

## Rewriting the story of Trädlyckevägen

Densification without overbuilding. Bridge the barrier without impeding traffic flow. Unify the city centre with its future development sites yet break the limit between communities. Enhance green areas to fight climate change yet strengthen activity nodes.

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A site of contradictions. A route that is a barrier but should be the seam which binds two communities together. A road that should be a street for urban life, but still a road connecting the city centre to its outskirts.

A “stroad” should be the logical conclusion. A highly dysfunctional road and street hybrid, completely densified, boarded by car accessible services that hinder both traffic and pedestrian use. A perfect solution on paper - a perfect nightmare in real life.

Yet all contradictions still require a solution. The problem posed might be on an urban scale, link the sea and city centre with the new development site Östra Träslöv, yet the solution to create a bloodstream route must be tackled at a neighbourhood or block by block level. Should the urban link dominate, the bordering communities will remain separate, socially fractured. Should their connection be prioritized, the result would create a clot not an urban life enhancing bloodstream.

The proposed solution - Rewriting the story of Trädlyckevägen, aims to create a corridor, both separating and creating points of contact and crossing, through a paced route of activity nodes along the connecting passageway between the communities. The separation between the main route connecting the city centre to Östra Träslöv and the perpendicular pedestrian and cycling connections between Håsten (North) and Karlberg ensures adequate accessibility and mobility on both an urban and neighbourhood scale.

The proposed activity nodes punctuate the route at about 5 minutes walking intervals and act as interchange points containing public transit stops, car parking, charging stations and delivery points. The activity nodes function as part of a hierarchical network in which the local town centre and square are the focal points supported by 3 secondary ones, a green space and playground, a sports area and a cultural and services centre. Several smaller art installations and interventions sports are proposed to complete the network, their content being the subject of participatory design. Those who live and work in the area are thus given the opportunity to complete the network, the route's story with their own permanent or temporary interventions or options. Thus the inhabitants of the Northern side of Trädlyckevägen, mostly renters with little attachment to the area can appropriate it while the southern owners of detached single housing units can overcome their reluctance to change. Through collaboration in a participatory design process the seam between the communities can be stitched together.

A tactical urbanism approach is proposed for all participatory planning interventions, both the art installations and changes to the street pattern on the south side of the route. Temporary constructions or interventions are carried out over a testing period, later, upon public acceptance, being made permanent. Several streets segments parallel to the main route but underused are proposed to be turned into shared spaces to encourage meetings, pedestrian travel and increase safety.

A mix of functions along the main route, of active and quiet green areas are proposed, while day and night activity levels were taken into consideration. The mix avoids monofunctional areas or a monotonous pedestrian or cycling route, placing interest points, attractors, and rest areas at regular intervals.

Several interventions are proposed on the project site's border, namely parking facilities, multilevel buildings with green roofs and facades or underground ones beneath the local town centre or green areas to free space and encourage meetings and socializing within the communities. The interventions were proposed only on existing, surface level parking or in areas with little vegetation.

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The parking facilities, proposed public transit network and sharing stations form a flexible mobility local infrastructure able to adapt to changing needs, trends and different types of mobility. The aim is to promote alternative means of transport, curb car reliance while providing opportunities to meet, shop and work locally.

The proposed densification is both on the built environment side, housing and services, and that of green areas, values and meeting spaces. The three built activity nodes, local town centre, sport area, and cultural hub are aimed at increasing quality of life thus regular functions were proposed, celebrating common daily life, avoiding flashy, unsustainable implants. The design of one building in each of the proposed activity nodes, acts as large scale urban sculptures, emulating abstract mythical creatures, friendly urban monsters, the areas' unifying identity through stories open to the personal interpretation of each inhabitant or passer-by.

The sport's building, adjacent to a green corridor, has services on the ground floor, sporting facilities on the first floor and greenhouses as roof.

The local town centre Håstens torg is formed of three urban blocks built around three distinct types of urban spaces. Closest to the roundabout, the block containing Håstens torg Tower is built around a public square and houses an underground parking and pick-up and delivery center, retail, services and offices on the ground and first floors, and housing, a restaurant and sky lobby on the top levels. The retail and services complex nearby was maintained and a new access for delivery was proposed, one recommended to function on a strict schedule not to impede the use of the central covered public space. Impervious to weather patterns it can host temporary functions or exhibitions and a weekly farmers market. Further from the road, built around a green square are housing units with services and retail on the ground floor, underground parking and a kindergarten. Cars are limited to accessing the underground parking areas, most streets being shared spaces while the one in front of the kindergarten is fully pedestrian. Minimal interventions were carried out on the existing built tissue, only a few annexes and the gas station being demolished. The new buildings have accessible green roofs increasing the available open space for inhabitants.

The culture and services hub is placed at the site's extremity, a gate and connection to the future development Östra Träslöv. Its belvedere platform visually connects the two areas while the workshops and educational facilities provide a meeting place for the current and future communities, socially connecting them.

The proposed green areas and green facades and roofs help mitigate the effects of climate change and rising temperatures using vegetation, provide habitats for increased biodiversity and complete existing green spaces to form urban green corridors. Street profiles were proposed with ample bioswales

to tackle stormwater and prevent flooding. All proposed buildings have a wooden structure, taking the resilient city from an mobility and ecology approach all the way to architectural detailing.

The proposed phasing strategy starts with the catalyzing interventions, the block containing Håstens torg Tower with underground parking from the local town centre to define the site's identity, the sport and cultural hub, and several temporary interventions to activate the entire route. More significant changes to the road infrastructure, moving back the public transit stations to increase safety, and trial periods for street pattern alterations (painting a wider pedestrian route, blocking car accessibility on underused streets if other routes are available, etc.).

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The second stage consists of building the rest of the housing, services, live-work and retail units, while the tactical urbanism interventions on the street pattern can become permanent if accepted by the citizens. The third stage is meant for further densification of housing and services on the site's borders by freeing former parking spaces through the building of the multilevel parking buildings and the effects of the improved mobility of alternative means of transit already implemented.