight conditions.

There is also a challenge concerning the structure of the building. When changing the function, the load on the structure changes. Even though adding new walls and staircases will make the structure stronger, it still might need to be further reinforced. However, as mentioned in the delimitations, this is not within the scope of the thesis and will not be further explored.

SUMMARIZING REFLECTIONS ON THEORY

The urban city can be understood as a complex and incomplete socio-spatial process. Urbanity is important for a just city, while deurbanizing processes create unjust spaces and disenfranchisement. Today, urban spaces are often shaped by a neoliberal, profit driven logic, excluding the inhabitants from the process. The neoliberal way of developing cities is counteracting the urbanity and often results in deurbanization. The right to the city offers a way of approaching this problem, by stating that the power over the city should be with the inhabitants. The right to appropriation and participation are interlinked, prioritizing the use value and inviting inhabitants to be a part of the development of urban space. Feminist and intersectional perspectives can also counteract the neoliberal trend, which has been enabled by traditional male norms. Together, these perspectives create a theoretical framework for the design.

THEORETHICAL FRAMEWORK FOR DESIGN

The diagram on the next page shows how the theory creates a framework for the *Design strategies*, explained in detail in the chapter *Redesign*. To summarize, the intention is to create a space which the inhabitants of the city can appropriate. The space therefore needs to be part of the urbanity of the city, allow diversities and create a contrast to the context. By working with feminist and intersectional perspectives, it is possible to create a process which is organic and sensitive to people and their relations. A general framework for the design can create spaces that are flexible for social and spatial relations formed in the building.

THEORETHICAL FRAMEWORK FOR DESIGN

DESIGN STRATEGIES

THEORY

THE COMPLEX CITY

The city as complex and incomplete

Urbanity: a place where diversities can coexist

The important ability to change and adapt

The interlinked relationship between the social and spatial structure of the city

THE RIGHT TO THE CITY

A collective right to reshape ourselves by reshaping the city

The right to appropriation

Questioning of the current norms

THE CITY AND FEMINISM

General framework allowing diversities

Questioning of current norms

Prioritizing people and their relations

THE CITY AND CLIMATE CHANGE

The central role of the city in the challenges of climate change

The need to work with resources in a circular system

THE CITY AND THE CAR

Abandoned spaces hold opportunities to function outside the profit driven system

The relationship between the city and the car is problematic

Spaces for cars are spaces mainly for the privileged

URBAN INCOMPLETENESS

CONNECT & MAKE ACCESIBLE

THE CUT

CONTRASTS

THE GRID

MODULES

TRANSPARENCY

ADD WOOD & CONNECT TO GREENERY

CONTEXT

This chapter introduces the context of the building redesigned in the thesis. It includes analyses of the historical, geographical, future, and architectural context. It also maps parking spaces and different activities present at Lindholmen. This creates an understanding of how the building is related to its context and which qualities and problems that can be found.

Lindholmen first consisted of wetland and was separated from the mainland of Hisingen. Around 1855 you could find a mechanical workshop at Lindholmen and some surrounding buildings. The industries started to grow and cover more land together with housing. The connection with Göta Älv was very important, since the river functioned as infrastructure and was a strong reason why industries flourished.

Today, most of the industries have closed and been replaced with companies, offices, educational buildings, and luxurious housing closest to the river. There are still traces of the industrial heritage by the waterfront, for example the cranes. These function as landmarks and are symbols for the area, linking the past with the present. The area is seen as attractive to live in because of the connection to the river, although today it rather functions as a barrier than infrastructure.
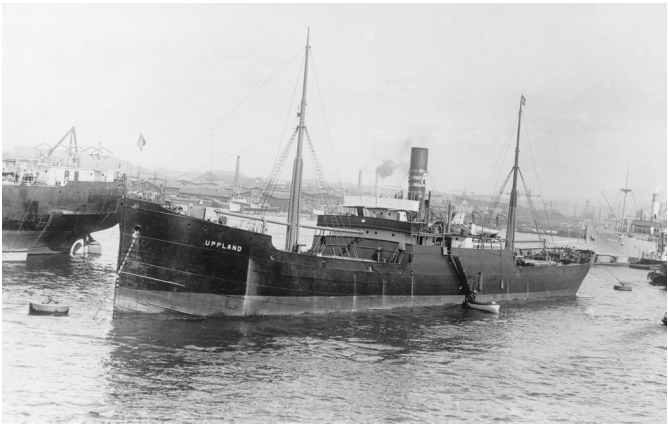

Figure 1, Map from 1809
(Göteborgs Stadsbyggnadskontor)
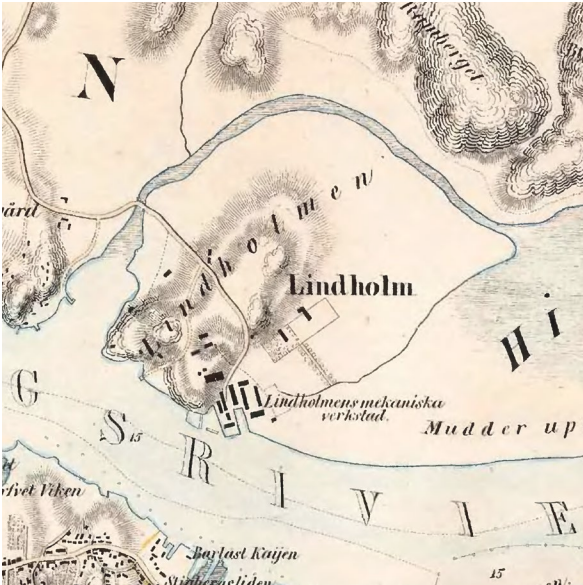
Figure 2, Map from 1855
(Göteborgs Stadsbyggnadskontor)

Figure 3, Map from 1921
(Göteborgs Stadsbyggnadskontor)

Figure 4, 1924 (Göteborgs Hamn)

Figure 5, 1968 (Göteborgs Hamn)

Figure 6, 1968 (Göteborgs Hamn)

Figure 7, 1974 (Göteborgs Hamn)

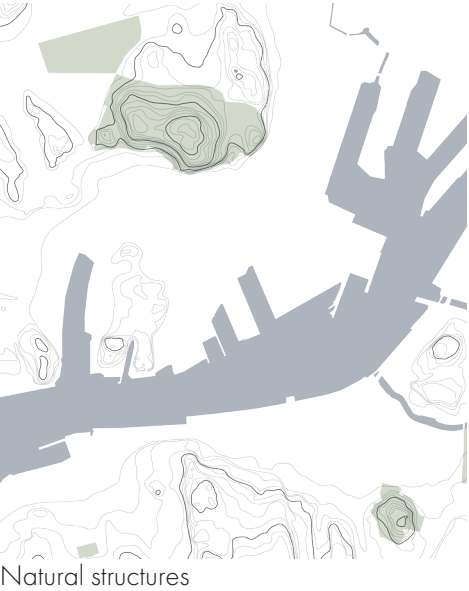
Figure 8, 1975 (Göteborgs Hamn)

Figure 9, 1993 (Göteborgs Hamn)

Natural structures

Infrastructure

1.20 000

Figure ground   1.40 000

The maps on this page show the current state of different structures at Lindholmen and its surroundings. Since Lindholmen used to consist mainly of industries there is not much greenery. Therefore, the green area surrounding Ramberget becomes an important quality. The infrastructure is quite disconnected compared to the inner city, and the figure ground shows how the scale of the built structure is much larger at Lindholmen than in central Gothenburg. This is connected to the industrial heritage, but also to the educational buildings and offices which have a large scale. The building explored in this thesis is big compared to the built structure in the inner city, but not to its surroundings at Lindholmen.

1.10 000   *Author's elaboration using a base GIS layer from © Lantmäteriet*

The parking garage explored in this thesis is highlighted on the map above. It has a central position at Lindholmen and a close connection to the river. It is situated between an area with offices and educational buildings towards the east, and one with mainly housing, towards the west. This is clearly shown by the different scales of the built structure.

N

N

1.10 000   *Author's elaboration using a base GIS layer from © Lantmäteriet*

This map gives an indication of how much space the parked cars take up at Lindholmen. Surrounding the offices and educational buildings, mapped on next page, the parking lots are larger, while the ones connected to housing are smaller. Moving cars also take up much space, especially at Lindholmsallén, which is a ca 50-meter wide street. However, the parking lots have decreased during the last years, especially along the river. Instead, areas for pedestrians and some newly constructed buildings can be found.

▮ parking lots

▮ parking garages

1.10 000   *Author's elaboration using a base GIS layer from © Lantmäteriet*

To get a better understanding of the daily life at Lindholmen, the activities connected to the different buildings were mapped. Offices are the most dominating typology, most consisting of large-scale buildings. Many are newly built, and some are under construction. They mainly attract people with higher education, with a focus on new technology. Both Chalmers university and several high schools can be found, creating a node of educational buildings. In connection to these there are some research institutes. The mix of offices, education and research creates a possibility for a close connection and interactions between these different sectors.
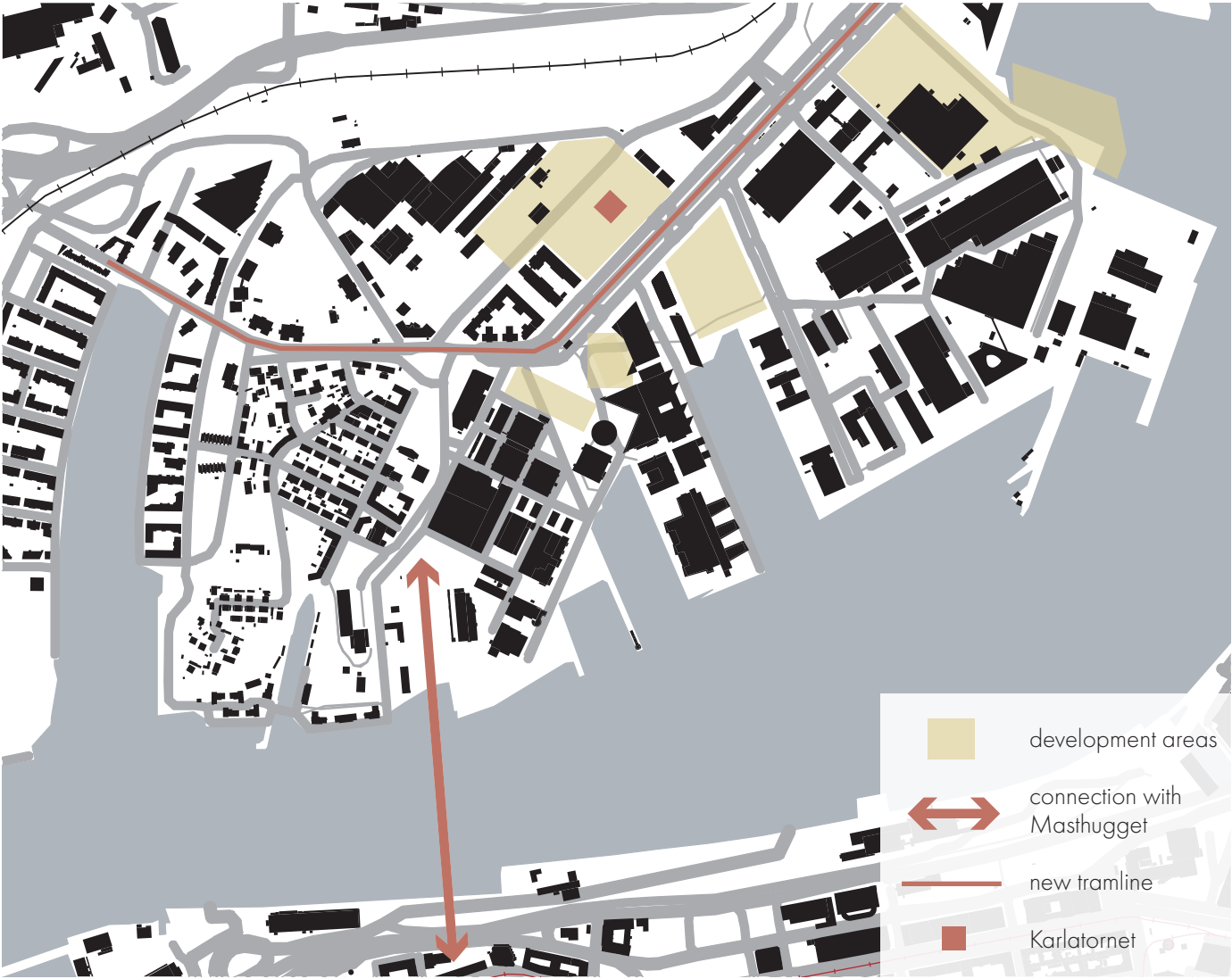
There are both older housing, originally built for the workers at the dockyards, and new, luxurious housing by the river. The mix of old and new housing creates a variety of rents, which makes it possible for people with different economical preconditions to live and work in the area. There is also an experimental apartment block for students, built of containers, which creates a distinct contrast to the new, luxurious apartment blocks. Some cultural activities can be found, mainly in the older building stock.

When visiting the area during the weekend there is not much life. There are many restaurants and cafés, but most of them are only open at lunch on weekdays, serving mainly people working in the offices. The pedestrian path alongside the river functions as an important recreational area, especially since there is a lack of greenery at Lindholmen.

▮ offices & businesses

▮ education & research

▮ housing

▮ restaurants

▮ stores

▮ hotel

▮ culture & leisure

▮ parking garages

▮ other

N

N

1.10 000

Author's elaboration using a base GIS layer from © Lantmäteriet

development areas

connection with Masthugget

new tramline

Karlatornet

Today, Göta Älv functions as a barrier and there is a need for more connections across the river. There are plans for one between Masthugget and Lindholmen, which will give Lindholmen a new entrance. It might become a future node for public transport when the new tramline, planned at Lindholmsallén, also is in place (Göteborgs, stad 2009).

Lindholmen is undergoing fast development. One of the most significant changes which will have a great impact on the area is the building of the luxurious and debated Karlatornet. This will be the tallest building in Norden and the first skyscraper in Gothenburg (Serneke, n.d). Karlatornet will become a landmark, changing the skyline of Gothenburg. But what will this landmark indicate? A fair city where everybody is welcome, or a city with growing segregation and a brand-new luxury district? In the case of Karlatornet and its context, Bergh (2019) concluded in her

master's thesis that the planning has neither been democratic or including. Karlatornet is a part of the large development program for Gothenburg, in which New Kvillebäcken also was a part. As discussed before, the development of New Kvillebäcken was not democratic and resulted in gentrification and segregation. This development can be explained as an effect of the inner city growing, making it more profitable to build along the river at Hisingen (Thörn & Holgersson, 2016). There is a risk that the profit driven development will continue to replace the old buildings with new ones, pushing out activities and people who cannot afford the higher rents. This development creates segregation, which deurbanizes the city.

N

The photos above show the surrounding context of the building redesigned in this thesis. On the northwest side there is a green area with some trees. Big parking lots can be found on the east and west side of the building, creating a large contiguous area of parking and roads. The building has a close connection to the river, and the cranes by the waterfront are important landmarks and traces from the past.

ARCHITECTURAL CONTEXT

Facing the garage on Kunskapsgatan is an uninviting facade of a high school with no windows on the ground floor. The privacy of the building is clearly articulated. It is possible to imagine the street feeling unsafe during evenings. There are no eyes on the street from surrounding buildings, the high school is only active at daytime and parking garages are often experienced as unsafe.

The educational buildings at Lindholmen are large-scale and have an institutional design. The facades have a clear rhythm and red brick is the most common material.

Alongside the river there are offices and educational buildings with some lunch restaurants in connection. The buildings have a large scale, and it is evident that most of them host large companies.

Much of the architecture in the office are at Lindholmen is rational and strict with a clear rhythm, which can be described as traditional male attributes. It is obvious that the buildings have a professional purpose.

The newly constructed housing facing the garage has a similar style as the educational buildings.

Some older, former industrial buildings in red brick, also with rational and rhythmical architecture, are located nearby.

Sharp edges are a common design element at Lindholmen, which can be perceived as non-inviting architecture.

This hotel has large curtain walls facing the river, while a pattern of facade elements which almost hide the windows cover the rest of the building. It is lifted from the ground, making it even more private and turned away from its surrounding context.

This building, called "Kuggen", is a playful addition to the otherwise strict surroundings.

The only wood found in the office area is located on another parking garage. This is unfortunately planned to be torn down and replaced by offices. In the background, Ramberget and the construction of Karlatornet can be seen.

On the west side of the parking garage, there is an area with older housing. The building type called "Landshövdingehus" can be found, with the entrance floor of stone and the others of wood.
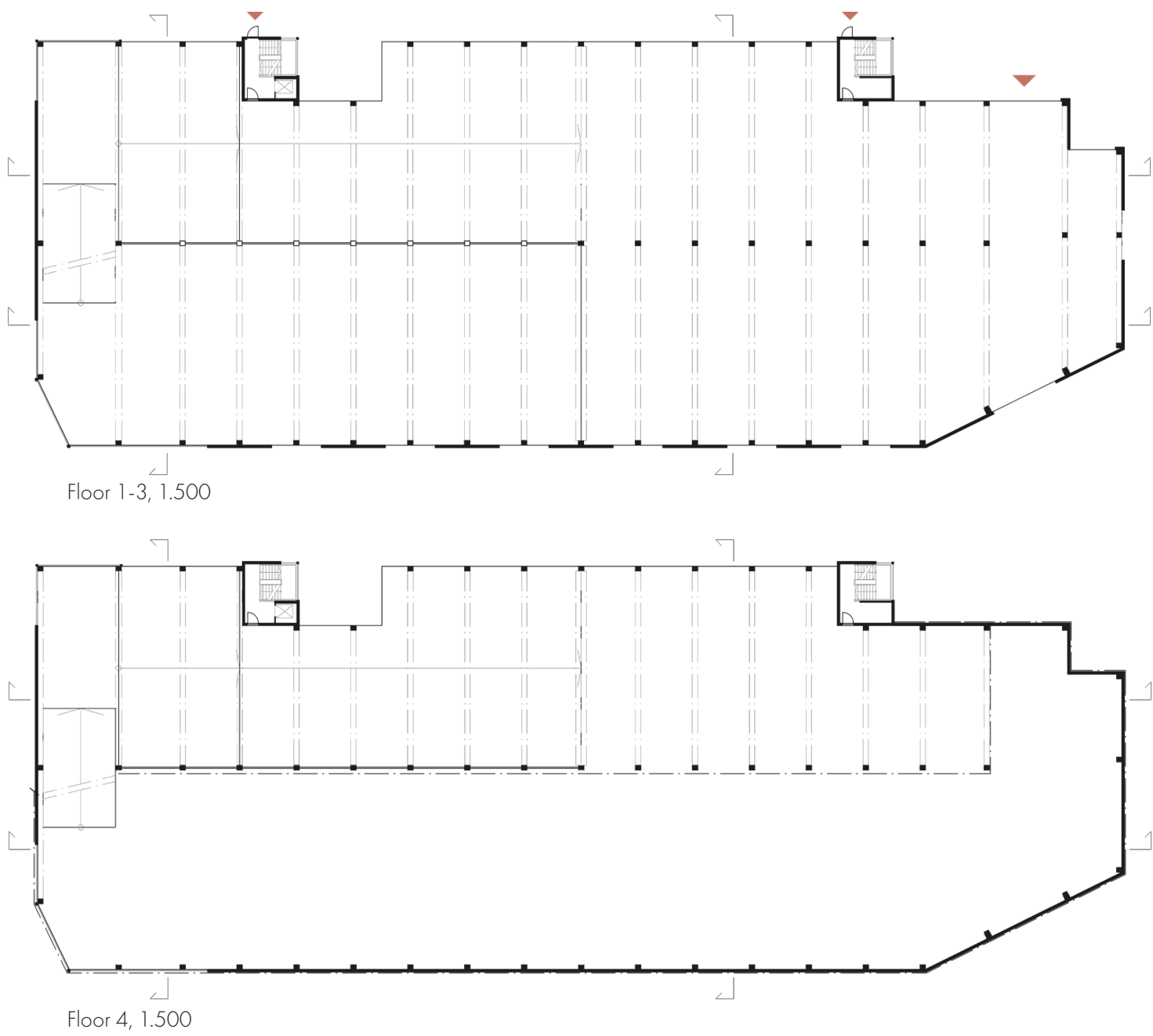

In the area with older housing there is also a newly constructed block with architectural references to the older buildings.

THE BUILDING

This chapter explores the parking garage, which is redesigned
in the thesis, with drawings and photos. The findings in this and
the previous chapter are summarized in a SWOT-analysis. The
chapter ends with a summary of how the findings create
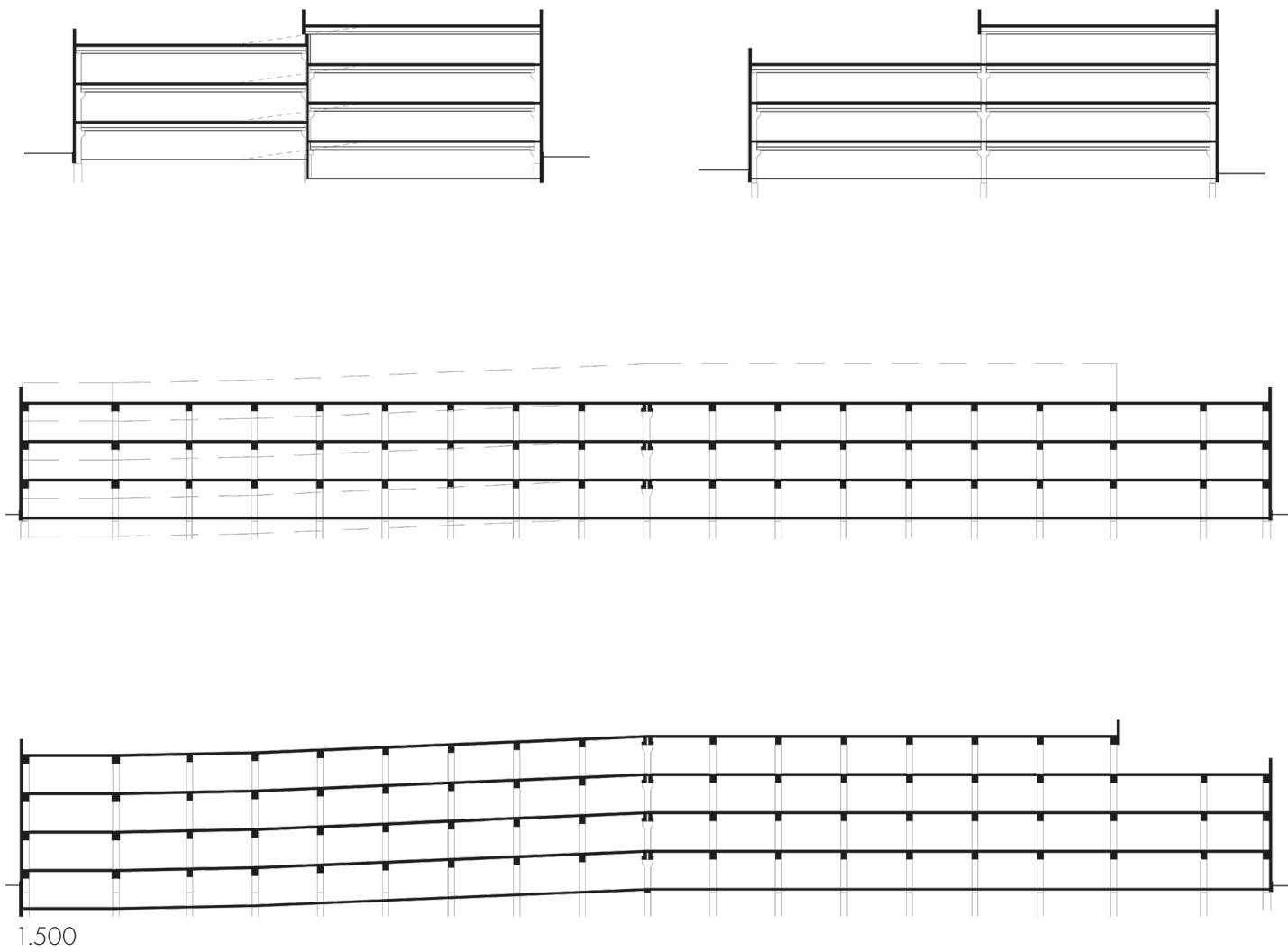a framework for the redesign.

Floor 1-3, 1.500

Floor 4, 1.500

1.500

The sections show how the ramp creates different levels of the building and how the fourth and fifth floor differ from the other.

The existing floor plans show that the building has a clear structure with beams and pillars. The ramp takes up about one quarter of the building and has parking spaces on either side. The first to third floor are very similar. The first floor is partly underground but level with the ground at the car entrance. The fourth and fifth floor differs, where only half of the fourth floor has a roof. There are two clearly articulated staircases, one with an elevator. Since the ramp creates different levels of the building, the entrance towards Lindholmsallén has a staircase and a ramp for accessibility.

Year of construction: 2004
Parking spaces: 526
Length: 92 m
Width: 34,5 m
Area/floor 1-4: 2917 sq.m
Total area: ca 13 000 sq.m
Entrances for cars: 1
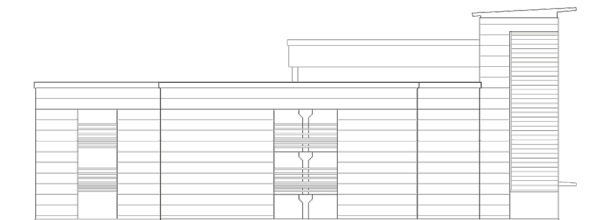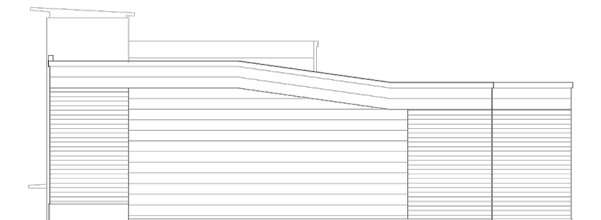Entrances for people: 2

0   5   10   20 m
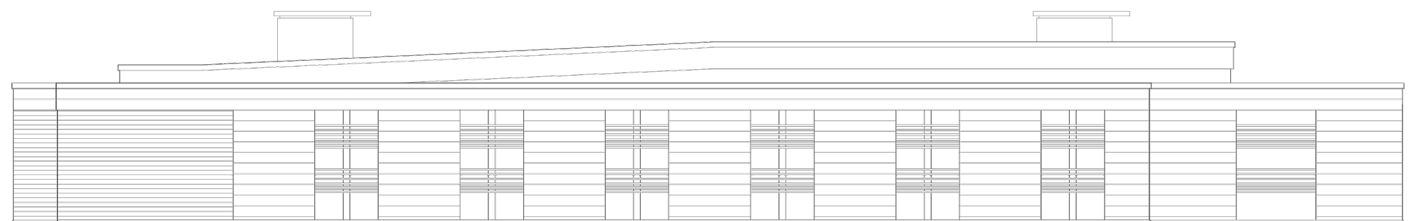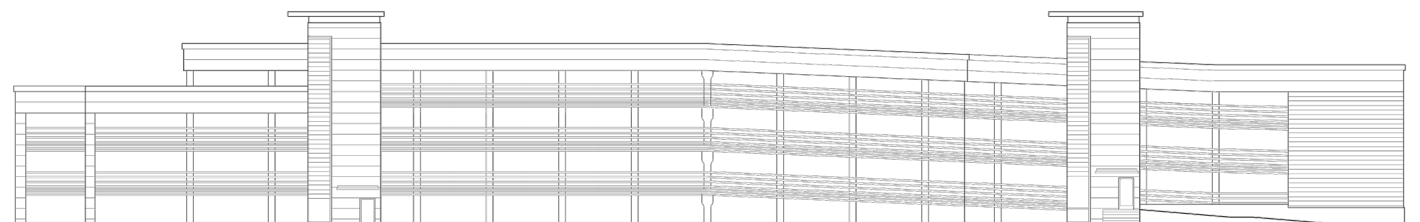
N

Facade towards Kunskapsgatan 1.500

Facade towards Lindholmsallén 1.500

Facade towards Plejadgatan 1.500

Facade towards Kunskapsgatan 1.500

The openings on the facade towards Plejadgatan have a
clear rhythm, while the one towards Kunskapsgatan consists
of only a metal raster. Some openings are covered with
lamellas of glass while the other are open towards the
outside, covered with metal raster. The pillars and the side
of the floors are articulated with a red colour, creating
a contrast to the white facades with details of metal. The
facades are in quite bad shape in some places.

0   5   10   20 m

	STRENGHTS	WEAKNESSES	OPPORTUNITIES	THREATS
STRUCTURAL	Clear structure of beams and pillars	Adapted for cars which might result in structural problems if the function is changed Low ceiling height Large ramp Poor daylight conditions	Large building that holds potential for many different kinds of interventions	Being torn down
SOCIAL	Public transport nearby Appreciated area close to the river and Ramberget The industrial heritage, for example the cranes, linking the past with the present	Segregating development in the surroundings The area is mainly used for offices and education and is thereby empty during the weekends	Becoming an opposition towards the socially unsustainable trend in the area, being developed into an urban, inclusive place where everyone is welcome	Being torn down and replaced with profit driven development, contributing to the segregation Continuing to be a parking garage, considered as an unsafe place
AESTHETICS	Facade towards Plejadgatan Older buildings create diversity in the architectural context	Closed to its surroundings Metal raster perceived as non-welcoming Some of the surrounding architecture is uninviting and private	Potential for improvement	Seen as not valuable because of its aesthetics, risk of being torn down
ENVIRONMENTAL	Already built structure Greenery towards northwest	Contributes to the car norm which results in pollution Takes up valuable space	Can be used as something else than storing cars Large building consisting of much material, meaning it can save material if being repurposed instead of torn down and replaced with a new building	Continuing to be a parking garage, contributing to consolidating the car norm Being torn down resulting in waste of material Risk of getting flooded because of the closeness to Göta Älv

SUMMARY

WHAT TO CHANGE AND ADD

The biggest changes necessary to the building structure are the ones needed to create better daylight conditions.

The facade towards Kunskapsgatan requires a new design since it is covered with only a metal raster.

The building needs to be isolated in order to function for humans instead of cars. Because of the poor condition of the facades, the suggestion is to isolate it on the outside and give the building new facade material.

There is a need to add windows, some within the existing framework of the openings, and some in new openings.

New entrances are necessary in order to open and connect the building to its surroundings.

Because of the size of the building, additional staircases are required.

MAIN PROBLEMS

The building is neither open or welcoming to its surroundings and the size makes it an obstacle when moving through the area.

The ramp takes up about one quarter of the building.

The daylight conditions need to be improved if the building should be used for people instead of cars.

The ceiling height is 2,6 meters, and lower under the beams.

WHAT TO KEEP

The facade towards Plejadgatan has a clear rhythm and the shapes of the openings will be kept. It is a strong design element which people can recognize from the past.

The intention is to reuse as many parts of the building as possible in order to keep the waste to a minimum, which means to find a suggestion for how the ramp can be used.

The staircases will be kept, but because of the size of the building they need to be complemented with new ones.

REDESIGN

This chapter presents the redesign of the parking garage. First, the target group, process, phases, program, and strategies for the design are introduced. Then the design experiments are presented as well as the drawings and perspectives of the proposal for the redesign.

As discussed previously, economic growth is often the goal of policy making and urban planning today, which causes a disenfranchising development. Therefore, an important aspect of this design is that there is no intention for it to be rational according to how urban development are functioning today and how land and properties are valued. The project questions the current ideal, and the aim is to raise awareness of other values which today often are overlooked in the constant hunt for profit. The design project explores a possible process for a more just way of developing urban space, where one of the phases is explored more in depth.

TARGET GROUP

Before getting into depth with the design proposal, there is a need to specify who the design is aimed for, which is based on the theoretical framework given in the chapter *The City*.

Simplified, the target group can be described as the ones who are not the target group of projects like Karlatornet but pushed out by the neoliberal development of the city. In other words, it is people who inhabit the city and are part of the daily, urban life, but not welcome to newly developed, deurbanizing areas. These are the people that makes the urban, makes cities thrive and reduces divergencies. But they are easily neglected and shoved away, because they do not have power over the capital which controls the development of the city. A clear example of this is the people who were displaced during the development of New Kvillebäcken (Thörn & Holgersson, 2016).

In order to break the current hierarchies of urban planning, those who have the least possibilities of being part of the development process of the city are invited to appropriate the space in the building redesigned in this thesis. People who are both financially and socially vulnerable and oppressed in more than one way are the target group, which is connected to an intersectional perspective. Being exposed to several different oppressions create larger barriers for appropriating space in the city.

The spaces will not invite larger, commercial businesses or ones directed towards only privileged groups of people. The building is meant to favour the local, in order to become a part of the local community and everyday life of the city.

PROCESS

The redesign of a building can take many different forms. Creating a place where people can appropriate the space is not as simple as designing a building in one step and then open it to the public. The process is an important part of how to develop spaces which include marginalized groups of people. The suggestion shown in this master's thesis is only one of several possible solutions. In order to map the way forward for the project, possible paths for the process were explored in the diagram below. Although it aims at showing the complexity of the process, it is a significant simplification of the reality. From this, the different phases shown on the next page were formulated. The limited time frame as well as the aim to show some kind of design project as a result of the thesis narrowed down the suitable options to choose from. The part explored further in this design project is phase three. This means there is no completed design of the building presented in this thesis, but a suggestion of how these first, important interventions could take form. To create a completed building is not something to strive for in this case, since the incompleteness creates the possibility for a continued transformation and adaption based on actual needs of the target group.

Exploration of process

The diagram above was made in order to test different scenarios of the process, where the first phase is to empty the building. It can be read back and forth through the different connections, resulting in scenarios more or less democratic. Three scenarios are tested below.

Scenario one: empty parking garage- design all- organized undemocratic- not fulfilling needs
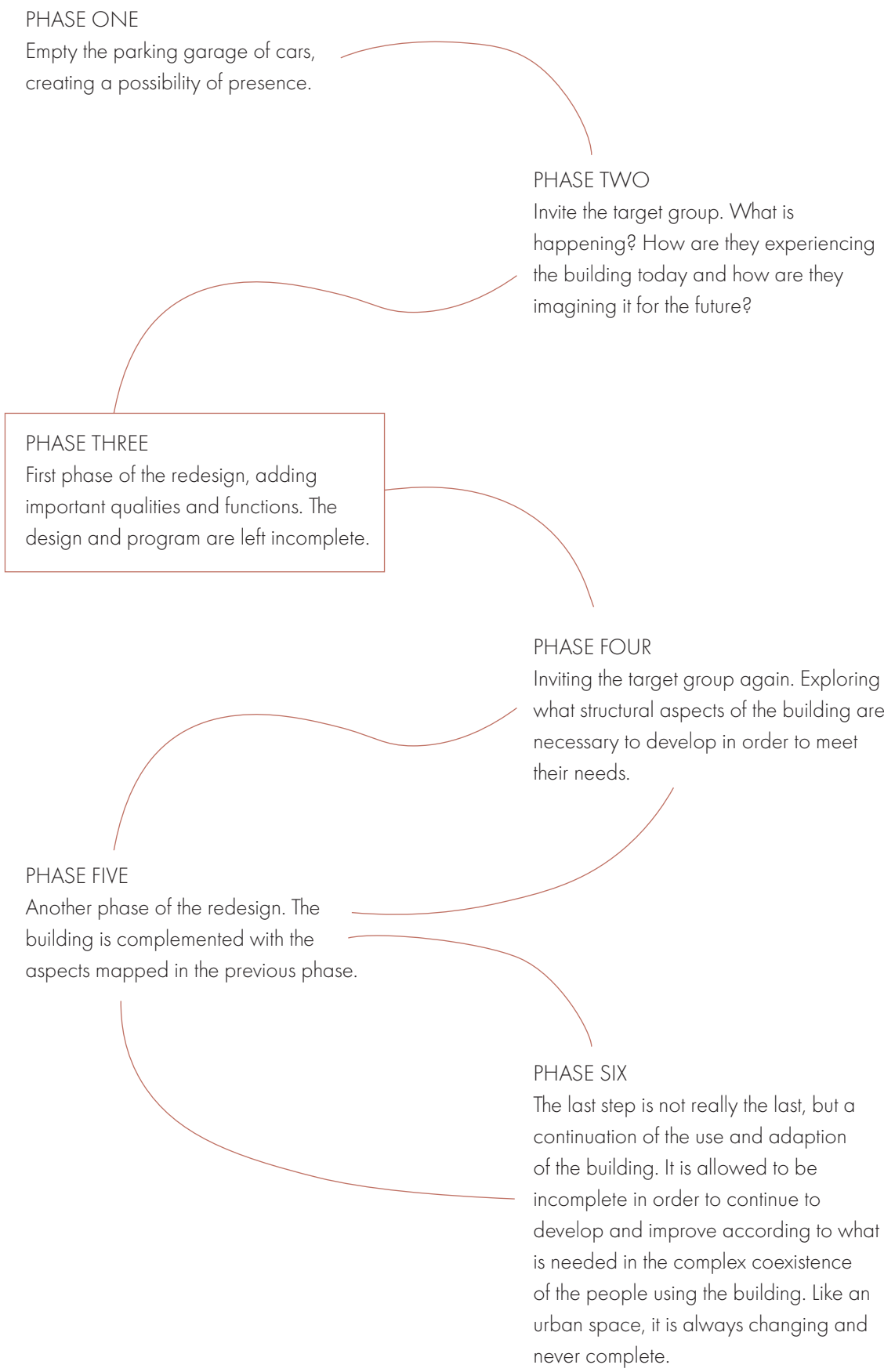
Scenario two: empty parking garage- invite target group- chaos- fulfilling needs

Neither of these scenarios are preferable for the aim of this thesis. In order to make the target group involved throughout the process, but in a more structured way than just opening the building, there is a need to go back and forth between different phases.

Scenario three: empty parking garage- (invite target group- design some parts) * ∞ – organized democratic- fulfilling needs

The phases "invite target group- design some parts" are repeated over and over again, making it possible to continue the adaption of the space. The building remains incomplete and can fulfil the needs of the target group.

PHASES

PHASE ONE
Empty the parking garage of cars, creating a possibility of presence.

PHASE TWO
Invite the target group. What is happening? How are they experiencing the building today and how are they imagining it for the future?

PHASE THREE
First phase of the redesign, adding important qualities and functions. The design and program are left incomplete.

PHASE FOUR
Inviting the target group again. Exploring what structural aspects of the building are necessary to develop in order to meet their needs.

PHASE FIVE
Another phase of the redesign. The building is complemented with the aspects mapped in the previous phase.

PHASE SIX
The last step is not really the last, but a continuation of the use and adaption of the building. It is allowed to be incomplete in order to continue to develop and improve according to what is needed in the complex coexistence of the people using the building. Like an urban space, it is always changing and never complete.

PROGRAM

A question that was asked in the beginning of this project was what kind of urban development there was a need for at Lindholmen, and how the program for the building would relate to the development plans of today. In the chapter *The City*, it is discussed how the development on Hisingen and Lindholmen along the river often has been focused on economic profit and private interests. What was aimed to be designed during this project, was also what was found to be missing. This design proposal is strongly related to the current development, but by almost forming the opposite. In order to counteract the increasing segregation, there is a need to invite vulnerable and marginalized groups of people and encourage them to create meaning to the spaces. The concept of the right to the city discusses the importance of giving the power of the city back to its inhabitants in a way that counteracts the neoliberal trend. Lindholmen proved to be a perfect site for critically questioning this disenfranchising development.

In this phase of the process, only the most important parts are designed. To make the building functional for people there is a need to improve the daylight conditions and add functions such as bathrooms and technical solutions. The building also needs to be isolated. Because of the rather poor condition of the facade, the suggestion is to isolate the building on the outside and then add a new facade material. This makes it possible to create a more uniform building, since one of the facades today only consists of a metal raster and would need a new design and material anyhow. New entrances and staircases are required in order to open the building to its surroundings and create new possibilities for moving through the building.
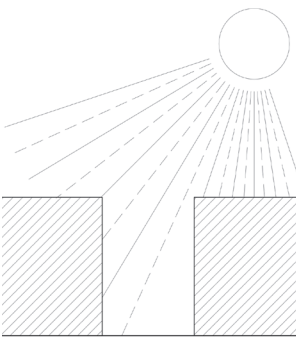
The activities that will be made possible by this design phase are ones that traditionally unite people and that everyone have some kind of relationship with: food and music. Therefore, kitchens and spaces where you can listen to and practice music will be designed. By this program, and by making a clear statement with inviting people in the process, the intention is that the target group would be encouraged to create meaning to the spaces after their needs. The incompleteness of the design is a way of communicating that the building is waiting for the target group to continue the process of forming it.
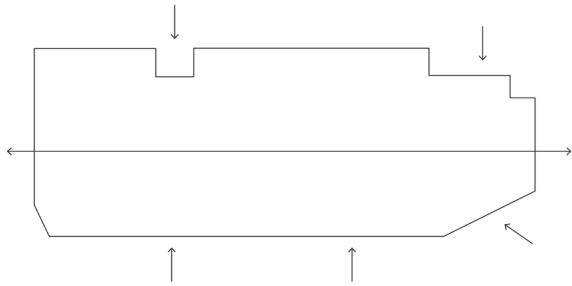
DESIGN STRATEGIES
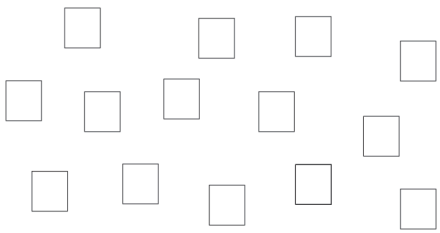
URBAN INCOMPLETENESS

The strategy urban incompleteness is an important connection to the theory of the city, where urbanity and incompleteness are important aspects. Urban spaces invite diversities to coexist, and this coexistence is something the design proposal intends to create. To enhance the urbanity and allow incompleteness is therefore an important strategy. This is also connected to the feminist perspective, which prioritizes people and their relations. By working with an incomplete and organic process, people can be prioritized and allowed to create spaces after their needs. The building will not become a finished object, but a continuing process which is part of the urbanity of the city.

CONNECT & MAKE ACCESIBLE

In order to enhance the urbanity of the site, it needs to be connected to the surrounding urbanity of the city. The building will have several entrances which open up to different directions in the surrounding context. It will be divided into two parts with a new path in between, connected to the existing streets. The greenery towards north-west and a new square becomes part of the building, and the activities within continue on the outside. The entrances will be easy to orient, and the building will be accessible for people with disabilities.

THE GRID

The building has a clear, structural system of beams and pillars. From this existing system, a grid has been created, making it possible to work with the building and its preconditions as a strength. The program of the building will be designed within the structure of the grid, not as a strict rule but as a guideline. By dividing the building into smaller parts, it is possible to approach the large volume in a more human scale. The grid also creates a general framework for future adaptions, with the intention to allow differences and prioritize people and their relations.
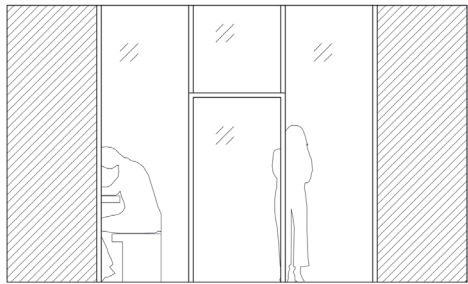
MODULES

With the grid as a base, modules will be formed containing bathrooms and music studios of different sizes. These will be repeated on the first to fourth floor and the design will support a flexible use of the spaces surrounding them. Additional modules can be created during the continued process of forming the building, by using the grid as a base. This creates a possibility for the target group to appropriate the space.

THE CUT

A cut lengthwise divides the building in two, creates better daylight conditions and a possibility to move through the site in a new way. The cut is directed towards the future connection with Masthugget and can become a continuation of the path over the river. The path created by the cut connects the building to the urban context and enhances the urbanity of the site. Furthermore, it creates a more human scale, as a contrast to the large buildings in the surroundings.
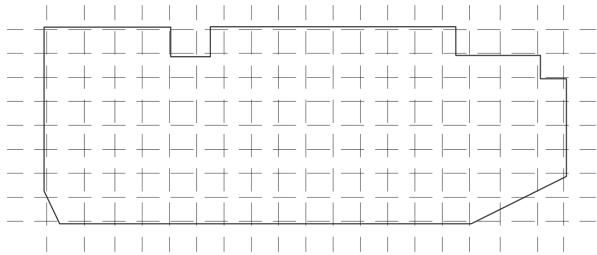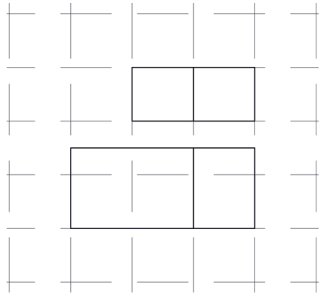

CONTRASTS

To create contrasts is a way of questioning the norms of how urban space is developed today. The new facades created by the cut, as well as the proposed use of the building, will create a contrast to the surrounding architecture at Lindholmen and to the existing facades of the building. The facades connected with the entrances will also be contrasting, to make the entrances clearly articulated and inviting. The new facades will invite the target group to express themselves with colour. White plaster will enhance the street art that will eventually cover them. This creates an indication of this being the people's building, not a large company's or an institution's. It invites the inhabitants of the city to also appropriate the facades of the building.

TRANSPARENCY

In order to make the building open and inviting, it should be possible to see what is happening in the different spaces, both from the outside and while being inside the building. The transparency will also enhance the sense of community in the building.


ADD WOOD & CONNECT TO GREENERY

Wood is a warm and welcoming material and a sustainable alternative. It is possible to reuse in order to create a circular system of resources. Furthermore, it creates a contrast to the building structure of the cold and resource demanding material concrete. The greenery towards north-west will be used as a park and connected to the building with new entrances.

DESIGN EXPERIMENTS

When beginning the design experiments, different ways of approaching the building were tested, connecting it to the surroundings.
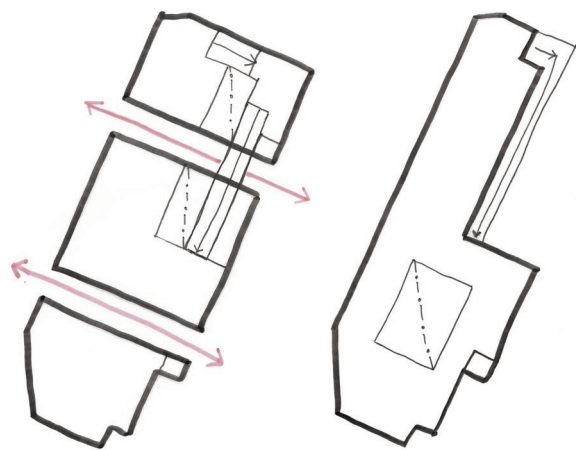

In order to create better daylight and a more human scale, sketches of how the building could be divided were made. An attempt of removing the ramp was also made. It was however not satisfactory to solve the problem by simply removing it.
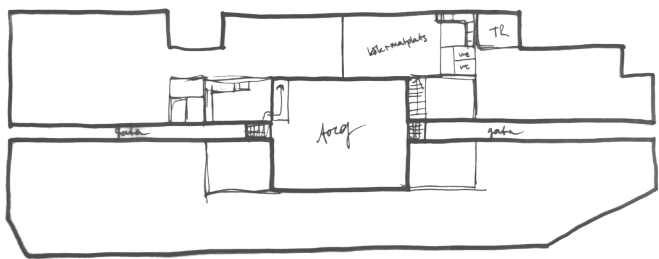
New sketches were made, starting over with the design. By cutting through the building in the other direction, a better connection with the context and the future connection to Masthugget were obtained. This also resulted in new ideas regarding how to use the spaces within the building.
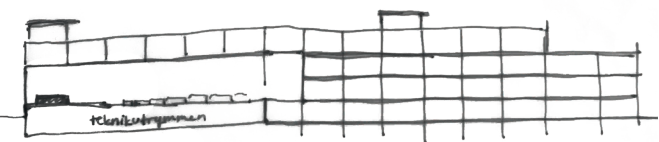

The new cut changed the facades, and to get an understanding of how they would be perceived, some quick sketches were made.
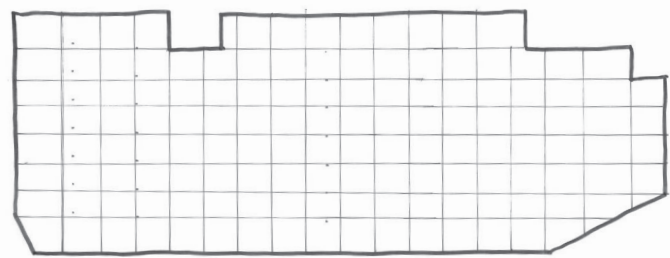

In order to understand how to work with the structure of the building, a grid was created.

With the grid as a framework, it was explored how different spatial forms could be created.

By working with the theory, some new design strategies were formed, which also supported the new approach to the design of the building. The idea of using the ramp as an auditorium started to take shape when sketching on the sections.
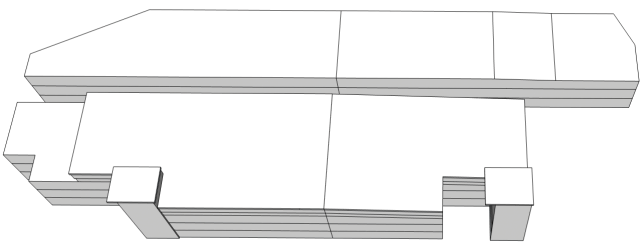

Another volume study was made, testing the new design.
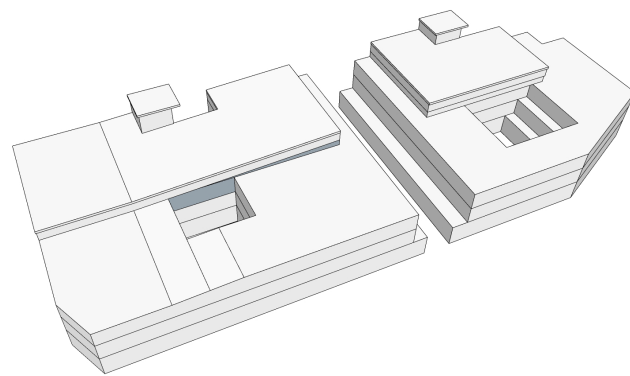
A volume study of the building was made in order to explore how the sketches could take form. An experiment of terracing the floors was made as a way of working with the daylight.
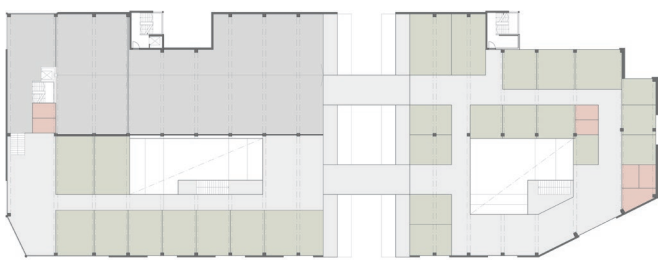
More detailed experiments of how the building could be designed were made but resulted in a lack of connection to the theory and the surrounding context.
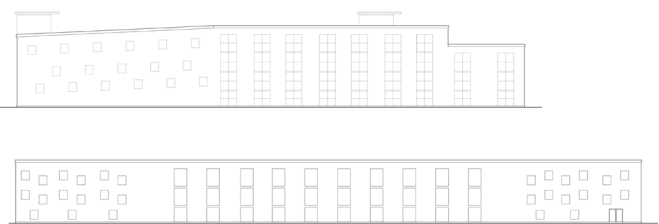
Different ideas for the facades created by the cut were explored.

The experiments with the facades continued in a 3D model and the design started to take form.

PERSPECTIVE: THE SQUARE

CONTEXT

The design strategy urban incompleteness has been interpreted partly in a literal way, by creating a street in the middle of the building and a square towards north-east. This makes the building part of the movements in the city, instead of being disconnected as it is today. The square is directed towards the bus stop at Lindholmen, where a part of the building has been removed. It opens up to a large parking space to the east, which holds an opportunity for future transformation. This could become the next part of the redesign, when the first phases of the redesign of the parking garage are realized. The parking towards the west could become part three, and a continuation of the park.
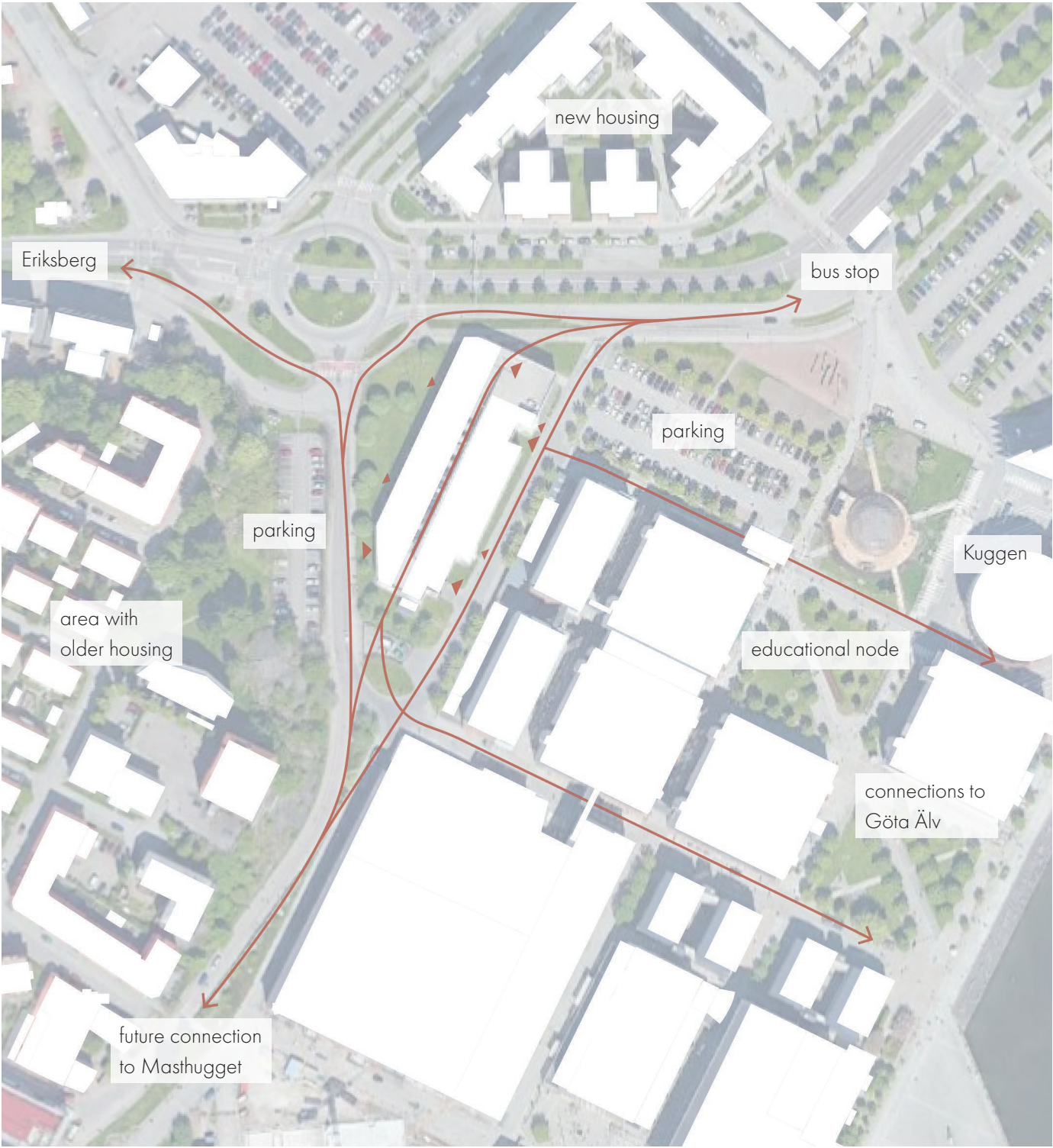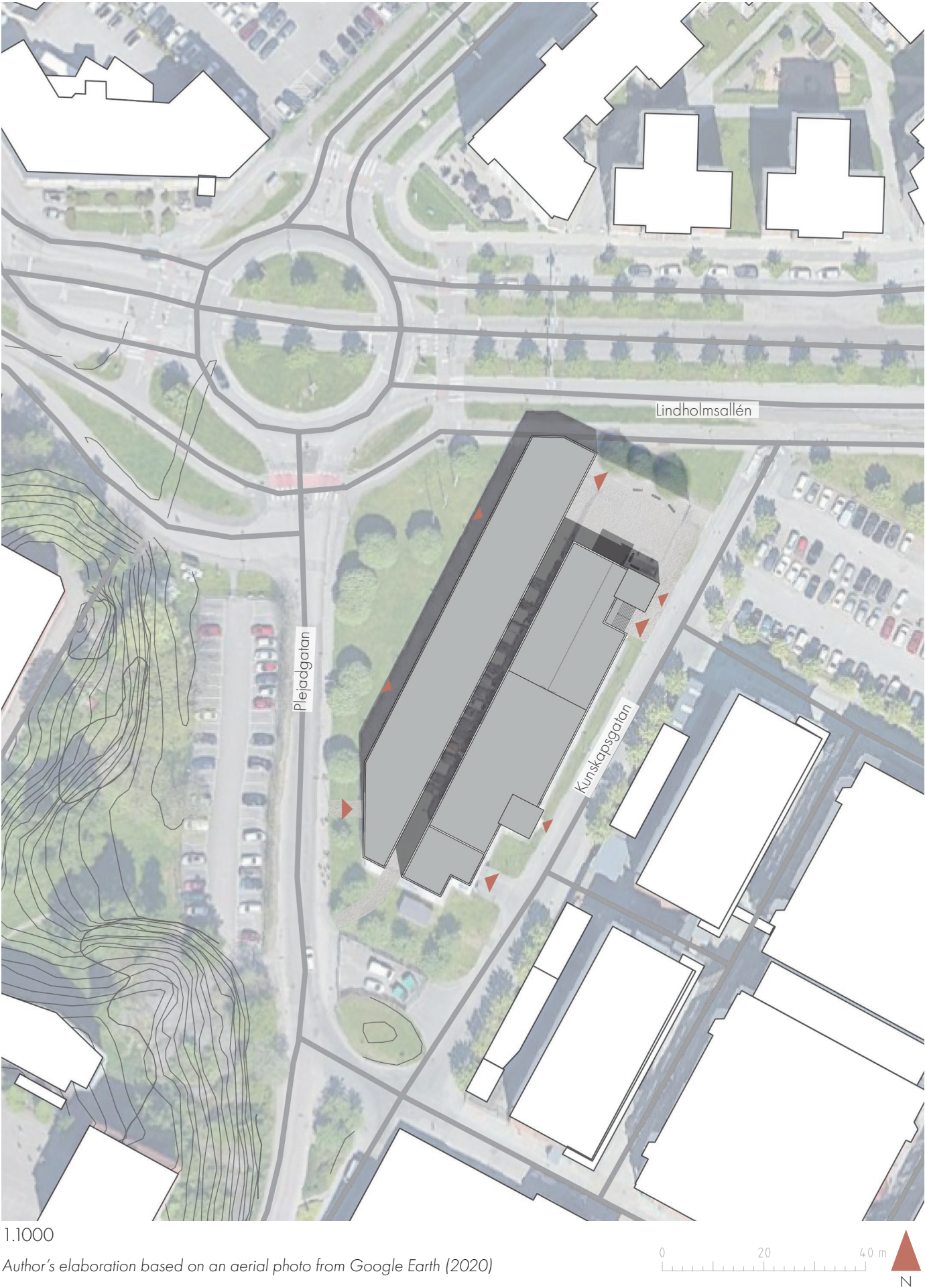

1.2000

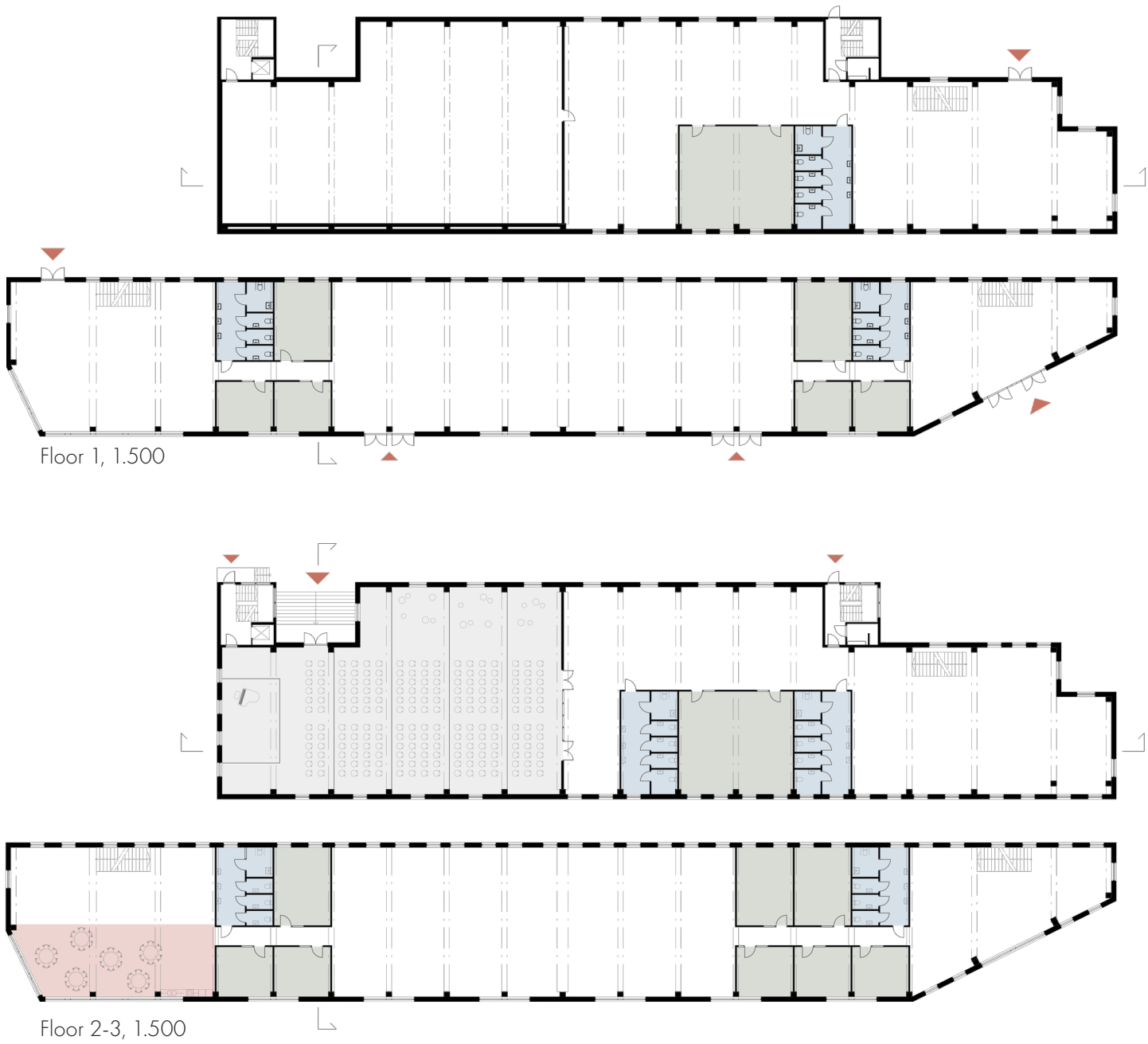*Author's elaboration based on an aerial photo from Google Earth (2020)*

1.1000

Author's elaboration based on an aerial photo from Google Earth (2020)

Lindholmsallén

Plejadgatan

Kunskapsgatan

0   20   40 m

N

Floor 1, 1.500

Floor 2-3, 1.500

The new entrances open the building to different directions in the context. There are two main entrances for each part of the building: the entrance connected to the square, the auditorium, and two towards the north. The entrances connected to the old staircases are kept, and two entrances are leading out to the greenery towards Plejadgatan, which will continue to be a park. The sides of the building towards Plejadgatan and Kunskapsgatan have different identities, one with the square and the other with the park. This creates a possibility for different kinds of interactions and activities to take place. The modules are placed to support a flexible use of the spaces surrounding them, in order to welcome different activities in the future. Kitchens can be found outside the modules on the second and third floor, in connection to the entrance from the square.

- music studio/rehearsal space
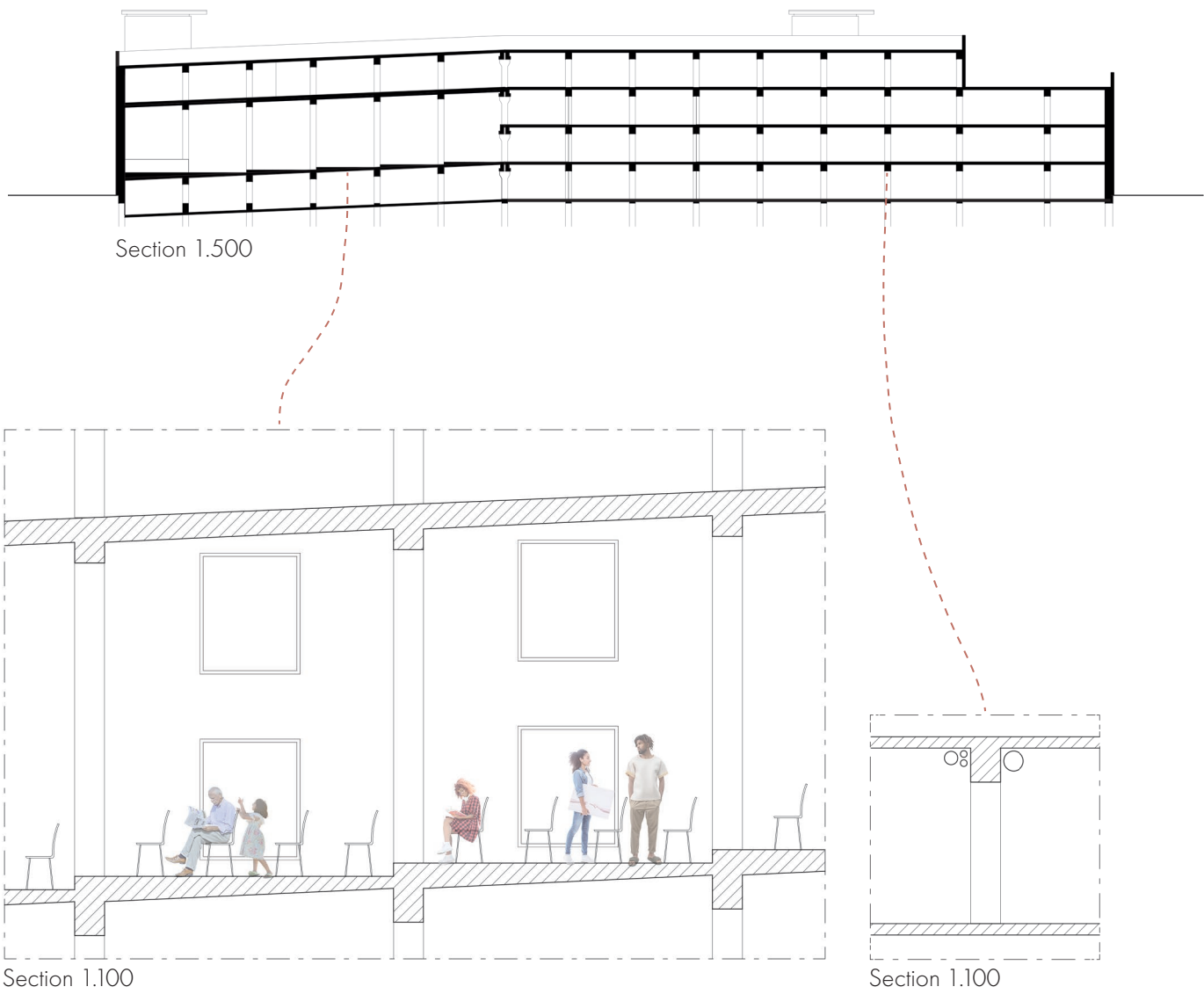- kitchen
- auditorium
- wc

0   5   10   20 m

N

Floor 4, 1.500

Section 1.250

Section 1.500

Section 1.100

Section 1.100
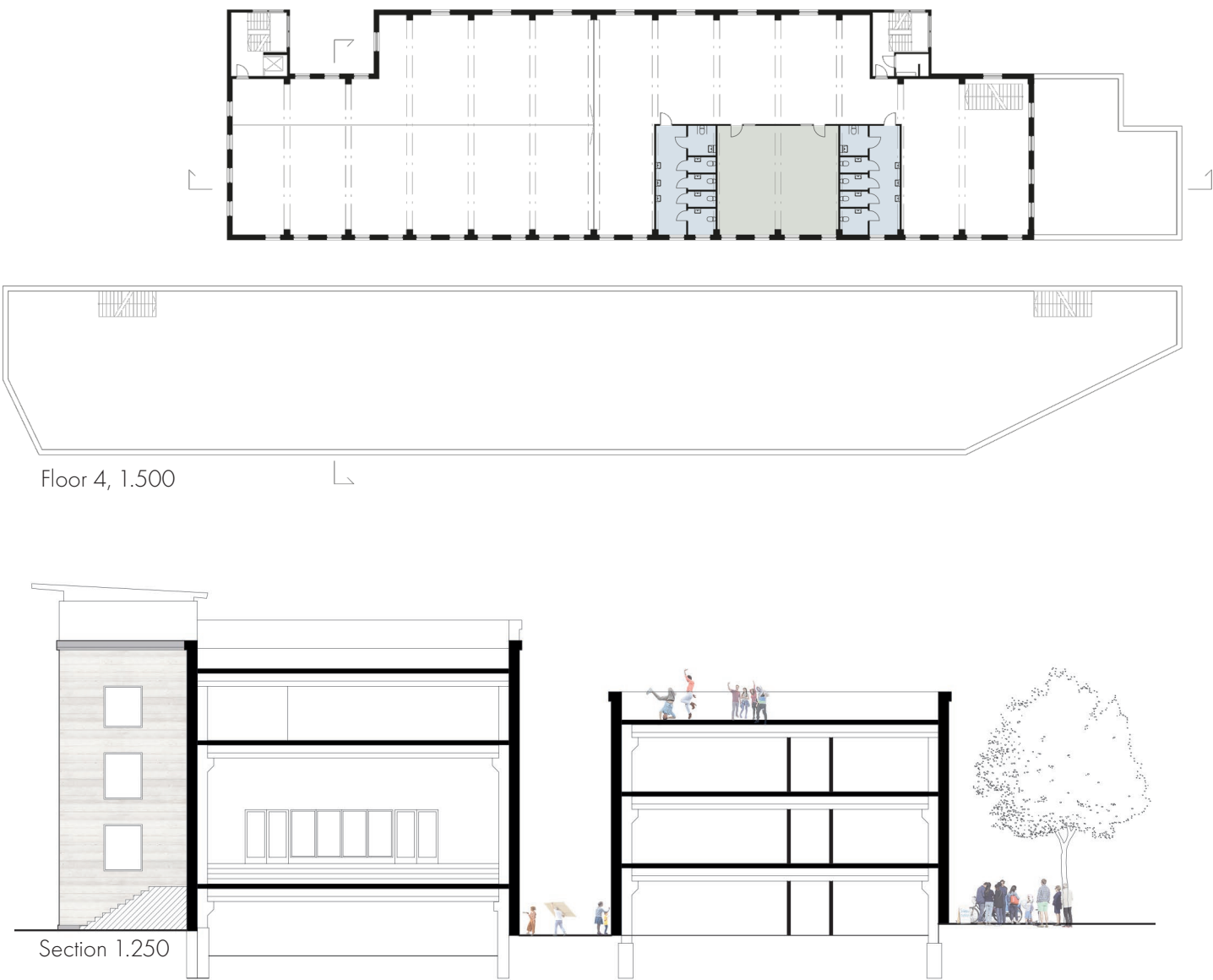
The modules are repeated on the first to fourth floor. Large parts of the fourth floor and the entire fifth floor are rooftops, open towards the sky. The section shows how the cut divides the building in two parts, with a path in between.

In order to take advantage of the sloping floor of the ramp, an auditorium was designed on the second floor. This space has double ceiling height and can for example be used for performances, meetings, and lectures. By keeping the ramp, it can also function as a reminder of the former use of the building.

Because of the low ceiling height, it is not a good solution to use a suspended ceiling for the installations. Instead, the suggestion is to keep the installations visible beside the beams and paint both the ceiling and the installations in the same colour.

N

FACADES

Facade towards Kunskapsgatan 1.500

The new design of the existing facades has a clear rhythm in order to create a coherent building. The windows are large and create good daylight conditions and transparency towards the surroundings.

Because of the cut through the building, and by removing the part that becomes a square, there will be three new facades. These will play an important role in demonstrating the transformation of the building. They are a contrast to the other facades of the building and to the architectural context. The facades by the main entrances are also contrasting. With a more open, inviting, and playful architecture, they clearly articulate that something else is happening here. The grid has been used in the design of the facades in order to ensure a flexible use of the spaces in the building.
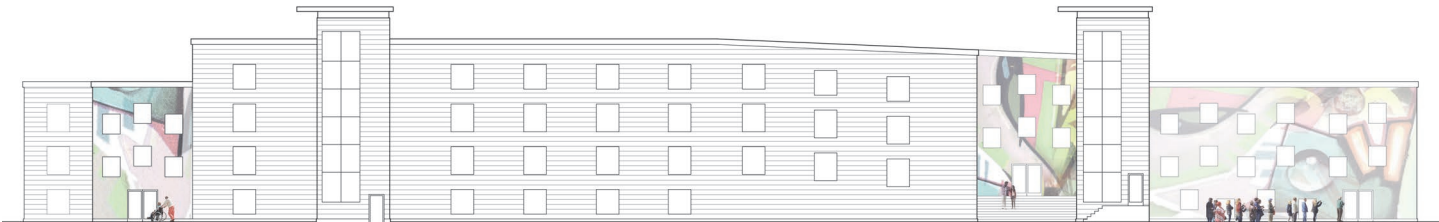
Facade towards Lindholmsallén 1.500

Facade created by the cut 1.500

Facade created by the cut 1.500

Facade towards Kunskapsgatan 1.500
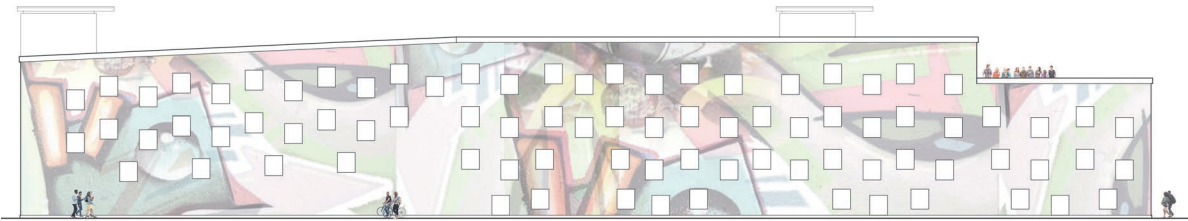
Facade towards Plejadgatan 1.500

Facade 1.250

Facade 1.250

0 5 10   20 m

DISCUSSION & CONCLUSION

This chapter includes a discussion of how the thesis has answered the research questions presented in the introduction. The conclusion summarizes the discussion and presents the findings from the thesis. At the end of the chapter, there is a reflection of the design process.

DISCUSSION

RADICAL ACCESS TO THE CITY

Existing spaces of urbanity have often not been valued for the complex relations and interactions present, but instead been valorized and seen as commodities, where the focus is to maximize the profit. The design in this project creates a contrast to this, by prioritizing people and their relations, creating spaces where people can meet and express themselves. By resisting the current rationalities of urban planning and instead work with feminist and intersectional perspectives, it is possible to create a more organic process.

The theory of the city and the right to the city formed a framework for the redesign. The right to the city is not about the freedom of the individual, but the empowering of the collective, allowing the inhabitants to create and be part of the city. I found that urbanity and incompleteness are important for a well-functioning city, but deurbanizing trends are counteracting this and are strengthened by neoliberal development. Therefore, one strategy for the design is to enhance the urbanity of the site and the building and allow it to be incomplete. Then it is important to connect the building to the surrounding urbanity of the city and make it accessible for the inhabitants. The incompleteness means it becomes an ongoing process which develop and adapt after the needs of the inhabitants. This creates a priority for the use value and a possibility for the target group to appropriate the space. The target group is described as people who are pushed out from the inner city by the neoliberal development and are exposed to more than one kind of oppression.

The general framework of the grid and the modules creates a flexibility which allow different uses of the building, and therefore also different people and communities. Furthermore, the layout of the floor plan and the facades were designed with the grid as a base, creating a flexibility for the design of future phases. The incompleteness of the design and the possibility for people to create new modules in the future according to their needs support the right to appropriation and participation. The facades with graffiti contrast the surroundings and support the incompleteness by creating an opportunity for inhabitants to express themselves. This means the building could support people to collectively reshape themselves by reshaping urban space. In order to reshape the city in a more democratic way, it is however of importance to not only invite the target group, but eventually, when the target group feels like they have

a place of their own in the inner city, also everyone else who inhabit the city. I would nevertheless argue that it is of importance to first invite the target group, in order to break the current hierarchies of urban planning.

The focus on economic profit and rationality has enabled the neoliberal restructuring, why there seems to be a connection between the neoliberal trend and traditional male norms. These normative values tend to be prioritized above the actual needs of the inhabitants. For example, the current problems with segregation in Gothenburg have often not been something the urban development has counteracted, rather the contrary. Places where vulnerable groups of people have been able to create a place of their own, for example in Kvillebäcken before it was new, have often not been valued for this. They have instead become an economical calculation, with the goal to maximize the value of the land, creating profit for private stakeholders. Existing communities have been ignored and pushed away, leading to segregation and deurbanization. The connection between the neoliberal trend and traditional male norms seems to be important because it can be understood as a root cause to many problems connected with climate change and social sustainability. The neoliberal trend can be regarded as a consequence of deeply rooted social norms. These norms therefore need to be acknowledged and questioned in order to change the problematic structures they cause.

On the other hand, I found feminist and intersectional perspectives closely connected with how I discussed urbanity, and therefore also a just city. An important part of this project has therefore been to explore how urban development can take form if other values, which cannot be calculated in economic terms, are prioritized. From my own experience in the university, the discussion of feminism has been lacking. Especially when you do not search for it yourself, even though progress has been made in recent years. The lack of this discussion can for example lead to a struggle finding role models to identify with and a traditional male, not sustainable way of working. It leads to architects, even though female or non-binary, get educated into a traditional male approach towards the profession, which can consolidate unequal norms of architecture and urban planning.

A CRITICAL PERSPECTIVE

In this master's thesis, design is used as a way of questioning. By suggesting a radical change to a normative building structure, the norms concerning the building become visible and in a different light they might not seem as natural anymore. The parking garage is used as a tool for questioning the linear way resources are used in the building sector today, and the proposed use of the building questions how urban space is developed and valued. An important part of the critical questioning has been to create a contrast to disenfranchising and linear norms in order to make them visible. This is used throughout the project, creating a distinct contrast to the context of the design project, both socially, economical, and architectural. Furthermore, it creates a contrast to how the processes of urban development functions today.

Redesigning a parking garage into an open, unfinished space where people who today have very limited influence over the development of urban space are invited can be seen as irrational. Not finishing the redesign in one step is probably not the best solution for the economy and efficiency, but those aspects are not what I found valuable for a just city, rather the contrary. The design proposal questions what is seen as rational and normative today and explores a possible way of developing space in a more democratic, organic, and sensitive way. Transforming a building structure in a way which gives inhabitants radical access to the space shows a possible way of imagining the city, where the inhabitants collectively get the power over the space. The structure of the process where the design gradually takes form creates the possibility for inhabitants to appropriate the space. The development becomes sensitive to relations formed by the interaction of people, made possible by an empty, physical structure. This creates a contrast to the more linear process of today where efficiency and economic profit tend to be the goal, and an inclusion of the inhabitants often is regarded as ineffective. The time it takes to include inhabitants in the process is generally seen as more valuable than creating spaces which meet their needs, meaning the use value is neglected in order to make the process more efficient according to the norms of today. Even the public sector has been restructured according to neoliberal practices and urban development has become separated from democratic, political processes.

By suggesting that cars should be given less space in the city, the design proposal questions the car norm, which tends to be most beneficial for privileged groups of people. To instead give this space to the target group to access and form after their needs work against the disenfranchising trends of today. The target group is described as those who are most disadvantaged by how cities are developed today and pushed out by the deurbanizing trends. This creates a contrast to how the right to the city today belongs to the elite, who can be said to not even inhabit the city. There is however a risk that the proposed process and design of the building creates new hierarchies, and maybe a new elite. When the inhabitants get to decide, they might not create a democratic space, or even want to use the building for something else than parking. It is difficult to break norms, even when you are not benefitting from them yourself. Therefore, it is important to view urban development as an ongoing and incomplete process which always can be improved, in order to counteract the consolidation of new, undemocratic norms.

Even though the target group in this project represents a small group of people, it is important to give all inhabitants of the city spaces which they can appropriate. The restructuring towards processes where the right to the city belong to the inhabitants should not only explore possible ways of social inclusion, but how a more just way of developing the city can be achieved which everyone who inhabit the city can be part of.

CONCLUSION

It is possible to develop the city in a more democratic way than the current norm of profit driven development. In order to change the deeply rooted social values which have made the disenfranchising development of our cities possible, there is a need for new strategies. The theory of the right to the city can be a way of approaching this, with an emphasis of the right to appropriation and participation. To view urban development as an ongoing, incomplete process is important in order to counteract new hierarchies and elites. The strategies also need to include feminist and intersectional perspectives, as well as an understanding of the city and processes of deurbanization. It is a question of discussing and lifting immeasurable values high above ones which are seemingly more rational according to the norms of today.

To use architectural design as a tool for critical questioning can be an effective way of starting discussions about problematic norms. The physical structure of our cities influences us and our behaviours, why design and architecture can influence us to question our social norms. When a building or the process of developing a building contrasts the norms in a radical way, it can help in making norms visible. By becoming visible, discussions are enabled. Just like the speech of the city can be understood as making deurbanizing processes visible, a design project can be used in a similar way. In this project, design has been used as the speech in order to make the deurbanizing processes of neoliberal development and the car norm visible. The parking garage has been used as a tool, making it possible to also question the linear way resources are used in the building sector by showing the potential of transforming an already built structure. The suggested process and use of the building explore a possible way of giving radical access to the space to inhabitants of the city, questioning the profit driven, linear and disenfranchising way of developing urban space.

This project results in just as many questions as it tries to answer, and hopefully more. The intention has not been to find one answer to the questions, but to be an exploration creating discussions, which I hope will continue after this project is finished. It all starts when we dare to imagine a more just and sustainable way of developing our cities.

REFLECTIONS ON DESIGN PROCESS

To work with a critical perspective is something I have always been drawn to, and this project has allowed me to explore it in depth. The project started with literature studies and analyses of the building and its context in order to create a framework for the design. At the same time, I searched for inspirational references and discussions regarding redesigns of parking garages. I started with the design proposal early in the process in order to have time to critically question and change it, which was good because it was challenging to connect the design to the theory and analysis.

The design presented at mid-term did not represent the kind of work the aim of the thesis suggested it could. I realized that the project had, even though the theoretical background, followed some of the norms it was supposed to question. In order to gain some new perspectives, I went back to the theory and analysis. I also critically questioned the inspirational references and design strategies in order to map out how the project could meet the aim of the thesis in a better way.

When I started working with the design again, the connection to the theory was stronger. With the process of going back and forth between the theory and the design, using many meters of sketching paper, the design eventually started to represent what I intended.

The method of critical reflections helped me to constantly come back to the critical and questioning perspective throughout the work. It is also what kept me motivated. The result of the design is only one of several possible solutions, and it is not a finished project as we usually present them at the school of architecture. This was a norm I struggled with and I found myself more than once striving towards a fully completed, more normative design project.

The result became something completely different than I had imagined when I started, which I see as something positive. What I have learned throughout the semester has made it possible. It has also given me new tools and perspectives which I will bring with me into the professional life.

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FIGURES

Figure 1-3: Göteborgs Hamn (n.d.) *1924, 1968, 1968, 1974, 1975, 1993* [Online Image]. Retrieved from https://www.goteborgshamn.se/om-hamnen/hamnenshistoria/historiska-bilder/?areas=&min=1810&max=2002

Figure 4-9: Göteborgs Stadsbyggnadskontor (n.d.) *Map from 1809, Map from 1855, Map from 1921* [Map]. Retrieved from https://goteborg.se/wps/portal/start/byggande--lantmateri-och-planarbete/stadsbyggnadskontorets-kundservice/historiskt-material/!ut/p/z1/04_Sj9CPykssy0xPLMnMz0vMAfljo8ziTYzcDQy9TAy9_UMD3AwcLcMs3NyCPYxNTIz1w8EKDFCAo4FTkJGTsYGBu7-RfhTp-pFNIk4_HgVR-l0vy-A0NDXVUVAQAFOCs6g!!/dz/d5/L2dBISEvZ0FBIS9nQSEh/

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