

diagram 1:12,000 new roads

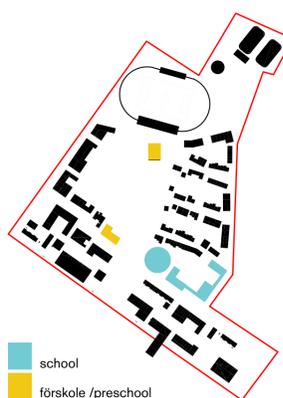


diagram 1:12,000 functions

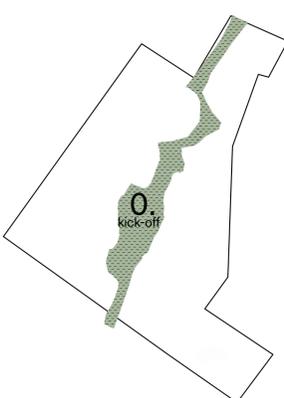


diagram 1:12,000 phasing

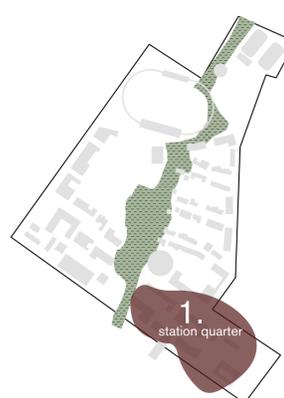


diagram 1:12,000 phasing

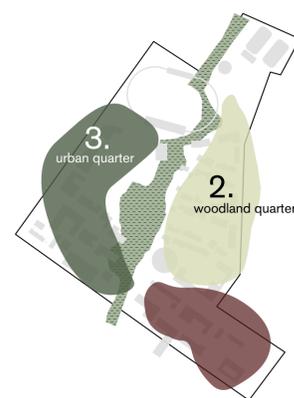


diagram 1:12,000 phasing



section 1:500

**CONNECT**

The green link  
In our opinion it is crucial to connect the project site with the surrounding neighborhoods. We suggest to do this through a corridor that runs through the entire site. As a green river it connects cycle paths, recreational routes and walkways with housing, offices and sport destinations. The terrain of the green stream is smooth and open and allows for long views through the area. It also consists of small green enclosures with spaces for sports activities and play. In this way, the stream interweaves and assembles the project site with its surroundings.

Instead of isolating the programmatic sport facilities in a corner of the plan we suggest that the sports ground, grass pitches, playgrounds and ice rings are connected along the green corridor. This makes the sports facilities available for both schools, pre-schools and live-work clusters.

The green corridor is furthermore connected to a larger green path which loops through the strategic site. Directly towards north it links to the recreational park destination Ulinabacken where skiing, mountain biking and paragliding will soon be possible. From here it continues along the watersport facility Lake Ulinasjön and further through Kanalkvarteret and Ulina Strand with its spectacular strandskogen landscape. The path then continues through a series of characteristic green gateways and reaches the Skavlöten outdoor bath. Finally it goes through the large nature reserve in the southern part of Arninge-Ulina as well as the Farm, Kaffestugan and Naturskolan in Rönninge. In this way the path is used to strengthen the connection between new and existing recreational areas and with a length of 8km it forms a perfect stage for a morning run.

Mobility  
A future transport system in the area must be characterized by freedom of choice for all. Age and economic status should not be decisive for the choice of transport. Therefore, we have made a mobility plan where the different modes of transport compete under the same conditions and are all treated equally. There is an easy and fast connection between all destinations. In addition we introduced shared spaces, where cars must slow down to make space for bicycles and pedestrians.

We find it obvious to use the existing roads as access system for the new residential and working quarters. We are however working to break down these road barriers to connect them better to the project site and green structures. It is also our intention to introduce traffic-reducing measures, narrowing the roads and create occasional green street features.

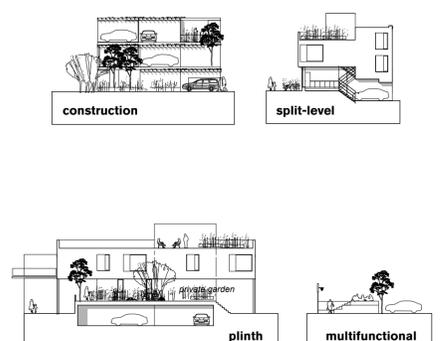
Bicycle paths and walkways are gravel paths in the landscape and run through the area to connect important destinations. They all cross or link to the green corridor, combined with a long central cycle path in the centre of the corridor (marked with red on the plan). This main bicycle path and walkway serves as a unifying link.

Parking  
Parking is not seen as a one-size-fits-all, but rather as a series of different small scale parking solutions, which include:

- parking under the elevated courtyards of housing blocks, creating communal outdoor areas on top
- mid-sized parking structures as part of a block, with public roofs
- multifunctional parking surfaces, attracting other uses when not used by cars
- semi-paved green surfaces for parking along streets.

We do however want to emphasize the use of (digital) car sharing services, collective transport and bike. The nearby mobility hub makes this an effective alternative.

The urban passage (Bygatan)  
Today the project site is isolated and detached from the rest of the area. The orientation of new housing, offices and institutions is of great importance for the entrance to the area and we suggest to orientate these functions towards the new urban street (Mättbandsvägen) that runs straight through Arninge-Ulina. Therefore we have turned schools, squares, retail and housing to this new passage to make it a connecting and inviting space and serve as a new and attractive gateway to the rest of the area.



diagrams parking solutions



streetview den grona kilen