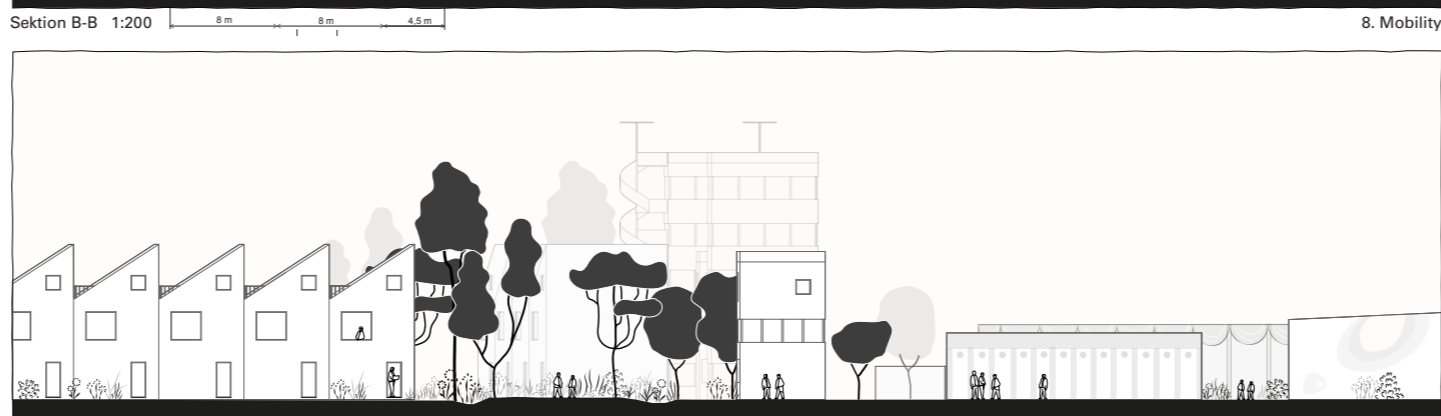


- 1. Greenway Network**
Separate pathways clad in endemic vegetation
 - 2. New Zones**
A system of multiple new zones
 - 3. Housing**
New plural use neighborhood
 - 4 Transformation**
Repurposed and transformed structures
 - 6 Regional hub**
Infrastructure for regional travel
 - 5 Center**
New cohesive center point for Rimbo
 - 7 Addition**
Rooftop additions to existing buildings
 - 8 Mobility**
Transportation beyond the car
- New construction
 - Repurposed buildings
 - Unchanged buildings



1. Greenway Network

The system of existing pathways separated from car traffic that extends throughout Rimbo is an omnipresent part of the town's urban toolkit, and is adopted by us as a model for thinking about this project, and concretely for the new residential area of Rimbo. The pathways are in some cases formally planned and paved paths, others are organically created by resourcefully appropriating abandoned infrastructure. An important discovery for this proposal was the civic utility of the track from the old railways that once serviced Rimbo, have been transformed into paths for leisure, recreation and transport. In their found state, a biodiverse ecosystem of local plants and animals make their home along the track beds together with their human counterparts. These paths form a large network of transport routes throughout Rimbo and easily integrate these residential areas with green spaces, points of interest and to public spaces while celebrating Rimbo's lush and biodiverse natural setting.

The diagram map below shows existing pathways in Rimbo in light green and our proposed new paths in darker green.



2. New Zones

Our site becomes a new center for Rimbo, uniting the disparate elements typical of rural towns, and seeks to create a new visual expression. Three zones are defined in this proposal that will allow Rimbo to be organized in a new way while being sensitive to its current character as well as maximizing reuse.

By creating a well defined town square with plenty of space for markets and festivals we aim to localise a centerpoint. By designing a thoroughly planned transportation hub integrating multiple transportation types and transportation scales Rimbo becomes better connected to its regional context. The new mixed residential/commercial area aims to solve a typical problem of sprawl afforded by the rural context. These zones are strategically placed along an organizational spine running through the site.

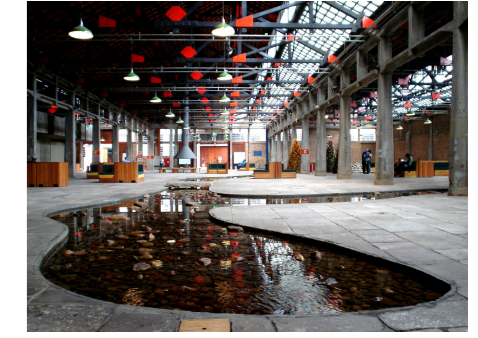
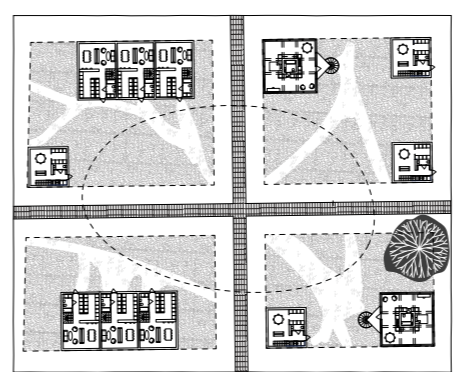
The first map below illustrates these zones, top to bottom: center, transport, and housing. The second shows: new housing as black, green as transformation, gray as existing.



3. Housing

Using the existing language of Rimbo's green paths an area in the southern part of the site is defined by a new network of pathways through a mixed natural, rural and post-industrial landscape in need of care, the vegetation and present comes in all sizes, and give shade, provide flowers, and in some cases act as a food forest where berries, fruits and mushrooms can be harvested, the area within the network is filled porously with tall and slender residential spaces that integrate into an existing landscape of low, wide commercial and industrial spaces.

The typologies utilize large windows to and generous floorplans. We describe them as: the penthouse tower, the tall villa, row-house, tower block, and terrace house. The strategy for this housing grid allows for easy integration of existing natural elements, such as trees or flowers or rock formations. The old railway track bed is reimagined as a new main street, in order to preserve the natural biomass and current pedestrian functionality by placing the new rail line along västra stockholmsvägen



4. Transformation
The existing lexicon of building types and functions are viewed as important part of Rimbo's rural character, a multiplicity of different building types and programs exist on the site are seen as resources for further development and instead of being objects to be torn down and forgotten they are reworked, reprogrammed, added to and celebrated.

5. Center
The new square in Rimbo will become an interesting and dynamic new center for Rimbo that will host events like farmers markets, carboot sales and flea markets and other important cultural staples like car shows and music performances. A new series of residential buildings are introduced to define a tighter and more complete space.

6. Regional Hub
The reintroduction of a railway connection to central Stockholm will bring new energy and new residents and tourists to Rimbo. To serve these people, three mobility areas in close proximity are defined the area just south of Galten will host a new train platform. A new bus station will be placed in the area east of Galten. And parking will be placed beneath the new housing on the central square. In this area, many last-mile transportation options will also be available, like bicycle parking and rental, as well as scooters and e-bikes.

7. Addition
Characteristic buildings along Rimbo's existing central pedestrian street are densified by adding new volumes to their roofs, this allows a re-contextualisation of existing facades, a new better proportioned street section, cohesive identity and simultaneously creates new commercial and residential opportunities and stacking of town programs.

8. Mobility
Our proposal seeks to open up and connect Rimbo beyond automotive transportation by simplifying alternative mobility strategies like bicycling, scootering and walking, and to further integrate Rimbo into the region with light rail and bus connections. These strategies are important to make the town attractive to a diverse audience interested in living in close proximity to Rimbo's rural and natural setting without car dependence. A secondary effect of reducing car dependence is a complimentary reduction in the need for asphalt and other sealed surfaces.