

WE363

STEP 1: PREPARING CANVAS

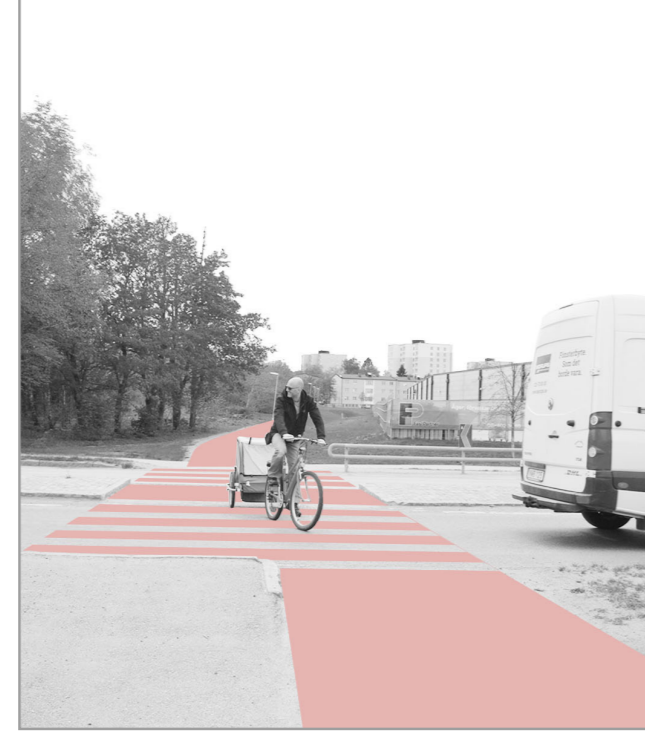
1. HANDS-ON CITY PLANNING

As one walks inside the area Myran, one is overwhelmed by the unstructured asphalt ocean allowing cars to rain free within the site. Citizen A does not want to take the car when she does her weekly grocery shopping so she buys a bucket of paint to deal with the problem.



2. IMPROVING CROSSINGS

The zebra-crossings on the busy Salavägen have long been neglected and faded away. Citizen A takes her paint bucket to reinforce the crossings and make them safer for pedestrian and bicyclist coming from the east side.



3. REPLANNING UNDERPASS

The underpass leading to the train tracks is used by both bicyclists and pedestrians that has to negotiate the space. Citizen A takes her paintbucket to divide it into different lanes, increasing accessibility for commuters coming from the city. New lighting features create a safer experience.



4. INTRODUCING BICYCLE LANE

Citizen A uses her paint bucket to create pedestrian and bicycle paths separated from car roads. This improves safety as well as accessibility on the site. Bicycle parkings are introduced to welcome commuters and shoppers who run errands on the site.



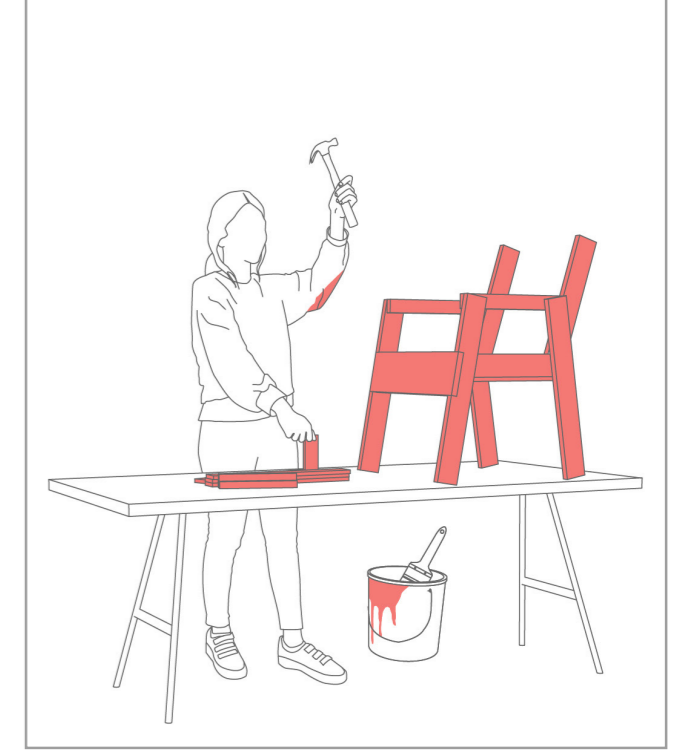
5. DEFINING MAIN LINES

The existing main connections are better defined and improved by introducing clear divisions between vehicles and pedestrians.



6. URBAN FURNITURE

There are zero to no places to pause in Myran. Citizen A uses her tools to build furniture for people to sit down, rest their legs and socialise.



7. ENHANCE BUS STOPS

There are three bus stops on the site today which are all to various degrees hidden, from lacking benches to shelter and lighting fixtures. Citizen A brings the urban furniture she built to the bus stops and makes them more inviting.



8. PARKLET FESTIVAL!

Citizen A and her friends reclaim empty parklets to activate the area. A food truck shows up and a public space is created. The citizens living around Myran become engaged in the site as it becomes alive and shows its potentials.



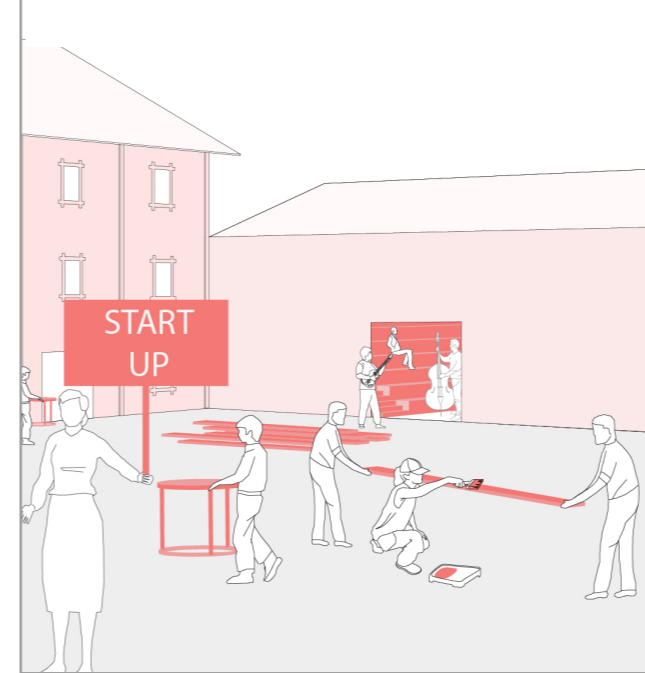
9. TAKE DOWN FENCES

There is a feeling of trespassing when walking around in Myran. To open up the site and generate more public space, the citizens start taking down the existing fences.



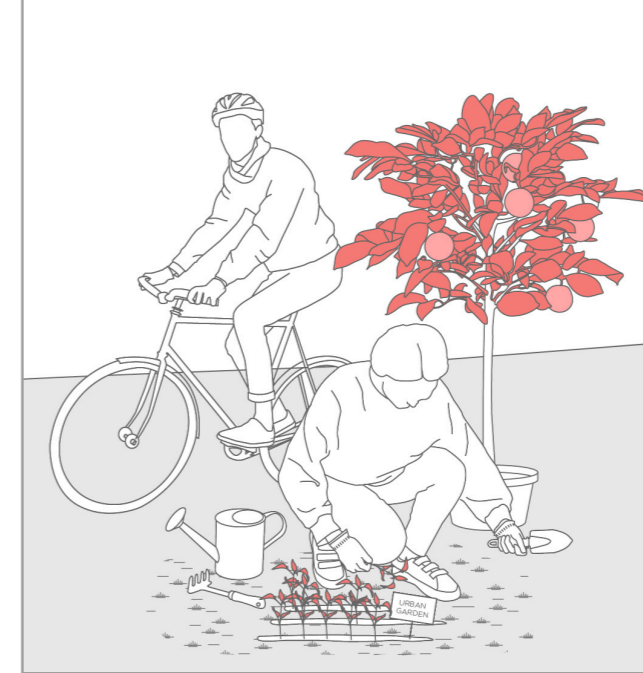
10. READAPT EXISTING STRUCTURES

The function of existing buildings within the site is altered and readapted by the citizens to serve new public functions and business ventures. The old barns down by the train tracks are refurbished by groups of young entrepreneurs and artists.



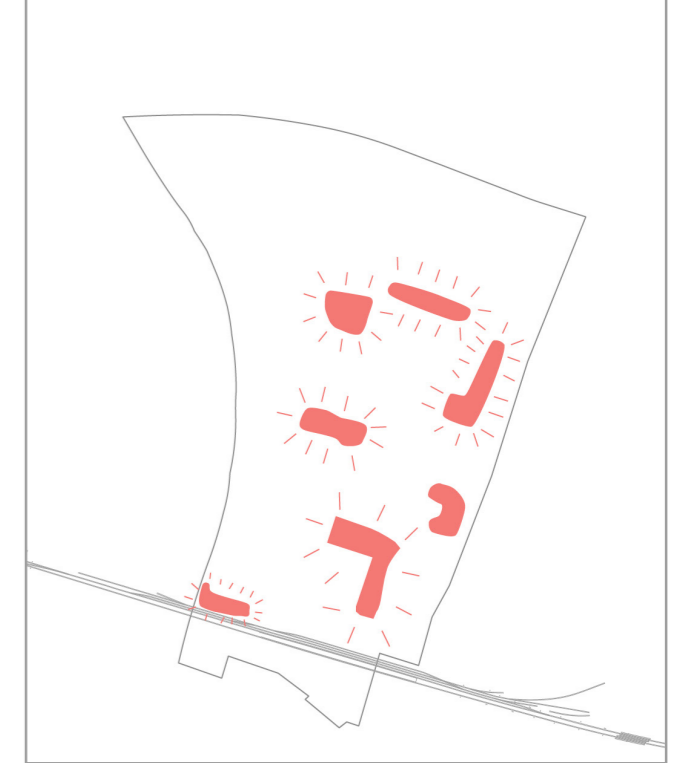
11. D.I.Y-PARKS

Myran is dominated by hard grey surfaces which are designed for heavy car traffic. Citizen A picks up her gardening tools to create an urban park in the middle of the asphalt ocean.



12. IMPLEMENTING SMALL SCALE GREENERY

The citizens continue initiating parks within the site, starting from the green nature reserve and the green fringe to the east.



STEP 2: SKETCHING

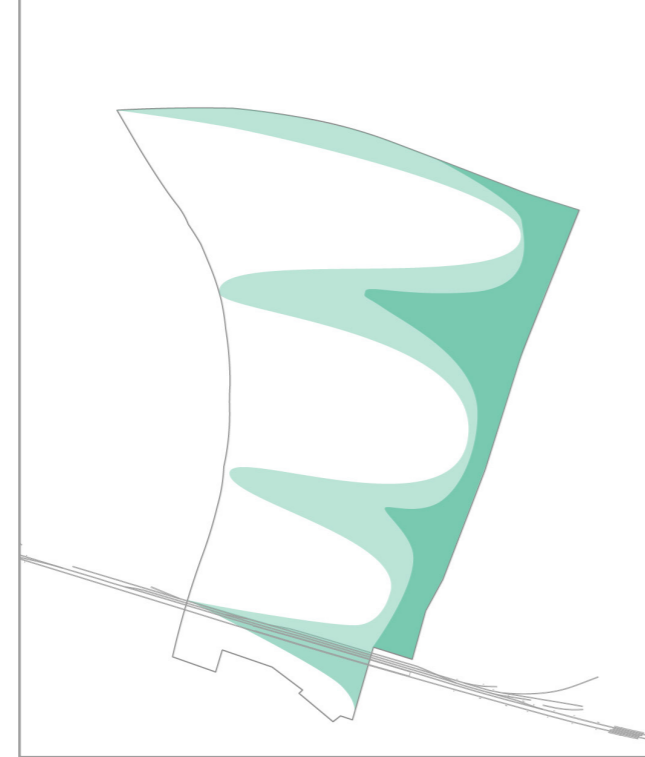
13. MUNICIPALITY IS IMPRESSED!

Citizen A and her diligent friends have not gone unnoticed and the municipality wants to continue the process. They invite the local group to participate in a new plan for the site.



14. TAME THE WILDERNESS

The site is densified and structured through the introduction of various types of greenery, with the aim to increase activity and decrease car use in the area.



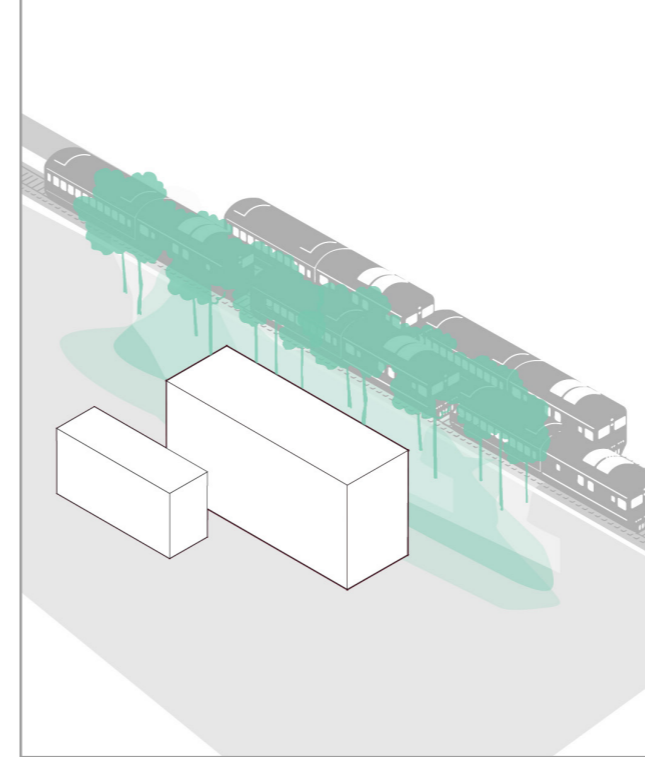
15. WETLAND

Wild nature and wetlands surrounds buildings introducing greenery into the site. The wetlands will also act as a large scale storm water management system throughout the area.



16. BUFFER ZONE

A thick forest act as a bufferzone between the northern edge and the adjacent highway, as well as southern edge and the train tracks.



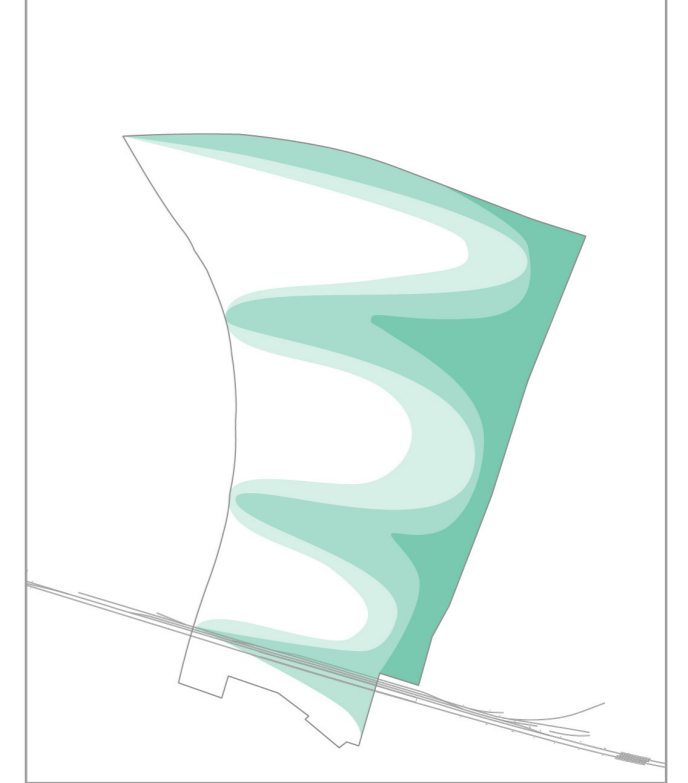
17. URBAN GREENERY

The street scape is improved by the urban greenery outlining the infrastructure.



18. GREENERY GROWS

The greenery gets more lush for each year and expands over the site.



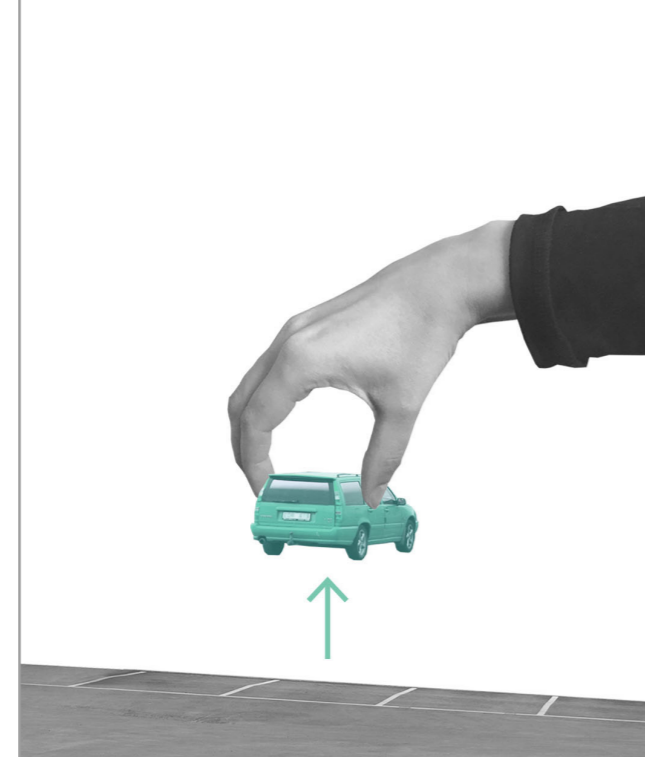
19. SECONDARY ROAD STRUCTURE

A secondary road structure emerges in connection to the main lines of the site. A denser grid system in the south answers to a planned residential program, while the big scale grid system in the north allows for large scale industrial program.



20. REMOVE CAR

The parklet festival was a success and the municipality agrees that car parkings can be reduced and better planned on the site.



21. REPLAN PARKING

Parkings are relocated to important spots along the main roads. Instead of being scattered over the site, the parking lots are concentrated in accessible nodes.



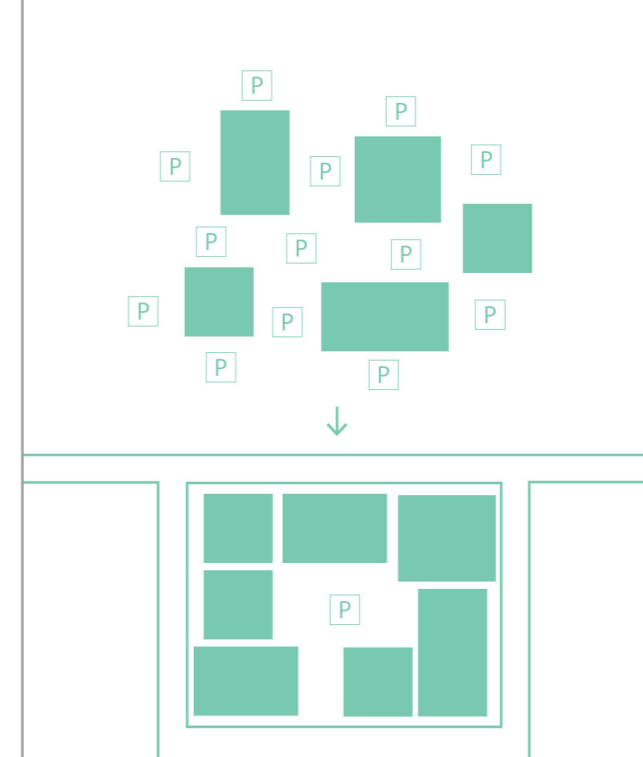
22. NORTHERN PARKING

Forest parking acting as a buffer zone at the northern border.



23. DEFINE STREET EDGE

By inverting the current relationship between parkings and buildings, the street edge is defined by the buildings rather than parkings.



24. CULTURAL CENTRE

The municipality extends the transformation initiated in the readapted structures around the station area by introducing a new building. This contributes to the development of a lively cultural centre around the transportation node.



STEP 3: ADDING TEXTURE

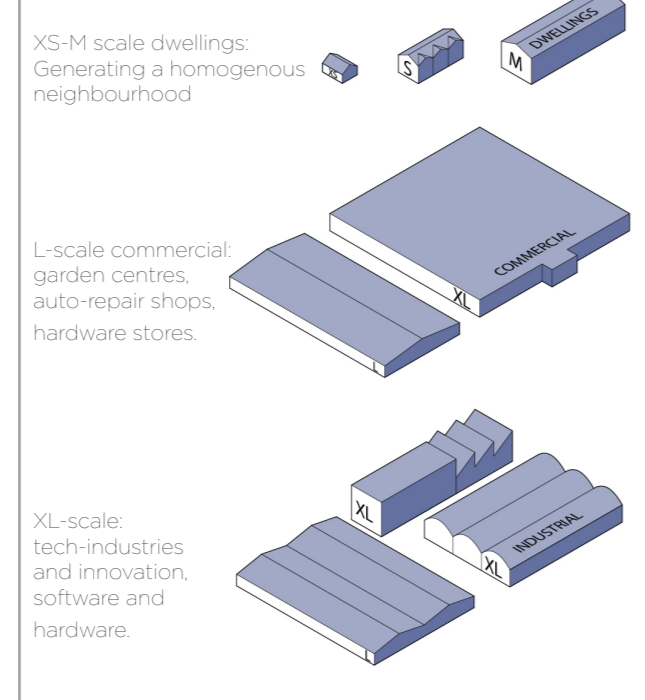
25. PRIVATE INVESTORS

The existing commercial ventures are prepared to finance improvements that will generate more people coming to the area. The investments in the site attracts private investors that are interested in the idea of a productive green park. Business developers invest in land for information based industries and real estate developers are eager to introduce housing projects.



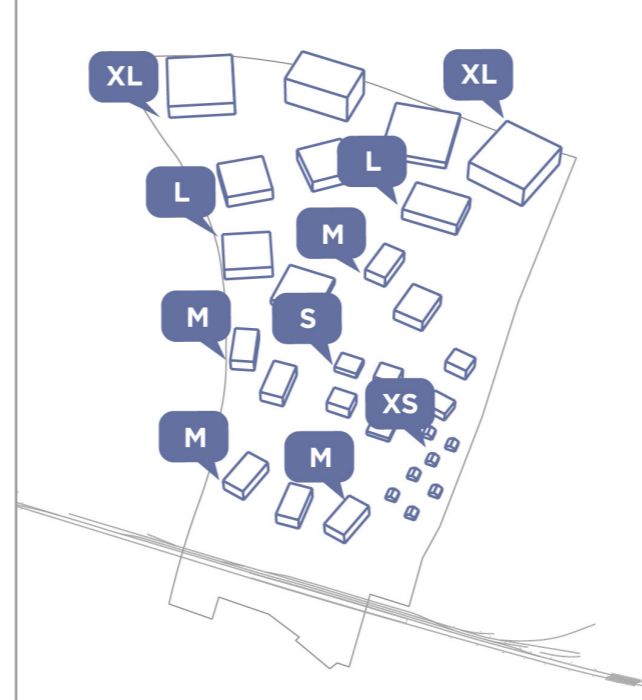
26. XS-S-M-L-XL PRO-

The large scale identity of the site is mixed with small scale residential buildings. New types of industries are introduced.



27. XS-S-M-L-XL PLACING

The industrial scale on the northern border is reduced as you move down the site. Similarly, the smallest scale dwellings are placed near the wetlands on the eastern border and grow larger in scale as you reach the commercial area on the west border.



28. PARAMETERS

The relationship between the industry, commercial and residential defines the configuration of program where all parameters benefit from each other.



29. LIVING IN THE WETLANDS

The wetlands act as a buffer zone between the dwelling and industries. Houses are placed around the wetlands for scenic views and in close connection to the combined storm water treatment and leisure space.



30. SHARING THE PLOT

Instead of each dwelling having its individual lawn they share the greenery of wetlands and meadows with each other.



TIME LINE

