

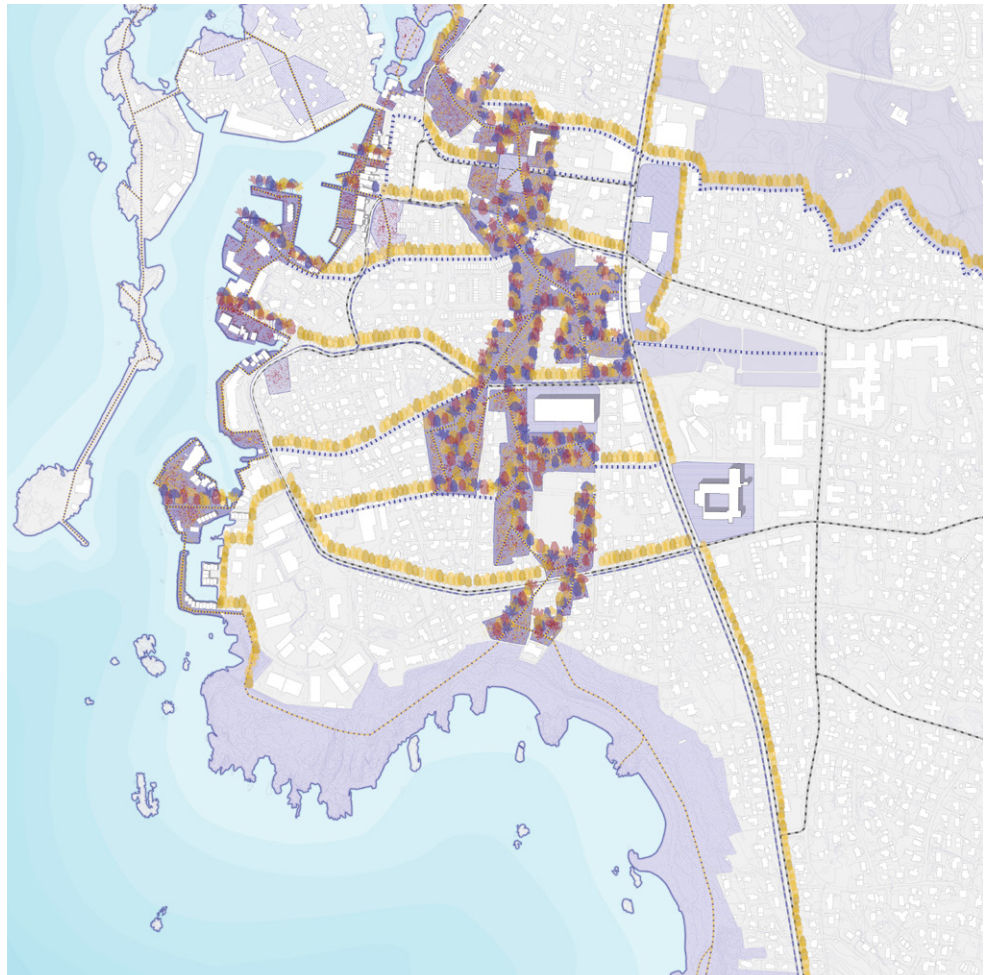
Åkrehamn

# *Symbiotic Landscape*

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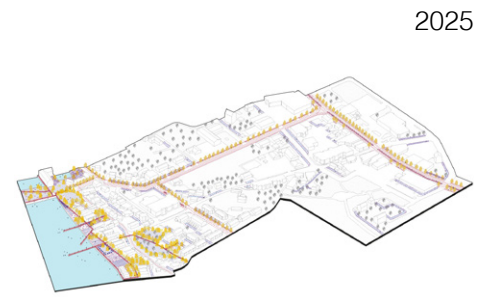
The project ***Commonizing the daily Landscape*** focuses on a series of elements of the city that ask to be reconnected, as part of a **complex system of commons for the inhabitants**, intended as both **human and non-human**: the waterfront facing the sea; the public spaces belt where the main welfare spaces are located; the inner transversal road in between houses; the Fv 547 main axis as a perimeter edge.

Going more into details, we propose a phased project intended not as something fixed and permanent, but as a growing and changing process. In fact, we identified various **steps** for the transformation of this territory - not only as guide lines for the yellow perimeter given by the competition, but opening the scale of intervention to a wider portion of the city, repeating these actions along the coast: a first short-term phase



# people and natu- re? How to im- ple- ment step by step the sy- stem of pu-

(until 2025) will be concentrated on the waterfront regeneration, making it more accessible for people as a space for leisure, but also making it suitable for animals inhabitation and nesting; on the same time, we need to work on the mobility system, in order to progressively reduce the use of cars inside the housing areas, incrementing the public transport and slow mobility, and push the main flux of cars on the fast perimeter axis. This first phase could also test some transformations with small actions of tactical urbanism, to make some transversal roads pedestrian and let inhabitants get progressively used to the changes. A second short-term step (2030) will make permanent these first ephemeral transformations, building a system of pedestrian roads that runs transversally from the Fv 547 to the waterfront, crossing the park and the housing blocks, making the area more permeable to reach the sea from the inner parts. Moreover, the project will include the redesign of small plazas, de-paving, creation of pedestrian paths in between the urban tissue, cycle lines, urban furnitures, arriving to the belt of green spaces that can constitute a core zone for welfare facilities and community aggregation. All these actions will keep environmental issues as central elements, creating ecological corridors for animals, but also reinforcing the concept of *educating city* through encouraging biodiversity and proposing ecological devices. In fact, in the third medium-term step (2040) will be focused on the growing of the central green belt as a consolidated park for the inhabitants - again, both human and non-human - and the increase of environmental devices applied in particular on the public buildings: rain-gardens, green roofs and facades, wind turbines, etc. will be spread around the public property, making this neighborhood more autonomous in terms of energy production and more sustainable for the specific local climate condition. In the end, the forth long-term step (2050) will be focused on the regulation of the private property, encouraging the adoption of green roofs and the increase of vegetation inside the housing blocks. In this phase, the central park will be grown, becoming an element able to take care of its inhabitants: here we come with the idea of *caring city*, as a system of commons able to support both environmental and social issues.



Moving from a diachronic to a synchronic description of the project, its structure has a circular shape, made of a continuous and pervasive network of different fragments that correspond to different **urban thresholds**. The *waterfront*, made accessible by the introduction of a continuous path that connect it to the city; this space could be central in the idea of leisure, both for local inhabitants and for tourists. Environmental issues are strongly addressed by the introduction of heterogeneous local vegetation

# Public spaces for the local community? How to work on the quality of

to both increase biodiversity and to help animals to nest and live. The *housing blocks*, traversed by new small pedestrian paths that lead to the sea and reinforced by vegetation again; here it is also possible to insert useful devices to host animals and to produce clean energy to make this neighborhood as much sustainable and autonomous as possible. The *transversal small alleys* that cross the whole urban transept, leading the visitors from the internal edges to the inner core of public spaces both in the park and along the seaside. These small roads have to become pedestrian, and to host slow mobility paths. A possibility to test such a transformation and to make inhabitants conscious and used to these changes would be to introduce tactical urban actions before the permanent ones. The *central green belt*, a concatenation of public spaces and buildings that could represent a strong core of welfare facilities and spaces for the aggregation of the community: new modules for food and cooking are placed here, together with new pedestrian and bike paths,

and with new lighting and furniture. The vegetation here is fundamental to create a new park, a part of the city that is alive and grows through the different phases of the process; its role is double: on the one hand it is important to increase biodiversity as a habitat for animals, and on the other to make climate condition in outdoor spaces better slowing the wind present on site. This part of the project also involves the renovation of a few public buildings, which could embrace devices to host vegetation and wildlife with parasite structure hosting them on green roofs and facades. Finally, the inner edge constituted by the *high speed road*, where the work on the section could increment the space for pedestrian and cycle paths calming down the speed of the cars, and where new lines of trees could improve the acoustic absorption of the noise produced by them. This line, intended nowadays as a cut - a limit for the district - should be turned into a joint element, a point of contact that links the district to the city constituting a back door to the sea, where people leave their cars and enjoy the landscape.



# streets repla- cing cars with trees and soft mobi- lity to make them more livable?



The **three boards** are organized in the following way: the first one shows the general masterplan, with the idea of enlarging the possible regenerative area to the whole city, showing the elements composing the project. This sheet also shows the different phases through which the project develops, as explained before.

The second board explores an abacus of possible interventions within the competition site, showing with their taxonomy the different environments and materials composing the various spaces, and recognizing the actions that could be applied, showing their spatialization.

Moreover, the last one frames the eye on a focal space in between the sea and the inner city, on one side made by the waterfront system of public spaces and on the other side by the central park. The intent of this drawing is to show the dimension of *domesticity* that the projects is able to rise, using vegetation to mitigate the climate and to bring to these spaces new intense life. The idea is to stress the possible

dual uses and characters of the spaces representing them in daily and nightly views, and in opposite seasons.

In the end, a narrative strip runs through all the three boards, revealing the concatenation of different "urban rooms" that we cross moving from the sea to the internal edge of the site.

This perspective section - with multiple vanishing points - is able to show the complexity of actions, materials, characters we took into consideration in our project, considering it as a palimpsest of thresholds from outside to inside: accessible waterfront, permeable housing blocks, small alleys transformed into pedestrian spaces, public plots invaded by vegetation to create a central belt of welfare spaces, the external main road intended as a landing to the neighborhood where cars are left. This part of the boards is useful to show the variety of possible activities hosted in these spaces, and to show the possibility of co-living for human and non-human, colonizing and "commonizing" the city, taking care of it and learning from it.