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Faculty of Landscape Architecture, Horticulture and Crop Production Science

Searching for site-specific design

a case study of harbour transformations in Køge, Denmark and Reykjavík, Iceland.

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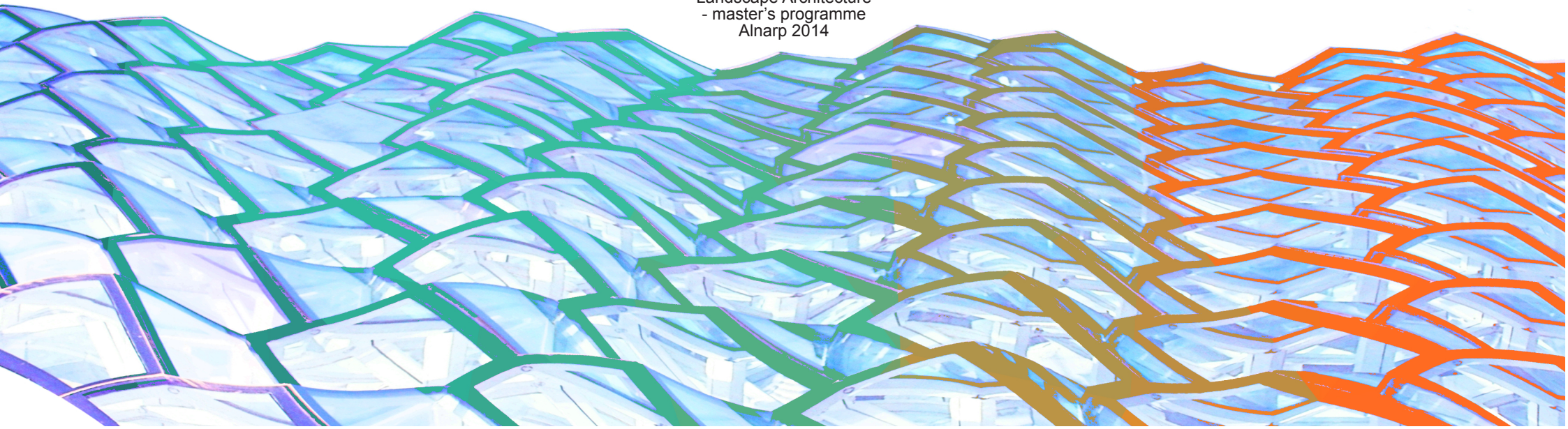

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Abstract

Humans experience space in diverse ways; through their senses, observations and emotional attachments. People connect with their environment on individual and group basis and create a variety of structures, based on different meanings and experiences. Hence, our built environments represent different values and meanings. All human made structures represent history and tradition; they are signs of their time. (Tuan, 1977) As old structures and designs give way to modernising transformation, it is essential to respect and if possible to maintain some of this quality of the place and time. Consequently, a precise and detailed analysis of the nature, role, significance and value of a place pegged for re-construction has to be carried out.

During the last few decades, the transformations of old harbour areas have often been characterised by *tabula rasa*. This approach is increasingly being rejected by local authorities and community members who call for the preservation of many of the existing characteristics and qualities of old structures in the planning process. (Diedrich, 2013a)

Urban designers are responsible for recognising the historical and sensitive qualities of place and capturing the essential characteristics of the areas they work with; to draw on their experiences and utilise their training to create environments which fulfil the needs and wishes of the users as well as complementing and respecting the surrounding areas and the site itself.

This thesis will explore the different ways in which designers experience and value built environments. It will outline and analyse the means by which urban designers engage with such values whilst meeting the needs and wishes for the local people and authorities. Through the use of specific case studies – two harbour areas - this thesis will explore how a respectful and creative design can combine the values of the past with the expectations of the future.

This thesis will provide a critical evaluation of the responsibilities placed on urban designers. Through the use of case studies, the focus is drawn to two different harbour sites outlining and evaluating how local Municipal Plans and urban design can come together in harmonious ways. The focus will be on understanding site, site specificity, alternative planning and temporary design. The thesis will take the reader through the particular processes and practices which have in some cases taken place and in others are still in planning for the case study sites.

This thesis examines the links between the past, present and future; it explores current transformations and future visions for the two harbour Areas - Køge, Denmark and Reykjavík, Iceland - by utilising analytical methods developed by Lisa Diedrich.

A literature review will provide a detailed explanation for the concepts of ‘space’ and ‘place’ and it will further outline how vital good planning and sound design are to the successful creation of practical and meaningful environments in redeveloped harbour areas. It will also outline different methods that can be used to evaluate areas and sites due for re- development.

The concluding part of the thesis describes how the two case studies might benefit from utilising flexible plans; it will outline the positive aspects of designing and building areas in phases, where experiments with temporal design are used in reflective ways, with key foci on efficiency, utility and human activities.

Thanks to:

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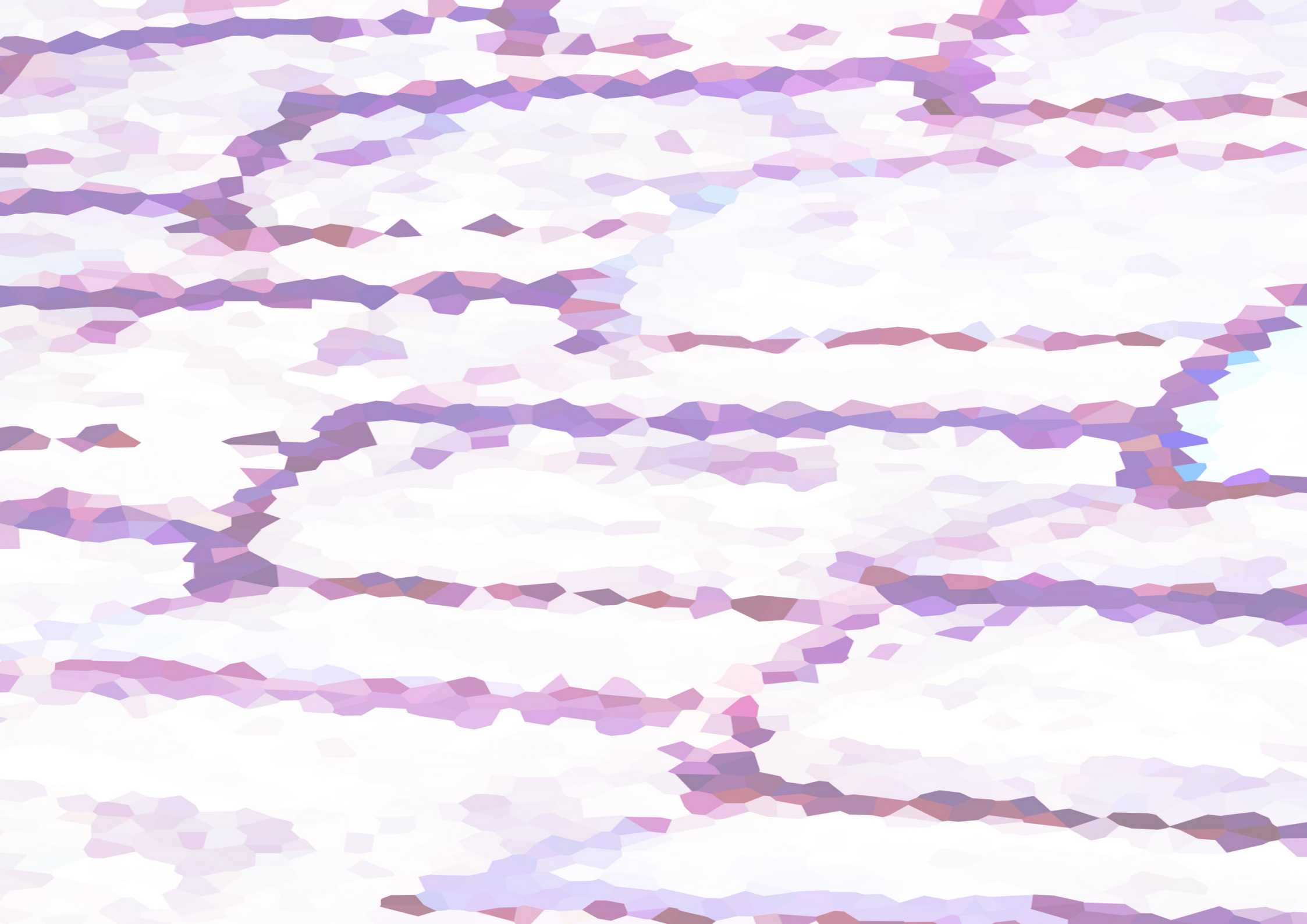
INTRODUCTION



Background

Across the world harbour sites are undergoing re-constructions as local industries close or move elsewhere. New modes of transport, production and new technology have in many parts of the world either outdated or made redundant the previous roles and functions of many traditional harbour sites. While old industries in these sites cease to be and/or move out, they leave behind a variety of features and attributes, material and immaterial ones, static and dynamic ones. These features become characteristics, remnants and memories of something that once vitalised the site.

In many of these old harbour sites which are undergoing redevelopment, designers still have the opportunity to preserve these qualities and features, hence the unique local history which can become an essential component in the transformation of the site.

Another factor which must be considered by designers is that major redevelopments have great impact on the local population and human activities. Hence, it is essential to ensure the utility, functionality and appeal of the site is realised by the local population and that the development site maintains in past connects and/or creates new connections to other parts of the town/city. All these factors tend to be of great importance to local authorities which are increasingly rejecting *tabula rasa* approaches when it comes to the designs and restructures of local harbour areas.

Local environmental and social groups are also increasingly expressing their discontent with conventional, inflexible designs and developments of local harbour areas and are calling for experimental, reflexive and conservation centred designs and approaches. (Diedrich, 2013)

Any transformation where important elements are preserved and characteristics are evaluated to create a site specific design might sound unrealistic, non-practical or even utopian.

Furthermore, flexibility and experimental design are usually not considered the best option for major redevelopments, particularly those funded with public money.

Hence, it is not uncommon that local municipalities create and/or select plans that only visualise the final design and do not include flexibility or re-evaluation during the construction process.

The key justifications, aims and outcomes tend to be expressed through terms like ‘sustainability’, ‘communal spaces for all social groups’ and ‘city friendly environment’.
Such conventional outcome focused approaches mean that designers and municipalities rely exclusively on the soundness of the initial designs and plans, i.e. the outcome will be true to its original plan.

They overlook the great possibilities entailed in flexible plans, where the process towards the construction of the new site can be gradually evaluated and formed in line with the needs and wishes of the local people and stakeholders

Harbour areas have unique characters, frequently boasting lively maritime industries and large scale buildings. The historic values of these places have been created over a long period of time. They have affected and been affected by their surroundings. Hence, it is essential to take a critical look at conventional methods and examine and test out new ideas and approaches.

A large part of contemporary design theory does just that. A number of thinkers and designers are currently introducing and advocating for different approaches to capturing and maintaining the historical and social qualities

of old (harbour) sites, among them Ellen Braae and Lisa Diedrich (Braae & Diedrich, 2012), (Diedrich, 2013a) Carol Burns and Andrea Kahn (Burns & Kahn, 2005), Christian Norberg-Schulz (Norberg-Schulz, 1980) and Yi-Fu Tuan (Tuan, 1977).

These authors have all brought new perspectives to the field of landscape architecture. After consulting the work of these authors, it becomes clear that there is not one universal recipe to capture and transfer site-specific qualities and features into design but a range of methods (with their theoretical foundations), from which designers have to consciously select their approaches. From the readings above, the author of this thesis became increasingly interested in the dynamic qualities of derelict harbour sites and how they can be revitalised and integrated into the local, urban settings.

Research question

The main research question emphasises the issue of site specificity and transformation process and how it is possible to create flexible plans that increase the value of specificity at the site.
That is why this thesis focuses on the following research question:

How can designers integrate dynamic qualities of derelict harbour sites and foster a site-specific transformation into urban sites?

Method

This thesis considers and evaluates, two different approaches for the evaluation of site qualities. Subsequently, one chosen method is used for further analyses of how the transformation processes of development sites are performed. Finally, the theoretical part outlines temporal designs. It provides a critical discussion on the nature and uses of temporal designs and provides insights into the potential and real affect they have on Municipal Plans. In the following part - the case studies - these insights are used to analyse two select cases, namely the South Harbour in Køge and the Old Harbour in Reykjavik.
These sites are studied through a set of filters derived from the interpretation tool for site-specificharbour transformation defined by Lisa Diedrich. (Diedrich, 2013a)

The theoretical foundations

The theoretical foundations draw on qualitative literature study of relevant theories, mainly focusing on three subjects. The first part concentrates on the fundamental knowledge and importance of space and place; the importance for designers to be aware of these concepts when designing and transforming (harbour) sites.

The second part concentrates on how the characteristics of sites can be detected in a reflective way which can assist designers in transforming sites in a site specific manner instead of the phenomenological approach of genius loci. This second approach focuses on the site understanding and structure and how evaluation of a site should be performed through the use of an interpretation tool. This part explains the fundamental concepts of how to evaluate site- specificity and what terms should be avoided when evaluation of a site is performed.

The last part of the theoretical review outlines studies on alternative planning and temporal design. It outlines how these plans can affect a Municipal Plan, and highlights the profit and outcome of them.

The case study

The interpretation tool made by Lisa Diedrich is used for guidance in the study of these two sites. The approach to the two case studies differs somewhat. The harbour site in Køge, Denmark is examined with the main aim of finding out how the designers read the site and how that reading is represented in the future vision of Køge. Speculations then follow about whether or not this development process will lead the transformation of the site to a site specific design.

The next step was to develop the Interpretation tool for application by the author of this thesis as she examines and reads the Old Harbour site.

The evaluation of the two cases relies strongly on the sources outlined in the Theoretical Review, concentrating on the both real potential as well as potential problems associated with each site. These findings are then used for the design ideas for the harbour site in Reykjavík, Iceland; the strengths and weaknesses identified in the design, planning and processes to date in both harbour sites can become a source for future design for the harbour site in Reykjavik.

The aim of the Køge case study is to strengthen the development process of the Old Harbour in Reykjavík in the hopes of strengthening the connections and usage of the area as further development and transformation towards the final design continue.

Experimental knowledge is gained by on-site visits and is the main source for this chapter of the thesis.
Two site visits were performed in Køge. During these visits, the author gained a clear picture of the structure and practises of the harbour in Køge. Furthermore, in order to be able to understand the future vision the Municipal Plan documents were studied, mainly to deepen the understanding of the side.

The study in the case of Reykjavík has been ongoing for many years as the author is Icelandic and has visited the area several times. Furthermore, precise studies and evaluations were performed in the Reykjavik site in December 2013 and February 2014. Interviews with the Chief of Faxaflóahafnir, Hjálmar Sveinsson, and fishermen were made in addition to these observational studies.

Delimitation

There are many ways to approach and relate landscape architecture to developments in urban design and transformation processes. Since this thesis focuses mainly on the case studies, the literature studies only frame related topics such as; fundamental concepts, site understanding as well as alternative planning and temporary design. All of these topics are related to the cases studied and carried out with the aim to the design ideas for the Old Harbour in Reykjavík.

For each case study different documents were studied. The author did, in cooperation with the municipalities in Køge and Reykjavík and for comparison purposes try to find similar documents for both case studies. This document research was undertaken in order to achieve a more realistic understanding of how the designers read the site and how the author should read the site herself. By doing so, the author was capable of creating design ideas for the Reykjavík case.

Conscious decisions were taken about not carrying out a comprehensive survey among stake holders in either case studies because of complexity and differences in documents. The uncertainty of the number of current and future stakeholders was another reason for not carrying out such a survey. A formal survey was not considered to be ideal either regarding the public user. Informal interviews were chosen instead to strengthen certain chapters such as; memories and atmosphere. The author wanted to speak to people in an informal way to get peoples' most important memories, instead of asking formal questions and risk losing peoples most valuable information.

The other reason for not including public participation is because there are no inhabitants at the sites. There are only companies and industries at the Reykjavík site and there are more locals that visit the Køge site. The aim was therefore, to concentrate on documents and on-site visits to have the same fundamental approach to on each site.

Disposition

This thesis opens with an introduction and comprises three main chapters.

The first chapter consists of theoretical framing. These theories are related to fundamental concepts of space and place, site understanding, site specificity, alternative planning and temporal design. These studies are relevant to the following chapters of the thesis.

The second chapter contains case studies that were performed in the harbour area of Køge, Denmark and The Old Harbour in Reykjavík, Iceland. These case studies are in-depth studies based on site observations and the research of official documents.

The third and last chapter consist of design ideas for the Old Harbour in Reykjavík. These ideas are built on the knowledge gained from the Køge case study, developed and transferred to the Reykjavík case study. This is done with the purpose of improving the sites usage and qualities before and while the constructions are ongoing.

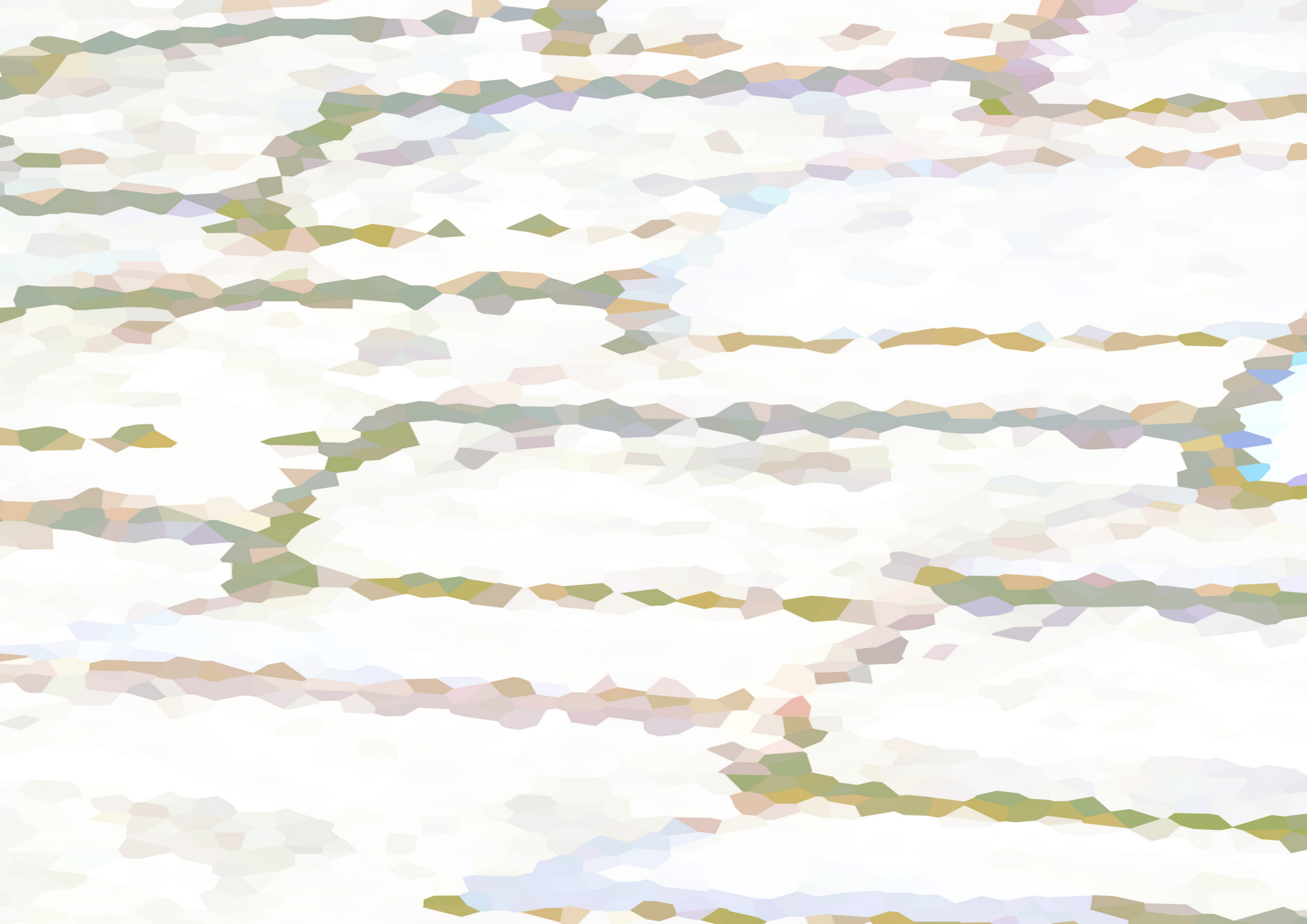
The main aim is improving the whole harbour site and decreasing the extent of unused areas as well as decreasing the current functions

that can be seen as problematic.

The design ideas are thought of as temporal projects with the opportunity of creating permanent facilities. The main aim is to combine the knowledge that the author got out of the theoretical studies and the lesson that were learned from the Køge case.

Another aim is to invite local people to the area and by that increase the usage of the site. The main benefit is that the transformation can be formed by participations of people, temporal design and alternative planning.

THEORETICAL REVIEW



“... How about you? Where are you, what are you doing?
How can we share the same land?
How can we think and build cities, public space,
workplace, housing and public facilities so that
everyone can find some happiness in them?
How can we imagine town and country planning
so that the last privilege find a place-so that each of us
can enjoy common space with equal pleasure and
fit into lively and liveable place?

How can we cultivate differences? ”.

(Chemetoff, 2009)

FAXAFLÓAHAFNIR

From space to place

Through the work of Yi-Fu Tuan one can gain an understanding and clear perspective of how ones basic surroundings are structured and how important the concepts of space and place are for landscape architects, planners as they deepen our understanding of our environment, its history, nature and foundation.

In praxis when areas are prepared for construction or transformation, evaluation and identification processes for the areas are performed. During these processes, the specialists not only have to avoid *tabula rasa* in the new design but must also be capable of using evaluation tools for further studies and design of the potential construction area and planning for future use.

In the book; *Space and Place the Perspective of Experience* Yi-Fu Tuan deals with how people experience space differently. The fact that in the English language the phrase ‘’I see’’ can mean ‘’ I understand ’’ says a lot about our diverse understanding of space and how our senses are stimulated by the environment around us.

Experiences are an accumulation of the various ways one constructs and senses reality. People sense in multiple ways, ranging from direct senses such as taste, smell, touch and sight to the indirect senses such as symbolization. Through touch, sight and kinaesthesia, space is experienced and movement provides an awareness of space and sense of how to act in it.

According to Tuan, the quality of space is based on personal mentality and ones senses. This is based on the human ability to read the pattern of geometric nature and creating mental images of the abstract space. The human mind is also capable of transferring feelings, thoughts and images onto physical materials. The way we sense our surroundings influences the way we feel and behave, being in a built environment makes people feel more in control and having a sense of knowing how to behave. People construct certain architectural environments in order to establish and maintain social roles.

According to Tuan, when places are created, it is important to bear in mind that people perceive and sense their surroundings in different ways. The feelings which are evoked by physical surroundings are determined by the individual experiencing them. On one hand, space symbolises freedom and openness towards future practices. On the other hand, space and freedom can be conflicting as being open and free, space can make one feel exposed and vulnerable. The open space does not include marked pathways or signs for guidance; it does not have a predetermined meaning and can therefore be seen as an empty canvas that can be made meaningful.

According to Tuan, the opposite of empty canvas space is the idea of place, which is a space that has been given a meaning and become cultured.

Through the transition from space to place, values and rules have been established. Humans require both space and place. When gazing to the horizon the human body uses the sense of sight to capture something in the landscape, a landmark or a point of interest.

Place is a stable object that resonates with humans’ attention, and can be defined in various ways, places are not necessarily visible, but can be made so with: rivalry or conflicts with other places and visual prominence, or feelings evoked by architecture or spiritual powers. Creation and identification of place is frequently achieved by dramatization, needs and functional rhythm both in a personal and group life. (Tuan, 1977)

On the process of redeveloping sites, it is the author's opinion that designers need to be aware of these two particular basic concepts; space and place.

It is essential to understand the basic structure of the environment in order to be able to approach the goal of creation of an environment that suits the aesthetic and everyday needs of the people living and working in it. As previously mentioned, humans experience the environment in different ways, therefore in order to meet the human needs in the environmental design it is crucial to analyse and investigate the users in details as well as the site itself.

When the understanding of these two concepts is achieved the designer can take another step in the development process, towards the transformation of the area.

To explain this further the author wants to refer to the Icelandic case study, and the fact that some parts of the area are today open spaces, in the eyes of visitors of the site and on-site investors. This open space does however mean something different for the former fishermen interviewed at the site. To them these spaces are places where they spent most of their childhood both playing and working.

Places are created in spaces; atmosphere and memories are created through on-site practises. By using the right evaluation tools designers can take this information into account, and use it to strengthen the design proposal to combine the past, present and future in a positive way instead of ignoring the former places to create new and more profitable ones.

5 - People lived and worked at the harbour in Iceland.

6 - People sense their surroundings in different ways.

When people gaze to the horizon, they use the sense of vision to capture a stable object in the landscape.

7 - Space can be symbolised as freedom and openness.

Place is the opposite of space, it has been given a meaning and is cultured. (Tuan, 1977)

Reflecting about Genius Loci

The *Oxford Dictionary* (Oxford dictionary-*Genius loci*, 2014) defines Genius loci as follows:

"-The prevailing character or atmosphere of a place.

"-The presiding god or spirit of a place"

When evaluating areas, Genius loci is a chosen method due to its simplicity and artistic appeal. It is interesting to explore the details and practical use of this method.

In, *Genius loci; towards a phenomenology of Architecture,* Norberg-Schulz takes the first steps towards "phenomenology" of architecture. Humans dwell where they can identify and orientate themselves, i.e. when their environment evokes meaningfulness. Norberg-Schulz states that humans dwell in surroundings that give them something more than the necessity of shelter and safety, they dwell in places. Places are different from spaces in the way that they have a distinct character.

The role of the architect in Norberg- Schulz's opinion is to recognize the character of the area and use it to create a site that makes human dwellings, a place. (Norberg-Schulz, 1980)

To apprehend "genius loci" at a site one must be open minded and able to analyse site details and transform these findings in architecture. Through the buildings humans erect and the elements they create the genius loci of the site is revealed. (Shirazi, 2008)

As a student of landscape architecture, explorations of new areas have resulted in clear realisation of the differences between areas. It is incontestable that different feelings follow different areas. This is most apparent in areas of strong emotional or historical significance, areas of conflict or unity. Areas such as Ground Zero, Manhattan or the Holocaust memorial in Berlin, or buildings such as churches or monasteries have a very strong and even haunting feeling to them. The behaviour of users and the changes in their reactions are an observational element that reveals how they experience the places differently.

It is however questionable if designers can rely on such a phenomenological approach in evaluations for future designs. Based on the speculations above, when constructions and transformations are planned the need for a precise and accurate tool to evaluate and analyse areas are needed instead of relying on the designers feelings and senses.

All of the analyses of genius loci have phenomenological approaches and are therefore hard to pinpoint or agree on; hence it is the author's opinion that a more precise method of interpretive analysis should be used. As constructions are often expensive and changes permanent, it is essential to ensure such decision making, and draw solid conclusions based on the analyses of designers. These analyses can detail the sensitive aspects of a site.

Understanding site

All over the world there are areas being planned and made ready for construction. The aim of these constructions is usually to finalise them according to plans. Once those plans have been finalised the squares will be active, shopping streets will be filled with people and sites will be lively and attractive; that is usually the plan at least.

There is always one factor that all construction areas have to go through, that is evaluations where qualities, characteristics and affordances are analysed.

This most important fundamental evaluation work gives the ongoing process a more stable course to develop towards what was put up in the beginning of a design. That is the reason why the evaluation tool must be precise and also leave room for interpretation so that the designers do not only 'follow their noses' but also reflect as they build their arguments.

Site specificity

Site specificity is often used and even overused concept in architecture today. The term derives from the art world, often used regarding installations and other pieces that have strong relation to the surroundings they are displayed in. In architecture it has been defined as a

"...phenomenological openness to specific condition and sensation on site." (Hatton, 1999)

This thesis will later discuss analyses of sites and detection of the site specificity of transformation projects using a method developed by Lisa Diedrich as a base for a methodology.

Site understanding

Places can never be labelled as empty; the foundation of a place always consists of what has existed there before, the experiences and memories of the site. One could therefore say that all sites begin as places. (Beauregard, 2005)

This goes hand in hand with the way Andrea Kahn (Burns & Kahn, 2005) defines site:
"...as a relational construct that acquires meaning and value through situational interaction and exchange".

The idea of discovering the specifics of a site are one of the main themes of the thesis and a clear understanding of site is a requirement when dealing with its specifics.

The idea of a site is often simplified as a ground with specific use, location and act. It is conceptualised through practices where each profession like landscape architects and planners, construe the site through their own normative approaches, where landscape architects focus on the material terrain and architects focus on the built environment.

These professions among others focus on their own knowledge based foundations and consume and build their design on those prerequisites. Designers read the site based on their experiences from the physical site and transform it according to their ideas, convictions and assumed requirements.

As previously mentioned, the idea of site is to most a clearly defined area, e.g. a building site. This categorisation is disregarded by Burns & Kahn in there influential book "Site matters" where they find site to be an entity, formed and impacted by its nearest surroundings as well as being influenced from beyond its physical boundaries.

Through this definition Burns & Kahn have created three distinct areas that are all a part of the one site. These areas are:

Area of control: The area most easily confined. Its borders often set by property or planning lines and/or regulations.
Area of influence: The surrounding area that has influences on the area of control, without being a part of it.
Area of effect: The area that is affected by the design or changes made to the area of control.

These three areas can overlap even though they exist in different places over different periods of time. (Burns & Kahn, 2005) Even though a site needs and has defined boundaries, this distinction of the three different areas is useful in the context of understanding the consistency of the site and to be aware of objects and elements that both influence and are affected by the area of control.

Burns & Kahn categorisation lead to a definition of site which is central to this thesis.

"(...)the concept of site, then, simultaneously refers to seemingly opposite idea: a physically specific place and a spatially and temporally expansive surrounds. Incorporating three distinct geographic areas, two divergent spatial ideas, and past, present and future time frames, site are complex".
(Burns & Kahn, 2005)

Space and place are complex concepts, therefore it is the designers' responsibility to ensure a full understanding of these concepts in relations to a site and furthermore, to be capable of identifying the three areas outlined by Burns and Kahn.

In the continuing process of transformation all of these concepts combined, bridge the gap between the task of site reading and the ongoing design process. In the following discussion of theory can conceptual frameworks the author will look more deeply into transformations and how to capture the specificity of the site.

Transformation

"Transforming the city is about creating places where you can discuss what will happen next."
(Chemetoff, 2009)

Transformation is in its essence a change from one state to another and is therefore heavily influenced by the past, present and future.

Transformation takes the current condition as a starting point and oscillates between the past and future while still knowing that neither is static. The conventional practice of landscape architects revolves around creating new designs and the idea of transformation revolves around the creation of dialogue between what already exists at the site and the intervention applied to the site by the designer. These interventions can take various forms, such as; subtractions, additions, superimpositions, etc., and the impact that they have on the site can vary greatly.

Site specific transformations focus on enhancing the relations between the physical place and the immaterial, the present and the future. The existent qualities of a site become the main driver in the sites transformation. Transformation in a site specific understanding is the action of creating new perceptions of what already exists instead of the more conventional design method of creating new objects. (Diedrich, 2013b)

Tabula rasa

Tabula rasa is a Latin phrase meaning "blank slate". The term has been used in landscape architecture for the action of starting a design of a site with neither consideration of what has been there before nor the nature of its surroundings. Just as a child shakes an "Etch-A-Sketch" before drawing the architects erases the pre-existing structure and starts over. (Diedrich, 2013a)

The opposite of *tabula rasa* is the idea of transformation and preservation of site specificity.

Site specific method

An interpretation tool is as a method of detecting and evaluating site specific designs. Lisa Diedrich created an interpretations tool that examines the way designers read and edit sites and by doing so the tool reveals the site specificity for the designer's transformation.

The method discloses the qualities of site specific "design" instead of ranking them.

Table 1 - Interpretation tool (Diedrich, 2013a)

Site as construction		Site as transformation		Site specificity as double play
THE DESIGNERS' READING		THE DESIGNERS' EDITING		THE PROJECT'S SITE SPECIFICITY
comprehensive analysis through reading filters:		**comprehensive analysis through editing filters:**		
physical	structures materials	translation	domestication foreignisation	oscillation
dynamic	processes practices	intervention	connectivity appropriation	radicantity
immaterial	memories atmospheres discourses			
Synthesis: The project's narrative		Synthesis: The project's translation and intervention modes		Conclusion: The project's oscillation and radicantity

This method is value-free, not made to criticise the existing designs but to disclose its characteristics and the transformation it has undergone through the designers interventions; it examines what the designer sees or saw in front of her/him in the reality, what she/he wishes to construct and/or what has been constructed.

This interpretation tool is divided into three parts, which are; "Site as construction", "Design as transformation", "Site specificity". (Diedrich, 2013a)

Site as a construction

"Site as a construction" examines the designers' reading and studies how the designers of the site saw the materials of pre-existing elements as usable. It detects which elements the designers decided to remove and how the final transformation could be realized.

This tool also analyses the designer's understandings and how he/she read the site and points out the qualities of existing elements. The understanding of how the designer identifies the immaterial and material from a heritage point of view is evaluated. The evolution of site qualities is considered over time.

This method examines the aspect of time as well and the designer's reading of the site´s dynamic features. (Diedrich, 2013a)
The part of "Site as construction" is composed of three filters that examine:

Physical aspects of the site: this filter highlights existing structures and materials on the site and allows for an examination of many states such as the syntax, open space and infrastructure, and materials such as buildings, large objects and built up ensembles.

Dynamic aspects of the site: this filter focuses on the observation of natural processes, including ecology, preservation theory and people's usage of the site.

Immaterial aspects of the site: this filter focuses on urban design, landscape architecture, phenomenology and cultural studies. Firstly it outlines common stories of personal experiences and secondly it highlights memories as a collective authoritative history.
(Diedrich, 2013a)

Design as a transformation

The "Design as a transformation" examines the designer's editing and analyses how designers have developed the site and its pre-existing qualities which were detected before transformation began. (Diedrich, 2013a)

Alternative planning and temporary areas

In an alternative planning, conventional master plan which is a presentation of the Municipality's vision for the functions and appearance of the Municipality for the following decades can be combined with a more flexible and softer planning processes resulting in a more successful city design. A failed master plan can have terrible effects on a city. The negative effects can cause tension and cynicism within the affected community and can cast a shadow on the general image of the city.

Master plans are conventionally created with a long term vision in mind and have the final goal of creating and sustaining a successful city. These conventional plans are formulated over long periods of time and have to go through numerous steps before their realization is achieved, steps such as; implementation, adoption and approval. That is to say if they ever become realized.

The major problem with conventional plans, besides their long process time, is their common lack of consideration towards factors such as; availability of finances, changes to governing powers, and availability of land. (Bishop & Williams, 2012) Unfortunately, it is common that these essential factors are not recognised or addressed in many modern masterplans. One alternative to the conventional can be found in four-dimensional planning methods where time is taken more strongly into account.

Those masterplans are not created with a final static vision in mind but more of a vague vision that is open to change and can develop step by step over time. This flexibility is often achieved by the creation of different developing phases where one phase can influence the next one and a realisation of a relevant site becomes possible. (Bishop & Williams, 2012)

The planning of both temporal and physical elements is the foundation for a four-dimensional planning method. The development process of these plans contains such factors as; adapting to existing elements and qualities instead of implementing a *tabula rasa* method, as well as allowing for the possibilities of creating and utilising immediate uses for these areas.

These sorts of uses can be of great importance and help to reinvent an areas image. (Ibid) City beaches are for example phenomena which have been used as a place-making tool on numerous locations around the world. A city beach is, as the name suggests, simply a beach area within the boundaries of a city, often set up in a temporary manner. The areas transformed into beaches are often in strong contrast to their built up, urban surroundings and therefore provide alternative interest to the local population. Such sites are not costly in construction and their informality is inviting to a large group of people.

One can argue that their spirit and representation is well suited to the Post-Fordism of today. City beaches have come into being all over Europe, in countries such as the United Kingdom, Germany and Denmark but most famously in Paris, France. (Stevens & Ambler, 2010)

The implementation of temporary areas (creating a place from space), in alternative planning methods has become an increasingly common part of alternative planning methods. (Bishop & Williams, 2012)

An example of an alternative planning can be found in the redevelopment of Ile de Nantes in France. The reconstruction of the harbour site was undertaken without a formal and strict plan.

The architects Alexander Chemetoff and Jean- Louis Berthomieu made certain main goals for the project which were achieved through careful examination of the sites history, condition and use.

The time period for this construction assignment was ten years, based on repeated in- depth studies of the site. The project's process was characterised by the lack of a single overall plan for the area and smaller steps that always took its predeceasing steps into careful account, constantly promoting re-evaluation of the site. (Diedrich, 2013a)

The inclusion and use of temporary areas as parts of alternative step-by-step plan making can be very useful. This ensures that an area is used and occupied without expensive and decisive actions that can have detrimental effects on an area. By using areas in a temporary way, the areas can be used as testing grounds for uses and constructions without limiting the further uses they can host. (Bishop & Williams, 2012)

These actions can even strengthen the connections that users have to the areas and their surroundings, compensating for the disruption these actions have on the environment of the users and provide for future re-assessments. (McClish, 2010) Even though the research that supports this statement was done in regards to temporary art in the public space, the author sees no reason why the same could not be done with temporary design of public spaces.

Temporary areas have been designed, used and constructed all over the world as previously stated. Research of these sorts of areas in Europe has revealed the versatile uses and effects they can have on their surroundings and communities. Oswalt, Overmeyer and Misselwitz state in their book; *Urban Catalyst: The power of temporary use,* that temporary areas can be classified into 9 different categories based on their uses and the effects they have. They name these categories: Stand-in, Free-flowing, Impulsive, Consolidating, Coexisting, Parasitical, Pioneering, Subversive and Displaced.
(Oswalt, Overmeyer, & Misselwitz, 2013)

Stand-in temporary uses: The most common of all temporary uses. Temporary uses of this category are based during an interim period of a sites usage i.e. stand-in temporary uses take place while a site is not used for anything else. These uses leave no physically lasting mark on the sites.

Free-flowing temporary uses: Temporary uses change places , prolonging the uses but adapting to new surroundings . This can happen once or repeatedly and be due to leases expiring, changes in planning laws and numerous other reasons.

Impulsive temporary uses: Uses that are implemented in hopes of improving an image of an area. This takes place by the introduction of new uses for an area with a problematic image, with the hopes of the sites usage kick-starting new life onto the area.

Consolidating temporary uses: A temporary area that becomes established as a permanent one.

Co-existing temporary uses: Basically an area that hosts Stand-in temporary uses that do not stop ones the permanent uses are established. Instead, the temporary area continues to exist alongside the permanent one.

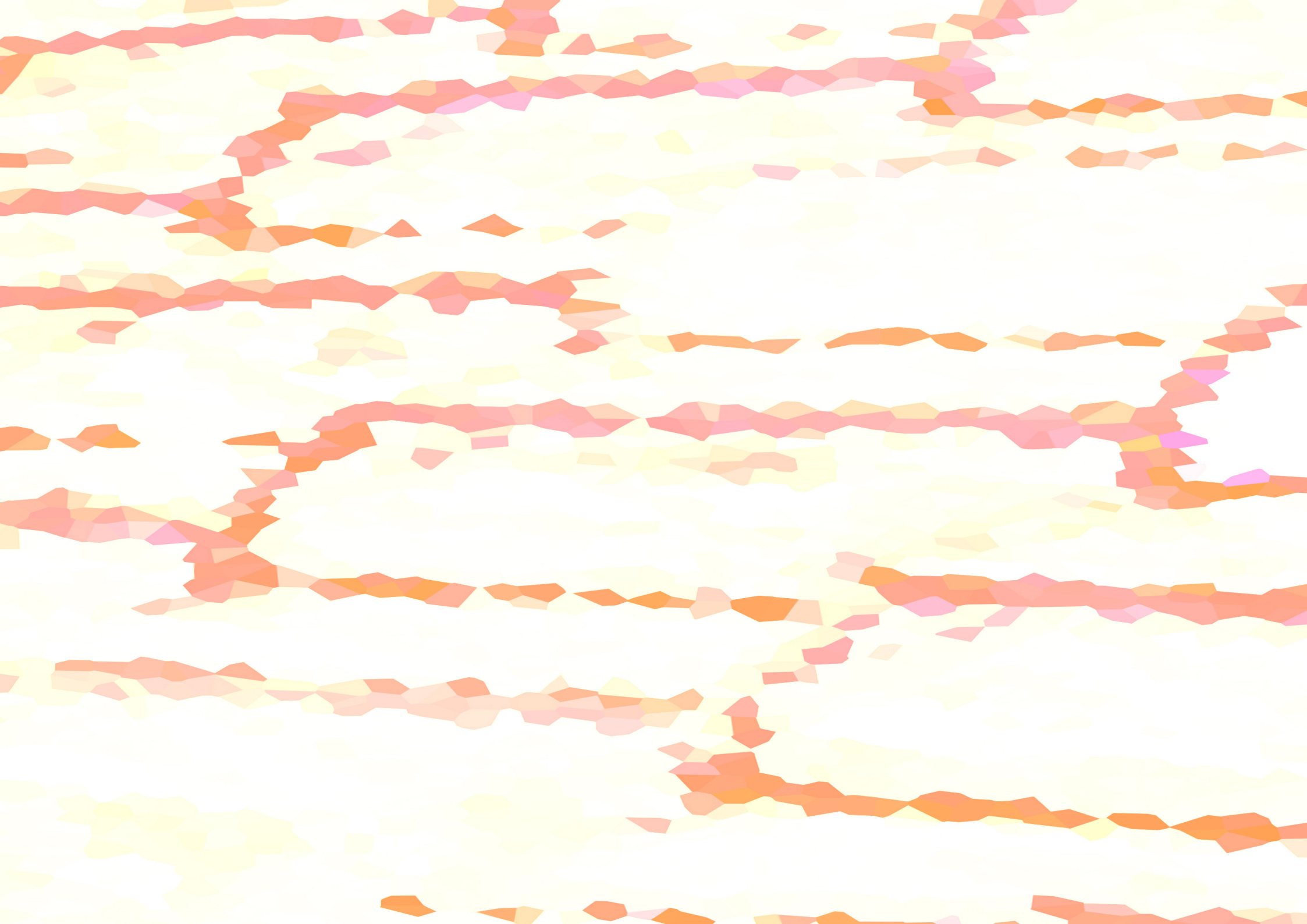
Parasitical temporary uses: Temporary uses live off the uses of other areas and their uses, relying on the uses of other areas for their foot-traffic for example.

Pioneering temporary uses: New and modest temporary uses of a site become so popular that they become established and take on an increasingly permanent role.

Subversive temporary uses: An established permanent site is used in a temporary way that disrupts its established usage, often resulting in the area to undergo changes.

Displaced temporary use: Permanent and established uses are relocated temporarily for some reason. The established uses are continued at a temporary location until they are relocated back to their original location.
(Oswalt, Overmeyer, & Misselwitz, 2013)

CASE STUDY



“In fact getting to know a place requires practice, experiments and considering the space of the project as a time for discoveries.”

(Chemetoff, 2009)

Application of the Interpretation tool

It is essential to study all the different features and aspects of sites in order to discover and evaluate what paths are available for future transformations.

Therefore, in the following case studies of Køge and Reykjavík, the author believes that application of the Interpretation tool (discussed earlier) will strengthen the outcome and the process of the evaluation. The site-reading is based on selected subcategories that are clearly applicable to the sites in question.

The two cases are approached differently. In the Køge case the author examines and analyses how the designers read the site and how they used their readings during the development process.

In the Reykjavík case, the author reads the site herself to be able to promote design ideas. The main reason behind these different approaches is that the author's familiarity and relationship to these areas; the Reykjavík harbour is part of the author's homeland, while Køge is foreign.

These two areas were also approached in different ways with regards to references and gathering of information. In the Reykjavík study more interviews were carried out and it also involved more extensive.

Due to familiarity to the people and site in Reykjavik, there were inevitably more addition information available; e.g. based on personal connection to people in the location.

The Køge case was initially an unfamiliar site and due to lack of connections and basic familiarity to the site and people it was more difficult to obtain information. However, it must be stated that due to the different stages of site development, it was easier to evaluate the designers work and future plans in Køge

Introduction
The history of the South Harbour of Køge, Denmark

Framework for harbour transformation
- Masterplan of Køge
- Development plan of Køge
- Køge Kyst; “Phase 0-13”
- The “Thread”
- Urban Play exhibition

Personal observations

Designers´ reading
- Structures
- Materials
- Processes
- Practices
- Atmospheres

Site understanding

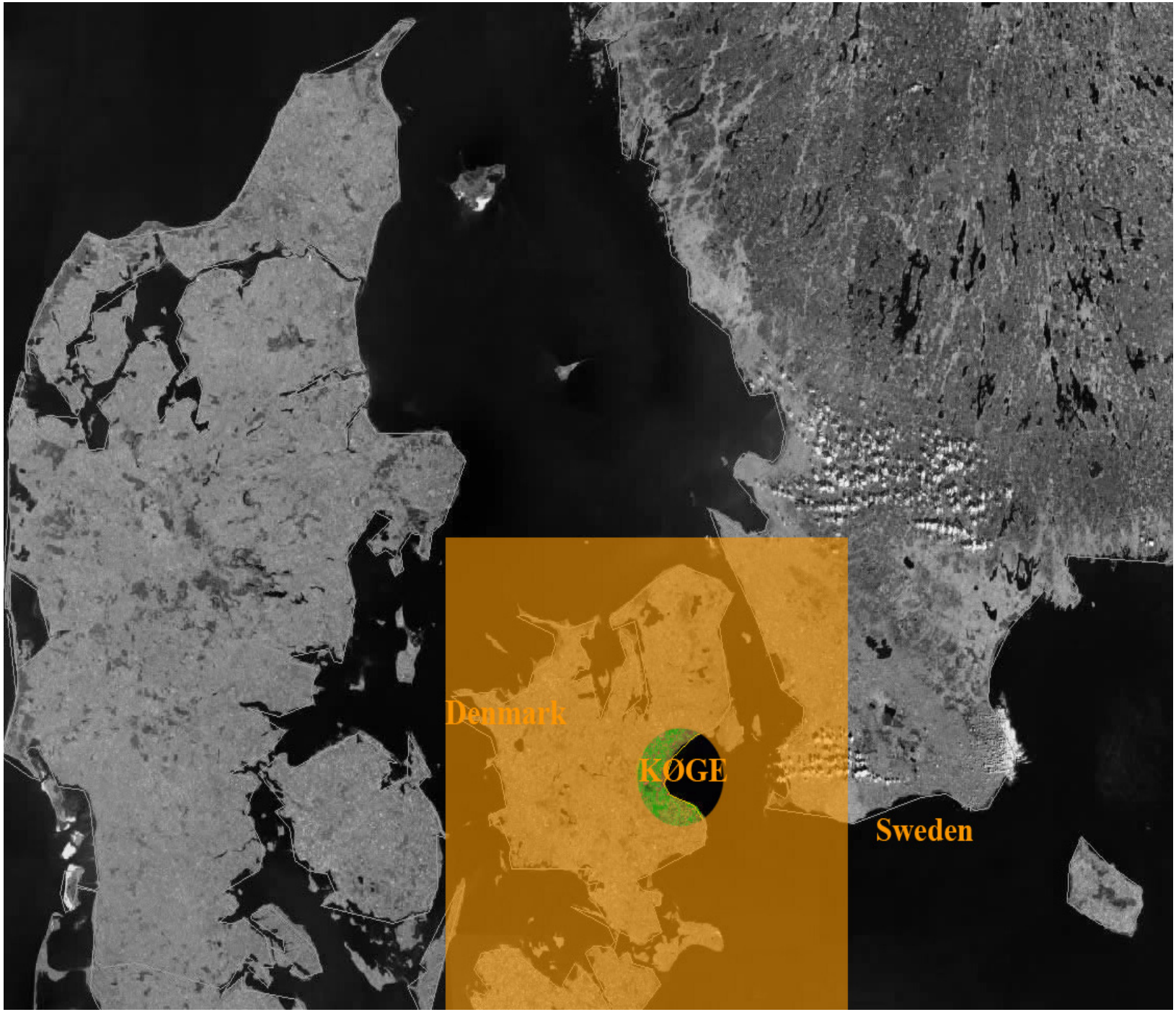
Case study: Køge, Denmark

Introduction

The harbour area in Køge is located east of Zealand in the Øresund Bay. This area is 24 hectares in size, located between the historic centre of the city and Køge Bay.
(Køge Kommune, 2013)

The area is charismatic for numerous reasons such as: strong connections to nature, natural features and variety in human activities. While these features are intermingled with the industrial environment of the harbour site, the peacefulness and over all relaxed atmosphere of the place is not really affect.

Burns and Kahn define a site as an entity, formed and impacted by its nearest surrounding and influenced by its physical boundaries. (Burns & Kahn, 2005) The Køge harbour can be defined and determined by its barriers, i.e. train tracks, residential areas and the sea. The area of influence are the houses on the north harbour site, the water table and the coastal area and the nearest neighbourhoods. The area of influence is the town of Køge and the nearest district.


Denmark
KØGE
Sweden

The history of the South Harbour of Køge, Denmark

In 1288, the town of Køge received its first municipal charter. Shortly after that its first port was established, located at the Køge River. Since that time, the town has been known as a market centre.

Through the centuries the port has expanded and gradually moved closer to the sea. Just as the town itself, the port of Køge has gone through a lot of changes, mainly due to its military and commercial importance but also due to devastating weathers that have continually demolished its piers over the centuries.

In 1930, the port of Køge was re-established as a trading harbour and during that development the whole harbour was improved. In 2005, a gradual development of the harbour began which consisted of constructions such as an Reestablishment of a trading harbour, expansion of the whole harbour including the construction of new ports, docks and piers and the initiation of large landfill projects. (Køge Havn, 2010)

Today the Køge Harbour is the eighth largest in Denmark. In the future, Køge Harbour will continue its expansion and modernising process. Future plans for the harbour are to expand the size of the quays and the harbour site currently consisting of 40 hectares for commercial and residential purposes.

The development has been embraced by local businesses and industries. The expansion of business opportunities is welcomed and the general expansion of the size of the area is positive; in 2002 the Køge Town Council made an agreement to further develop the harbour as a commercial one, with the establishment of Køge soil depot.
(Køge Kommune & Realdania By, 2010a)

Folliwng this agreement, the decision was made to move the previous on-site industries – traditional harbour site industries - further north to an area which better suites their type of industry, making way for new commercial enterprises.

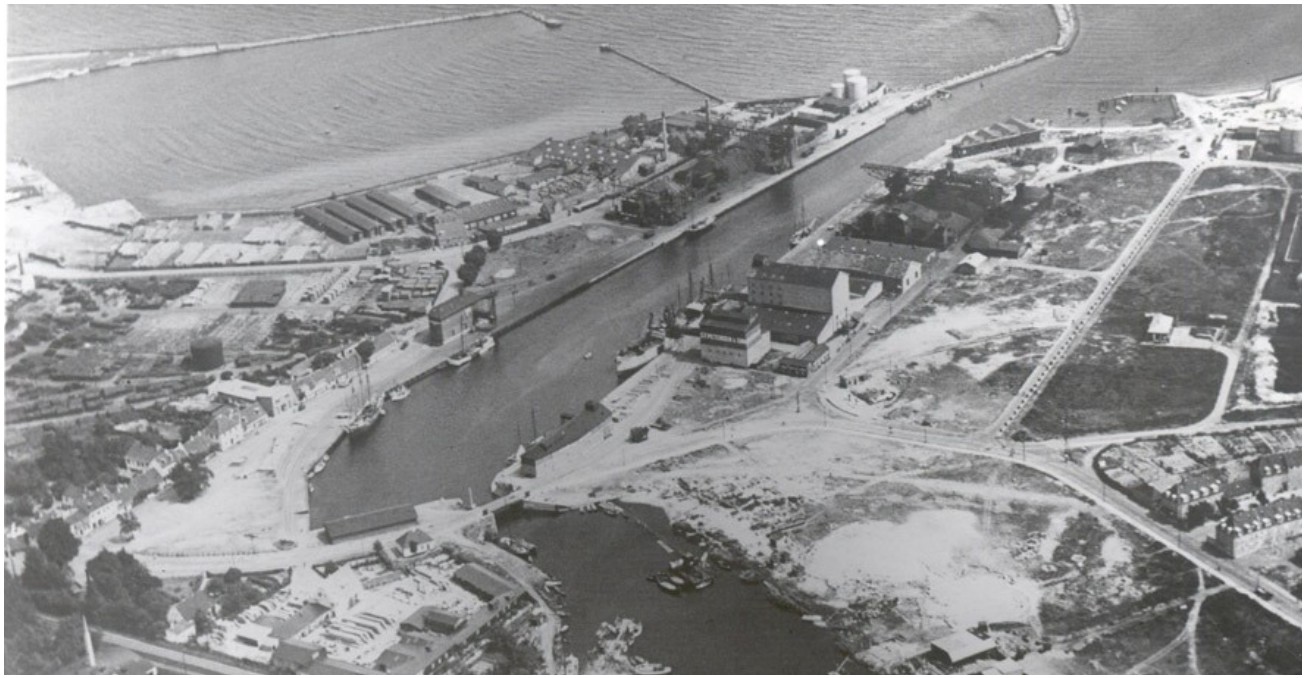
This means that the “working area” will be located on the North harbour while the residential and commercial area will be located on the South Harbour. This opens up the South Harbour (DK. Sødre Havn) as it is transformed from a traditional industrial area towards urban development projects, featuring cultural attractions, green- and residential areas and local businesses.

Estimated time for the expansion and development of the South Harbour is 20 -25 years.
(Tegnestuen Vandkunsten A/S, 2011)

12 - This image, from the 1890´s, is taken from the south side of the harbour, which was at the time a wild, natural and uncultivated.

13 - The working harbour in 1910.

14 - The modern working harbour today.



15 - Aerial image of the Køge harbour in 1930.

16 - Areal image of Køge harbour today.

Framework for the harbour transformation

Masterplan of Køge

This plan was adopted by the Køge City Council on the17th of December 2013. The timeframe for the plan is 2013-25, it will be reviewed every four years and it covers the development of the urban and rural area in the Municipality of.
(Køge Kommune, 2013)

Development plan of Køge

This document is the outcome of an international competition held in 2010 and published on the 9th of November 2011 for the redevelopment of the area. This document is a development plan for the future settlement; it shows how it will look like after 20-25 years.

This project operated by The Køge Coastal P / S which was established in January 2009, The Køge Coastal P / is a partner company, owned 50% by the Municipality of Køge and 50% by a private association including Vandkunsten A / S,SLAA / S and Grontmij A / S.
(Køge Kommune & Realdania By, 2010f),
(Tegnestuen Vandkunsten A/S, 2011)
(Køge Kommune & Realdania By, 2010b).

The main partnership agreement is to focus on six co-ordinated visions centred on culture, retail, infrastructure, urban renewal architecture, public participation and sustainability.
(Køge Kommune & Realdania By, 2010c),
(Køge Kommune & Realdania By, 2010d)

Another major purpose behind this proposed construction is to connect the town of Køge and the South Harbour and by doing so a new town centre will come into being. In order to achieve these latter goal solutions must be found to a current barrier to a successful connect, i.e. the railroad which currently divides these two areas.
(Tegnestuen Vandkunsten A/S, 2011)

17- Areal image of the three construction areas. This thesis focuses on the South harbour area.

18 - In the future, the underpass will be located under this intersection.

19 - Today, the train tracks (barriers) and the proposed future underpass area.

20 - The new centre of Køge town will be located closer to the South Harbour.

Køge Kyst; “Phase 0-13”

In order to achieve Development plan of Køge goals, a 13 phase development plan was created. The initial part, “Phase 0”, centres on inviting future inhabitants to the area by creating “activity rooms” of various kinds and functions. “Phases 1-13” are the development construction steps leading to the finalisation of the site. (Køge Kommune & Realdania By, 2010)

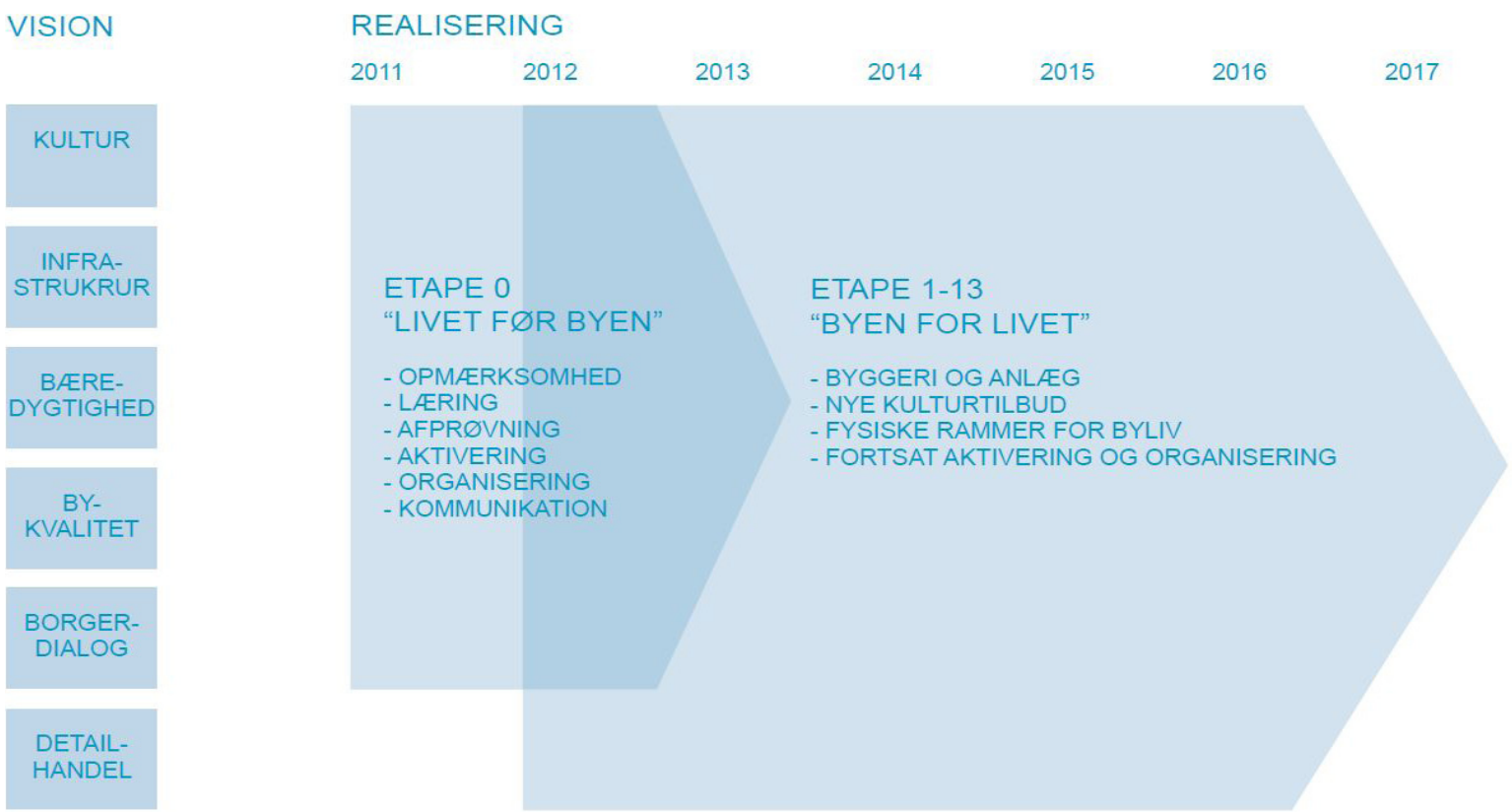
“Phase 0” has the title “Life before the city”. This means that through the stage of “Phase 0” lively activity rooms will be placed at the site, which will invite local people and visitors access leisure and fun activities.

The main aim of “phase 0” is to bring artistic life and human activities to the site, making it into more than a simple construction site. (Tegnestuen Vandkunsten A/S, 2011) The activities that are a part of the “Phase 0” will be held during the construction process, some of them will be temporary and some of them will be(come) permanent, which will allow the area to move reflectively through the development phases. (Køge Kommune & Realdania By, 2010)

The other trademark of the sites transformation is “City of life” or “Phases 1-13” for the new town.

Through these phases the designers want Køge Coast to become a living town, full of diverse functions and people. Køge Cost aims to create a district that provides many types of activities such as; swimming, sailing, jogging and both theatre and musical shows.

Some of these activities and features already exist in the town itself but by offering those at the future harbour side as well highlights the attempt to physically turn the town´s future front towards the water and its merits. (Tegnestuen Vandkunsten A/S, 2011)



21 - The development plan, from phase 0-13.

The “Thread”

“Phase 0” includes a project called “Thread” which was established in May of 2011. The main purpose of this project is to attract attention to the harbour site and help people overcome the barrier the railway currently is. The project “Thread” links the town to the harbour area and invites people from the town to actively engage with the area, both physically and mentally. The thread is marked with artistic rough billboards with information about past and future plans, and along the “Thread” as previously mentioned activity rooms are placed. All year around, the “Thread” is host to twelve activity items, including exhibitions, workshops, concerts and lectures (Køge Kommune & Realdania By, 2010e)

22 - Map of the “Thread”, this promenade leads users through the South Harbour area.

Urban Play exhibition

To achieve the goal of introducing people to the site of Køge Kyst or Køge Cost, the generators of the project, created an exhibition called “Urban Play” where artists from all over the globe participated with art installations at the harbour site.

The artists who took place in the Urban Play projects were Rintala/Eggertsson Architects (NO/FI/IS), Raumlabor (DE), Ditte Hammerstrøm, Claus Bjerre and Jeremy Walton (DK), Happyspace (SE), Jesper Aabille (DK), Keri Smith (CA), Monika Gora & Gunilla Bandolin (SE). (Rebar Group, Inc, 2012), (Tegnestuen Vandkunsten A/S, 2011)

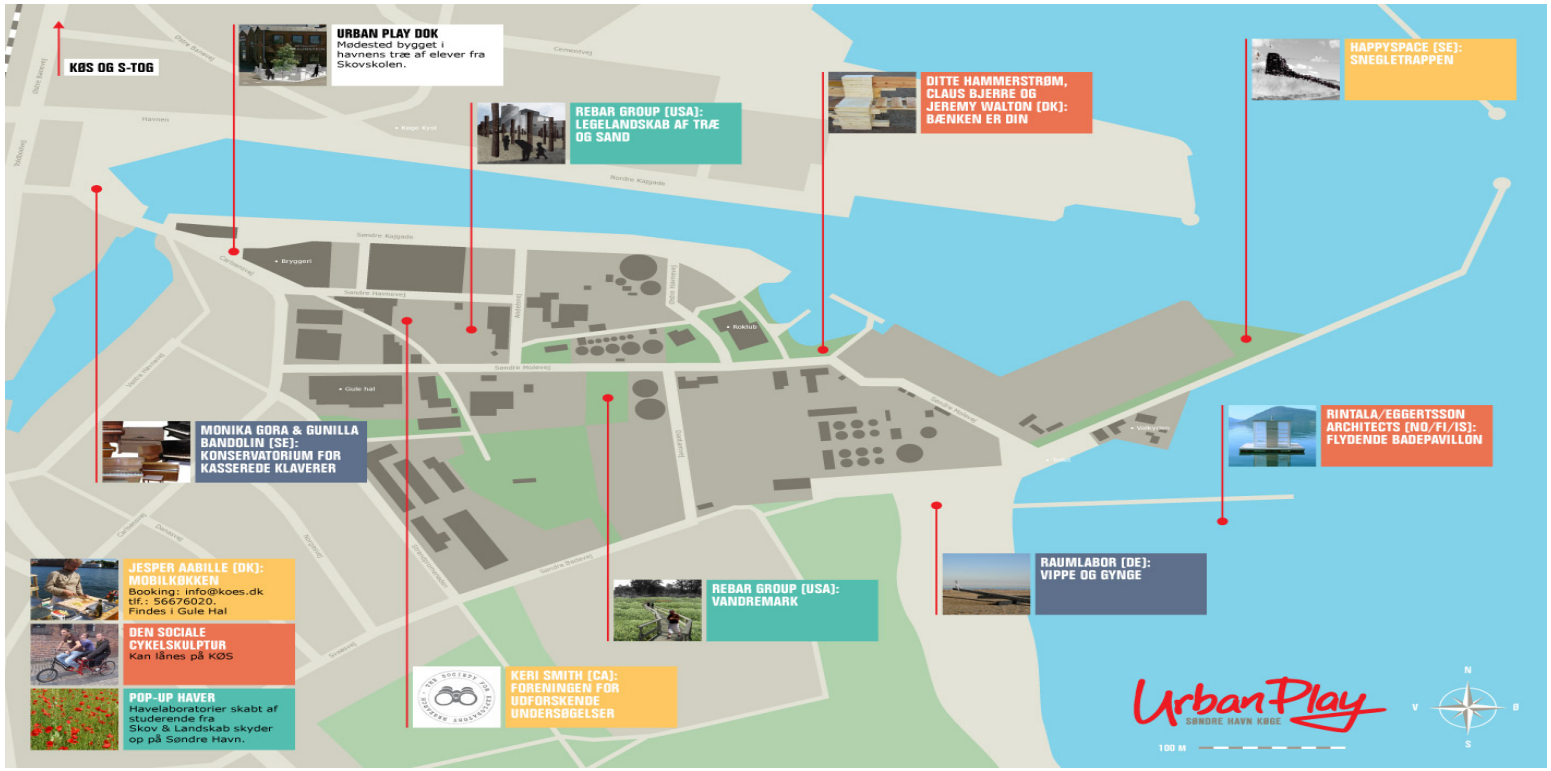
The aim was to invite people to partake in leisure activities in the harbour area through creative engagement in art and play by using temporal interventions. Effectively, Urban Play was seen as a kick-starter to the creative developing process of the area.

This exhibition was held in a public space; taking place from May – September 2012. Those how had the main supervision for this assignment in a collaboration were Charlotte Bagger Brandt, Mobile Office for Contemporary Art, Bettina Lamm, Forest & Landscape, the University of Copenhagen and the Køge Kyst in a partnership with the Municipality of Køge and the Danish development group Realdania Arealudvikling.

The goal of the exhibition was to link different temporal activities around the harbour area to the “Thread”; starting from the promenade of the town and moving towards the seaside. (Tegnestuen Vandkunsten A/S, 2011), (Rebar Group, Inc, 2012)

The aim was to create a connection between Køge’s old town centre and the harbour area, and the “Urban play” project created various connections in activity rooms such as; Mobile Kitchen, Playground of Wood and Sand, Floating bath Pavilion and the Snail stairs among others. (Køge Kommune & Realdania By, 2010g), (Råderum, Skov & Landskap, Køge Kyst, 2012)

The author of this thesis carried out field trips to the Køge Harbour area on the 2nd of December 2013 and the 13th of February 2014. During these visits the area was photographed and observed carefully in order to detect and determine its structure as well as the features and attractions available to people at the site. Strategic efforts were made to experience the feeling and the atmosphere of the site during those visits.



23 - Urban play and the activity rooms that are connected to it.

Personal observation

The Køge Harbour has been an active, industrious area for a long time. Its functions have changed from being entirely industrial to an intermediate level, where new activities have been introduced to the area, whilst the realisation of its future is still developing.
(Tegnestuen Vandkunsten A/S, 2011)

By studying the design proposal documents and through on site observation it is obvious that these site changes – from purely industrious to intermediate, mix activities - have been made possible through improved railway connections to the country's capital of Copenhagen. Due to this improvement of infrastructure, the Køge region became an area popular for private residence; it offers easy commute to work and still has the advantages of an urban lifestyle. The geographical location of Køge makes it more of a suburb of Copenhagen than a rural area.

The author's observations of the area revealed the town structure to be simple at the first sight, offering easy orientation. The cityscape is quite monotonous, mainly because of the topography. Diversity in the structure of the town are nevertheless noticeable when looking from its centre towards the South Harbour pier. The centre of Køge mainly consist of residential buildings, houses and shops, with brick, stone and concrete being the most dominant building materials. Closer to the harbour the industrial buildings become taller and their appearances differ from the surrounding residential buildings.

When moving towards the harbour site the "entrance" to the Harbour area is unclear. Only a small sign states the entrance's location. As a future site for investors, travellers and other guests it felt strange that fundamental features, such as the entrance to the site, are not better highlighted.

Upon entering the area the clear borders between the residential and the industrial areas are noticeable. These borders contain strikingly different buildings and structures, contrasts in vegetation as well as everyday functions. Overall the area has a "wild" appearance; with neglected areas overgrown with weeds and uncultivated vegetation. The dominant building materials are steel, timber and concrete.

As a first time visitor at the site the project "Thread" caught my attention, but without knowing where to start or end, this promenade was not as enjoyable as it was on the second visit. While walking through the area I visited the activity rooms. These rooms are spread across the area with varying intervals, each activity room containing a particular concept, some offering free-style bike activated, other offered the option of planting trees, while others offered rides in pink painted boats.

One example of the on-site activities is the Sea-Swimmers Club. It is hosted in containers as well as the overview platform near to the cost where there are also facilities for barbequing and a public stage for performances. During the first visit, the whole experience was interesting, but somewhat confusing and it was difficult to take in the whole without a map of the area.

The predominant feeling and experiences one gets when walking through this area is that of connecting with nature mixed with the tranquillity that can be found closer to the pier and coast. To increase this feeling and connection to the wild nature few activity rooms are left in the same conditions as they were in when the industry moved out and nature has put its marks on them.

This makes the visitors and other people of the site realise the need for further constructions, development and structure for future use.

It is the author's opinion that these activity rooms increase the value of the site and it is easy to imagine friends and family gathered there during the summer, spending their leisure time together.

The overall experience from this observation is a feeling of getting away from the stress of city life and the constant social stimuli associated with the demands of everyday modern life; an overall feeling of connection to nature and the natural forces. During the autumn and winter months, the activities for visitors could be more versatile and the promenades path clearer. Nevertheless, summer or winter, the site offers attractive, tranquil environment for spending quality leisure time with friends and family.

25 - The borders between the town of Køge and the harbour site are noticeable. The town of Køge is characterised by dense residential buildings and shops. The main building materials are brick, concrete and stone. The harbour area is characterised by wide paths, nature and large scale buildings.

26 The main building materials are brick, concrete and stone.

27 - One of Køge's characteristics is density.

28 - The “entrance” to the harbour side is unclear.

29 - The harbour site contains more natural elements and bigger buildings.

30 - The area has a “wild” appearance and uncultivated vegetation.

31 - In the future wide streets will be preserved.

Designers reading

Structures

In this subchapter the designers' reading of structures is examined. A site's structures are defined as its syntax, open spaces and infrastructures. Transformation can be detected through the comparison of a site's structures before and after design intervention.

According to the new Køge Kyst development plan, the function of the harbour site is to serve and be accessible to all types of users from the first stage of planning, "phase 0", through the construction time, until the realisation of phase 13 is complete and the 'gap' – put in place by the railway line - between the town of Køge and the harbour has been closed.
(Tegnestuen Vandkunsten A/S, 2011)

This emphasis on the functional and engaging nature of the area will stress the creativity and utility of the harbour site and by doing so turn it into a new cultural centre for the town.

Topographically the Køge Harbour is centrally located in Køge as well being centrally located in the region of Zealand.
The whole construction site of the Køge Harbour consists of three individual areas:
The Station area, which is 6ha in size,
the South Harbour area, which is 15ha in size and
the area of Collstrorp, which is 3ha in size.
(Køge Kommune, 2013)

This case study will concentrate on the "South Harbour area" because of its innovative development plan and the methods it utilises to bring activities and life to the area. The Municipal Plan details how the South Harbour is composed of both a human-made harbour as well as a natural coast. The coastal area is under conservation and therefore protected; it is also considered to be the town´s most valued natural area.

The coast line was formed by glaciers during the Ice age and today there are preserved meadows on the South Harbour. Any alterations to the beach and marsh fillings require permission from the Cost Directorate. In the master and development plans, these areas will become the new south beach area named Coast Island or the Strandø. (Tegnestuen Vandkunsten A/S, 2011), (Køge Kommune, 2013)

32 - This thesis examines the South Harbour area or the Södre Havn, Køge, Denmark.

According to maps from 1859 and 1870 the area that hosts the South Harbour area, was uninhabited. Constructions and development over the first half of the 20th century show that great changes have taken place, which lead to the construction of the areas current infrastructure which is preserved in future designs. (Denmark, 1859), (Denmark, 1870), (Denmark, 1944-1948)

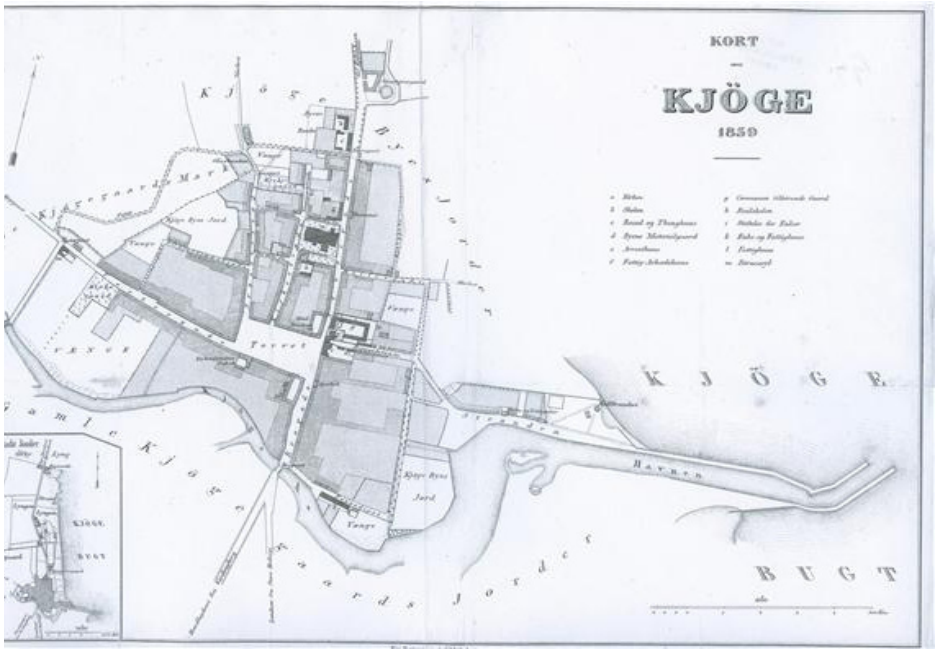
Whilst comparing maps from the mid-19th century, mid-20th century and recent satellite pictures, it becomes clear that the coastline has changed substantially due to land fill. These changes are testaments, not only to the development of the coast line and the harbour area, but also to the expansion the town has undergone during the last 150 years.

When studying maps from the past it is clear that geographical structures show the town's development through time on both sides of the Køge River. The river starts as a small brook near the town of Borup, and ends by flowing into the Køge Bay. Much of Køge's cultural history and development through time can be read from the rivers path. (Jørgensen, 2001) Maps from different periods in time reveal how the river has kept its natural form through all of the town's development steps.

Planners throughout the history of Køge have apparently valuated the natural landscape and by preserving the rivers path relatively it has remained an important feature in the town; a central landmark. (Google, 2013), (Denmark, 1859), (Denmark, 1870), (Denmark, 1944-1948)

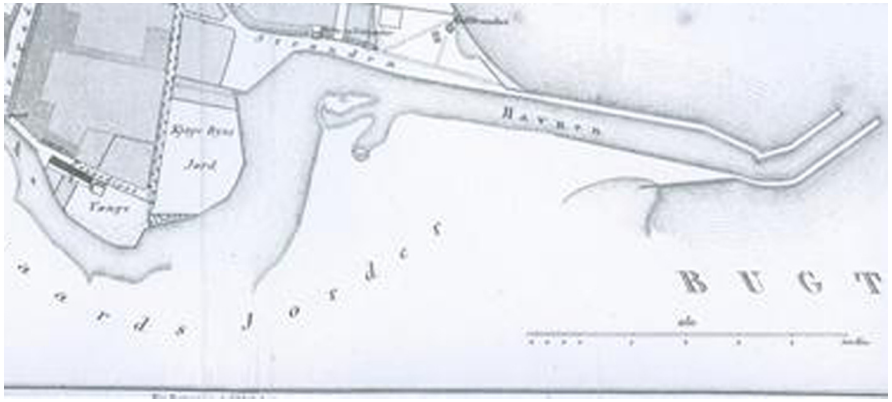
Before the town expanded its inhabitant and harbour areas to both sites of the river the South Harbour was not shown on any maps. Maps from 1944-48 show the harbour area's infrastructure consisting of only a few roads, a few industrial foundations and a bathing beach. (Denmark, 1859), (Denmark, 1870) (Denmark, 1944-1948), (Denmark, 1870)

33 - Map from 1870. According to the maps from 1859-1870, the South Harbour was not residential.



34 - Map from 1859.

35 - Map of the South Harbour from 1944.



36 - Close up map of the South Harbour area from 1859.

37 - Satellite image of the harbour area as it is today.
It is clear that the coastline has been changed substantially due to land fill.

38-39 - These images show how the area is today, in the future it will host a pedestrian underpass.

40 - The Køge area became incorporated into the capital region in 1983.

41 - Because of the incorporation the traffic increased, today the railway is seen as a barrier.

42-43 - The designers of the area have read that an underpass is needed to restore former connections between the town of Køge and the South Harbour.

Through time, it has become more important, as can be seen in the master plan, where this area is included in the town centre as a new centre of downtown Køge. (Køge Kommune, 2013) According to the designers, the new part of Køge´s centre, will become one of the most valuable real estate areas in Køge. Therefore the harbour site will become the new image of the region. (Tegnestuen Vandkunsten A/S, 2011)

Back in the day, Køge was an urban community and in the 1970s the Køge Bay motorway was constructed and in 1983 the S-train line was built. As a result of these constructions, Køge became incorporated into the capital region.

In 2009, new railways were build which stretched from Copenhagen to Ringsted via Køge. This construction connected these towns to the international rail network. However, these lines run through the residential area and divide the town into three different areas. These lines also create a "gap" between the town and the harbour site itself. (Google, 2013) The "udviklingsplan" or the "development plan" emphasises the transportation to and from the town by increasing the train transportations considerably. (Tegnestuen Vandkunsten A/S, 2011)

During the authors observations it became apparent, that while the rail line carries relatively light train traffic, it still separates the town from the harbour site, hence a clear need of improvement in connections between those two areas.

As the development in the area moves from "phase 0" into further stages, the current boundaries of the town will spread to both sides of the river and new focal and central areas will come into being a new cultural centre will be created at the harbour side, merging some of the original structure with new designs, and offering a range of new function and prospects. Hence, the proposed development will make monumental changes to the infrastructure of the harbour area.

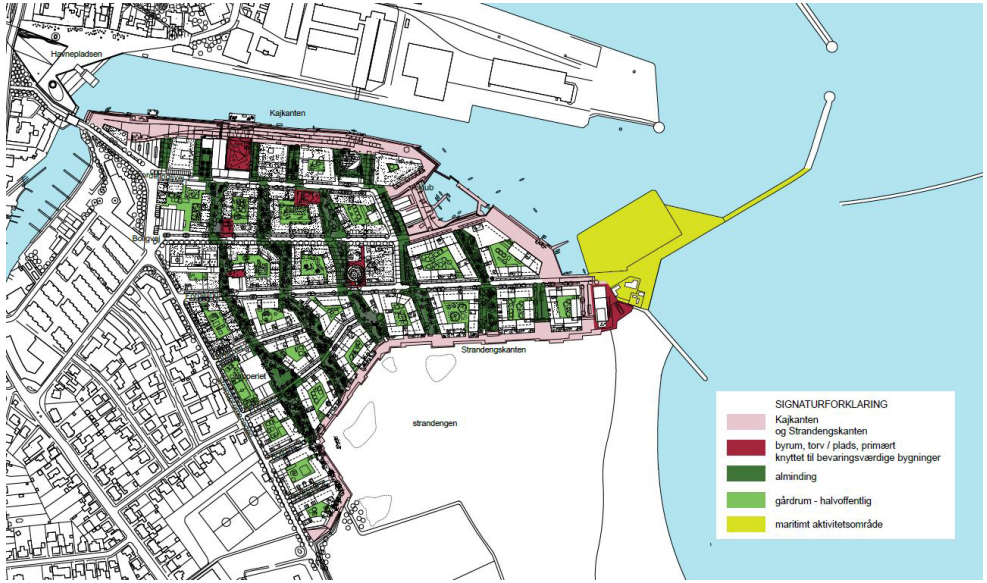
One of the suggestions the designers have planned for the improved communication and commute through the town is the creation of an underpass. The underpass will solve any problems which might arise by the construction of more train tracks. The underpass will provide easy access and movement for the users between the two areas, effectively connect them into one. The future plan for the area details four new connections to the town. (Køge Kommune, 2013), (Tegnestuen Vandkunsten A/S, 2011)

Another factor clear identifiable on the illustration maps of the development plan is the design and construction of larger buildings. Some of the streets in the area will be structurally updated, new forms of transportation will be introduced and the choices of transport will increase. The clear central aim of this design and development plan is the making a unique, attractive and sustainable neighbourhood, a complete, revitalization and modernisation the town.

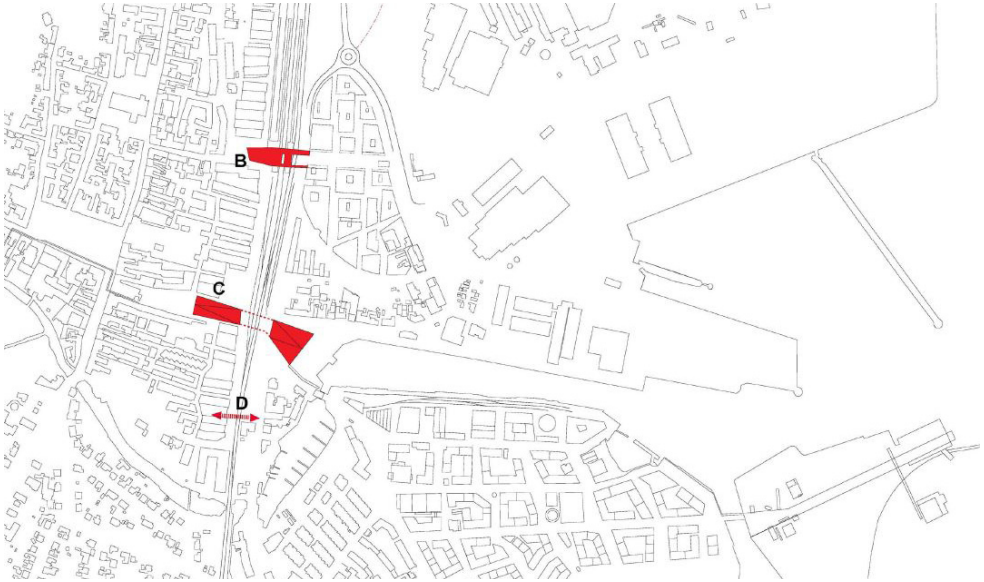
It is apparent, that the designers' reading of the site takes into account the significance of the scales of the existing structures as well as the nature and role of its industrial significance.

The designers have concentrated on maintaining the past image and identity of the site, during and after the transformation.

44 - In the future the new centre will become the most valuable real estate of Køge town.



45 - The street structure is mostly preserved but green areas will increase.



46 - The underpass addresses the problematic connections between the town of Køge and the South Harbour area

47 - Today the railway separates the town from the harbour site. In “phase 0” and the ongoing development process, the boundaries of the town will spread to both sides of the river.

Materials

In this subchapter the designers' reading of materials is examined. The materials of a site range from its building materials to large scale materials such as large objects, entities, man-made as well as natural. Transformation can be detected through the comparison of a site's materials before and after design intervention but is best done through on-site observations.

The current development has a strong ambition when it comes to increasing its extent of natural, green environments.

The natural environment that once was at the South Cost has developed and been heavily impact by industrialisation.
(Køge Kommune, 2013) Satellite pictures show a gray and dull landscape in many places, which might at first sight indicate devastation of the ecosystem. However, the general region around Køge includes some green structure, as a part of Denmark's regional finger plan, and the plan is to increase the number of these green areas in the future. Hence, is it the author's opinion that the South Harbour can be classified as a partly green area with a mixture of natural vegetation and areas that are heavily impacted by human and industrial activities. (Google, 2013), (Denmark, 1859), (Denmark, 1944-1948)

The choice of materials does not change in the harbour area at all throughout the development plan and displays the area as it is with remnants of old industrial buildings, neglected vegetation as well as ongoing industrial work at the site that decreases the naturalistic connection to other natural areas.

There are some changes to the sites pattern in the ongoing development process or in the "phase 1-13". This can best be seen in the vegetation that in the future will be improved greatly but the overall pattern of the site keeps its street structure, marshland and beach.
(Tegnestuen Vandkunsten A/S, 2011)

47 - Satellite image shows grey landscape in many places, however, the area does contain green and natural areas.

48 - There are some changes in the “phase 1-13” plan. In the future, green areas will extend but the overall street structure, marshlands and beach will be maintained.

50 - The vegetation consists of trees, shrubs, weeds, a variety of grasses and the costal meadow.

51 - The vegetation keeps its form and appearance through the development process.

52 - The area can be classified as a partly green area. with a mixture of human and industrial activities.

It became apparent during the author on-site observations that the assumed destruction of the ecosystem might not be as extensive as satellite images indicate. These observations revealed the existing variety of plants in the area.

The vegetation consists of trees, shrubs, weeds, a variety of grasses and the costal meadow. What characterises the vegetation of the area is its neglected state, which displays what phase the area is in to the users of the place.
The vegetation has been planted inside some of these activity theme rooms, except from one room where natural wild vegetation, which is the room's theme, has been used. This natural and planted vegetation gave the site a greener look and characteristic appearance.

The development plan deals with how the sites future vegetation will be planted. The designers have formed areas that consist of semi public courtyards and public paths that lead to the beach meadow, their aim of course being to make the waterfront, beaches, and meadows more appealing to the users of the site.
(Tegnestuen Vandkunsten A/S, 2011) The author's opinion is that the visualisation of this green structure presents both lush and dense vegetation, with variation in species. The vegetation is a dominant material in the future appearance of the site.

By performing an on-site observation the main materials are obvious; concrete and bare brick houses, containers and small wooden huts, high corrugated iron tanks, wooden ground material from the wood factory on the site, big rock hillocks made out of stones from the coast, steel and piers.

53 - Today the vegetation represents the stage that the area is in.

54 - Shrubs and trees were planted in these rooms.

55 - The activity rooms are spread around the harbour site.

56 - This is the part of “Phase 0” that invites citizens and visitors.

57 - The future vision of how the vegetation will look like.

58 - In the future the vegetation will be lush and dense.

59 - The main materials are; concrete and bare brick houses, containers and small wooden huts, high corrugated iron tanks, big rock hillocks, steel and piers.

When the thesis author first visited the Køge area she realised that buildings in central Køge are characterised by low rise, concrete and brick houses, built to utilize every single square meter.

At the north side of Køge Harbour there are colourful, low rise buildings and the south side of the harbour is characterised by large scale functioning storage tanks, concrete remnants of factories, and timber clad houses; e.g. the kayak facility houses, the row club and the small boat facility.

According to the pictures and design proposals future houses will be more modern than the existing buildings in town and the North Harbour. They are bigger in scale than the buildings and tanks currently found in the South Harbour. The buildings range from 3-7 levels in height. These buildings are meant to reflect the existing characteristic features of the area while being modern at the same time.

Housing materials are predominantly greyish wood, raw concrete, big windows, containing wide walking paths between the buildings.

The final goal of the development plan is to create a town that consists of good quality built up environment and attractive urban space with functional and easy connections to the old town of Køge.

The area is to be characterised by harmony and new ideas with a strong focus on high density and mixed functions.
(Tegnestuen Vandkunsten A/S, 2011),
(Køge Kommune, 2013)

Green areas are one of the most important aspects of the site according to the designers' reading, especially the wild, natureal vegetation. Furthermore, some of the basic, natural elements of the development site, effected in the current buildings and structures, appear to be translated in the development plan, including a recognition of the industrial history of the harbour site.

60 - The characterising high tanks, concrete remnants of factories, and timber boarding houses are now used for kayak facility houses and rowing clubs.

61 - The structure of central Køge is characterized by low rising, colourful buildings.

62 - Eventhough future houses will be in a more modern style they will have an industrial feeling, which is achieved by using rough finished concrete.

63 - One of the main goal for the development plan is to create attractive urban space.

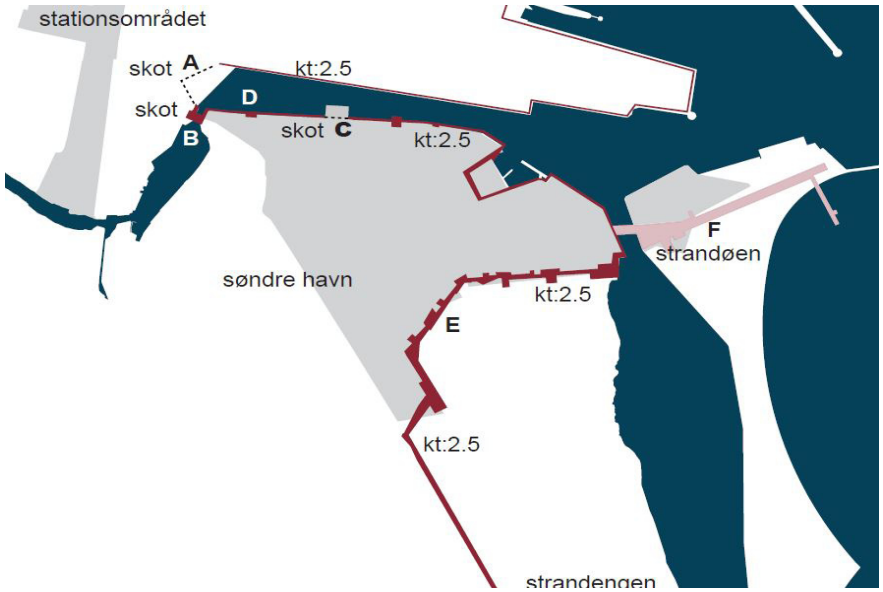
Processes

In this subchapter the designers' reading of processes are examined. The processes of a site can be short and long term, weather and climate. The reading of processes can reveal a lot about the valuations and considerations of the designer. Transformation can be detected through the comparison of a site before and after design intervention, through on-site observations as well a literature studies.

The Development plan contains great detail of potential natural and technical problems. One of the major ones deals with water levels, i.e. in case of flooding in the South Harbour it will be protected by a 2.5 meter high protection wall which will surround the whole area. Down by the docks, borders of the same height will be erected. Interestingly, these borders will also serve as seating for those visiting and enjoying the area. Furthermore bulkheads will be placed along the coastline and the underpasses under the railway which contain a lock system in case the Køge River floods.

Another concern for the development of the area is the existing soil pollution; some parts of the harbour site contain polluted soil. The areas which are polluted contain volatile compounds (chlorinated solvents), oil and tar products as well as heavy metals. There are strategic plans in place to clean the soil as much as possible and remove the contaminated soil which cannot be cleaned.
(Tegnestuen Vandkunsten A/S, 2011)

Natural processes are read and clearly acknowledged by the designers of Køge harbour. Furthermore, flooding is of great concern as it poses significant risks to the wild and natural life on-site.



65 - The flood protection wall is marked with red.

66 - The sea floods ower its quai, therefore is a protecting wall needed.

67 - For the future development for the area there will be many technical problems such as floods.

68 - In the Development process exist a plan to clean the pollution from the soil and remove the contaminated one.

Practices

In this subchapter the designers' reading of practices is examined. Practices are understood as the usage of a site by people as well as the affordances available at the site. On-site observations and a study of literature are most important when examining practices at a specific site.

The next 20 years will see great changes taking place in on the Køge Coast. After the constructions the area will contain residential apartments, extensive green areas and open places.

The vision of an active cultural life and vibrant town is the bases for this urban development, highlighted by the concept "Life before city". This means the introduction of short term, visiting cultural events and shows as well as more permanent cultural features and activities. Furthermore these cultural features, functions and activities will be designed, determined and constructed in consultation with the local population and other direct stake-holders, concentrating on the economic, physical, and resources frameworks available.

At the start of the "phase 0" the activities are hosted in cultural institution such as: the Theatre building, Tappariet, the Rowing Club, Canoe and Kayak Club, Valkyrien. These activities are run in co-operation with local institutions such as KØS, the local Museum of Art (emphasis on art in public spaces) and Køge Museum (focusing on maritime history).

The new beach is intended to serve as a leisure area, and the function of the maritime clubs will increase and through time the cultural centre will bring more people and activities to the area. There are four cultural tracks guiding the redevelopment of the public cultural life in Køge:

Track 1 is called "The Test Room", a forerunner to new arts and cultural activities. These activities will not take place in one particular location, but consist of a number of activities and users participants such as; KØS, The Port, the Tapperiet , Theatre Building, Køge Music School , the Library, The Green House and Yellow Hall.

Track 2 is called "Body and Space"; some of these places will be incorporated into the town and old centre Køge. This track focuses on play, movement, experience and participation as a key to the urban plan.

Track 3 is called "Knowledge and Skills". The plan is to extend the university in cooperation with KØS, Køge Archives, and The Green House. The Municipality opinion, is cultural heritage, activated physically through conservation of buildings and mentally through stories related to the area.

Track 4 is the "Køge Water". The major aim of this track is to develop and build the existing water sports in the area, in cooperation with the maritime clubs.

The overall aim is to create an attractive and vibrant urban city-space which features high quality facilities and functional buildings which are closely and effectively connected to the 'old city'; the 'old' and the 'new' city will come together in innovative and harmonious ways.

The key terms characterising the whole area are: 'high density', 'mixed functions' and active neighbourhood with aims for variation in activity and lifestyle opportunities for both residents and visitors. (Tegnestuen Vandkunsten A/S, 2011)I

69 - In the start of “phase 0” activities will be hosted in institutions such as Theatre building, Tappariet, the Rowing Club, Gule Hal, Canoe and Kayak Club, Valkyrien.

70 - The Theatre building.

71 - THe Gule Hal.

72 - The Valkyrien.

73 - The Rowing Club

In order to achieve this goal, the Urban Play exhibition was established as one of the events included in the Køge Kyst strategy to develop life at the harbour area.

Some of these events are temporary, others will develop to become permanent a part of the new area. (Råderum, 2012)

According to the Development plan as demonstrated through the Urban Play project, future plans contain a great variety when it comes to choice of activities which will suit diverse interests of individual and groups, business interest, the local population and visiting tourists. These activities are designed to welcome people to the area. They will concentrate equally on providing leisure activities and choice of cultural events as well as encourage direct engagement with the natural and built up environments.

In a sense, the Urban Play projects provide opportunities for a new and renewed physical and emotional engagement and attachment to the whole area. (Rebar Group, Inc, 2012), (Tegnestuen Vandkunsten A/S, 2011)

Variations in indoor activities are located on the harbour site; the online webpage of the two projects Køge Kyst and Urban Play demonstrate that. In a building named the "Tidsrummet" citizens and stakeholders can enjoy different activities like growing strawberries and looking at a humongous map of Køge.
The area called Opdagelsen allows people can hold birthday parties, grow vegetables, relax in hammocks and spend time with friends and family. This area is mostly under the open sky but also provides roofed facilities for cooking.

Byskoven is a place specifically designed for children and youth, which provides facilities for BMX bike riding and various physical interaction.
(Råderum, Skov & Landskap, Køge Kyst, 2012), (Køge Kommune & Realdania By, 2010)

Udsigten is a viewing platform located at the beach, which allows people to look over the area, harbour, beach and the meadow. Udsigten also features a small wooden stage where people can play music through Bluetooth using their mobile phones, as well as containing a mobile kitchen which can be rented by individuals and groups during the summer season. This beach area will be reconstructed and expanded in 2014. (Råderum, Skov & Landskap, Køge Kyst, 2012)

74 - The Urban Play was established to bring life to the harbour area.

75 - Some activities are temporary and will be replaced.

76 - Most of the activity rooms are located outside.

77 - Open space art gallery, in a cooperation with KØS.

78 - Map of the Urban Play project.

79 - Udsigten is a viewing platform

80 - Opdagelsen is an area that invites people to spend leisure time at the site.

81 - Some walking paths will be kept while other facilities will be replaced.

82 - The Snail-stairs give an good overview of the area.

These choices of leisure activities and creative play are linked by the so-called “Thread”. The “Thread” ties the locations of activity rooms and other buildings linked to these projects together with a promenade and as mentioned before, featured prominently in “Phase 0”. In the ongoing construction process of the South Harbour area, these activities and elements lead to phases 1-13 which are called “City of life” . The temporary activates will then be replaced with permanent building.
(Tegnestuen Vandkunsten A/S, 2011)

The author’s opinion is that there can be problems associated with direct observations of human activities in and use of public space during the month of January (height of winter). Such observations do not often yield great results, but interestingly this was not the case when the author visited Køge both in February 2013 and January 2014. During these visits the Valkyrien Club was buzzing with activity. People were bathing in the sea and many were enjoying the indoor sauna.

Other popular activities which the author observed were dog-walking, jogging and cycling. However, the activity rooms along the promenade were not in much use. Furthermore, the areas (footpaths) around the bridge and in the industrial area were filled with workers (working on constructions).

A critically look at the area demonstrates clearly the ambitious work has been put into its improvement, it has been made very inviting to its users by creating activity rooms and other entertaining facilities. There is an overall naturalistic look to the area, meaning that nature is undisturbed.

The concept for each activity room and their references to the harbour is not obvious apart from being built out of rough, raw and harbour like materials. It looks like they have been built with the one goal to attract people to the area instead of being a reference to the former state of the harbour site.

Comparison between these activity rooms and the harbour overall state and how it is promoted in the development plan after the construction time, reveals big differences.
When the prospect pictures are examined the conclusion of the future design could in a way be too modern.

But taking the material choice into account there appears to be many positive steps that the designers are taking. The project “Thread” is a positive element, connecting the different parts of the town.
The introduction of various activities into the area seem to be a great success. Finally, while the ‘old’ industry has apparently given way to new ideas and design, its place and history has been preserved in the new design. The past has its place in the new design.

The train tracks are currently and will most likely become more of a barrier between the town and the harbour site with increased train traffic. The project called “Thread” is a means of connecting the two structurally separated areas through increased practices of people, and by doing so brings the harbour are closer to the users. The “Thread” bridges the gap between those two areas until a more structural connection will be made.

The activities of the area are a factor that designers aim to hold onto throughout the transformation process. The industry currently located at the site is unwanted and is moved out, clearly making it the designers’ intention to introduce and develop activities as practices of people and not those of a harbour site.

83 – Opdagelsen is an area planed for people to throw birthday parties, grow vegetables and enjoy.

84 – The stage is made for people to barbeque there and play music.

85 – Byskoven is a place for children to BMX ride.

86 – Some areas are hidden in wild vegetation.

87 – Map of the “Thread”.

88 – Some activity rooms have materials that are harbour like.

89 – Seating facilities are placed at the quay to enjoy the sea view.

90 – A swing made out of timber.

91 – Graffiti walls are spread around the harbour area.

Atmospheres

In this subchapter the designers' reading of the sites' atmosphere is examined. The atmoshphere of a site is formed by the people and their surroundings at the site, a sort of element made by the interplay between the site and its users'. Designers' reading of the atmosphere of a site is best examined by on-site observations combined with examinations of visualisations reflecting the sites' future atmosphere.

While there is no real discussion of the general atmosphere or ambiance in the Municipal or development plan, it is not to say that interpretation cannot be drawn from them. Hence, the thesis author relies on the experiences of her on-site observations as well as interpretations of images and descriptions published by the authors and stakeholders of the Køge project.

The atmosphere brings out the current characteristics of the area with its natural and original features. Through "phase 0" nature is allowed to grow freely.

This seems to attract people to the area as they can relax, get in touch with nature and enjoy themselves.

The area is used all year around. According to pictures from the summer season, the area buzzes with people engaging in the various leisure activities and opportunities which are offered in the different activity rooms. In some areas you will find people throwing birthday parties utilising the cooking and other convenience facilities, and by the beach there is a stage where people can get together to play music and dance.

During the colder seasons, the area offers opportunities of reclamation where users can take a walk in the natural environment; enjoy the natural costal area and get in touch with the local elements.

All these factors combined create a comfortable and family friendly atmosphere catering to the needs and wishes of people of all ages, making the atmosphere in each activity room quite different from the rest of the harbour site. People have the opportunity to enjoy the area as it is today, unfinished, natural and wild.

In a positive way, the seasons determine the activities available on site. The greatest effects and attraction of the site is its flexible, vibrant and adjustable character. Many of the facilities and activities can be used and enjoyed all year long

The designers' reading of the sites atmosphere is two-fold, the former and the current. They read the former atmosphere of the site as it was before the industry took over and the harbour was established. The former atmosphere was characterised by wild, natural vegetation and calmness. The current atmosphere is however read as active, industrial and human-made. The contrast between these two is clearly visible in the designers' reading.

93 - The paths at the harbour site are used by walkers, runners and bikers, all year around.

94 - Over the summer the area is buzzing with people.

95 - People are encouraged to spend leisure time with friends and family.

96 - Children can grow their own vegetables.

97 - Child jumping on a wooden pillar.

98 - People using the Updagelsen.

99 - The mobile kitchen near the coast.

100 - The Snail stairs in use.

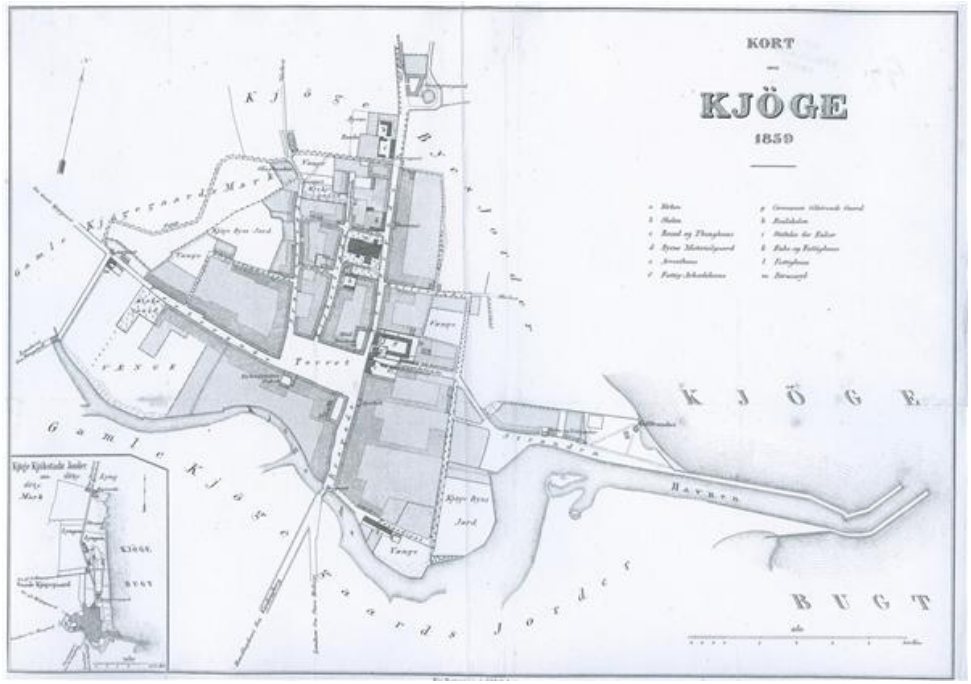
Site understanding

The main aim of this case study is to analyse the transformation of a harbour area by examining how the designers read the site and subsequently conceive the development process. To be able to capture these elements of development, it is essential to conduct a physical analysis the main subjects; clearly the structures, materials and atmosphere.
In the dynamic level the focus was on processes, practices and the immaterial analysis was based on the atmosphere of the site during observations.

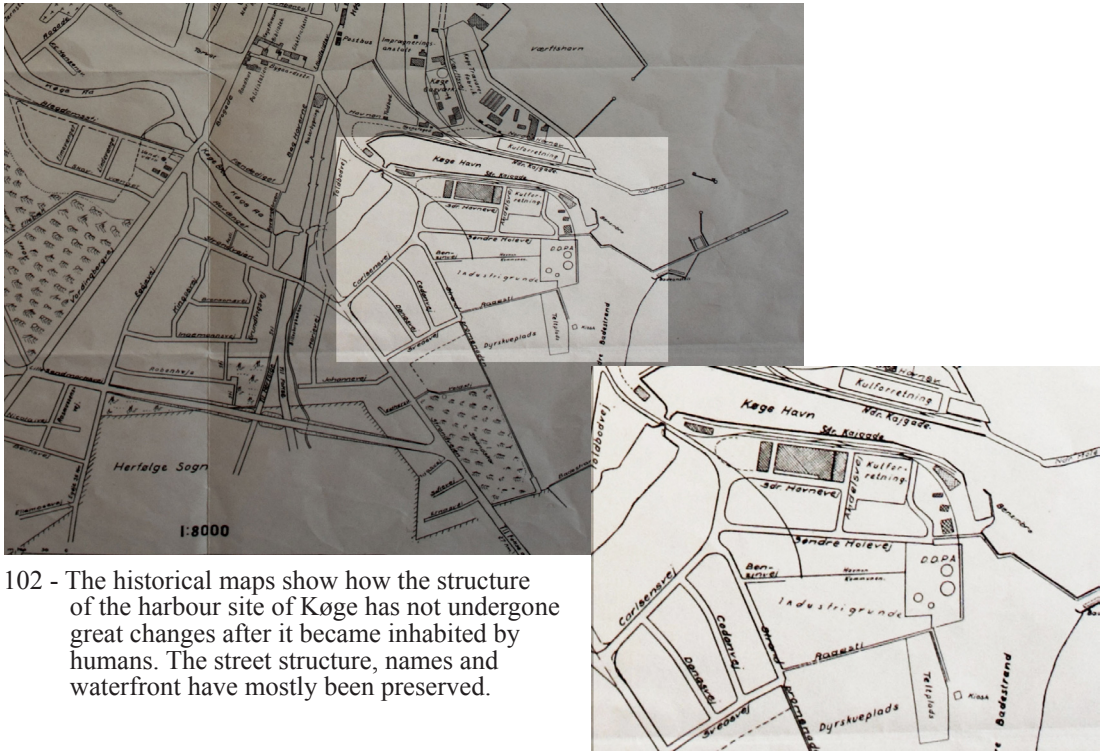
By analysing these categories, the author has an opportunity to understand how the designers read the site.

It is also the author's aim to realise what moves the site translation from the designers reading to the stages of the developing process. By using the interpretation tool it became apparent that there is a clear focus on connecting the area of the harbour to the town of Køge; these connection are achieved through emphasis on local culture and history, human physical activities and long-term sustainability.

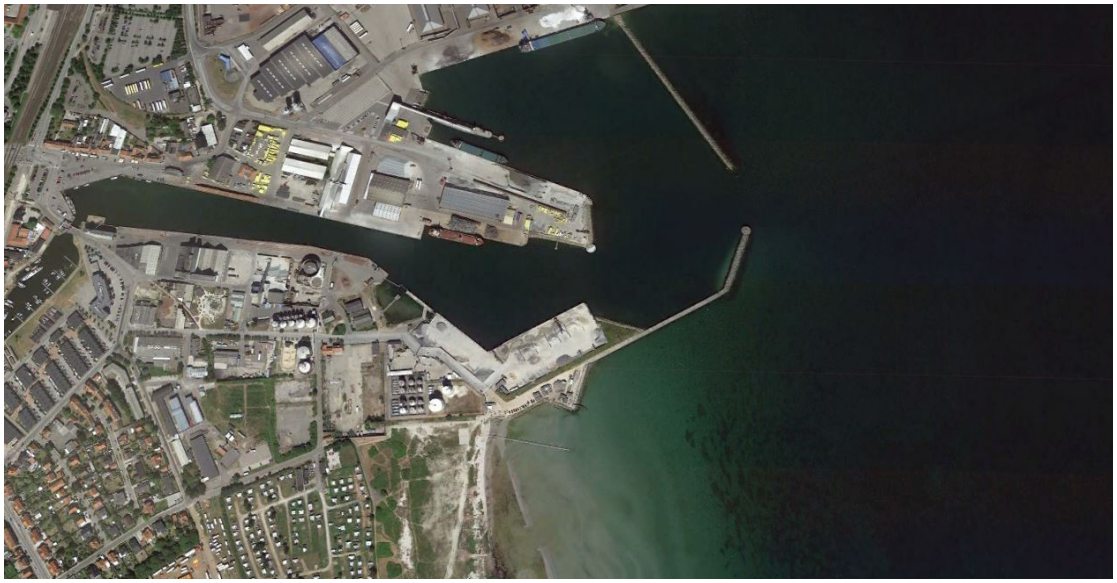
A close study of historical maps shows how the structure of the harbour site of Køge has not undergone great changes after it was settled by humans. The streets structure and names on the site and waterfront have mostly been preserved, with only minor changes made to it over the last 150 years. (Google, Google maps, 2013), (Denmark, 1859), (Denmark, 1944-1948)



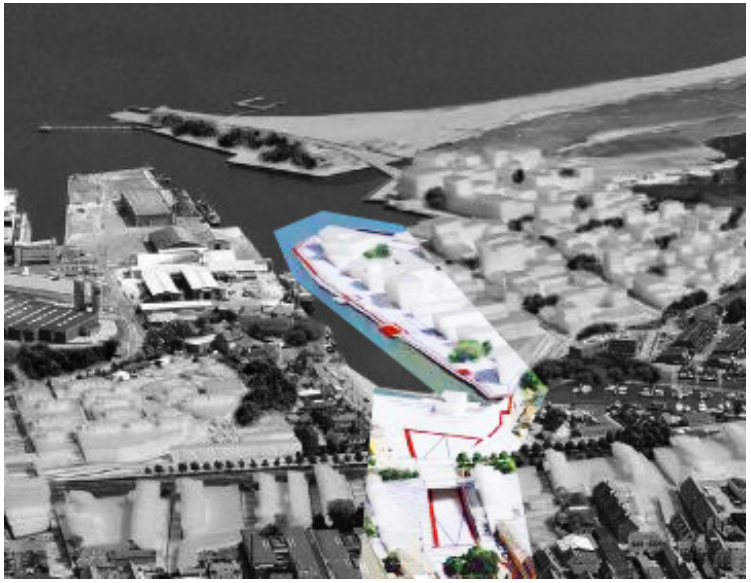
101 - Maps of the South Harbour from 1859.



102 - The historical maps show how the structure of the harbour site of Køge has not undergone great changes after it became inhabited by humans. The street structure, names and waterfront have mostly been preserved.



103 - Satellite image of Køge harbour area as it is today.



104 - The new cultural front for Køge town.

The materials on the site, such as the natural vegetation, give the site clear characteristics that currently suit the area.

According to the development plan the vegetation will in the future be lush and dense with clear structure. That will also suit the area and its new transformed look. But it is questionable if all these species and amount of vegetation will grow and thrive in this environment. A lack of a detailed plan for the green structures of the area are concerning, since vegetation could play a decisive role in the outcome of the area.

Based on how the designers read the site and how they develop their work between phases Køge Kyst planned the “Phase 0” to invite users to enjoy the various practices and activities on the site.
(Køge Kommune & Realdania By, 2010)

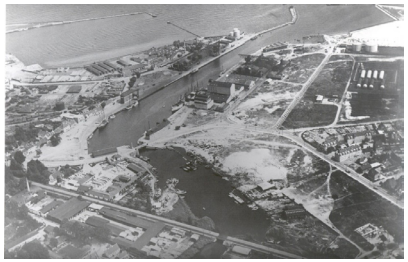
Some of these activities arepermanently located on the site, some will change during the development process and others are temporary and will be closed after the transformation has been completed. Today the activity rooms as well as other events and affordances of the area can be used all year round.

Through “phases 1-13” theconstructions will take place and the temporary activities will be replaced by permanent structures and buildings. According to the municipality “the life before city” phases will end and the phases of “city life” will begin.

105 - The site is characterized by its vegetation which will changes through time.

106 - Green structure plan.

107 - According to the development plan the future vegetation will be lush and dense with a clear structure.



108 - The Harbour has kept its structure through out time.

109 - The harbour has been a lively area for a long time.

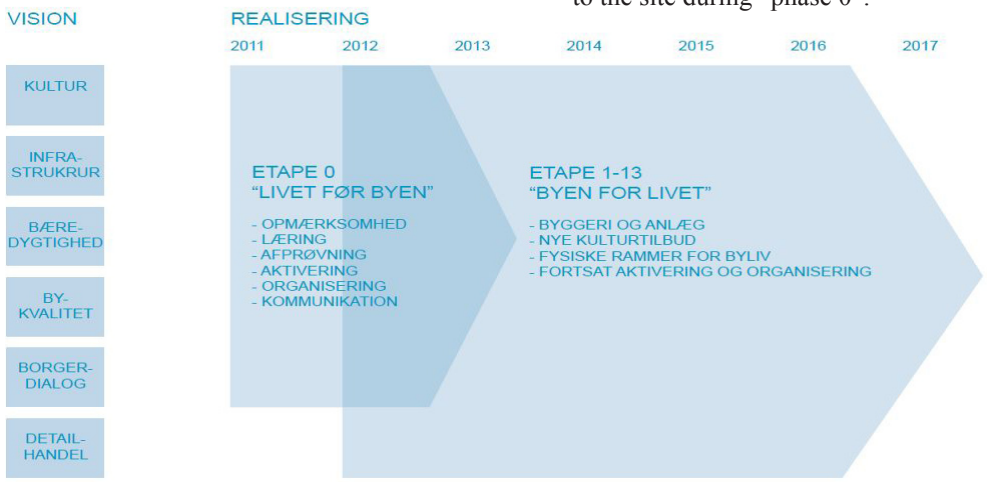
110 - The train trucks are labelled as a barrier for the whole area.

111 - There are not obvious connections between the North and South harbour.

112 - A lively activity room at the site.

113 - The purpose is to bring artistic life to the site during “phase 0”.

114 - Facilities to attract people to the harbour site during “Phase 0”.



115 - In “phases 1-13”, temporary activities will be replaced by buildings. Then it will become clear if the designers plan to bring the site towards the city with transformation or maintain its current condition and protect the historical harbour characteristics.

116 - The infrastructure is kept with its wide streets.

117 - The current activities will be replaced with permanent squares and shops.

118 - A lively environment will be created with a mixed use on the first floor.

Concerns are raised by the author over, whether the connection between the nature and the calm environment that exist there today could disappear. These concerns are based on how the final look and goals are represented in a clear way but the timetable of when each temporary activity will be replaced is unclear. If they are all removed at the same time or one by one is uncertain.

These questions inevitable raise concerns for the people and visitors already enjoying the area and users “phase 0” .

Looking at how the designers’ read the site, it appears that they plan to preserve the current infrastructure throughout the development time, as well as the overall pattern of the site, with its street structure, marshland and beach. Through “ phase 0” the remnants of old industrial buildings, neglected vegetation as well as ongoing industrial work is kept at the site.

However, this structure will be replaced by future buildings, among the pre-existing buildings creating a contrast and offering increased variety in the area. The new structures are to be built from the same materials as found on site; timber planks, raw concrete and steel and are to be similar in height as the houses currently on site.

This ensures the maintenance of the pre-existing structures and promotes a coherent transformation of the area.

.

119 - The current infrastructure and the overall pattern of the site, with its street structure, marshland and beach will be preserved throughout the development.

120 - The designer´s read that some elements are worth preserving.

Today, the design and use of the site is significantly affected by the poor connections between the city and the harbour.
(Køge Kommune, 2013) Furthermore, the two sites – cite and harbour – differ greatly in nature and design. This fact is a great challenge to the development designers: how can the two sites be successfully merged? Users

It is apparent, that on the one hand the designer's have decided not to create a site (new) that has the exact same appearance as the rest of the city (old). On the other hand there are significant contradictions between the development site and the north side of the harbour, where the old houses are situated at the front t and the industry is hidden in back. That does not have to be a negative part per se, but considering the new purpose of the waterfront, towards the north side, these two sites have little in common when it comes to appearance and no physical connection.

The new resident site at the harbour will have similar physical appearances as the buildings on the site today, making the transformation process less drastic. After the transformation this area will be completely modernised and hopefully suit the rest of the Køge´s town and fulfil the site specific concept.

121 - The differences between the two harbours.

122 - Towards the South Harbour. In the future this site will be the new waterfront.

123 - Today the harbour site is characterised by big tanks used for industrial purposes.

124 - Future residential blocks will have the same physical appearance as they have today.

During the author's observations the atmosphere of the area became very clear. It is a family friendly area with many natural features that create recreational and restorative environments. The same thing could be said about the centre of Køge and the housing area close to the waterfront on the North Harbour. The atmosphere brings out the current characteristics of the area with its natural and original features, its connections to the nature, quietness and free growing and wild vegetation creates activity rooms and workplaces in "Phase 0". One can easily assume that human activities and enjoyment of the area will only increase in the future.

The "Phase 0" of the overall development will evidently increase the attraction of the area. One can only anticipate increase attraction and closure of the 'gap' between the harbour area and the old city centre as the development moves through its next stages.

The activities on the site are one of the most important focuses over the transformation time. The maritime clubs are distributed on the site to create more active areas, but it is difficult to know without detailed maps where each activity is placed, apart from the Rowing club.

That gives the clue that there will not be any outdoor activities after the transformation has finished. The only activities will then be placed indoors in buildings like the Tapperiet and the Yellow Hall. The squares that are to be constructed and the activities they have to offer have not been specifically described or pictured making future plans for practices on the site unclear.

This gives the concept and purpose of "phase 0" a lower importance because the development of the overall plan does not include this kind of use in phases 1-13. After "phase 0" has been finished the area has no planned outside activities apart from specialised maritime activities. This could result in users losing their connections and mental relationships towards the site and because of that create negative feelings towards the transformation of the site.

Through the development process, the site will go through multiple phases as previously mentioned. Green structures play a big role in the design. If this vegetation will thrive the site will be more attractive with the strong contrast the vegetation will pose against the overall greyish harbour look of the area.

The risk is however that it will disrupt the lines of vision from the town towards the shore. Aftermath of the vegetation planting could therefore increase the restoration of the area or cause it to lose its natural connections along with its calm and carefree atmosphere.

The waterfront will be opened up for both residence and public access and furthermore a new cultural centre for the city will be created; this will give the site a great opportunity to attract visitors and connect the harbour to the new city centre. This however reduces the future welcomeness of the area towards the new district, because it forces users to travel all along the waterfront instead of being able to travel within the harbour area.

This is quite strange for two reasons, based on that the fact that the new district is supposed to be an active place and filled with open places, streets, offices and shops, the waterfront path has not yet been constructed and people can therefore not use it. Secondly, the proposed underpass encourages people to travel along the waterfront, a path that is not in existence.. This underpass is however clearly necessary because of future plan of increasing the train traffic to the town.

125 - Today the activities at the site play a big role, when the development process has reached the “phase 1-13” they have been replaced by permanent one.

126 - The waterfront seen from the North harbour.

127 - The waterfront is closed off by working industry, and thus inaccessable by people.

128 - New town centre, in the future.

The vision of Køge's harbour site and its specificity is uncertain. Depending on if "Phase 0" will run for long enough time to bring people to the area and start the ongoing process of developing the future district. If the activities and uses of the initial "phase 0" are preserved and continued then an evolution of the site and its usage is achieved. If this is however forgotten and discontinued, the effort will have been of no use and "Phase 1" will have to start from scratch just as "Phase 0" did .

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Case study: Reykjavík, Iceland

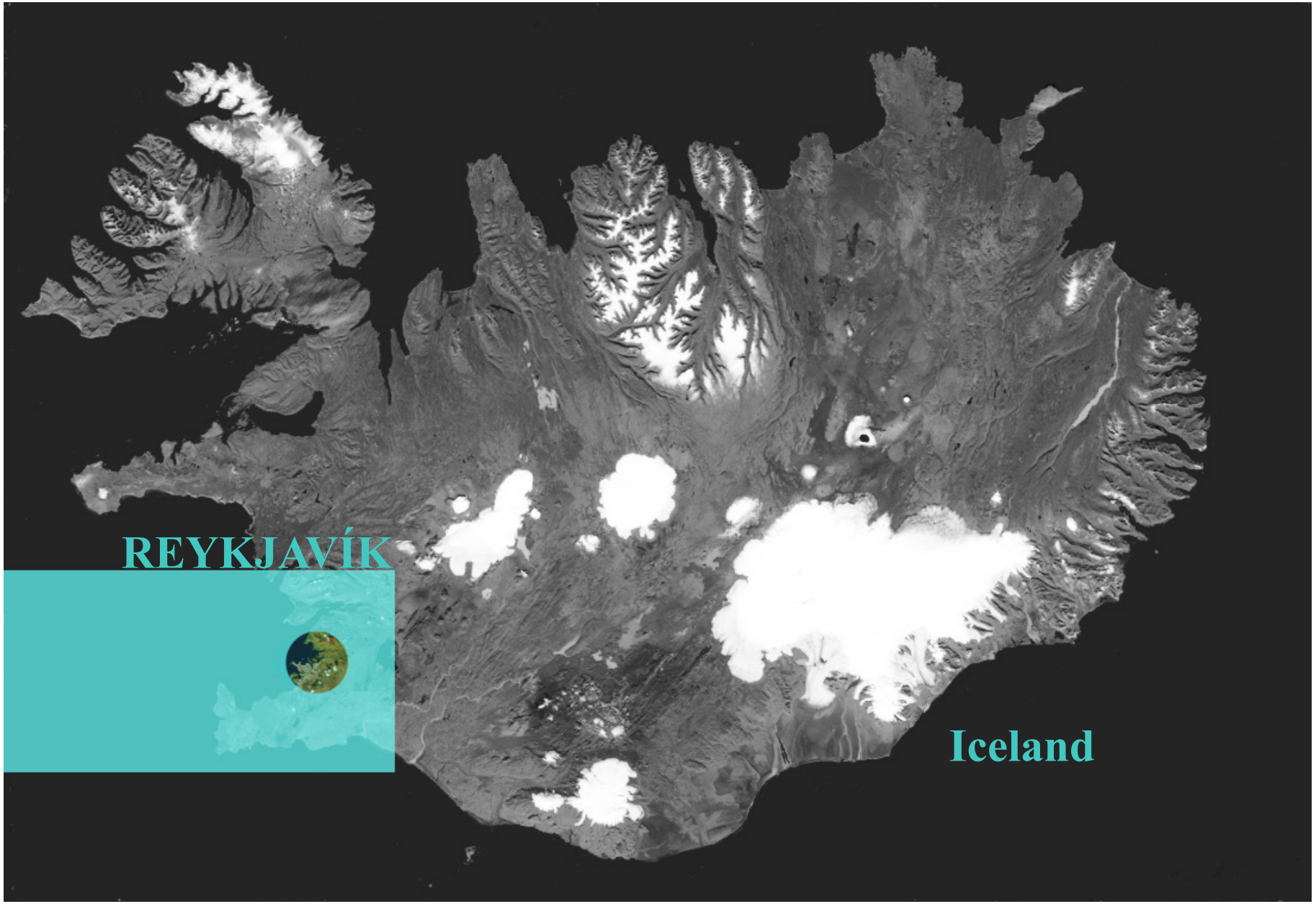
Introduction

For a long time, the author has longed for a chance to dive into a study of harbour areas and especially the area of the Old Harbour in Reykjavík. The site is located in the capital, Reykjavík in the south coast of Iceland. It is within a few hundred metres from the location of the first human settlement in Iceland and the site represents significant historical and cultural importance, currently made up of modern glass sculptured buildings mingled with 19th century stone houses and industrial structures.

The key factors one must keep in mind when studying and evaluating this site is that like the whole of the country it is constantly impacted by ever-changing and unpredictable natural elements. All aspects of the design and planning of the harbour have to take the harsh natural elements into account.

In the case study in Reykjavík, the author will study the site as a designer and concentrate on design ideas for the Old Harbour in Reykjavík. ,In the aptly names chapter, *Understanding site* in their book *Site Matters,* Burns and Kahn outline studies of understanding sites by dividing them into three areas,: area of control, area of influence and area of effect. (Burns & Kahn, 2005)

For the harbour area in Reykjavík the area of control is the harbour itself, with its some natural borders and clear planning lines. The area of influence is the nearest neighbourhoods with their city centre structures and characteristics and last is the area of effect; that would be the metropolitan region of Reykjavík.


REYKJAVÍK
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The history of the Old Harbour in Reykjavík, Iceland

At the beginning of modern society in Iceland the nation was classified as being in a “farming era”. That time period was later replaced by the “fishing era”, at the beginning of the 20th century. Today these two industries are still active but have of course changed significantly during the last century. Before the time of airplanes and telephone cables, ships were the only connection the nation had with the outside world. The inhabitants of Reykjavík were apathetic about external communication and for a long time the harbour area was in a ‘natural state’ and did not offer easy access for ships to dock.

Therefore sea crew had to anchor their ships outside of the harbour area and use smaller rowing boats to transport merchandise and people between the ships and land. (Friðriksson, 2013) Despite the importance of the fishing industries on the general economic survival of the nation, the harbour area in Reykjavík was not developed until very late in the history of the city.

For centuries, the general facilities portrayed the basic of a subsistence fishing small vessels and very limited construction and development of the natural state of the harbour mixed with meagre and poorly constructed piers of the private fishing companies. It was not until the demand of the increasingly larger sail and later motorised vessels were echoed in local demands of access to public facilities, that the harbour area saw its first steps towards modern development structures; the year was 1883.

The newly built public pier (1883-4) was of poor quality and in 1905 it underwent great reforms. This pier could only support merchant vessels and smaller decked vessels, however it was considered of significant importance as it was the first structure that visitor to Iceland saw; merchant vessels were the main form of transportation of the time.

This pier and the harbour as a whole, were the outward facing parts of the town, the facade for arriving travellers.(Víkin - Sjóminjasafn, 2005) In 1909, constructions for a new pier started. The Icelandic nation was finally going to be able to accommodate trawlers and the pier was called “Kveldúlfsbryggja” or the “Night wolf’s pier”.

Icelanders were grandiose in this construction. This was the first construction of such a calibre for the Icelandic nation, due to the fact that the country had just gained home rule from Denmark in 1904.

The next construction in the development of the harbour was a pier named “Kolabryggja” or “Coalpier”. The Kolabryggja was designed to support even bigger ships than Kveldúlfsbryggja. (Víkin - Sjóminjasafn, 2005), (Friðriksson, 2013) The period of 1918-1941 brought enormous developments to the Reykjavík harbour area. More and bigger industries were located in the area with bigger buildings and bigger ships. Hence, the residential area started to gradually move away from the costal line.

During all of these constructions, large land areas were acquired through landfills as sediment were pumped up from the harbour itself. This newly gained landmass would later become valuable land for industries, ships and shipping companies. (Víkin - Sjóminjasafn, 2005)

The importance of the harbour has not changed much from the time of its first use. From the first constructions in the Old Harbour, the area started playing a key role in the social and economic life of Reykjavik.

Ever since the harbour area became profitable fishing industry became central to the local and national economy, it has simultaneously become a cultural and financial artery for

133 - Iceland has been known for being a fishing nation since beginning of modern society.

134 - The land has expanded greatly through time by adding landfill.

135 - Iceland got its home rule from Denmark in 1904.

136 - The harbour area in Reykjavík was not developed until very late in the history of the city. Even though the fishing industry was crucial for the economic survival of the nation.

137 - After the improvement of the piers began, bigger ships were able to land at the harbour site.

138 - This landmass created a valuable area for industries, ships and shipping.

both Reykjavík and Iceland; the area is currently the most important industrial area of Reykjavík. (Friðriksson, 2013)

The city centre and the Reykjavík harbour are geographically linked and used to be tightly interwoven. However, due to industrial and technical developments as well as compartmental changes of land use, followed by changes in environmental policy and conditions and the built up of extensive traffic structures, the connection previously close connection between those two areas has been severed. Subsequently, the harbour area has become highly industrialised and hence uninviting to both visitors and most of the people of Reykjavík. (Reykjavíkurborg, 2013)

139 - Through times the harbour has gone through great changes.

140 - The harbour area has become industrialised.

141 - The Old Harbour has been a key area both for social and economic life of Reykjavík. After the area became profitable and established a fishing industry simultaneously became a cultural and financial artery for both Reykjavík and Iceland.

142 - Through the years, industrial developments requiring extensive traffic structures have severed the connection between the city of Reykjavík and the harbour area.

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The harbour area in Reykjavík

The harbour area is divided up to five areas, known as:
Austurbakki (East-bank),
Miðbakki (Mid-bank),
Suðurbugt (South-bay),
Vesturbugt (West-bay)
Grandagarður.

Hallgrímskirkja
Austurbakki
Miðbakki
Tjörnin
Harpa
Suðurbugt
Vesturbugt
Grandagarður

Framework for harbour transformation

Upcoming changes and ownership of the harbour site

The owners of the harbour site are Faxaflóahafnir sf. (Associated Icelandic Ports), an association with theCity of Reykjavík.
The board of directors of Faxaflóahafnir sf. is in charge of the management of the harbour site and has exclusive power over business licenses within the harbour. (Hafnarlög, 2009)

In 2009, The City Council of Reykjavík put together a team to formulate a work plan for the harbour area in Reykjavík; Framework Plan. The following description is of the Framework Plan's vision of Faxaflóahafnir sf. for the harbour area.

One of the key factors for the future plans for the harbour site is a holistic and harmonious design. As mentioned before "The Old harbour's" construction created a mass of landfill. Part of this landfill created a physical connection between the island of Örfirisey and the mainland. This connecting part is called Grandagarður. Grandagarður hosts houses that were until recently used for the storage of fishing nets and other fishing equipments.

One of the main focus points of the Framework Plan is to create a mixed use area at Grandagarður; with residential housing, public open areas and diverse industries and services.

In the near future, heavier fishing industry and fish processing companies with big trawlers will move to another location, further away from the city centre than today. The fishing industry in this particular area has already gone through several changes when it moved from Austurbakki to Grandagarður .

Future plans aim to strengthen the lighter fishing industry by facilitating access and docking for smaller open motorboats and smaller fishing crafts. This will increase the social life at the harbour – e.g. with the introduction of a fish market and restaurants - and as the industry establishes a defined location the management of fishing markets will become much easier.

Other attractions in this area – Grandagarður – consists of every-popular whale watching and sea angling trips, facilities for small boats and yacht, a number of local restaurants as well as other harbour related activity like the sailing club Brokey. These practises and facilities will be preserved in the future. Miðbakki will service smaller cruise ships as well as larger scaled research ships. The pier next to the maritime museum will host the now retired patrol boat; Óðinn and tugboat Magni.

Grandagarður will still be used for the equipping and running of smaller fishing vessels that suit the new environment. It is the fundamental aim of Faxaflóahafnir sf. to offer a variation in activities, services and both residential and areas open to the public in the future at the harbour side. (Faxaflóahafnir sf, 2013)

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Study analysis

The major aim of this case study is to analyse the characteristics and qualities of the Old harbour area in Reykjavík. The sources for this analysis are among others; multiple official documents from the Reykjavik Municipality, maps, photos taken by he author and other people, as well as personal on-site observations and interviews with the chief of Faxaflóahafnir (Associated Icelandic Ports) Hjálmar Sveinsson as well as interviews with some local fishermen.

The most significant municipal documents that were used in the evaluation of the site were the Framework Plan and the Local Plans.

The Framework Plan

This plan is not a legal document but functions as a guide towards future development of the area. It is based on the winning proposal in a design and planning competition held by Faxaflóahafnir sf. in 2010. The competitions winners and the authors of the Framework Plan are the British, Graeme Massie Architects, joined by an Icelandic team from Alta ehf. (Graeme Massie Architects, 2012)

The potential development area stretches from Ingólfsgarður in the east to Örfirisey in the west, a total area of 70 hectares.

One of the main driving forces for the competition for the Framework Plan was the design of a future holistic plan, which could match the existing Municipal Plan of Reykjavík; a holistic plan of the Municipality city centre and harbour area which would create a flawless image of the city. (Verktækni, 2009)

The harbour chief and the chief of the harbour executive committee worked in co- operation with the environmental and planning board of Reykjavík as the hosts of the competition.

The particular goals of the competition were to create a lively city centre including connections between the downtown centre and the harbour site. Primary focus was placed on directly including the existing harbour industries in this plan as obviously their physical location cannot easily be changed.

The area needs therefore to accommodate a mixture of industries of different sorts, including commercial enterprises, services to the local people and visitors and residential apartments.

Finally, while the key focus of the Framework Plan was to create a lively city centre area mixed with harbour industry components, the plan was also designed to ensure ongoing and interactive development of the area. (Þórólfsdóttir, 2013)

The Framework Plan rejects the approach of “tabula rasa”, which was a dominant approach in the organizational development of the former planning processes of the area. The current approach emphasises the preservation of the historical and cultural buildings at the site.

Buildings and constructions such as the current Hotel Marina, the former shipyard association building, the fishermen huts located on Suðurbugt, the shipyard or Slippur, Spilhús or the Capstan houses will be included and maintained in the plan, even, the shipyard – which will eventually be relocated - will be preserved in its location for the time being. (ALARK arkitektar ehf, 2013)

The Framework Plan divides the construction area up into four smaller harbour areas Austurbakki, Miðbakki, Suðurbugt and Vesturbugt, each developing their own characteristics. The plan’s vision is to create narrow streets that are surrounded by low raising buildings and squares distributed around the area. Furthermore, a strong emphasis is placed on easy

146 -The construction area for the Old Harbour in Reykjavík.

147 - One of the main emphasises of the Framework Plan is to create a lively city centre with connections between the harbour and the city of Reykjavík, with apartment buildings on both sites and reorganised traffic emphases.

148 - The construction time for the development process will be in two phases.

access for pedestrians, cyclists and the increased availability of public transport. Hence, the street of Mýrargata, a primary road currently carrying heavy traffic will be transformed in to a narrower city street with a lower maximum speed. The user target group for this new harbour site is very broad and the aim is to attract people from all sections of society. (Graeme Massie Architects, 2012)

This thesis will focus on all the areas included in the Framework Plan as well as one additional area, Grandagarður. The reasons for the inclusion of Grandagarður are its proximity to the development areas and the fact of the numerous physical, historical and cultural factors Grandagarður has in common with the development areas.

Local Plans

Each area at the Old harbour has its own Local Plan, listed below. These Local Plans are legalised documents which the municipal government is responsible for creating. These documents detail provisions and policies, and cover clearly defined areas.

The combined areas these plans represent make up a construct covering the whole area of the Municipal Plan. The Local Plans determine conditions such as; density of inhabited areas, architecture styles, lot sizes, placement of houses on lots etc. (Reykjavíkurborg, 2010)

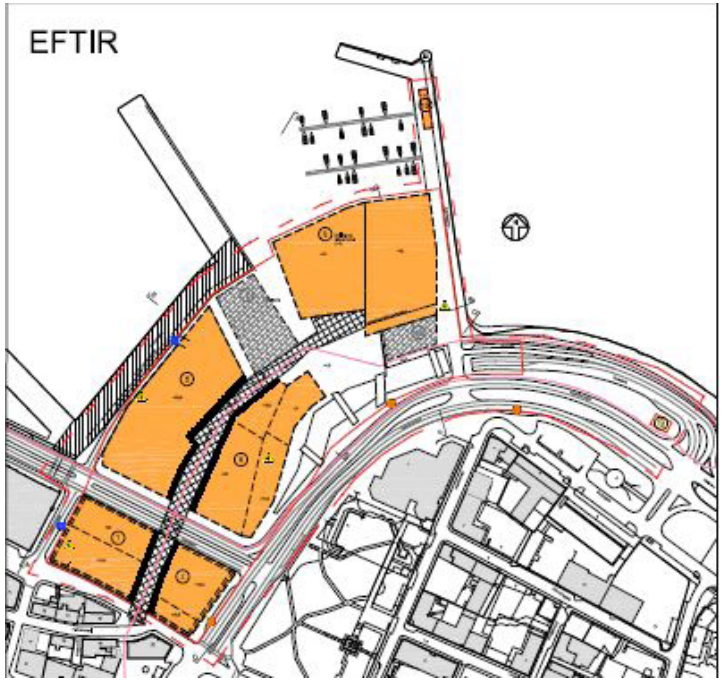
For four out of the five areas of the harbour: Austurbakki, Suðurbugt, Vesturbugt, Grandagarður a Local Plans are already in existence, some having been subject to some changes in recent years.
(ALARK arkitektar ehf, 2013), (Faxaflóahafnir sf, 2006), (Reykjavíkurborg, 2013)

The descriptions below detail the Local Plans for each area at the Old Harbour in Reykjavík.

Austurbakki

The Local Plan for the area of Austurbakki was approved in 2006. Austurbakki is the location of the concert hall, Harpa completed in 2011. A T-crossing will be constructed and the street will be transformed from a primary road into a city road.
The future plan is to create mixed forms of accommodations in this area, blending residential dwelling with hotels accommodations, restaurants and offices adjacent to the concert hall Harpa (Reykjavíkurborg, 2013), (Faxaflóahafnir sf, 2006).

149 - Satellite image of the harbour site.



150 - The Local Plan of the construction area at Austurbakki.

151 - The Coast guard lands there ships there today.

152 - The front of Harpa is a big gray area.

153 - The area hosts ships facilities.

154 - The beginning of the promenade is located at Austurbakki.

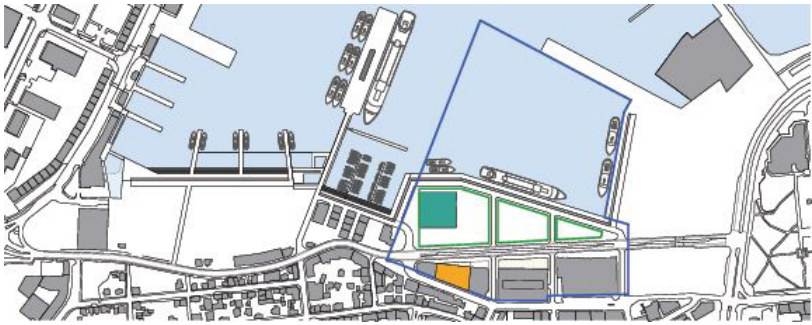
155 - The turquoise colour that characterises the harbour site.

156 - The constructions have already begun.

The area of Miðbakki does not have an existing Local Plan at the moment. The Framework Plan includes the area of course but as already mentioned, that plan is not a legal document. It can therefore only be used as a guide for the Local and Municipal Plan. A Local Plan for the area will be made in the future and will then be based on the Framework Plan.

The vision for the site is to transform it into a mixture of accommodations and residences, where the buildings will contain shops, offices and restaurants on the ground floor and residential apartments on upper floors.
(Graeme Massie Architects, 2012)

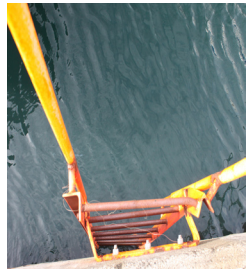
157 - Satellite image of the harbour site.



158 - The Local Plan of the area Miðbakki.

159 - The working harbour at Miðbakki.

160 - In the memory of the landfill works the train is kept as a remnant at the site.



161 - Harbour facilities, still in use.

162 - Sculpture of the the coast line's development.

163 - Only the front of this house is assessable for pedestrians.

Suðurbugt and Vesturbugt

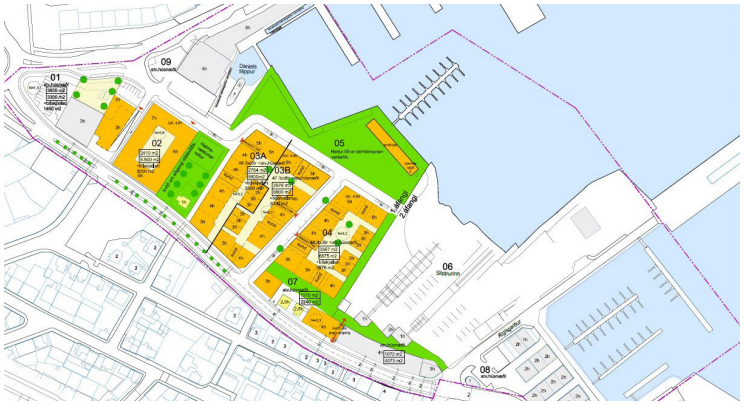
Suðurbugt and Vesturbugt covered by Local Plans that were approved in 2013. Before the current approved plans, the ideas and designs underwent several changes due to policy changes regarding the decision of whether or not to put the traffic street of Mýrargata into a tunnel.The current plan does not include this “traffic channel” proposal; instead the current street is transformed into a “city street” where the traffic will be slower and cyclists and public transportation will have priority.

A number of ideas regarding a simpler street structure, diverse apartments types which will attract a variety of prospective residents, the emphasis on maintaining the visual lines between the city centre and harbour area have all been addressed in the current plans. They furthermore look at the practical aspects of increasing the availability of parking in the area as well as addressing the two different developmental steps associated with the

Shipyard and the height of the buildings in the area. The first step focuses on apartment houses and other buildings, their locations, heights and facades, important factors when it comes to shelter and light as will be discussed later in the thesis.

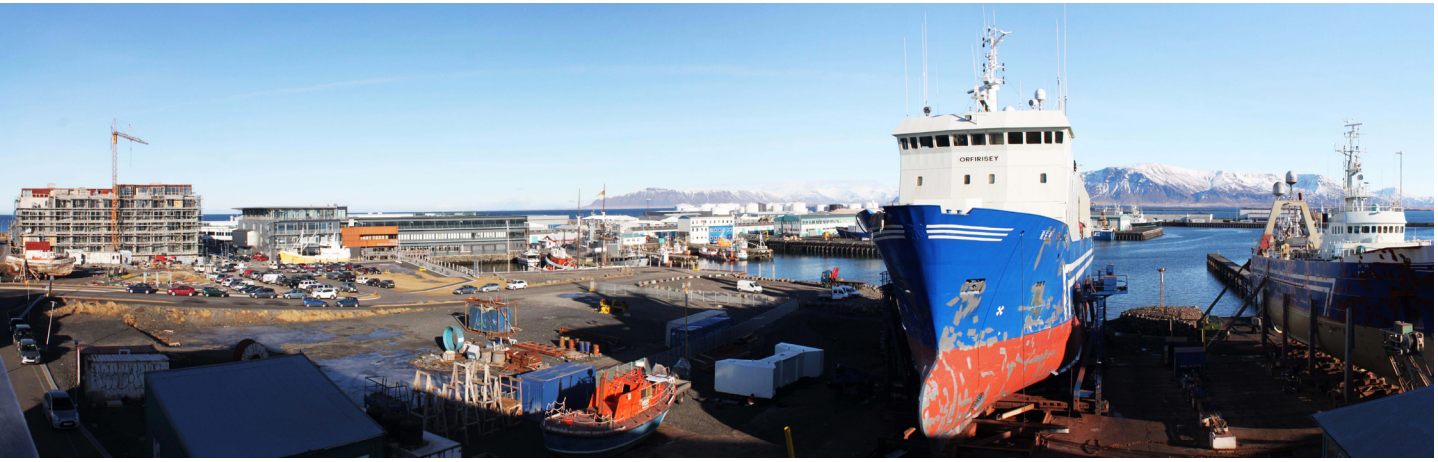
The second step deals with the current location of the Shipyard. This step outline a future ‘look’ of the area, should the Shipyard and associated industries be relocated. Ideas from the Framework Plan are implemented in the new 2013 Local Plan. (ALARK arkitektar ehf, 2013)

164 - Satellite image of Suðurbugt and Vesturbugt.



165 - Local plan of the area, phase 1. The shipyard will be preserved.

166 - Local plan of the area, phase 2. The shipyard will be replaced by buildings.



167 - The area as it is today, most parts are construction lots.

168 - The whale hunting ships are parked at the site.

169 - The area is underused and serve mostly as a parking lot.

170 - Some older buildings will be preserved with new function.

The current Local Plan for Grandagarður dates back to 2008. It divides the area into two; these two areas are simply called HA1 and HA2. HA1 contains an oil storage facility located in Örfirisey, with wharfs for oil tanks and other ocean vessels. HA2 is an area that hosts fish- ing vessels and a variety of fishery- and harbour related processes as well as the National Coast Guard.

Grandagarður 1-13 is where the Netageymslur (former net and fishing equipment storage) are. The use and function of these storage buildings have already been transformed and they currently host activities and businesses with little or no connections to the fishing industry. These buildings serve various functions ranging from fast food outlets to housing workshops for fashion designers and local artists.

According to the plan, this part of Grandagarður will be characterised by the great variety of business and operation, most of which will not be related to the fishing industry. (Teiknistofa Arkitekta, 2008), (Reykjavíkurborg, 2010)

171 - Satellite image of Grandagarður.

172 - The Local Plan for the area of Grandagarður.

173 - The most active sea area of harbour site.

174 - Kaffivagninn specializes in serving fishermen and locals.

175 - The harbour site is filled with active fishing industry.

176 - Old houses will be preserved and will get new usage.

177 - The area will be characterized by a variety of businesses.

The Municipal Plan of Reykjavík

The current Municipal Plan of Reykjavík spans the time period of 2010-2030 and was approved in February of 2014. It details the multiple policies of the regional administrations and is binding for all planning decisions like Local Plans and Neighbourhood plans. In matters of implementation and policy forming the Municipal Plan regulates decisions for Local and Neighbourhood plans. (Reykjavíkurborg, 2013)

Previous Municipal Plans for the city of Reykjavík have focused on creating provisions for the city to expand and enable it to anticipate and prepare for population growth.

Following these policies, suburban areas have been designed and built. However, the design of some of these areas does not match some of the current ideas of practical and environmentally sound city planning.

This suburban expansion style has resulted in an increase in the rate of privately owned vehicles and diminished the environmental transportation methods the city is currently trying to implement in its newly approved Municipal Plan.

The current Municipal Plan has four main focus points; the ongoing development of the City of Reykjavík until 2030, to increase employment opportunities, to increase population numbers and decrease the housing needs. Essentially, the four points focus towards improvement for current and future generations.

One of the core aims is to create both public and personal environments which maximise user friendliness, and to do so in a planned and sustainable manner. The focus is on redesigning and redeveloping the human-made environment, hence greatly improving its quality for everyday life and living; the general structure of the urban setting will be characterized by dense, mixed activity areas at the sea side.

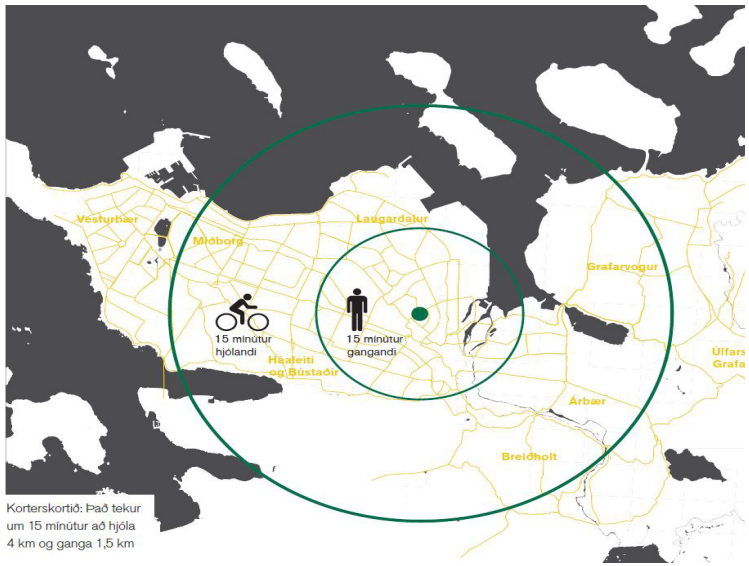
The traffic structure and regulations will change significantly. The designs will be more people-oriented where pedestrians, cyclists and public transportations will have priority. The aim is to re-establish the lost connection between the city and harbour site, with an emphasis on increasing foot traffic and people on the streets.

Through this revival of pedestrian activities and access and low traffic speed, connections, the harbour area and the inner city, will be united in a people-friendly environment. Such improvements will certainly increase quality of life in the area for local businesses, visitors and residents. (Reykjavíkurborg, 2013)

The Municipal Plan also contains future visions regarding the quality of the built environment. The main concentration is on how it is possible to increase the artistic qualities in the design and development of the built environment, on the nature and extent of public spaces, the match between the old and new, and the fundamental aspect of re-designing existing streets.

The area's history will be preserved through existing names of buildings and streets and various landmarks and structures in the landscape. One of the most interesting parts of the plans for the area relates to the determination based on the heights of the houses. The plans for high-rise buildings have to be assessed in the context of their environment; the low rise structures should be preserved.

It should be pointed out that currently some neighbourhood associations as well as other users feel as though promises of plans for low rise buildings have not been fulfilled and due to disagreements between the locals and the



178 - In the future, the traffic system will change significantly. The emphasis is to create a more city-oriented environment, where pedestrians, cyclists and public transportations will have a higher value then today.

179 - Future walking and cycling paths plan of Reykjavík.

180 - One of the focus points will be the height of the houses, where all high-rise buildings have to be assessed in the context of their environment; the low rise structures should be preserved.

181 - The height of the current houses differs a lot.

182 - The area currently serves car traffic. Cyclists and pedestrians are forced onto a narrow sidewalk.

Municipality over the issue, development in the area is at a standstill due to legal issues. (Reykjavíkurborg, 2013)

A number of old maps of the area and region were studied as sources for this thesis. The main aim was to analyse changes in the structure and prior developments in the area. Furthermore, a number of old photographs have been included in this study. These photographs provide vivid images and understanding of former practises, and provide an insight into the atmosphere of times passed.

Furthermore, on-site interviews with both active and retired fishermen revealed an otherwise hard to come by essence of the site derived from their memories and first hand experiences.

On the 25th of February an interview was carried out with Hjálmar Sveinsson the Chief of Faxaflóahafnir; Associated Icelandic Ports, and a member of the Reykjavík City Council as well as the Environmental and Planning board of Reykjavík City.

In addition to these documents and interviews', numerous site visits were carried out over a period of 8 months. The site was observed over the summer months of 2013, in December the same year and in February of 2014. These site-visits were made on foot as in well as motorised vehicles. Furthermore, it must be noted that the author is Icelandic and has lived in Reykjavík for the last 15 years and is therefore familiar with the area of the proposed developments.

Personal observations

The Old Harbour in Reykjavík can be divided into three concept areas; Cultural and tourist attractions and services are mostly concentrated in Austurbakki and Miðbakki.

These areas host the music hall, Harpa and they also contain the landing areas for visiting cruise ships.

The future plans detail a significant increase the number of hotels in both areas. Suðurbugt and Vesturbugt represent local history. These areas host two local shipyards and the coast line in this area has remained unchanged since the very early1900s. Vesturbugt will in the future host a residential area mixed with local services, Suðurbugt will follow similar trend in the step two of its development process. Grandagarður is and will be improved to become a high-technologically centred area. (Sveinsson, 2014)

As already stated, the thesis author is closely familiar with the city and its various areas including the harbour and the central downtown area. However, before commencing this study of the harbour the author had visited the area in the same capacity as most other people of Reykjavík, i.e. not with a critical, analytical approach in mind. Earlier visits would have been recreational, strolling through the harbour area and visiting restaurants located close to the harbour area an experience not dissimilar to that of being a tourist in your own city.

The term ‘tourists’ merely indicates the fact that most other people enjoying the area were local visitors and foreign tourists, hence creating a somewhat cosmopolitan atmosphere filled with ‘tourists’ taking in the land and cityscape around them, in the calm summer night’s weather. In retrospect, such previous experiences tend to conjure images of feeling like a ‘stranger’ in your own city is common with the experiences of local users.

Furthermore, my memories and thoughts of a calm weather and soft breeze on the face proved to be more like illusions then reality, as I later found out during my structure, thesis related observations. Still weather on the harbour site is not common due to its inevitable openness towards the sea.

The weather at this north facing harbour therefore usually consists of strong, cold winds, which often force visitors to hastily run between sheltered places, i.e. from their car to the place of visit and then back to their car and drive away.

This is a shame because as people hurry through this area they miss out on the magnificent landscape views, the mountains on the horizon, and the cityscape in the distance, and there amidst numerous ships and harbour-workers adding life and movement to the everyday life of the harbour. However, the human activities and everyday bustle of the area is diminishing. As some of the pre-development processes impact on the industries in the area, activities in some parts have slowed down causing some areas to become empty and unused. While some parts of the harbour site today are alive and active, it is minuscule compared to what it was only a few decades ago when most inhabitants of Reykjavík lived and worked at the harbour site.

Today most industry work is done by big machines and therefore closed off for public, therefore it is the author’s opinion that the industry of today is lacking much of its former spirit.

After commencing my study of the harbour area and spending time on site, my critical, understanding of the place increased and its nature, feeling and impact began to unravel.

184 - Activities at the harbour site mainly focus on one target group,the ´foreign tourists´. These activities consist of whale or puffin watching tours and restaurants serving traditional food inspired by Iceland.

185 - People hurry through the area and drive in their car between locations.

186 - The harbour work has developed from the human hand to machines.

187 - The area consists of historical buildings clustered next to newly build buildings.

The general atmosphere and personal experiences of place differ greatly across the overall development area. Close to the concert hall, Harpa, the space is wide and open and provide open view in all directions. This openness of course means that the area is exposed to the elements and there is nothing to stop the wind, hence, this area is often cold and windy even on a sunny day.

As one moves closer to the centre of the harbour area, the streets get narrower. There is one main traffic street that has three different names, which changes along the way, first Kalkofnsvegur then Geirsgata that finally becomes Mýrargata. This street serves this part of the city and is often jammed with traffic during the busiest hours of the day.

As the traffic moves closer to the pedestrian areas, the feeling of safety as a pedestrian is diminished. However, the traffic street is winding and manages to create a serial vision for its users, which adds visual stimulus for those taking in the nature and layout of the street and surrounding area.

The area consists of different architectural styles that melt together in interesting ways. An example of this is the new concert hall Harpa. The building is a tremendous modern looking glass sculpture and opposite it there is a giant, almost windowless steel grey, concrete building.

This building is The Central Bank of Iceland. These two buildings come across as opposites both in building material and style (colour and impact), perhaps indicative of the fundamental role which each of them holds; art and music on one side and economy and capitalism on the other side. Close to these two giants is a large parking lot, as well as the biggest flea market in Iceland located in a former industrial buildings. Along the flea market is another re-used industrial building housing the Reykjavík Art Museum.

All of these buildings are located along the street of Mýrargata. As one travels along this street, away from the central area, one enters the place of private residential houses. The buildings differ in shape, height, colour and form and as they cluster together they generate a charming, lively and joyful feeling to the area.

The author speculates that one of the reasons for people visiting the harbour site is because of variation in style of architecture and building characteristics; local people and foreign tourists as well. The majority of the people moving through this area are foreign tourists. The reason for this high number of tourists at the site is most likely the many hotels located in the downtown area and the cruise ships that dock there. Future estimates show that hotels, foreign tourists and cruise ships will only increase.

Activities at the harbour site are increasingly concentrated on serving this target group, consisting of whale and puffin watching tours, restaurants serving traditional or traditionally inspired Icelandic food and tourist shops selling Icelandic design.

It must be stressed that the activities on the harbour site differ greatly depending on the day of the week. During weekends all of the future construction areas are empty. Because the constructions are not at a full speed the empty lots serve as parking lots for the workers of the companies at the site during weekdays.
Hence, it is obvious that there are currently significant opportunities to increase the use of the harbour area (during the development stages) and to initialise the proposed strengthening of the connection to the city centre.

188 - The area in front of Harpa is open and has a gray appearance.

189 - The Harpa is a landmark for the area.

190 - The area is characterized by many architectural styles.

191 - The height of the houses at the construction site do not fit the low rise buildings across the street

192-195 - The atmosphere differs greatly depending on the locations. Near the concert hall, Harpa, the space is wide and open. Close to the centre of the harbour area, the streets get narrower. The traffic moves closer to the pedestrian areas and the feeling of safety diminishes.

The focus can be equally directed towards foreign tourists as well as locals who might like to visit the harbour area for both personal and recreational purposes. Any such encouragement of visit to the development area will also allow locals (and visitors) to contribute ideas and opinions to the ongoing development of the area.

Currently the Municipality seems to believe that a handful of promotional meetings will create a positive publicity for the overall transformation of the area. This has been proven to be incorrect as numerous complaints and prosecutions regarding building heights on Vesturbugt have come to light.

The current site lacks a lot of qualities in some areas; this is very likely due to the fact of there not being a holistic developmental plan for the whole area during its constructional period . This causes an uncertainty of how the planning process will be and how long time it will take. This uncertainty can cause dismay among the residents in nearby neighbourhoods, other citizens and stakeholders

It is a positive step to hold public meetings and educational walks around the area, for the actors of interest but to create a positive opinion and deliberations there has to be a more effective policy.

A policy that includes the residents of the area and other stakeholder and creates opportunities to experience the site contribute effectively to the development of the future transformation.

For example if there were activities that did not require payment, such as the playground but with more variation in use, actors would experience the site in a different way, their own way and therefore create opinions based on personal experiences. By doing so there are more possibilities to create a more positive transformation.

GULLBORG RE38

The author´s reading

Structures

In this subchapter the authors reading of structures is examined. A site's structures are defined as its syntax, open spaces and infrastructures. Transformation can be detected through the comparison of a site's structures before and after design intervention.

Iceland is an island located between latitudes 63°24´N and 66°33´N, just south of the Arctic Circle. The total area is ca. 103.000 km2, the second biggest island in Europe, and is one of the most sparsely populated countries in the world. (Iceland Guest, 2012)

As mentioned before Reykjavík, the capital of Iceland is located on the south-west corner of the island and the Old Harbour is situated in the west part of Reykjavík, considered to be a part of the central district of the capital.

A comparison of maps and photos from different periods ranging from 1900 until today shows noticeable changes in the scope and structure of the site. The most striking difference is the extent of developments within the area and the growth and expansion of dry land through landfill. Pier structures are a noticeably evolving element on the harbour site, much more so than street structure.

This limited development in street structures can likely be linked to the fact that the first car came to Iceland in 1904 and around 1920 there were only 170 cars in the whole country. Residential houses in the area were traditionally located next to the coastline so it was only through time that land for roads became available on the site, as dry land was extended. (Forsætisráðuneytið, 2014)

Between 1900 and 1917 the harbour was a very busy work place. The marina traffic was small scale but very busy due to the harbour being shallow and unable to accommodate larger ships which therefore had to anchor near the Örfirisey. (Þór, 2002)

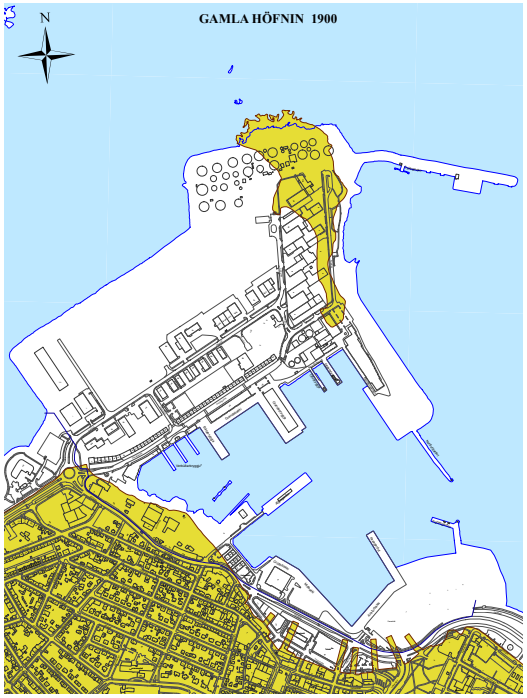
In 1917 constructions started on a pier between Örfirisey and the main harbour of Reykjavík. Today this area has been filled with sediment from the harbour. Changes in the harbour area can be seen on maps from different time periods and reflect the technology and the resources available at the time. (Faxaflóahafnir sf, 1917)

Further comparison of these maps shows the effect the landfills have had on the coast line hrough the twentieth century. Map of the area from 1945 shows the transformation of the coastline since 1917, a time of significant and extensive change in both harbour and national life in Iceland.

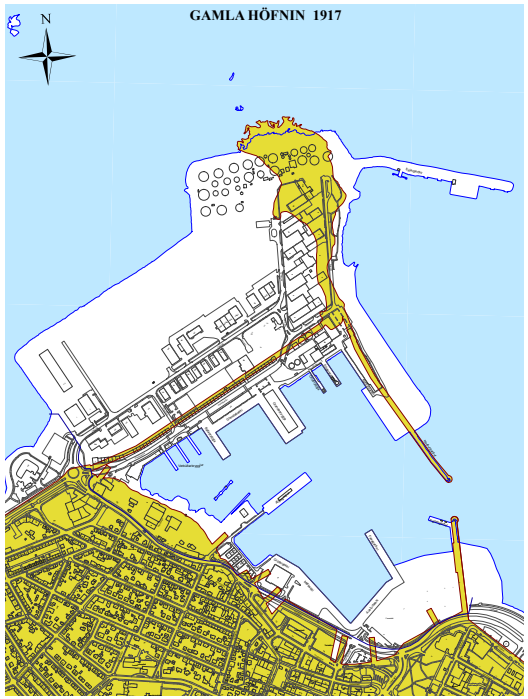
The yellow filter on the map shows how the area was in 1917 but at that time a pier called Grandabryggja was built opposite to Ingólfsgarður to calm the waters in the harbour, as well as opening the harbour up to larger sea crafts as previously mentioned.

As the number of residents increased in Reykjavik, the demand for a better harbour became louder. A map from 1945 outlines clear the attempts made to meet these demands, where massive landfills have been added to the previous piers and harbour. During the decades 1945 to 2002 even bigger changes took place as even bigger piers were constructed. (Faxaflóahafnir sf, 1917), (Þór, 2002), (Faxaflóahafnir sf, 1945)

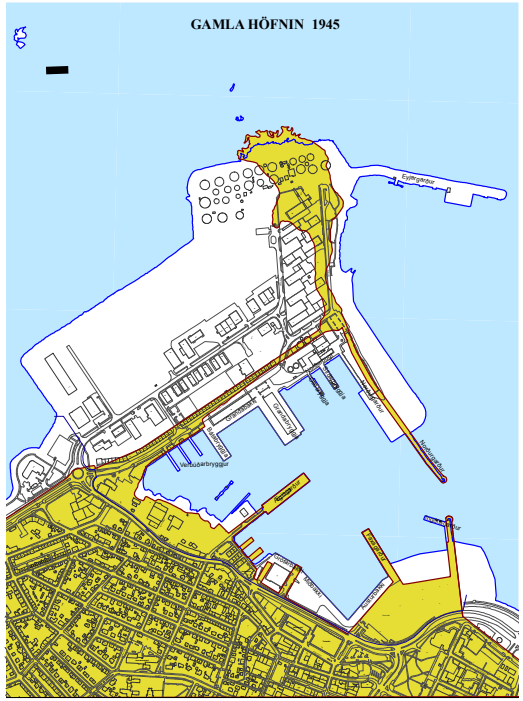
During observation tours around the area the primary noticeable features were the infrastructure of the harbour and its mixture of new buildings such as the concert hall,



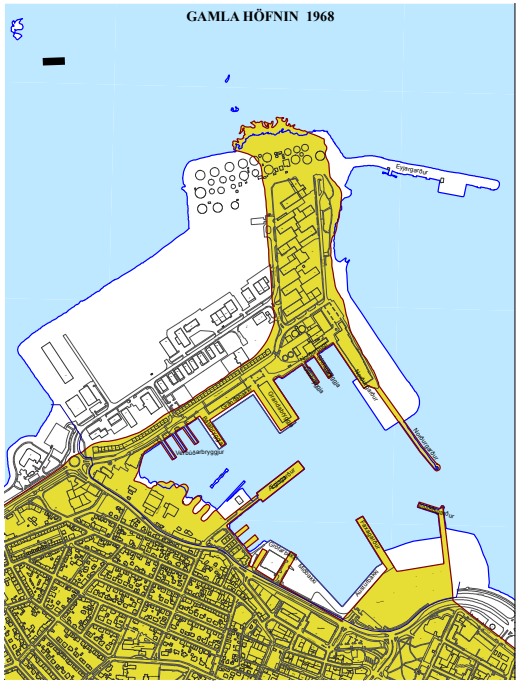
197 - The Old Harbour in Reykjavík 1900.



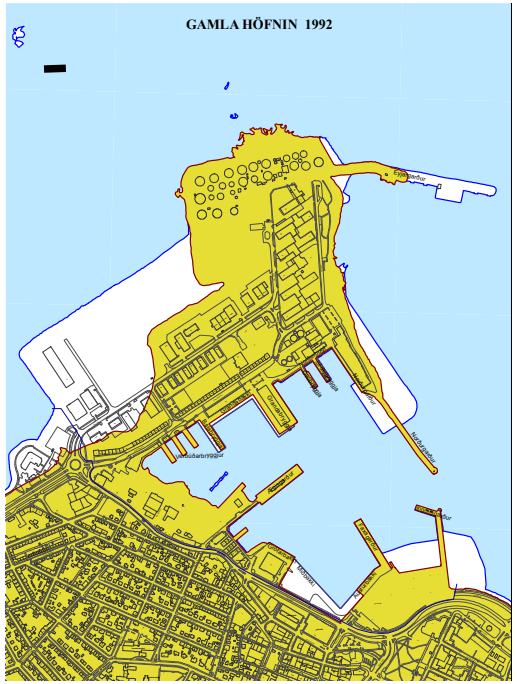
198 - The Old Harbour in Reykjavík 1917.



199 - The Old Harbour in Reykjavík 1945.



200 - The Old Harbour in Reykjavík 1968.



201 - The Old Harbour in Reykjavík 1992.

A comparison of maps and photos from the time of 1900 to modern times shows noticeable changes in the structure. The biggest difference is the extent of developments and the increase of land through landfill.

unfinished residential buildings, old buildings with transformed usage such as the Hotel Marina, restaurants and the “Víkin - Maritime museum”, among industrial buildings, the shipyard and small preserved stone houses.

As stated earlier in the thesis, one of the major future visions of the new Municipal Plan of the Reykjavík City Centre is to increase the population in downtown Reykjavík through neighbourhoods with mixed uses, residential and services and businesses. In these neighbourhoods people will not have to travel to the nearest services by car. The streets will be city-centred, providing environmentally friendly public transportations which will share the streets with private cars and bicycles. The connection between the city centre and the harbour area will be reasserted. (Reykjavíkurborg, 2013).

The Local Plan for Suðurbugt and Vesturbugt emphasises that neighbourhoods at the harbour will be characterised by at least eighteen, three to seven stories high buildings. These building will include 195 apartments and 800 square meters for services and other business which will match the historical as well as the current pattern of the city centre.

The future vision of the Old Harbour, in the Municipal Plan, concentrates on a strong, uniform, functional and attractive contribution to the city centre.

The plan contains various elements which have been evolving through a few decades and aims to bring this part of Reykjavik into a fluid and functional future, one which also contains a reflexive approach to contemporary (and future) concerns about human life and our environment.

The driving factor for a better centre consists of improving environmental qualities, preservation and development of buildings and other human and natural elements; e.g. the preservation of the old stone houses and old industrial feature at the site, the creation of a green environment, the decrease of air pollution, increasing environmentally friendly residences in the area and the strengthening connections and interaction between the city centre and the harbour site.

It is apparent that the past has a significant place in the new development and similarly it is clear that environmental concerns are of grave importance. (Reykjavíkurborg, 2013), (ALARK arkitektar ehf, 2013)

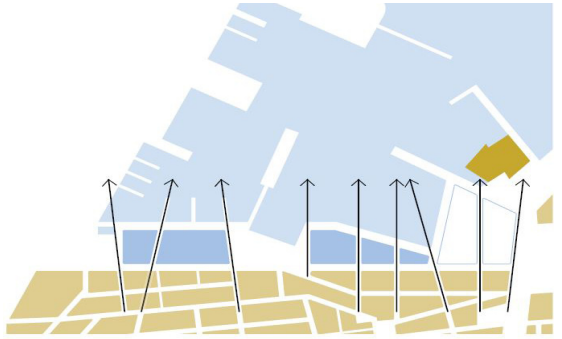
When the thesis author examined both the Municipal Plan and the Framework plan a re-occurring theme kept popping up; the re-planning and development of the old neighbourhoods always raises the issue of the conservation of architectural and historical inheritance.

This will of course also be the case for the development of the Old Harbour. In the future all residential blocks, urban units and individual houses will undergo professional assessment and evaluation, which will deem their heritage value and importance.

In the future new landmarks and high-rise buildings have to be approved to fit the rest of the natural and built environments; this is a requirement stated in the Framework Plan since one of the characteristics of the city of Reykjavík is its low-rise buildings.

The Framework Plan states that the harbour area will be clearly visible through the streetscape from the centre of the city and existing views will be maintained. These plans clearly state the designers will keep a ‘visible access’ between the city centre and the harbour. (Reykjavíkurborg, 2013)

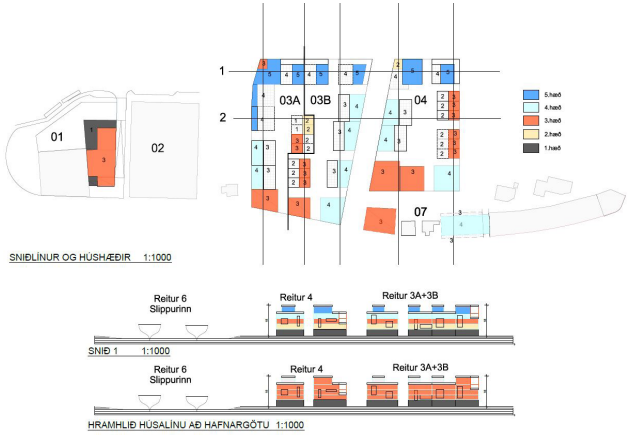
202 - The mains street is divided in to Kalkofnsvegur, Geirsgata and Mýrargata. The streets on the harbour area site are Spilhúsgata, Hlésgata and Rastargata.



203 - The Framework Plan aims to preserve these sight lines.

204 - The line of vision from the nearest neighbourhood.

205 - The Local Plan for Suðurbugt and Vesturbugt details how the neighbourhoods will be characterised by low rise building elements.



206 - The highest buildings will be located next to the sea site.

207 - The residential buildings across the street are 3-4 storeys high.

With these changes in infrastructure the connection between the city centre and the harbour site will be reasserted. (Graeme Massie Architects, 2012) (ALARK arkitektar ehf, 2013)

As previously mentioned; the harbour area in Reykjavík does not have long history compared to global settlements, nevertheless it has developed enormously through its lifespan, because of that many development characteristics can be seen in the patterns and lines in the area.

The structure lines inside the Harbour area consist of few streets and in the future the street structure will be preserved. Most of these streets cover the whole extent of the area, some lead to parking lots and others take you onto the piers.

On the areal map from 2012 there are clearly visible lines in the street structure from 1917 that were formed by the coastline and are currently named: Geirsgata and Kalkofnsvegur. (ALARK arkitektar ehf, 2013), (Faxaflóahafnir sf, 1917)

The primary roads, Geirsgata and Mýrargata, will be transformed into city streets with narrower roadways with residential and commercial buildings on both sides, and their re-design and beautification will be made a priority. In the planning, designing and developing processes, cultural and historical values will be maintained. (Graeme Massie Architects, 2012) (Reykjavíkurborg, 2013)

The Municipal Plan also deals with that in addition to addresses the fact that Reykjavík is a relatively sparsely built city, hence the emphasis on increasing the population density. Due to the low population density and spread of the city, a particular transportation culture has formed; people tend to drive between most destinations. Hence, one of the aims of the Municipality Plan is transform peoples attitude when it comes to car use.

The emphasis is place on changes to more environmental friendly transportations like busses and bikes. Consequently, the city has to offer connections better suited for these transportations, such as dedicated paths or streets. (Reykjavíkurborg, 2013)

According to the Chief of Faxaflóahafnir Mr. Sveinsson the decision against the enlargement of Mýrargata - an earlier plan - despite the projected rise in numbers of residents, is not expected to cause problems since the street is estimated to be able to serve 30% more traffic than it currently does.

The future plan for the infrastructure of this area in Miðbakki is the creation of a T-crossing where Kalkofnsvegur and Mýrargata meet and a reduction of traffic lanes into a single lane going in each direction. The traffic will therefore be made slower and the appearance of the former heavy traffic street will be changed to an inner-city like street. (Sveinsson, 2014)

The author realises that there are two noticeable “entrances to the area”, both of them characterised by big industrial concrete buildings. While travelling alongside the traffic street Kalkofnsvegur, north-west to Geirsgata and Tryggvagata, to the other “entrance” located at Ánanaust, a “serial vision” is formed which provide opportunities to slow down the traffic and create attractive landmarks.

It is interesting to see how many lots in the area are empty, waiting for constructions to begin. As a pedestrian in the area one notices all the unmarked temporal parking lots “created” on building sites and on these sites one can find containers used for the workers of the shipyard.

208 - At the harbour site there are two noticeable “entrances to the area”. Both of them characterised by big industrial concrete buildings.

209 - Both of them characterised by big industrial concrete buildings.

210 - The serial vision creates landmarks and excitement through the area.

211-218 - Between the “entrances” a “serial vision” is formed which gives the opportunity to slow down the traffic and create landmarks.

All this is crammed together in-between poorly maintained industrial buildings.

It is the thesis author's opinion that the structure of the harbour area in Reykjavík is not complicated but still consists of many historical and cultural elements and characteristics, which have to be preserved and combined with the future vision. It is important to be aware of the concept "tabula rasa" because the city's historical identity can easily be affected (negatively and positively) at this unique harbour.

Finally, there is another essential factor which designers and developers must consider when it comes to the Local Plans of Suðurbugt and Vesturbugt; the natural elements. The sometimes harsh Icelandic weather can have a huge impact on the buildings and the structures at the harbour site, most days of the year are both windy and wet.

Therefore the high and narrow area between the buildings must be given thorough consideration because of wind tunnels that can be formed. If the wind is given an open path it can be both dangerous (people and children can be lifted by wind in Iceland) and very tiresome for those working and living in the area. (Reykjavíkurborg, 2013), (Graeme Massie Architects, 2012)

The water structure of Reykjavík harbour is not complex. The main difference between the Icelandic site and the Danish one is the small stream once flowing from the lake in the city centre down to the harbour. This stream still exists but has been redirected through an underground channel and is only preserved in the name of one of the main streets: Lækjargata or Stream Street. (Ferlið, 2007)

The author reads the area as having two entrances that are characterised by a simple street structure. Cultural value should be preserved through the structures that testify to the sites functions throughout the centuries and at the current time.

The author sees the mixture of low rise buildings in between structures of a larger scale being the essence of the harbours' structure.

219-221 - There was a small stream flowing from the lake in the city centre to the harbour. Today this stream is preserved in the name of one of the main streets: Lækjargata or Stream Street.

AK 250
1902
HÖFRUNGUR III
AKRANES

Materials

In this subchapter the author's reading of materials is examined. The materials of a site range from its building materials to large scale materials such as large objects, entities, man-made as well as natural. Transformation can be detected through the comparison of a site's materials before and after design intervention but is best done through on-site observations.

The mountain scene that can be taken in from the harbour site from across the bay is magnificent and will be considered as a material. It is the author's opinion that the view of it has to be preserved as it maximises the vista towards the magnificent rise of the mountains across the harbour and the bay.

The Old Harbour in Reykjavík is much busier than the harbour in Køge. Different from Køge, the Old Harbour in Reykjavík serves more ships and the modern culture of the city has already mixed with some of the historical features and structures of the past. This mixture can clearly be seen when looking at the building materials used for the music house, Harpa, which is mainly made of glass but contains materials that reference the patterns of fishing net on its sea-facing facade. The area is characterised by colourful residential houses, one stone house from the 19th century and well preserved flood-protection walls made of rocks.

There are many characteristics at the harbour site that can be both maintained and further emphasised in the future developments and connections to the city centre. Previous development maps of the area demonstrate that it is mainly built on land fill and has in some sense changed greatly over a relatively short period of time from 1917-1992. (Faxaflóahafnir sf, 1917), (Faxaflóahafnir sf, 1945), (Faxaflóahafnir sf, 1968), (Faxaflóahafnir sf, 1992)

The groundcover is mostly made of asphalt, paved parking lots and gravel near the shipyard and the empty lots. As most of the area is covered by asphalt and other solid material, there is no much visible natural vegetation. Hence, the area can at times appear as grey and cold.

The sites has a long history of industrial activity, hence the soil at both Vesturbugt and Suðurbugt was polluted. Thorough cleansing work has been carried out at Vesturbugt, where residential area will rise in the future. The soil at Vesturbugt was polluted due to the operations of a small shipyard in the past, but through cleansing residential buildings will rise there in the future. Soil cleansing at Suðurbugt is currently not feasible, as the area still hosts an operating shipyard. (Sveinsson, 2014).

Environmental policies are in place for all the harbour areas that are owned by Faxaflóahafnir SF. Their environmental policy states that they work on constant improvements and on alert regarding all matters to do with the environment. (Faxaflóahafnir sf, 2013)

As mentioned before, one of the dominant features that characterise the area is the total lack of natural vegetation. Trees and grass lawns are nowhere to be found and apart from flowers in pots the harbour is barren. There are however plans for the introduction of plants, trees and green areas into the future site.

The key idea it to include small areas of vegetation in gardens (neighbourhood gardens) which are positioned so as to create alleys between buildings; each alley will be easily accessible to locals and visitors and these neighbourhood gardens will be located on each street block. (ALARK arkitektar ehf, 2013), (Graeme Massie Architects, 2012)

222 - The mountain landscape will be classified as a material.

223 - The landscape has a strong experience at all times.

224 - View point located at Suðurbugt.

225 - There is a lack of green structure at the harbour site

As stated before, the empty construction lots, the grey surface material and mostly grey building material result in the overall appearance of ‘grey’ harbour site. However, the harbour site is then surrounded by colourfully painted concrete facades of the nearby houses and on the water the various colours of boats and ships bring contrast to this ‘greyness’. Still, it must be stated that the ‘grey’ of the harbour site is clearly evident to anyone studying the site, a colour which currently dampens the overall presence of the current harbour structures.

Another characteristic feature that is dominant for this area is the variation in housing types. Historic buildings and modern glass buildings sit side by side, this all blends with low-rise residential buildings, hotels and restaurants.

There is a condition within the current Municipal Plan that all new constructions that will be built in older district in Reykjavík, need to be tailored and adapted to the characteristics of the surrounding area particularly when it comes to building materials and architecture.

According to the Framework Plan this condition is enforced and monitored through the construction permit process, i.e. buildings do not get permits unless they maintain and fit into the appearance of their neighbourhoods.

On-site observations and studies of the Municipal Plan all concluded on concrete being the dominant material on-site. Even though the dominant appearance of the harbour site is grey, has the harbour site certain theme colour that is ongoing throughout the area which is certain of turquoise The site has a certain theme colour that is ongoing throughout the area which is certain of turquoise. This turquoise colour is in a way a uniform for the harbour site.

While the colour ‘grey’ might be dominant in the current harbour area, it must be stressed that the blue of the sea and the vibrant presence and colours (blue, green and white in winter) of the mountain scenes provide a spectacular backdrop to the future plans of the area.
(Reykjavíkurborg, 2013),
(ALARK arkitektar ehf, 2013),
(Graeme Massie Architects, 2012)

The author sees how the mountain view forms the background of the harbour site and valuates it as the most important material on site. It is the authors opinion that the mountains as a material are what draws a lot of people to the site. Building materials were read by the author as almost being randomly placed at the site. Resulting in a colourful and often abstract mixture of facades and surroundings.

226-228 - The overall area has a gray appearance, mainly because the groundcover is made of asphalt, paved parking lots and gravel near the shipyard and the construction area. There are little or no opportunities for vegetation to grow.

229 - The most common building material is concrete, often with colourfully painted facades.

230 - Even though the overall appearance of the site is grey a variation in colors can be found in housing facades and boats.

231-232 - Historical buildings sit site by site to modern glass buildings and create lively experiences while traveling throughout the harbour site area.

SUNFLOWER OLEIC OIL

Processes

In this subchapter the author´s reading of processes are examined. The processes of a site can be short and long term, weather and climate. The reading of processes can reveal a lot about the valuations and considerations of the designer. Transformation can be detected through the comparison of a site before and after design intervention, through on-site observations as well a literature studies.

The Icelandic weather is most accurately described as unpredictable. Days often start of calm and beautiful but change dramatically in a split second, especially during the winter months. Despite this the islands climate is much milder than its name and location suggests.

During the middle of the summer season the sun does not set for almost 24 hours a day and the average temperature during the summer is 10 °C. To get closer to the characteristics for each season it is possible to describe the autumn and spring are characterized by rain and the winter offers long nights, where the daylight lasts for only a few hours per day. (Icelandic Meteorological Office 2012) , (Graeme Massie Architects, 2012) Wind studies specific to the harbour area have not been conducted, but can be found for a similar locations and circumstances are at a nearby area, the Reykjavík airport.

These studies show the dominant winter wind direction comes from the East. This wind direction is characterised by a dry and calm wind. Wind during the summer months is not as simple. The most notable wind directions during the summertime are:

West-north-west: This direction is the most common and worst of them all, causing rainfall and storms.

East-South-East: known for its warm winds but high rainfall.

North: characterised by cold and dry winds, seldom causing rainfall. This wind crawls over the city's iconic mountain in the north called Esja. (Icelandic Meteorological Office, 2012)

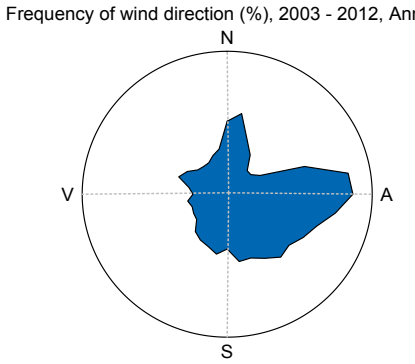
Table 2 - (Icelandic Meteorological Office, 2012)

Average temperature in Reykjavík		
Year	Annual average. (°C)	July, average (°C)
2000	4,5	10,7
1980	4,3	10,8
1960	5,6	12,2
1940	4,8	10,8

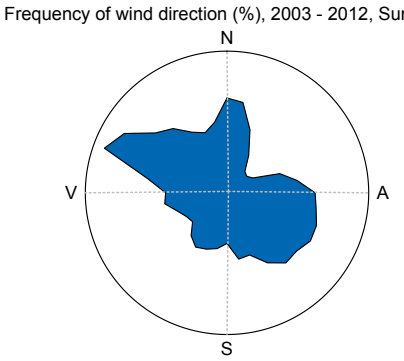
In the years of 1961-1990 the average number of rainy days with more than 1mm rainfall per year were 148, 3. And the average number of hours of sunlight were 1268, 4 (Icelandic Meteorological Office, 2007).

The sun only reaches the height of 3° during the winter solstice, the 21st of December, and 40°- 50° during the summer solstice, 21st of June; this is due to the latitudinal location of the land. (Einarsson, 1976) Hence, it is very important to consider carefully the heights of future buildings in the new district and how they might affect their surroundings. Tall buildings can cast vast shadows during the greatest part of the year in Iceland. (Graeme Massie Architects, 2012)

The author's reading of the natural processes is that the weather in Iceland is hard to predict and has to be one of the most considered element when designing at the site. The long shadows formed due to Iceland global position already cause problems at the site, which were clearly visible during the authors observations. The author's reading of natural processes at the site have lead the author to simply describing them as harsh.



Reykjavík Airport



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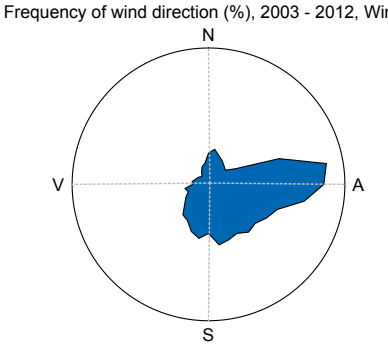
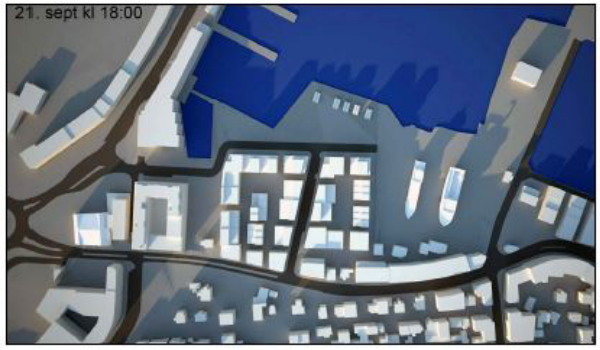


234 - The dominant winter wind direction comes from the East. Wind during the summer often blows from west-north-west.
(Icelandic Meteorological Office, 2012)



235 - The sun only reaches the angle of 3° at winter and 40°-50° during the summer, this is due to the latitudinal location of the country.

Practices

In this subchapter the author's reading of practices is examined. Practices are understood as the usage of a site by people as well as the affordances available at the site. On-site observations and a study of literature are most important when examining practices at a specific site.

Since 1964, small-scale, personal fishing industry has been deteriorating. Furthermore, many big fishing companies have moved to more suitable locations with bigger storage buildings and greater access for fork-lift trucks and such major equipment. Furthermore, as already stated, the fishing industries which have endured in the Old Harbour have ended up becoming isolated from the city centre. Nevertheless, the site is still an active fishing harbour and the future vision is to keep it that way, but also mix it up with modern industrial work such as, shops, hotels and cafes. (ALARK arkitektar ehf, 2013), (Reykjavíkurborg, 2013) (Gísladóttir & Þorleifsdóttir, 2013)

During the author's observations it became clear that there are already a variety of activities appealing to local and foreign tourists, such as whale watching, designer shops, the maritime museum and a 'volcano cinema' to name a few. However, many of these activities have limited long-term attraction for the local people, other than perhaps visiting the shops at Grandagarður.

Apart from the successful restaurant life in the area, it is apparent that much more can be done when it comes to providing, entertainment and leisure activities for both local and foreign visitor. Businesses around the shipyard appear to be doing well at the moment and the restaurants nearby are very popular both with local residents and foreign and local tourists/visitors.

There are numerous companies located at the site but there is a lack of outside areas for their clients to use or other open spaces with seating facilities that could encourage both tourists and locals to bring their own food or simply sit down and enjoy the area.
It seems that most activity is confined to paid service facilities that the local business provide for their clients.

Located next to the Maritime museum is a coffee shop called Kaffivagninn which has built up a clientele consisting mostly of older fishermen and other people who currently or at some point in the past, have made a living of the sea/harbour. This was the only place thesis author visited were Icelandic was the dominant language; indicating the importance of foreign visitors in the area. The establishment (Kaffivagninn) is of course open to everybody but services mainly locals.

Other activities require entry fees; there are therefore only a few activities that offer opportunities to spend leisure time for free at the site. It is evident that there is are great opportunities to extend on both paid and free leisure activities. (Reykjavíkurborg, 2013)

The designer's reading lead to the discovery of there being are almost no practices that are free from admission fees or require any sort of payment from the user. Services for both locals and tourists characterise the area but businesses aimed at foreign tourists are in a majority at the harbour site.

236 - Through time and changes in street structure and industry the Old Harbour has become isolated from the city centre.

237 - The site is currently an active fishing harbour and the future plan is to preserve this mixed use at the site, with modern industrial work such as, shops, hotels and cafes.

238 - Variation in activities and industry can be found clustered together at the site.

239 - The framework plan for the harbour area presents activities for future Pedestrians, where the city life and the harbour industry will be made visible.

240 - Today the site is still an active fishing harbour with focus on activities for foreign tourists.

Memories

In this subchapter the author´s reading of memories is examined. Memories are defined as what the actors of the site relate to the site historically i.e. what the history of the site means to the users and what part of that history they relate to. Literature research was mostly used to gather the historical knowledge needed as well as interviews with the current users and stakeholders.

The Old Harbour of Reykjavík has a relatively short, but a very important history in the life of the city, a factor must be kept in mind when the site is investigated. Because of its strong influences towards on many the city residents it can be quite tricky to critically analyse the emotional importance of the site; a site which hold personal and emotional memories for many people. Still, it is important for this thesis to include the local people's thoughts and opinions because the final design of the area will not only affect people that will live at the harbour area but also affect people that have memories and feelings attached to it.

A fisherman, working at the harbour, gave the thesis author an account of how he experienced the reactions from the foreign tourists while his ship was being tied to land. He said that: "foreign tourists take lot of photos and gathered around me. It made me feel like a movie star for three hours".

An elderly man said that creating a "downtown" that mainly thrives on tourism was one of the most tragic things he could think of, because this area was his home, and that he grew up playing at the harbour site. He owned 26 cats when he was 12 years old and had to go each day to catch fish for them. He got to know the older fishermen and grew up to become one himself. He emphasised: "We should never forget where we came from and what the future offers".

The Hotel Marina is positioned a few meters from the active shipyard of the harbour. It is very common for their front desk workers to receive complaints from their guests about the noise coming from the shipyard. This suggests that if people have no memories and no strings attached to the area, then one has little patience for the local industry.

This is only one small opinion but another is that noise affects most people and therefore it can be questionable if it is a positive thing to combine working industry and tourist hotels or residential housing in close proximity.

The development of the harbour site is considered positive by many people and the authorities are keen on maintaining many of the older characteristics such as the shipyard and the Hotel Marina, partly respecting the past as well as keeping memories of the past alive.

The memories that people want to share with others have to be taken into account because they display the feelings people have towards the area, towards the place, and show how much they care about the respectful transformation of the site. Many are positive about the changes other raise concerns about the heart and soul of the harbour and the city.

The current development area is full of historical value that has been created in just over a century, hence has great importance to many of the current/neighbouring residents. There are some particular examples of how such preservation might take place. A local restaurant, Sægreifinn, uses fixtures from former times in its interior and offers old bunk beds to guests to rest after their meal.

241 - Preserved whaling ships.

242 - There are only a few metres between the active shipyard and Hotel Marina.

243 - The restaurant Sægreifinn.

244 - Transformed use, this house used to be a storage but currently hosts a restaurant and a shop.

245 - Preserved bunk beds at Sægreifinn.

246-247 - Step by step development of Suðurbugt. Where the Shipyard will be relocated and marked by former industry.

These bunks were last used by harbour workers in 1962. At the same time, some old structure and elements of the past have at times been replaced and removed. At Vesturbugt there are no monuments of the past, the same thing can be said about Vesturbakki, where Harpa is located.

A positive factor is that the Local Plan will take the transformation step by step in al longer period of time at Suðurbugt to adapt the future site to the local people, by creating a stage 2 for the Suðurbugt. By that, the idea of joining the harbour industry, the hotel and the future residents together is made possible. When the shipyard eventually moves, the future design will be marked by the former industry both in form and shape. (ALARK arkitektar ehf, 2013)

It is the designer's reading that the Reykajvík harbour site holds many memories about the start of Reykjavík as a city and its importance in the history of Reykjavík is undenieable. The memories of harbour related industries are something that is dear to the heart of the local people but not neccessarily to the visitors of the area that seem to not have as high of a tolerance to it as the locals do.

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Atmospheres

In this subchapter the author´s reading of the sites' atmosphere is examined. The atmoshphere of a site is formed by the people and their surroundings at the site, a sort of element made by the interplay between the site and its users'. Author´s reading of the atmosphere of a site is best examined by on-site observations combined with examinations of visualisations reflecting the sites' future atmosphere.

To really capture the atmosphere of the harbour it is necessary to visit the site numerous times; to gain in-depth understanding of the site and its rhythms. As mentioned before, there is great difference between the activities and 'feeling' of the place on weekends and weekdays.

During the days of the weekend, the large empty and abandoned construction lots – which during the week are semi-filled with cars – create a feeling of abandonment and emptiness in the minds of anyone venturing thorough this part of town. This feeling struck the thesis author a number of times during site observations and prompted question about use (lack of) space and feeling of place then it comes to the construction area. Furthermore, a direct comparison to the Koge Harbour development was obvious, particularly considering the activities introduce in "Phase 0" in Koge.

It is apparent that there is an "opportunity lost" when it comes to utilising these empty spaces in the heart of the city during the weekends. Any introduction of leisure activities and events to this area would allow for temporary testing of the use of this space as well as bring people and their ideas and opinion to work and play in this space.

By bringing such life and activities to the site, the municipality gets an opportunity to evaluate what its next steps might be – it will allow for a great opportunity to take a reflexive stance on the ongoing designs and developments and come to educated in informed decisions.

When it comes to the general 'atmosphere feelings of place' there are differences between Suðurbugt, Vesturbugt and Grandagarður. Suðurbugt and Vesturbugt serve foreign tourists and locals while Grandagarður services almost solely locals.

The atmosphere in the latter area is calmer, mainly because of places like Kaffivagninn, which attracts former fishermen, which still hold true to the atmosphere of the old. Furthermore, at Grandagarður the site is still filled with industrial fishery activities, all the piers are fully functional, the whale hunting ships bring a significant presence to the place and the coast guard and the new tug boat Magni create an atmosphere representing a full-on active location rather than a mere tourist attraction. As one sits on one of these piers the view of the city spectacular and serene.

As mentioned before, one can visit original places like Sægreifinn, hosted in the former fisherman sheds and experience the history and the ambience of the buildings. Another element that has been preserved and will be kept as it is today is a smaller shipyard, that has been closed and the old historical ship "Gullborgin" is located there.

Because of all the characteristic features have been preserved through time a rich atmosphere can be experienced. The mixture of the present and past suits the area because in a way it harmonises with the downtown area of Reykjavík City.

On the topic of the future vision regarding the local atmosphere a recent interview with Dagur B. Eggertsson Chief of City Council,

249 - The atmosphere at the Old harbour is to be preserved through future development stages of the area.

250 - Popular hamburger place hosted in a historical house.

251 - Small areas like host a references to the environment around.

252 - Strong atmosphere follows the housing characteristics.

253 - The harbour is active all year around at all times.

254 - Sometimes the harbour site is filled with foreign tourists.

255 - Some areas are more busy then others.

256 - Natural life at the site.

257 - The experience of being out of the city when standing on the pier overlooking the open sea.

revolved around the development and the future of the city centre. He stated that the area will become (a new) home to 2-3 thousand people and these constructions will start in 2-3 years time. This is a part of the Municipality's policy to increase the city's density.

The increase in the number of hotels in the downtown area of Reykjavík has become a concern to many locals and the current Municipal Plan shows the increase will consist of 1200 new hotel rooms, in the downtown area alone. The concerns revolve around the claims that the area might lose its identity and ambiance and will become packed with foreign tourists. Eggertsson explains that city officials would rather see visitors of the city staying in hotel rooms instead of existing local homes being used as guesthouses and therefore emptying neighbourhoods of their residents. He feels that the central area will soon become saturated with hotels and hopes this future plan will solve the tourist numbers in the upcoming years. (Eggertsson, 2014)

The results of author's reading is that the characterictic atmosphere of the Old Harbour area is important to preserve. This atmosphere is best described as an atmosphere of industry and liveliness, busy and rough but at the same time filled with the importance of what the industry and the jobs it created meant for the small city of Reykjavík. The preservation of this atmosphere can be seen in small manifestations such as the bunks at the Sægreifinn to bigger elements such as the shipyard or the Hotel Marina and everything between. It is the author's opinion that it is essential for the future of the site to blend the history and former atmosphere of the site with current life and culture. If this blend will not happen it is not unlikely that the harbour's former atmosphere will become isolated and eventually disappear in time.

258 - The smaller shipyard will be preserved and will host the famous ship, Gullborgin.

Site understanding

Through analyses and readings of the site under development an enormous impact can be made on the proposed and actual transformation of the site. This impact also echoes into the future development of the site.

In the case study of the Old Reykjavík harbour the author reads the site as a designer using the analytical interpretation tool as guidance. In the Reykjavík case study the categories of structure, material, atmosphere and processes were used to capture the development at the harbour site.

These categories gave the author the opportunity to implement and understand the site reading. To be able to realise what makes up the site translation through the readings made by the author and what brings it through the stages of developing process.

This whole process i.e. the application of the interpretation tool has allowed the author to critically evaluate, analyse and discuss the author's and designers´ reading of the site. Hence, the following will outline the author's findings on how site specific the harbour transformation is or might become. The development process of the harbour area is a long term development. The ultimate goal is to construct an urban area that is multifunctional in use, but one that still preserves the historical and cultural past, in this case through former elements and buildings.

Until the mid-1900s most of the inhabitants of Reykjavík lived and worked near the harbour. The harbour site was therefore an integral part of the town; the harbour provided for most needs.

Gradually, local international and historical events have changed the role of the harbour in the lives of the local people. Changes were made to the coastline through landfills and through time the various fishing and related changed. And, as the town grew into a city of diversity, the appearance and function of the harbour changed and a gap between the city and the harbour area was created. (Friðriksson, 2013)

A major growth in the population of the city between 1900-1950 meant that means of livelihood and industry diversified fishing was still a major factor but other industry grew more, hence the central importance of the harbour decreased.

The fishing industry continued to grow and strengthen through advancements in technology. One could therefore say that while some of its central importance for town and city life decreased, it reinforced its particular characteristics as a harbour; developing its particular harbour landscape. Consequently, during this development everyday work and life drew many people away from harbour and specific fishing industries. (Jónsson, 2014)

Even though the harbour area has kept its structure and characteristic features for decades, its structure has developed away from the centre of Reykjavík and a gap between the harbour area and the city centre was created.

Only a few years ago the municipality of Reykjavik began to take active steps towards "reversing" some of these changes. (Graeme Massie Architects, 2012)

After the thesis author had examined the harbour area the idea of dividing it up into three concept areas depending on its modern use seem ideal.

Austurbakki and Miðbakki serve the cultural aspects as well as tourism, with the concert hall and docking areas for cruise ships. Future plans also include a construction of a hotel as well as smaller residential houses. Suðurbugt is a representation of history, inhabited area and civilization; mainly because of the

259 - Reykjavík used to be the most densily populated area in Scandinavia, this has changed dramatically. Reykjavík is currently one of the most sparsely populated cities in the world.

260 - In the future the municipality will turn this development around end increase inhabitants at the harbour site.

261-263 - For a long time the harbour area has kept its main characteristics features. But in time, a gap between the harbour area and the city centre has been created.

shipyard and the coast line there which has been kept almost intact since the year 1900. Suðurbugt and Vesturbugt will in the future host a residential area mixed with services and the shipyard. The third and last area is Grandagarður, where a high- technological centre is to be erected, that will give new life to the industrial professions of the area.

There has been a slow and ongoing development process turning the former use of existing buildings more urban, where fishing related buildings have transformed their uses to host: restaurants, maritime museum and a hotel, to name a few.

Step by step the transformation has been happening and through developing process of the harbour structure, the area facing the city has started hosting new functions and buildings have been added to the harbour site.

Pre-existing buildings in the harbour area vary in scale, the storehouses, the Hotel Marina, Sjávarklasinn and Víkin; the Maritime museum are all buildings on a large scale; The fish net storages, Fisherman's huts and Spilhús are on a smaller scale. The transformations of these buildings play a big role in the future appearance of the site.

264 - The promenade lines that lead the users through the harbour area.

The first of the harbours buildings to take on a new role was the Customs house. The storage area of the building has since 1994 hosted the biggest flea market in Iceland, called Kolaportið. (Gísladóttir & Þorleifsdóttir, 2013) This market is a busy weekend market and is a popular part of the downtown area. The problem is that Mýrargata cuts the connections between those two areas; the market and the harbour.

One can argue that the transformation of many of the old buildings in the harbour area can be seen as an attempt to merge the structure of the harbour site with the city centre.

The fish-scaling house or "Fiskivigtin" was built in 1944, the main purpose of this house was to weight the fish but it also functioned as a cafeteria for the workers of the harbour.

The usage of the house has transformed greatly through the years but its appearances has remained the same. The original usage of this house does not fit the modern society but the preservation of it is a positive factor as it strengthens the appeal and appearance of the harbour site and maintains the atmosphere of a functioning harbour. This building is on the corner of Geirsgata and Ægisgarður and has become a landmark which unifies the harbour and city centre.

Verbúðir, located at Suðurbugt, are fishermen sheds that used to serve as bait sheds, fish-processing and storage units for the fishing companies in Reykjavík. The shape of these sheds can be explained by their second function.

They served as a protective wall against high waves when the western wind was strong. This protection is no longer needed due to changes in the coastline but bears witness to the natural processes of a harbour.

Spilhúsin, located on Suðurbugt, are buildings that currently host the capstans that land the trawlers into the shipyard. According to phase two of the areas Local Plan they will be preserved in future plans of the area.

The shipyard, boats and ships are today one of the most common focus at the site, since the fishing industry is the basis of the most important and effective work of life in Iceland over the last decades.

The locations of fishing elements and industry – in the context of growing tourist activities – have been questions by some. These questions are mainly based on doubts about the realistic of mixing together these entirely different social; working locals and visiting foreigners. This = uncertain has already become real for Hotel Marina (located in front of the shipyard) as they frequently receive complaints for their guests about noises made by the workers of the shipyard.

Ships are currently painted in the shipyard and can cause mists of paint to reach areas outside the shipyards borders

All of these buildings and structures have served the harbour industry in one way or another. They have a high historical value and deserve appearance preservation and their usage to be updated to cater to modern society needs ideal to transform their use potential. Where these buildings and structure can be revitalised into new service, leisure and business opportunities, they will receive a new lease on life.

Large parts of the storage at Netageymslur fish net storages, located at Grandagarður have been refurbished, and now host; designers' workshops, an ice-cream parlour, restaurants as well as other businesses.

Sjávarklasinn, and old fisheries storehouses, located at Grandabakki, now host the Icelandic Ocean Cluster, an innovative institute

266 - The pre-existing buildings in the harbour area vary in scale.

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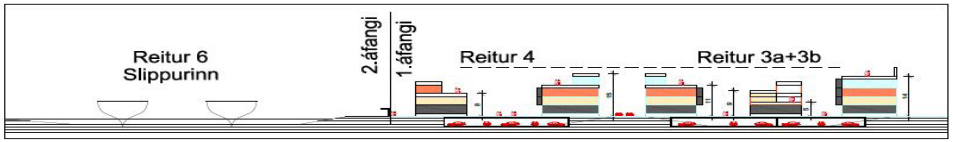


267-268 - In the transformation process it is important to consider both the form of the residential houses and their heights. Especially because in Iceland shadows become very elongated.

269 - Sjávarklasinn.

270 - Hotel Marina.

271 - Víkin, the Maritime museum.

which facilitates networking to the outside world for maritime related companies.

These are only a few examples of how the “old” aspects and characteristics of the harbour area are finding both place and role in contemporary Reykjavík

Recent, ongoing and future developments have and will make a goal of joining the city centre and the harbour site through adaptation to and preservation of the characteristics and historical elements of past times mixed with modern practices and uses.

Adjacent to the harbour area, neighbourhoods consist of low-rise buildings mixed with shops and medium to high buildings. In the future it looks like the plan is to build higher buildings compatible to the storage building that once were found on the site and the bigger buildings that have already been transformed. The maximum height will be 7 storages. (Graeme Massie Architects, 2012)

The reason for this introduction of higher residential buildings in some parts, is due to the policy of increasing the population density of Reykjavík and to facilitate greener, public transportation. Furthermore, the construction of these building will also maximise the amount of parking spots for each building instead of minimise it as it is today. (Eggertsson, 2014) However, While this will likely make the area more suitable to the needs of the modern person it diminishes the site specificity of the site because it loses the connection between structures of the existing sites and introduces structures that are new and foreign to the harbour site.

A more site-specific design would aid in the transformation of the site. These actions and structures are more oriented towards profit thatn atmoshphere or practices, mainly focusing on utilising every square metre.

Even though many residential buildings at this area in the future will be on a bigger scale there will also be lower buildings to compromise with the low rise culture in Reykjavík. These lower buildings are to host tourist related businesses and facilities at the harbour quay.

The bigger buildings will mostly be residential buildings with mixed use on the first floor. Residential areas at Vesturbugt will be created in two phases. One apartment house is currently in construction. The shipyard will eventually move and Suðurbugt will be redesigned with the aim of keeping the former shape of the shipyard. 48 residential buildings are to be built there around the Spilhús which will be preserved in its original form.

Lot number 05 on the Local Plan for Vesturbugt will be uninhabited and only include small houses that accommodate ticket and harbour related tourist service. Plans are in place which call for a cultivation lot between lots number 02 and 03A, where a historically preserved house is located.
(ALARK arkitektar ehf, 2013)

The sun does not rise high in the sky in Iceland, hence it is absolutely crucial that the heights of buildings are well thought out. The low angles of the sun mean that buildings cast long shadows.

Summers are short in Iceland, hence sunlight has great impact on street life and the practices of people in the city. If the buildings are too high, they cast shadows over extensive areas.

Another related issue is the wind. The harbour area is an overall windy area, as many harbour areas are, but consideration has to be put into the height and positioning of the buildings to counter the creation of wind passages that can

272 - Customs house.

273 - The fish-scaling house or “Fiskivigtin”.

274 - Verbúðir or the Fisherman sheds.

275 - The Spilhús.

276 - Some businesses have preserved characterizing elements.

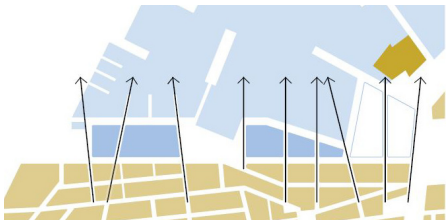
277 - Inside the Spilhús.

278 - The maritime museum Víkin.

279 - Fish net storages.

280 - The shipyards.

281-282 - Lot number 05 on the Local plan will include removable small houses. A cultivation lot will be between lots number 02 and 03A.



283-284 - The lines straight from the shore, up to the nearby residential neighbourhoods.

285 - Lot number 02 according the Municipal plan. The Residential house does not harmonize at all with the preserved stone house.

become dangerous for pedestrians in the area.

The lines straight from the shore, up to the nearby residential neighbourhoods depicted in the Framework Plan can be seen as plans of forming a new street structure. These gaps between the buildings create a line of sight from the neighbourhoods out to sea, but these designs could backfire and create wind passages. There is a delicate balance between these factors of structure and natural processes.

The harbour site includes entertainment, buildings of various architectural styles and ships. Most activity require a payment of some kind. The Local Plan for all of these areas have a future vision to create more activities at the harbour area that do not require entrance fees or payments of services, such as a community gardens and public squares. This plan will therefore serve the mixture of people at the site and encourage the usage of these areas.

The residents are most likely uninterested in the tourist ticket sales and most foreign tourists are not going to be there to visit the neighbourhood gardens but by mixing together the residents, industry, preschools, foreign tourists and tourist services, the aim of offering variation in usage of the harbour site and creation of life in the area, could be achieved.

The crucial focus points for this area are memories and atmosphere, because they are an accumulation of everything that has happened on the site from its beginning. Due to the fact that this history is not long, these memories are very important since many of the people who worked at the site during its most prosperous times are still alive and these memories are fresh within the community.

This fact is not stated to discourage new constructions on the harbour site nor is the author suggesting that everything on-site should be preserved.

Increased public participation and the inclusion of the habitant's should be a part of the planning process. On behalf of the Municipality any lack of participation can hold people in a state of uncertainty which is a good way to cause hostile atmosphere towards the harbour site. Public participation can be a positive factor for the development process of the harbour site. It will of course also call for the due recognition of the public participants' voices by the designers, planners, developers and local authorities.

The Municipal Plan is a realistic plan with many positive proposed changes and development processes. It does however not take into account the sites current leisure activities and temporary elements that attract people without any need for payment. There are some inspiring elements, places or facilities that allow people to spend time there and enjoy the activities that are included in some parts of the harbour site, such as the benches at Suðurbugt, the piers at Grandagarður and the walking line that goes from Harpa to Grandagarður.

There is a connection between the current site and its future vision, where the past is preserved in buildings, street structure, mixed into the future design of bigger buildings and urban environment, decorated with squares and neighbourhood characteristic features. The maritime atmosphere is preserved in the future designs of the area which combine the variation in users and preservation in the quality of each element such as the nature and weather mixed with preserved buildings and opportunities for future developments of the area. It also takes into account the nearest neighbourhood structures both in appearances and experiences.

This means that the street lines from surrounding streets are kept on- going through the harbour area and users can enjoy a view of the harbour area from a distance.

The Old Harbour in Reykjavík has many promising factors that offer the future with a link into the past and therefore a creation of a site specific area, but the major downfall is the lack of information about what will continue to transpire in the area from today until the end of the construction.

To create a positive representation, feeling and overall positive opinion towards the harbour site, residents have to be more included and more activities need to be offered during the development process

Conclusions

How can designers integrate dynamic qualities of derelict harbour sites and foster a site-specific transformation into urban sites?

After analysing and examining the two case studies of this thesis an understanding of what has been successful in both cases has come to light. Similarly – in the light of the research question above - the thesis author has gained a critical sense of what could be improved.

By including the filters applied in my research work, as well as using the development process as a tool to include future users in the sites a more successful and attractive site can be created. The dynamics of harbour sites can be used as a driving tool since it shows natural processes in contrasts to other urban areas and the derelict industrial atmosphere they often have creates a fertile ground for actors who feel the need to break out of the more common urban landscape.

By holding onto the essence of derelict harbour areas and choosing to transform them to a more functional and suitable site for people instead of simply tearing down an industrial harbour and building a new urban area, a stronger site with established usages, history and atmosphere can be created.

One of the main goals of this thesis is to reach a conclusion of how the Reykjavík development plan is today and how its transformation process can be improved. To not only focus on the final design of the harbour site, but instead focus on how the time between today and the final design can be used.

In order to create positive discussions and increase usage of the site, and to be able to reach some decision on the design and construction on the Old Harbour in Reykjavík, the Køge case was studied and analysed. The Køge case revealed both positive and negative factors and these factors can be used to reflect on the transformation processes at Reykjavík harbour.

The final conclusions are then presented as design ideas for improvements to both the transformation process of the Reykjavík harbour as well as its final results.

The author wanted to draw lessons from the designers' site reading in the case of Køge that could aid her own site reading of Reykjavik to reveal the dynamic qualities of the Reykjavík harbour site. These findings can then be used to make suggestions for improving the transformation of the Reykjavík harbour in a more site-specific manner.

In Køge, the designers read existing urban and traffic structures. These became the main structures of their design. People's emerging practices were assessed to be conflicting with some of the set city structures, e.g. the railway lines which cut people's movements from the city centre to the South Harbour, impacted on their access to the increasingly popular leisure activities areas which came into being as some industries closed down.

The designers therefore opted for an underpass that maintains the existing structure (railway line) while at the same time supports the emerging practices in a way that can unfold further the a dynamics of the site. In Reykjavik, the author as the designer also read the existing structures as mainly being the urban fabric and traffic lines. She also read emerging practices of people wandering from the city centre to the old harbour for leisure purposes. As in Køge, the traffic structures conflict with the practices of people accessing the harbour area. As a result of that the author as the designer proposes, as a

lesson learnt from Køge, to accept both aspects and propose an evolutionary redesign of the Old Harbour, site specific in its dynamic evolution.

After the author had examined the municipal documents and examined the development plan It can be questioned whether the structures in Køge will become a positive factor for the area or a negative one, based on the fact that users are directed to travel along the harbour front instead of entering the habituated area. Because of this, the new district, apart from the waterfront, could become isolated from the pedestrian traffic that is supposed to be all around the area in the future.

Examination of the designers' work is an obvious reference to the past in both cases and approached in very different ways Only time will tell if the future design will be considered site specific or not. When it comes to the green structure, the case studies differ significantly.

In Køge, a precise, detailed green structure has been designed that can both increase the value of the site or decreased it, based on how it will become in the reality, because the planned structure is a fundamental part of the design. If the structure fails the area will become a greyish and lifeless environment because the physical environment is already greyish looking and will remain so in the future design, apart from the beach area. However, if the structure succeeds it will eventually produce an uninterrupted line of sight from the town to the shore.

In the case of the Old Harbour in Reykjavík, such green structures are almost non-existent; there will be small grass lawn in the whole development area and flower containers spread around the area.

In the Køge case it is a possibility that the area could lose its naturalistic appearance. Nevertheless could both stages will be site specific and suite the area because there are other factors such as preservation of street structure, houses, elements and names that will create the specificity. The near total lacks of planning for green structure in the Reykjavík case are easily explained. The site has never contained much natural green vegetation.

The site is open to strong winds during most parts of the year. Hence, in the author's opinion the ´lack of green´ in the future design recognises the power of the natural elements in the area and the almost constant wind. The wind factor could be minimised by the construction of buildings but this is just as likely to transform the breeze into narrower and stronger blasts of wind.

If the green structure for Reykjavík case will be created the site is likely to decrease the winds strength and thus create an environment more suitable for public squares where people have the opportunity to spend leisure time at the site. As the current design stands today the fundamental factor such as vegetation and areas that can be calm and sheltered are decreasing the harbour's potential for site specificity.

The big difference between these two sites is their extent of leisure activities and opportunities to practices as well as the plans (lack of) put in place by the Municipalities for use during the construction process. In Køge the construction time is divided into 13 phases. The initial phase, "phase 0", is the driving force which role it is to invite actors to the site. This is done through temporary exhibitions like "Urban Play" and the "Thread" examined earlier in this thesis. This has been a successful process, so far.

The question is how the ongoing phases will preserve these activities that are created in

the “phase 0” and if the municipality will use the knowledge from these to develop the future vision of the harbour site.

The design in Reykjavík Harbour differs somewhat.; where the aim is to towards a final outcome based on a hope that design will work, that the residents will want to live there and that the housing problems in Reykjavík will be solved at the end of the construction. The reality is of course a bit more complicated.

An important point for the Reykjavík case is the inclusion of alternative plans that are not a part of the Municipal Plan or Local Plans. The overall goal of this alternative plan is to attract actors to the site and bridge the gap between the harbour site and the city and transform the barrier, Mýrargata in use and appearance but not structure.

The examination of Køge centre revealed how well the Municipality had planned its steps and followed the step by step plan. This study made the lack of such a “phase plan” for the Reykjavík area ever so clear.

During the planning process of the Reykjavík Harbour the factor of welcoming the future actors of the site to the area seems to have been forgotten. Instead the Municipality chose to concentrate solely on foreign tourists, who are the dominant users. If the Municipality changes their focus point in the development process of the harbour site and implement temporary activities, and use it as a tool to learn from how the actors use the site, the opportunity to build the transformation process on known fact of which areas are suitable for squares, residential apartments, shops and cafes.

By that the Municipality can save money, decreased the extent of unused, but centralised areas and end up with a more functional harbour site.

The new main area of Køge will be located at the waterfront and will become a new centre to the whole of the town. It is also an essential component of bringing the site towards the town of Køge. Through this connection, the municipality is creating a positive image for the whole town, and modernising the site.

This development could be a positive step in the case of Reykjavík because of the many cruise ships that arrive in the Old Harbour of Reykjavík. There are currently two “entrances to the area” made for traffic, but taking into account the “entrance” from the sea towards the harbour and increase the value of it by improving it, a fundamental step in the creation of a good representation for the future harbour site in Reykjavík could be taken.

The “phase 0” in Køge is a positive factor as it opens the site towards the town centre and provides activities and attractions during the construction process, i.e. very useful in bringing life to the site while the area is still being developed.

The negative factor for the Køge case is that the current stage of the harbour site with its activity is not included along the development time, they will be replaced except from the maritime clubs, However, if people are not paid members of these clubs does that mean that in the future the only free activities in the area will be access to the beach.

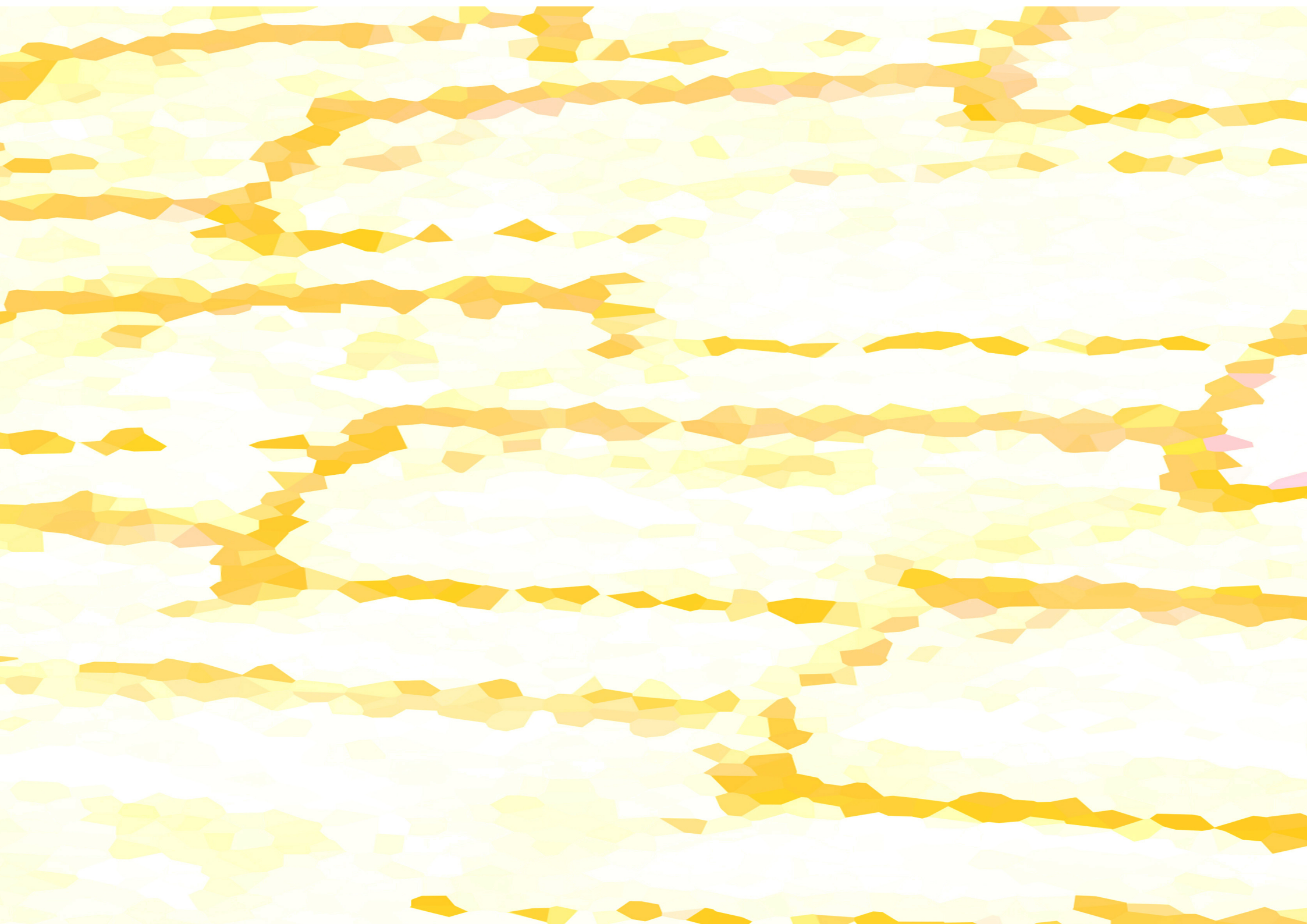
The lack of plans for continued temporal activities might be a lost opportunity for the Municipality of Køge as a flexible plan for the area would allow them to see how the area can be developed through “phases 1-13” instead of creating a final decision and design.

In the case of the Old Harbour in Reykjavik, the creation and existence of a

non-legal document, such as the Framework Plan, for the whole area does not guarantee a successful final design. The Local Plan only covers isolated marked areas and the

Municipal Plan covers the whole city in a wider context. The area needs an overall legalised plan with flexibility to develop towards the needs of future actors.

DESIGN IDEAS FOR THE OLD HARBOUR IN REYKJAVIK



“Harbour of Colours”

The project “Harbour of Colours” is proposed in this thesis as a sort of “phase 0” for the Reykjavík harbour area. Its purpose is similar to “phase 0” in Køge, only with different emphasis. The “Harbour of Colours” project is meant to invite Residents of Reykjavík and Iceland to the site. Not only to spend short time or visit activities requiring payment but to spend leisure time there, by themselves or with friends and family.

The main purpose of this plan is also to point out the need to begin with the transformation of the streets and by that improve the access for its users. Because today there are only two accesses from the city centre to the harbour site, and if the speed of the traffic street is decreased the passage will become safer.

This plan will also make the sites usage visible for the Municipality, helping them to find the best location for squares, temporal activities, residential houses and shops. This plan could help with further mixing the residents and foreign tourists.

During an observation the author noticed a sign at a parking lot at Vesturbugt. The sign said that mist of wet paint from the Shipyard could colour the cars parked there. This fact demonstrates a problematic “mixture” between industrial and urban uses of space and could create a problematic relationship between the shipyard and the future neighbourhood at the harbour site were the residents probably do not want the side effects of the painting of ships impacting on their lives and belongings. And, obviously the painting of ships is one of the main reasons why the ships are there in the first place.

This example raises one of the concerns of bringing together concepts of ‘space’ and ‘place’. In the future this potential problem must be considered as the current Municipal Plan does not deal with these situations.

If there was an active step by step plan where the time period between today and the final outcome of the design was planned, problems like the shipyard paintwork could be solved before the apartments. The step by step plan allows for flexibility and evolving processes where the final outcome maximises an environmental friendly site. And if this step by step plan is created through temporary activities people will establish positive memories – turning ‘space’ into ‘place’ - and connections to the place will be based on enjoyment and positive feelings .

By examining the Køge site, in its current state as well as the future vision of its designers it is the author’s opinion that this transformation must be considered as site specific. That’s not to say that the design of Køge is a perfect plan that can be copied for the Reykjavik case; each plan must be suited for a particular area.

There are things, activities and elements in Køge that can never be put in place in Reykjavík, such as the work with the lines of vision out from the site. In the case of Reykjavík these lines of sight need to be preserved, hence respecting and maintaining the magnificence of the mountainous backdrop to the harbour. In the Køge case such lines will be destroyed if the plan of lush green structure is followed through.

The overall colour of both sites is greyish. The Reykjavík Harbour is slightly more colourful because of surrounding colours of boats and ships docking at the piers and some neighbouring, residential building sport lively colours. Still, the ground material (asphalt and concrete) has the strongest effect on the appearance of the site with its construction lots, buildings that are in construction and all the amount of parking lots that increases the colourful appearance of the site.

The need for alternative plan like this is obvious after researching the site. The area is currently filled with options for activities but because the area is in a stage of changes it's currently used as a parking lot for the workers in the surrounding companies. The large, dull and grey parking lots and empty spaces call out for both life and colour. When compared with Køge, the planners and designers in Reykjavik can learn a lot about the utility, attractiveness and functionality of temporal activities during early construction states, which can then inform and feed into future plans and design.

The official redevelopment plan for the transformation of the Reykjavík Harbour has a main focus on the final design, with no or little consideration of the development process. By studying the harbour site of Køge, temporary designs, flexible plans and the importance of evaluating site qualities, history and preservation values the author feels as though she has gained experiences that can lead to a site specific transformation of the future appearance and final design of the Reykjavík Harbour. The author's recommendations of improvements to the area are built on these studies.

Creating a program that includes a venue for temporal activities created for the improvement of affordances activities at the harbour site will attract both foreign tourists and locals to the site and thereby set in place an early reconnection between the site and the city.

These temporal activities are not meant to reference the past and the activities that once were there but rather place emphasise on bringing in users of all ages and nationalities in addition to adding colour to the surroundings.

The main purpose of this program is to create opportunities for workers as well as families to spend some leisure time outside; leisure time varying from enjoying the landscape and restoration during the lunch time to throwing an all day outdoor birthday party. These suggestions are all framed within the context of future visions of creating a family friendly environments.

Harbour of Colours;

The name of this new “phase 0” in the development process of the transformation of the harbour site in Reykjavík, is called Harbour of Colours, referencing the visible colours of ships and buildings nearby. The second reason for this theme in the new “phase 0” or “ Harbour of Colours” is to address and bring attention the current lack of natural vegetation and green areas.

The aim will be to prompt people to add more green to a future colourful appearance of the site. In order for this to be possible it is of course essential to provide some shelter from the wind

The “Harbour of Colours” will also give the Municipality an opportunity to develop the site through time and flexible plans – people’s activities on the site can work towards testing its appeal and identify favourite places hence temporal squares can be located in a number of different areas around the site.

By exercising flexibility and reflective evaluation of site usage, the future of the site can be created step by step, and the risk of expensive mistakes is minimised; including use of the site, variation in users and risk of expensive mistakes is decreased.

287 - The design areas for the “Harbour of Colour”.

Entrances

Site readings have revealed Mýrargata to be an important existing structure which I decide to preserve. However to pay tribute to the equally existing practices of people, moving towards the old harbour areas, I propose to make changes to Mýrargata at two points; at both ends of the harbour area. This should create new entrances to the harbour, allowing for a flow of people without impacting on the traffic structure.

The southern entrance (marked as Entrance1) is made more attractive and welcoming by decorating the wall of the flea market (today a big commercial wall) with well known classic Icelandic artists. Each artist could have one season of the year dedicated to them and their memory. To strengthen the connections between the city and the harbour site a construction of a temporal square/ playground on the parking lot at Kolaport is proposed.

This would create new urban activities and make the activities more visible for those who travel through the area by car. Whilst travelling through the area by car a serial vision is created at the current site. The street structure has to be preserved and keep its current form.

288 - The design area: Entrances 1 and 2

The Northern Entrances (Entrance 2) characterised by illustrated walls, done by modern artists.

This entrance can be seen as a complementary contrast to the Southern Entrance, as classic artists can have the walls dedicated to them. These constructions do not cost much but create lively images of a welcoming neighbourhood and therefore will attract users.

Entrance 1

289-291 - The South Entrance will host paintings and art by classic artists and the North Entrance will have graffiti on the walls by a modern artist.

Entrance 2

Lækjargata

Reading of the street structures revealed a walking axis from the city centre to the harbour site and Harpa, right on that axis is the little-used square of Lækjartorg. Practices on and around that square have for decades been linked to problematic and anti-social behaviour. As means of creating new memories to improve the image of the square and motivate locals to visit the area, a venue for temporary usages is created.

A line will be painted onto the concrete and asphalt surfaces ranging from Lækjartorg along the existing line to Harpa and then the harbour site, all the way to Grandagarður. This line is suppose to lead people through the harbour area in a promenade and is meant to evoke curiosity among the residents of Reykjavík, but there has to be an attraction to draw residents to Lækjartorg.

The square is currently underused and has a relatively negative image, as previously stated. In order to attract people to the site an annual competition of a temporary use will be held by the Municipality. This has previously been done in Germany, United Kingdom and other countries, where competitions have been held to increase the usage of areas over a certain period of time. This temporal installation can be classified as a parasitical temporal use, where the temporal use is closely linked to the usage of other areas and their foot-traffic.

(Oswalt, Overmeyer & Misselwitz, 2013)

By placing this activity right next to the pedestrian street of Austurstræti and near many restaurants, bars and meeting places, pedestrian traffic is almost guaranteed and the temporary site therefore easily made attractive to locals and visitors alike. The actions on the temporary site could even be in co- operation with the adjacent businesses.

292 - The design area: Lækjartorg.

293 - Lækjartorg.

Entrance at the harbour site

While talking to workers at the harbour site it became apparent that tourists in the area were not as open to the active harbour industry and often expressed their disapproval to companies on-site. This is most likely due to absence of “memories” and emotive connectivity to the site. While following the previously mentioned line on the ground, people can be taken on a route explaining the importance of the harbour.

The promenade will begin where most foreign tourists enter the harbour site; at the site where cruise ships dock. This site will in the future host increasing numbers of tourists as the numbers of hotels in the area increase. As mentioned before there is will be a line marked on the pavement that goes from Harpa, through the harbour area and leads the tourist to Grandagarður. As a starter a map displaying the site’s past and historical changes will be located on a sign at the quay.

294 - The design area: The entrance.

295-296 - Billboards placed at the Køge harbour site used as an inspiration for the Icelandic ones.

297 - The design proposal for the Entrance.

Miðbakki

There are still active fish processing plants at Miðbakki and this part of the area is therefore not accessible to the public. Causal visitors are not welcome and the buildings form an uninviting wall towards the site. In order to introduce processes to Miðbakki without impacting on the current industry and business activities, on-site interactive wall-decorations are proposed to inform the visitors of the harbour into the transformation.

By using hashtags and other similar social media features peoples' actions, opinions and/or ideas could by expressed graphically on the walls of the buildings. This will also help in including the buildings as a part of the harbour site even though the inside of the buildings are currently not accessibly to visitors.

Due to restriction of visitors, the 'line' will be placed in front of the houses and the outside walls will become a photo gallery for both professional and amateur. The professionals' artists will have scheduled and advertised times, while amateur artists have access at all times.

When the fish processing moves elsewhere the building will host a vegetable market, workshop for freelance artist, and practicing place for music bands and other artists. This area will then represent young artists and public gathering places.

298 - The design area: Miðbakki.

299-300 - Art walls, used as an inspiration for the Old Harbour in Reykjavík.

301 - The design proposal for Miðbakki.

The Boat Port

Next stop along the line is at the small boat port where a floating beach will be located. The idea of a floating beach came from realising that locals and visitors to the area are invited and encourages to view the life of the active harbour but never actually offered a up-close encounter with the sea.

The introduction of beach will address this matter. By allowing people to get closer to the practices on the site as well as the natural processes at the site, such as the bird life, oceanic waves and in winter the frozen surfaces of the sea. Materials will be identical to those used to build the small boat ports, which will eventually be removed.

It must be recognised that people are not allowed to swim in the harbour at any time, hence this suggested access to the sea will be provided in a safe and secure settings. By moving the piers to the opposite side, a space for the floating beaches will be created.

This temporary event can be categorised as a Consolidating use, because of the opportunity of establish this use as a permanent one if it proves popular. (Oswalt, Overmeyer & Misselwitz, 2013)

302 - The design area: The Boat Port.

303 - Floating beach in Denmark.

304 - The design proposal for the Boat Port.

Ægisgarður

As stated in the authors reading of the Reykjavík Harbour, the landscape is one of the most important material at the site. To strenghten this factor even further and allow its importance to be visible an area that allows for experiencing and sensing is located at Ægisgarður.

The visual sensation of the natural landscape is striking and the other senses can also be entertained taking in the salty sea scent, the ocean movements and the general proximity to the sea.

This will be made possible by placing a tall yellow handle at the end of the pier, with the purpose of giving people an opportunity to experience Icelandic weather at the site. At this site people have the opportunity to meditate and seek various forms of metal and emotional elevation, characterised by a sense of freedom, openness and endlessness.

305 - The design area: Ægisgerður.

306 - The design proposal for Ægisgarður.

Suðurbugt and Vesturbugt

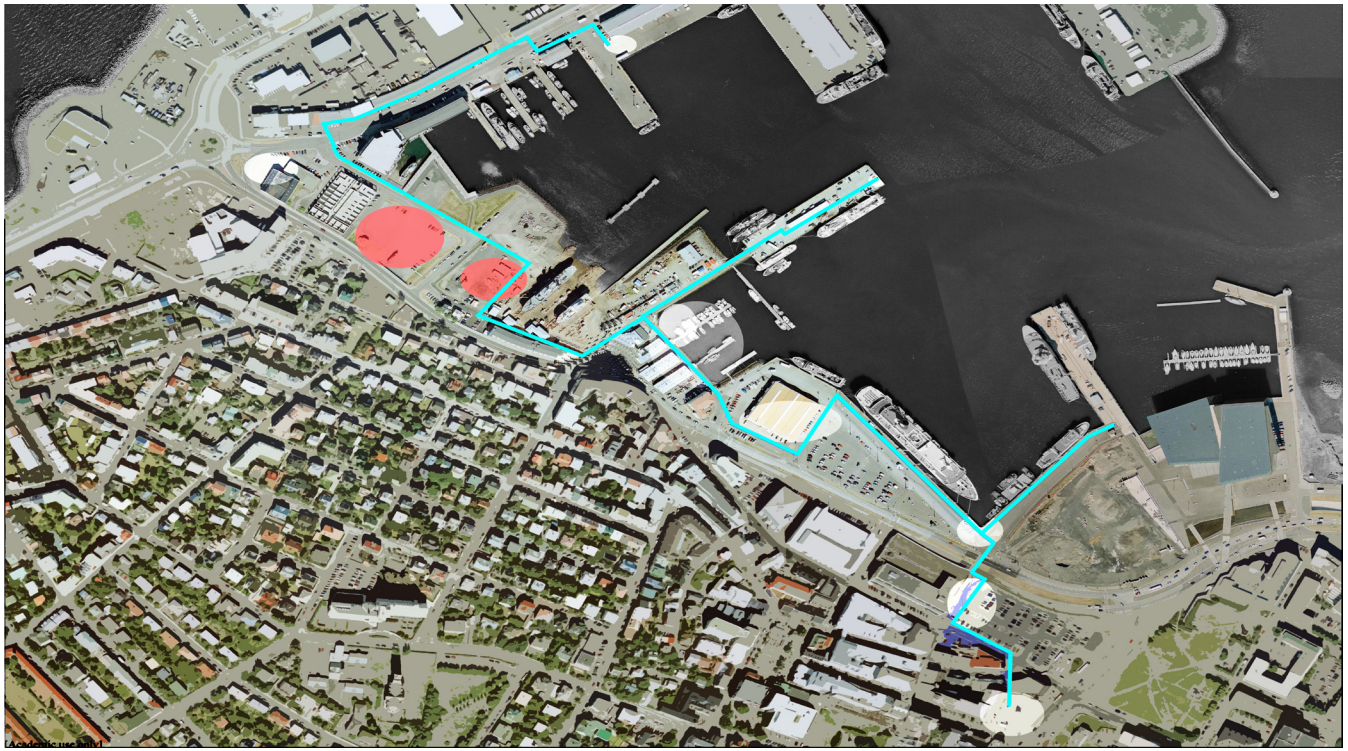
It is clear that Vesturbugt, which is currently an open parking lot, is meant to be the most densely populated area of the harbour site. Future plans also visualize it to include squares and open area as well as residential buildings.

To strenghten this area as open for practices of outsiders as well as those living there I propose for the site to become a centre for high active during the next few years, leading up to the completion of Vesturbugt. The activities are meant to attract enough people to permanently introduce a range of activities and practices to the site.

This will allow for designers and authorities to examine the sites usage so that these practices can be evaluated into the final design proposals for the site.

Facilities will be built so users will be able to throw small parties or gather with friends and family as well as providing simple grass lawns for open use. There is currently a playground there that must be improved. Elements will be added to the quay to encourage the possibility of angling in the area.

The current parking lot therefore has to retreat for these facilities. The other side of the area includes a colourful parkour and cross fit training area which will be placed next to the shipyard.



307 - The design area: Suðurbugt and Vesturbugt.

These colours are in reference to the colourful neighbourhoods nearby, thus acknowledging the importance of their history and atmosphere they give the site. These activities are chosen to increase the use of the site across all age groups.

Therefore are activities such as parkour and cross fit suitable for such an area, which can get very windy and cold, because these types of activities are also not seasonal.

308 - Images of the current state of Vesturbugt.

309 - Ideas of how the area can become during the constructions.

310 - The design ideas will emphasise on family activities and opportunity to spend leisure time at the site.

311 - Parkour training facilities.

312 - With variation in height and colour.

313 - This area can also be used for Cross fit training.

314 - The current state of Suðurbugt.

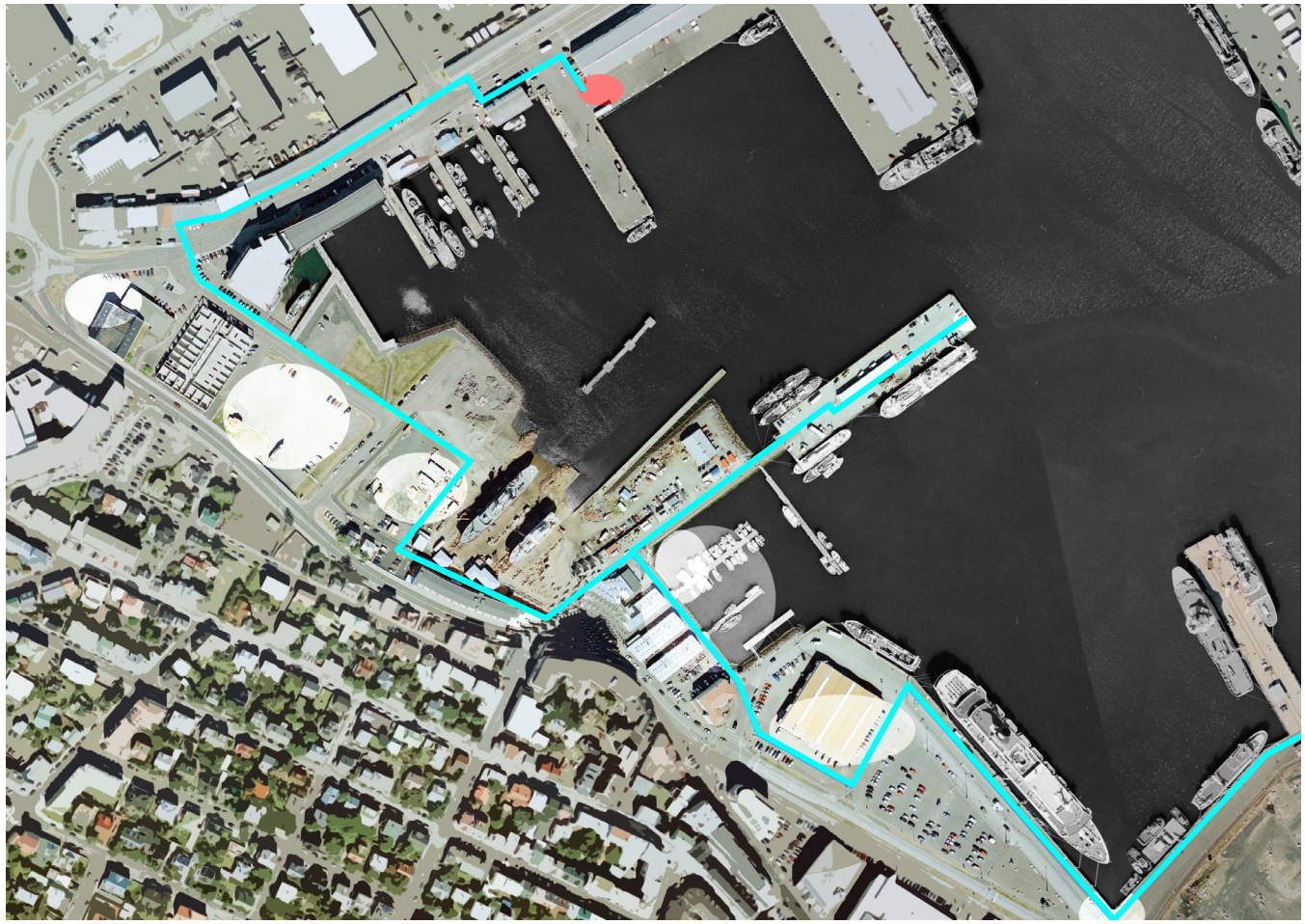
Grandagarður

During observation it became apparent that Grandagarður was the busiest area of the harbour site in regards to industry and businesses, while receiving the least attraction and attention from tourists. My proposal for the area aims at showing people the true atmosphere of the fishing harbour while still keeping it an active area for the fishing industry of Reykjavík. Grandagarður will mark the end of the marked route leading people from the city centre through the harbour.

In the morning, fish is sold in bulk at the market at Grandagarður and by inviting people to witness this they are brought closer to the history and processes of the site.

This area can be classified in several categories such as Co-existing temporal use where the temporal use continues to exist alongside the permanent one, as Impulsive temporal use where this activity is supposed to improve the image of the area and as Stand-in temporary use because takes place while a site is not used for anything else. (Oswalt, Overmeyer & Misselwitz, 2013)

By planning for temporal facilities that attract people to the Old Harbour in Reykjavik an increase in use can be expected. Today the whole site is mostly used local industry and at times visited by local and foreign tourist but the future vision is to create a residential area.



315 - The design area: Grandagarður.

This future vision gives mixed messages to the future users of the site and therefore it is really important to create a positive feeling towards the future building site. By decreasing the barrier between these two areas, the site and city centre this could be achieved. A concentration on a step by step transformation will further provide a reflective and flexible approach to the design and planning of the site and in the long term meet the visions for the Municipality of Reykjavík

316 - The design proposal for Grandagarður.

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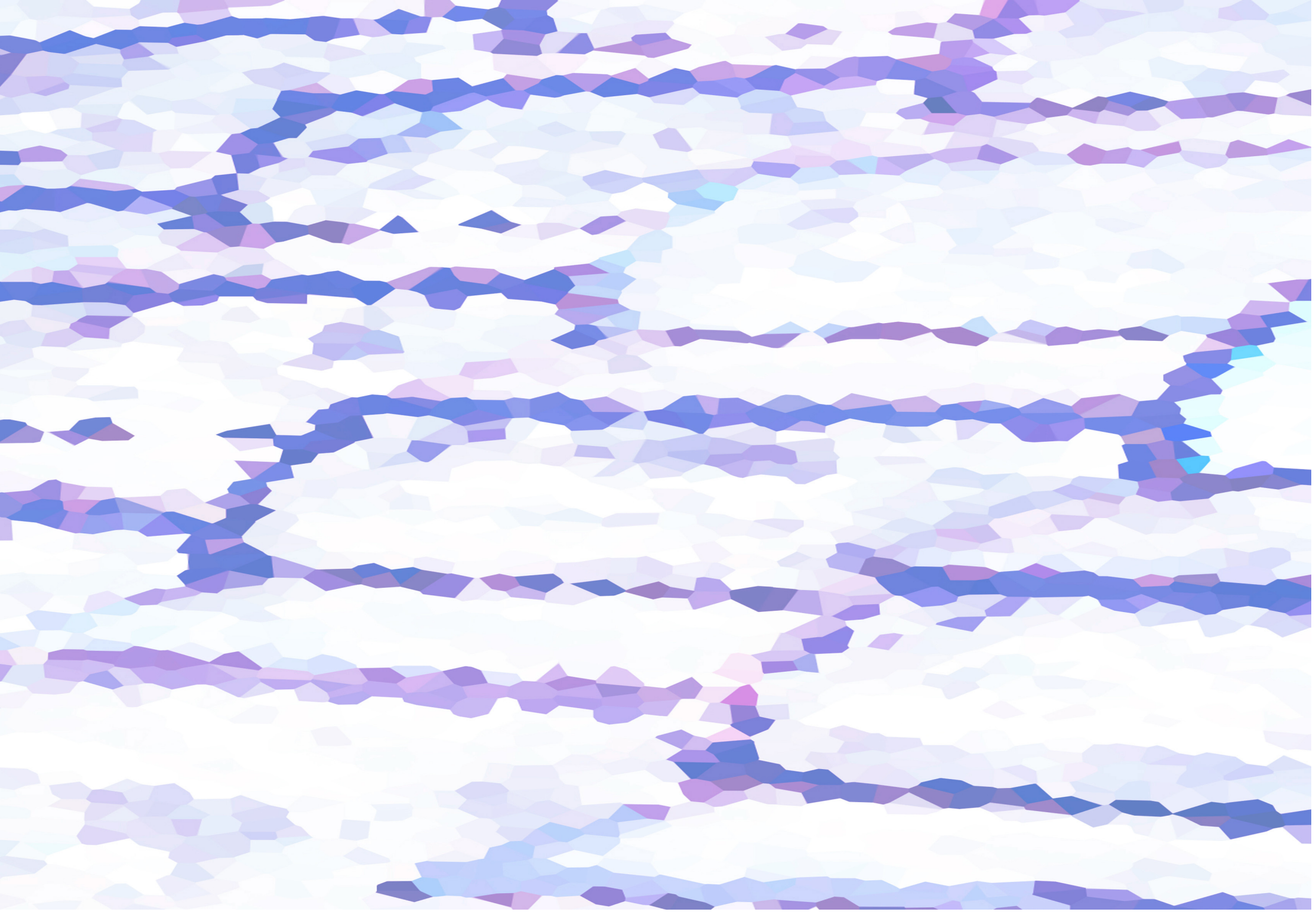

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