

BARRIER **HIGH SPEED** **UNDEFINED SPACES**

PROBLEM

BARRIER

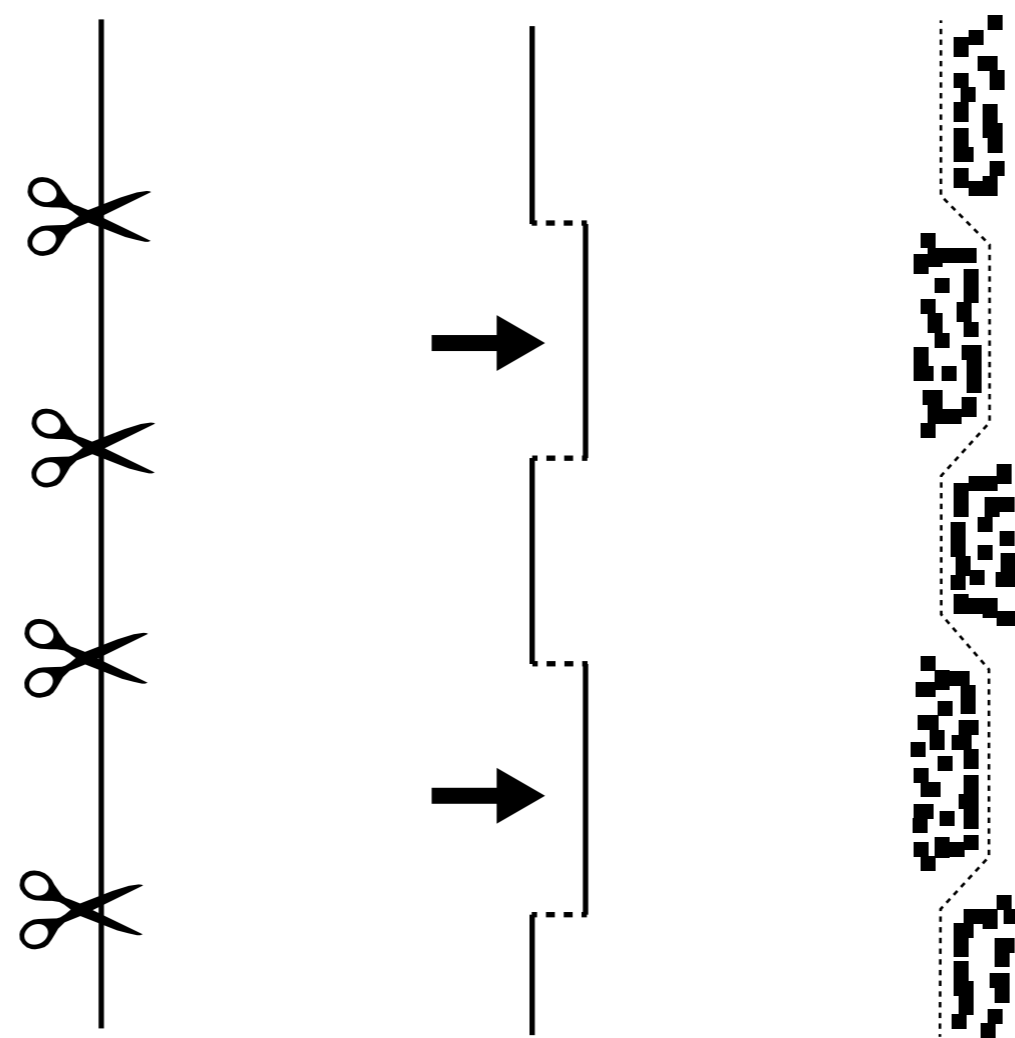
The road Trädlyckevägen constitutes today a barrier that divides the city of Varberg. Håsten, the district to the north, is totally separated from the neighborhood Karlberg to the south. Both districts are facing away from the road, which in a broader sense leads to segregation.

HIGH SPEED

The design of the road today promotes people to drive faster than the limit of 60 km/h. Long sightlines, undefined green spaces, long distance to buildings and few humans in sight encourage this behavior.

UNDEFINED SPACES

The space along Trädlyckevägen is not utilized at all. Empty green areas without any buildings or room for people. The street has no framing walls, which makes the space float out into nothing.



1. CUT **2. MOVE** **3. DENSIFY**

STRATEGY

The design strategy for the proposal can be described in three simple steps:

1. CUT

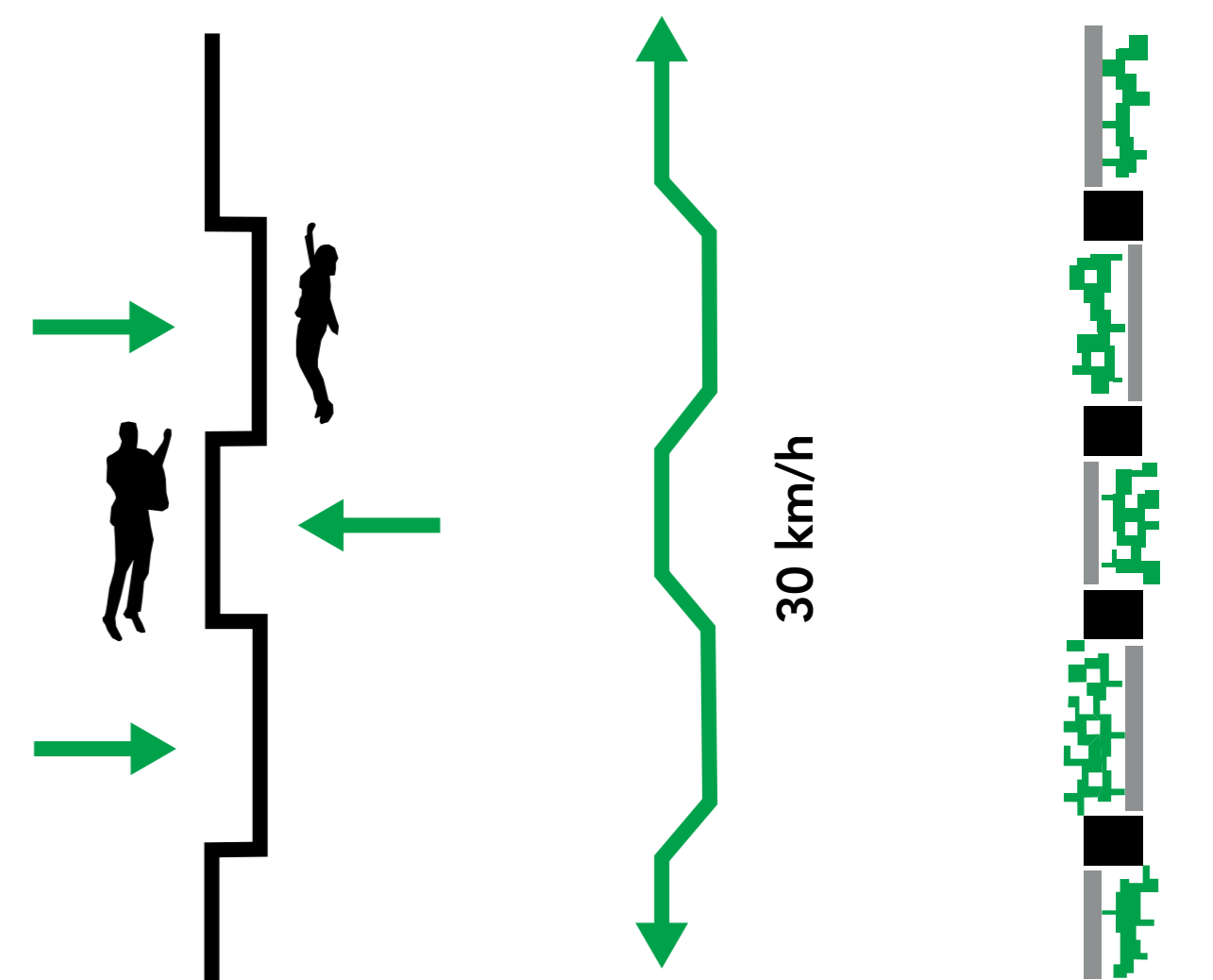
... the road on four strategic places, where there are existing crossings.

2. MOVE

... two parts 30 meter south, to create shorter sightlines and a more urban character.

3. DENSIFY

... by adding services and public functions on ground floor along the street. Fill up with housing in the courtyards and on top.



SOCIAL STREET **REDUCED SPEED** **URBAN SPACE**

RESULT

SOCIAL STREET

Densification on both sides of the street breaks the barrier effect. Both Håsten and Karlberg will grow and turn to face towards Trädlyckevägen. The snake-like shape helps blur the boundaries between the districts, seemingly making them grow together into one instead.

REDUCED SPEED

The layout of the street offers shorter sightlines, which in combination with a lower speed limit will lead to a more human-centered street, as befits an attractive residential area.

URBAN SPACE

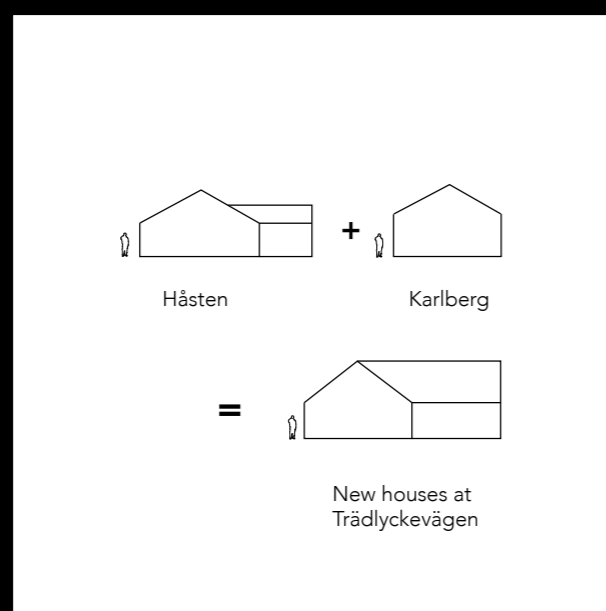
The new buildings become framing walls in the urban space. They make clear the division of street space (grey), plaza space (black) and courtyard space (green). The street becomes a lively urban area, not only for its residents but also for people traveling through!



Looking back at history

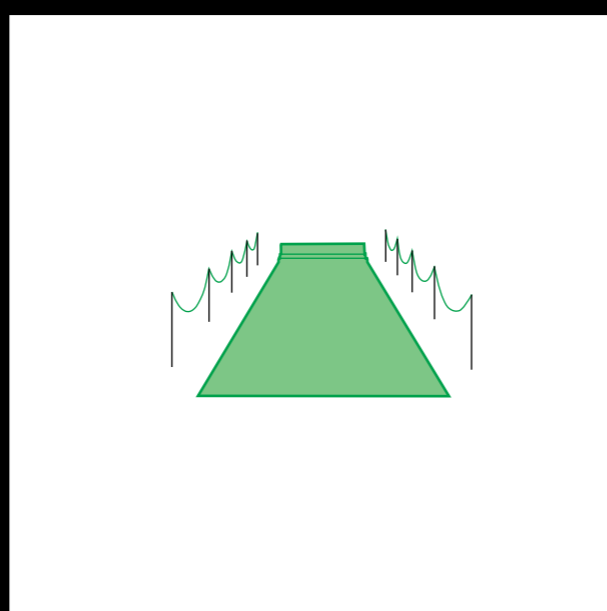
The layout of the proposal connects back to historical settlements just outside the site, with semi-open courtyards, perpendicular volumes and pitched roofs. The picture shows a visualization of Getakärr (Gamla Varberg) from the 13th century.

Source: Fredrik Johnsson, Varbergs kommun



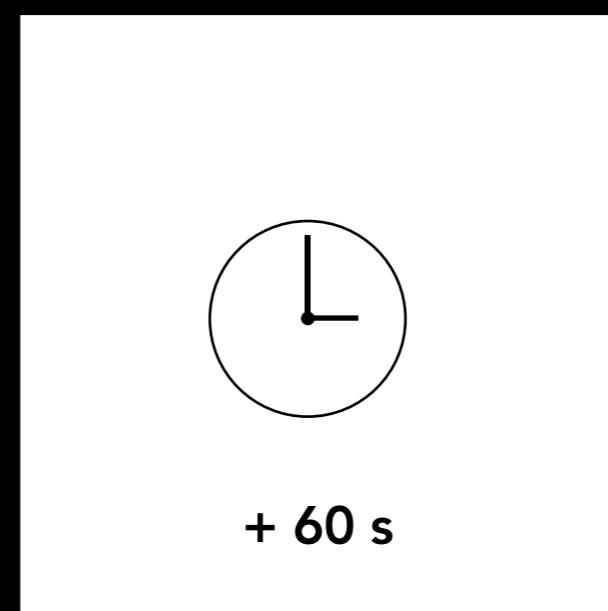
Small scale architecture

Varberg is not Stockholm or Gothenburg. It is a summer city with small scale architecture. The new buildings are inspired by the villas in Karlberg and the apartments in Håsten: 1,5-2 stories with pitched roofs.



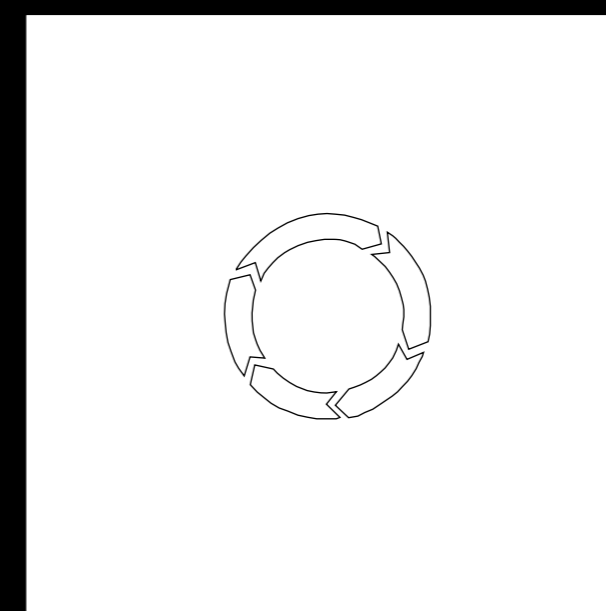
Green carpet to the city

The new Trädlyckevägen becomes the entrance to the city. Instead of a red carpet for exclusive VIP, this is a green one, showing innovation, sustainability and creativity, open for all citizens!



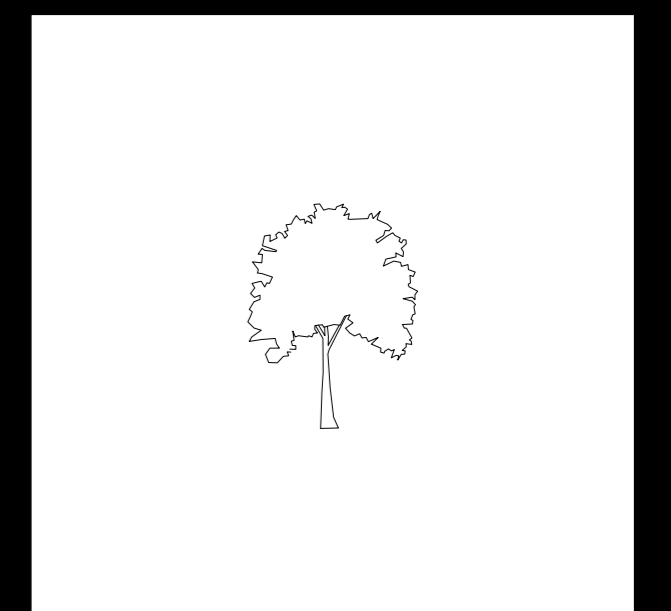
Small impact timewise

The new layout of Trädlyckevägen is 100 meter (5%) longer for bus and car traffic. The speed limit on the eastern part is reduced, from 60 km/h to 30 km/h. This means that it will take one more minute to drive the distance. But on the other hand – a more pleasant trip!



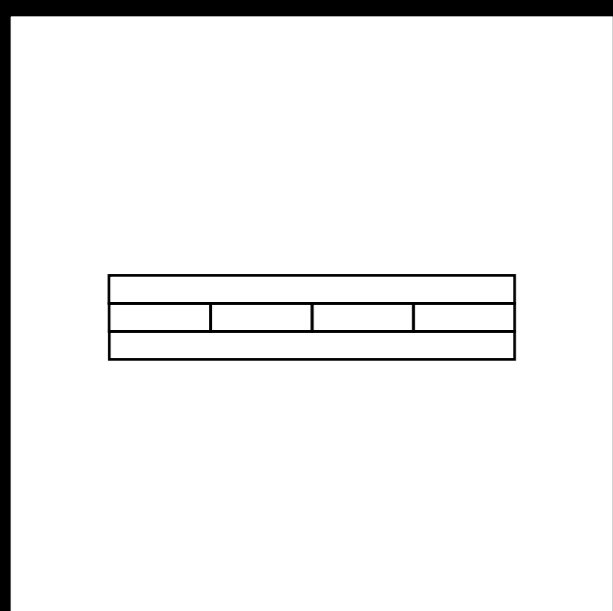
Sharing & circular economy

The proposal fits well in our time of circular economy. Sharing resources and sharing space lead to social, environmental and economical sustainability. Examples are housing collectives, car pools, office hubs, sharing halls, workshops and green houses.



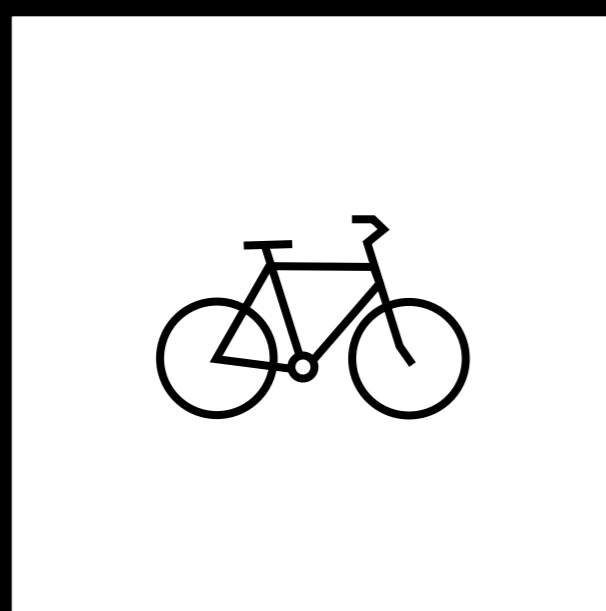
Green spaces

All the green spaces help clean the air from air pollution, reduce traffic noise and works as a buffer for storm water. It is also good for regulating the temperature and for recreation!



Timber as a neighbor

Just outside Varberg there are several wood companies working in the building industry, which makes it obvious to use the bike. On the crossing with car streets, the bikes are being prioritized. A healthy way of transportation, for yourself and the climate!



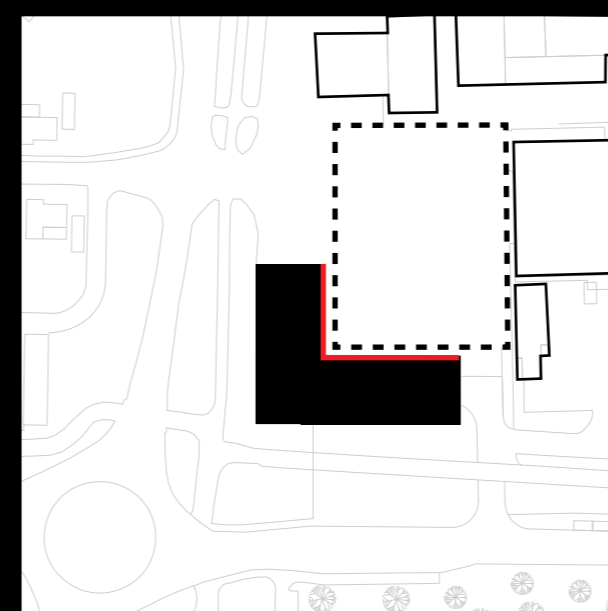
Cycling – the shortest way

The existing 5 meter wide bicycle lane is kept to encourage people to use the bike. On the crossing with car streets, the bikes are being prioritized. A healthy way of transportation, for yourself and the climate!



Urban clusters of houses

The idea of the development is to create clusters of small scale buildings. Together they form semi-private cosy courtyards and become walls that activate the urban street.



Frame Håstens torg

Håsten will be densified with a building to frame the square and create a better urban space. The program consists of retail and business with underground car parks.



Long and short sightlines

Today's long sightline along Trädlyckevägen is divided into smaller ones to make it more townlike. Across the street the sightlines are kept to visually connect Håsten and Karlberg.



Develop step by step

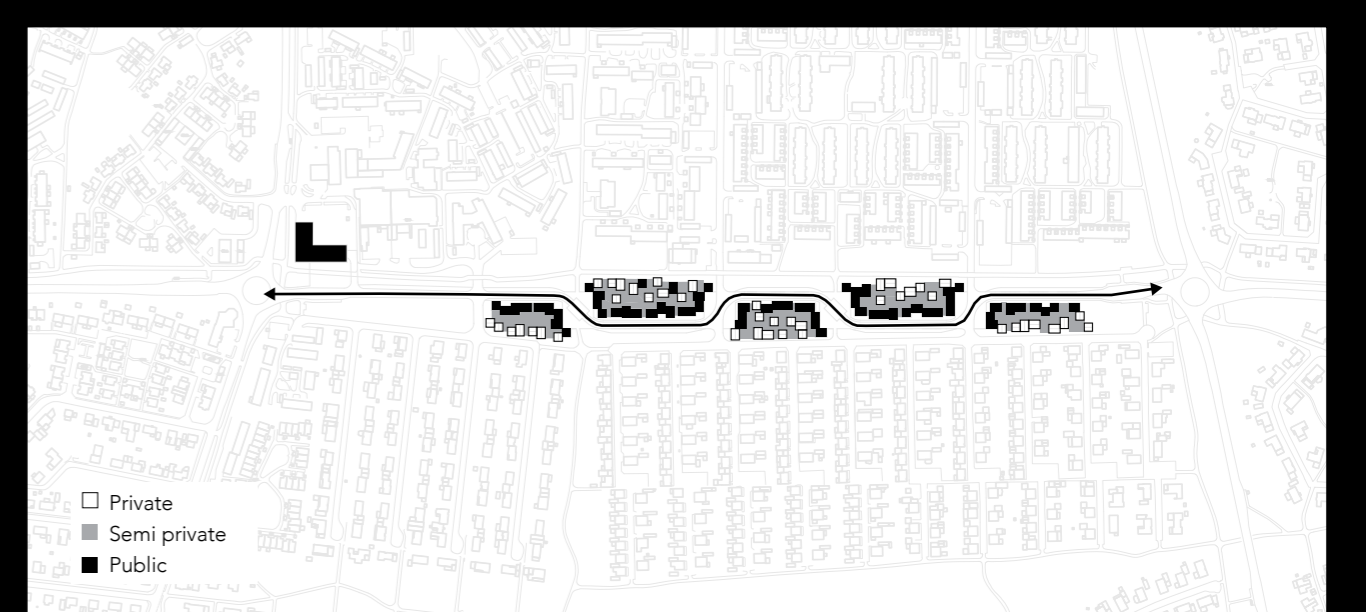
In the first phase, densify along Trädlyckevägen to increase the amount of people. In the second phase, when there is a demand, continue to build on Håstens torg.



MOBILITY



GREEN STRUCTURE



PRIVATE - PUBLIC