



Perspective illustration showing 8. Transportation



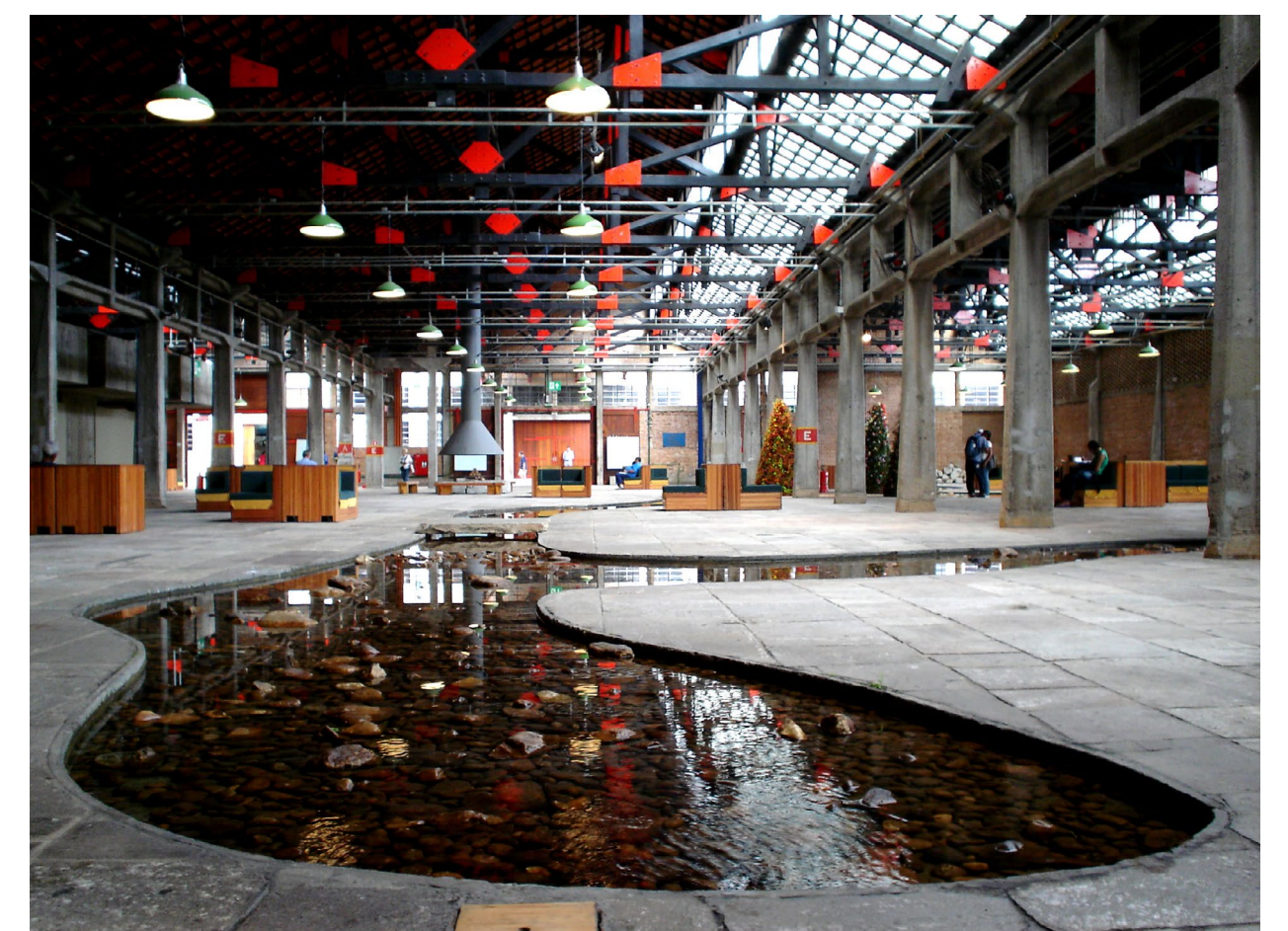
Photo from Rimbo that shows the sites unique character



Reference Image: De Ceuvel by DELVA<sup>1</sup>



Perspective illustration representing 4. Transformation



Reference Image: SESC Pompeia by Lina Bo Bardi<sup>2</sup>

**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 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 Rimbos 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.



Perspective illustration representing 3. Housing and 1. Greenway Network

<sup>1</sup> © Superbas / CC BY-SA 4.0 (via Wikimedia Commons) ([https://commons.wikimedia.org/wiki/File:2019-06-09-De\\_Ceuvel-5737.jpg](https://commons.wikimedia.org/wiki/File:2019-06-09-De_Ceuvel-5737.jpg)), <https://creativecommons.org/licenses/by-sa/4.0/legalcode>  
<sup>2</sup> Muisa Paulsson, Lina Bo Bardi, SESC Pompeia (5510960976).jpg, 1 December 2010, 1 December 2010, Wikimedia.