

8 Strategies for Rimbo

Negotiating a new rural urbanity

Rimbo (SE)

We started by visiting Rimbo and the site in mid-april for the first time. When walking around we were struck by the raw beauty of the site and the kindness of the people. We were met by a nice spring day and noticed that the the areas around Köpmannagatan, the central street, was very busy for such a small town. We realized during this visit that we wanted to work with the overgrown quality of certain landscapes present in rimbo, recognizing this sort of anarchistic vegetation to be resilient, maintenance-free, biodiverse and beautiful year round in a sort of Piet Oudolf way. Using self seeding and native flora also seemed like a loophole to create a varied vegetative landscape that is beneficial local environment, and simultaneously cheap and efficient cost-wise for the same reason. On a later site visit in july we found that many of these lush, anarcho-gardens produce fruit and berries, which we helped ourselves to.



Asphalt Jungle, Wagon Landscaping, 2022



Maximilianpark, Piet Oudolf, 2011

Rimbo, but especially southern Rimbo (which we have called Lilla Rimbo, where the site is located) is covered in asphalt. Our ideas for limiting that are made complicated by the fact that Rimbo is a rural town and automobiles are harder to get rid of here than in less rural places, or cities. However, the proposal still focuses on limiting the need for a car on a daily basis through implementing 15 minute city principles, like walkability, bikeability, access to several regional transport options. By mixing asphalt, existing soil, and new topsoil is created called neo-soil, or techno-soil that functions for first-wave, hearty ruderal plants, without exporting large amounts of material from the site.

We worried about how to start the interview process during our second site visit, but that was never a problem since everyone we spoke to started to interview us first. So we conducted casual interviews with locals about their town and noticed a few trends. One, they don't like Rimbo's reputation, since they truly love their town and want people to see it for the great place that it is. Two, they think that the city center is ugly and needs work, and three is that the adding new green spaces and trees to the central town was a necessary component to solve points one and two.



The local typology of steel barns and longhouses enticed us, and felt really emblematic of the space, but it was obvious that their scale served the automobile. We wanted to keep as many as possible, reprogram them or even keep their current functionality in some cases but we need to show the city scale that we are creating something radically more human oriented. By keep these long, wide, large forms, we also introduced slender tall and petite shapes for the housing.

1. 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 organised in a new way while being sensitive to its current character as well as maximising 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 solves a typical problem of sprawl



afforded by the rural context. These zones are strategically placed along an organisational spine running through the site.

2. Greenway Network

The system of existing pathways separated from car traffic that extends throughout Rimbo is an omnipresent part of rimbos urban toolkit, and is adopted as a model for the new residential area of Rimbo as well as being integrated into it. 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 that the track bed left 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 made their home along the track bed 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 public spaces while celebrating rimbos lush and biodiverse natural setting.



3 Housing

Using the existing language of rimbos green paths an area in the southern part of the site is defined by a new network of pathways through a mixed natural, ruderal and post industrial landscape in need of care. the vegetation present comes in all sizes, and give shade, provide flowers, and in some case 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 and generous floorplans and are: 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 reimaged 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 rimbos 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 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 rimbos exist- ing 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, cohe- sive 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.

