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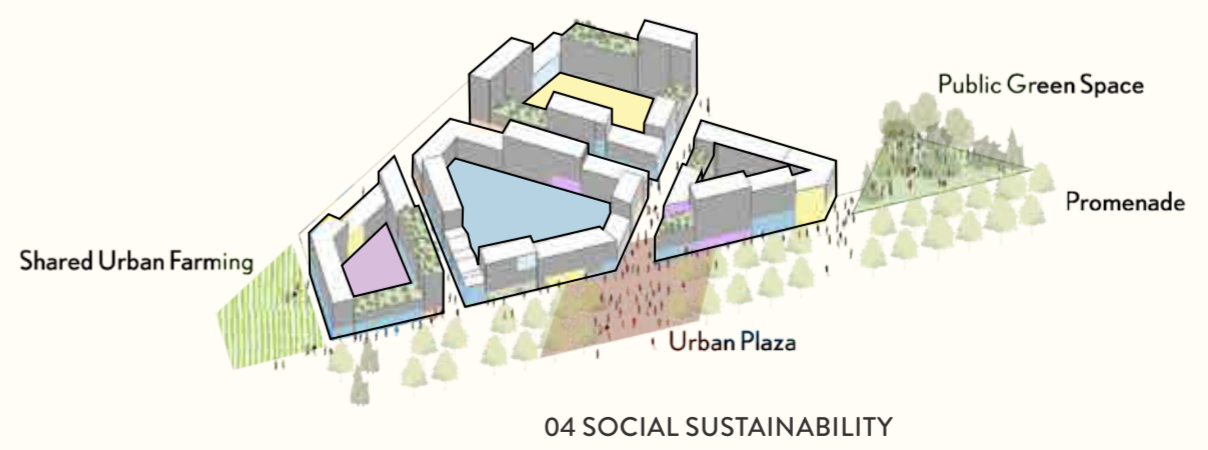
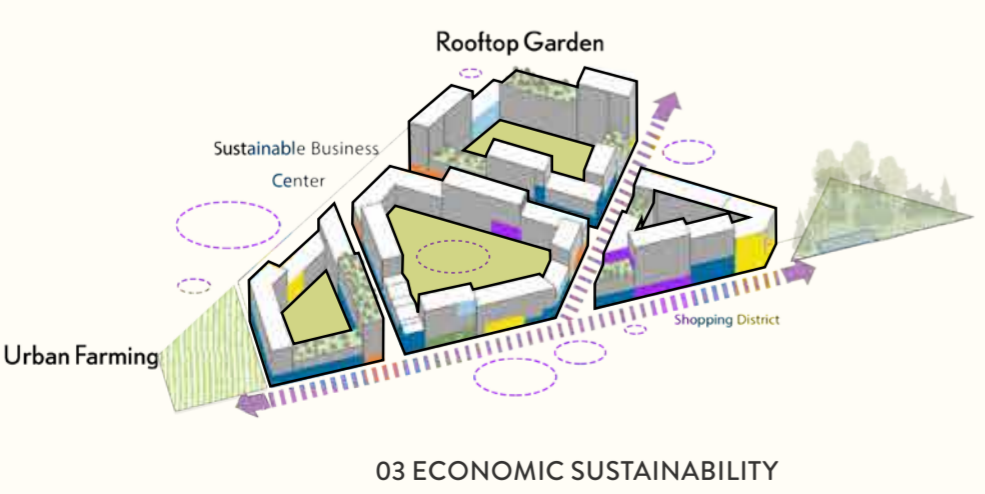
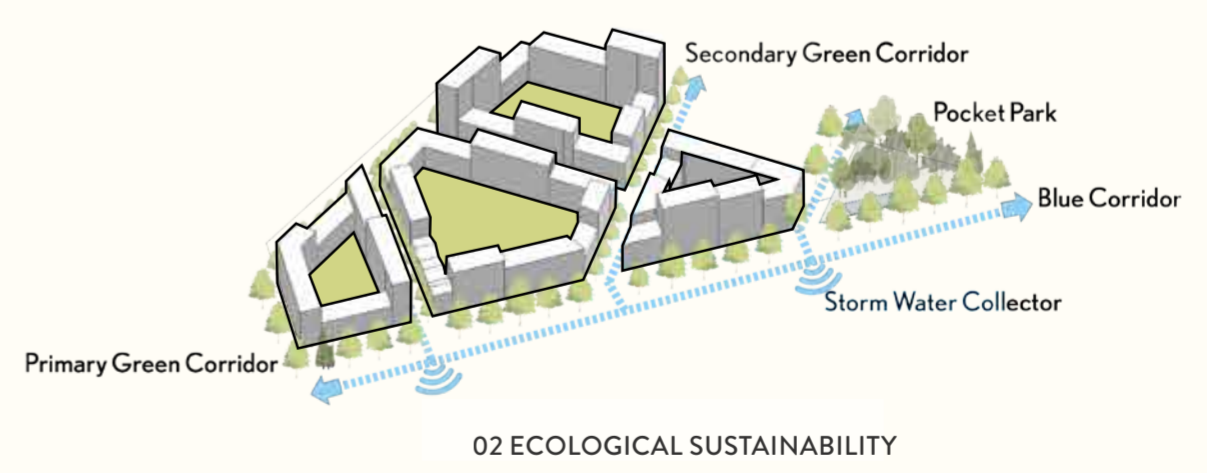
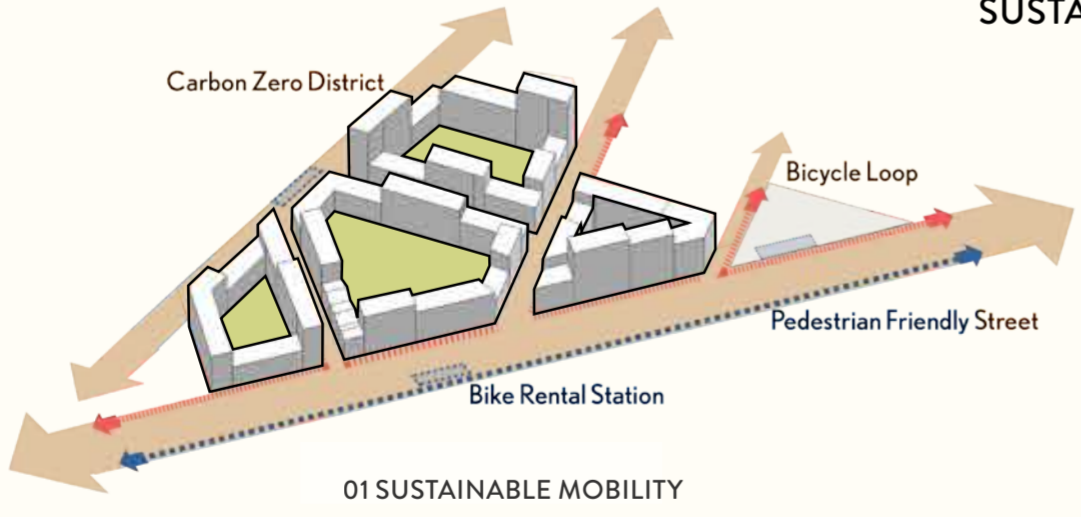
VÄSTERÅS

COALESCE | 01



View of Central park and Shared Space towards the Factory

SUSTAINABLE DESIGN STRATEGIES

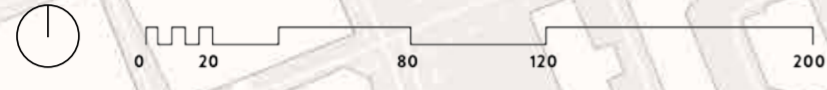


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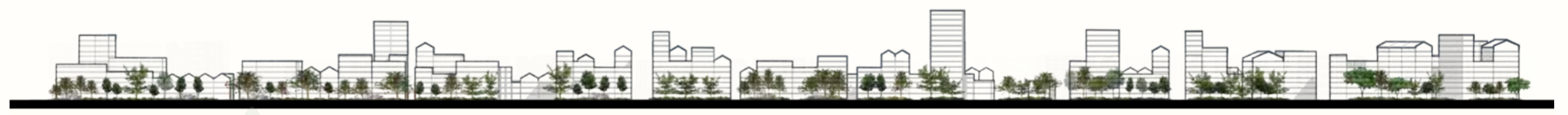
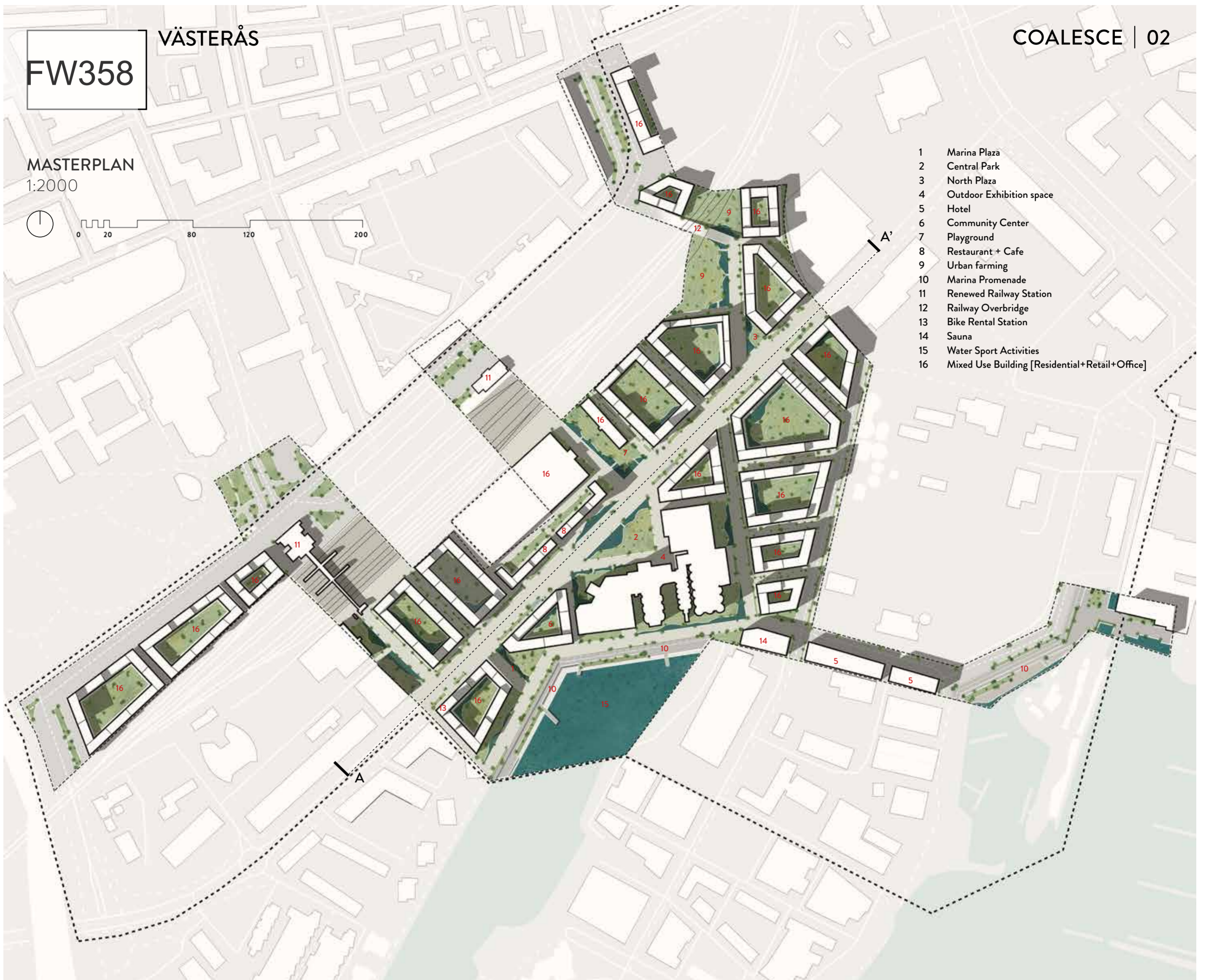
VÄSTERÅS

COALESCE | 02

MASTERPLAN  
1:2000



- 1 Marina Plaza
- 2 Central Park
- 3 North Plaza
- 4 Outdoor Exhibition space
- 5 Hotel
- 6 Community Center
- 7 Playground
- 8 Restaurant + Cafe
- 9 Urban farming
- 10 Marina Promenade
- 11 Renewed Railway Station
- 12 Railway Overbridge
- 13 Bike Rental Station
- 14 Sauna
- 15 Water Sport Activities
- 16 Mixed Use Building [Residential+Retail+Office]

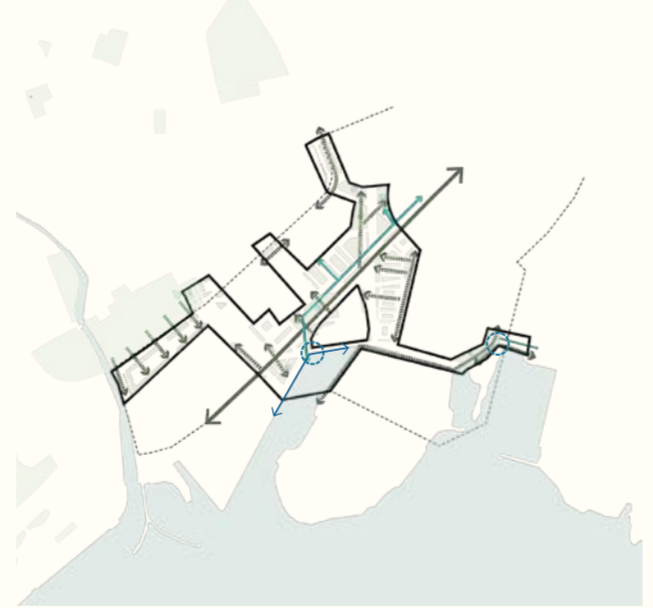


Section AA' (1:2000)



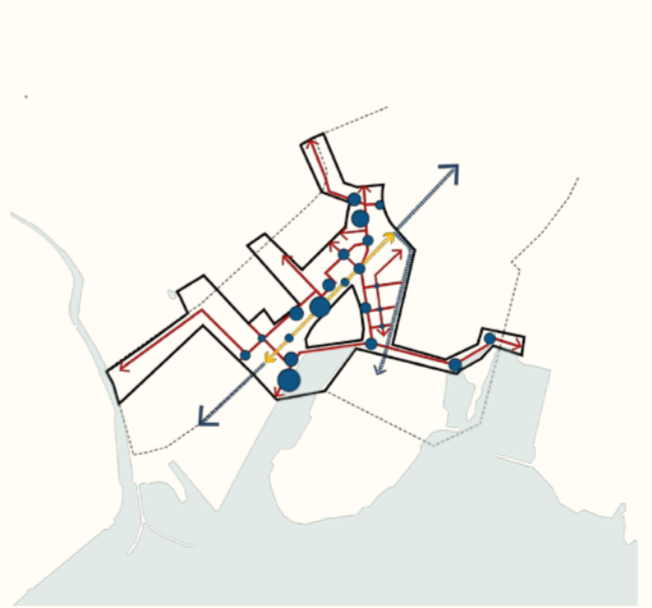
SUSTAINABLE MOBILITY

- Shared Space
- Existing Road
- Pedestrian + Bike Loops
- Mobility Hubs
- Overhead Bridge
- Water Mobility
- Existing Railway tracks



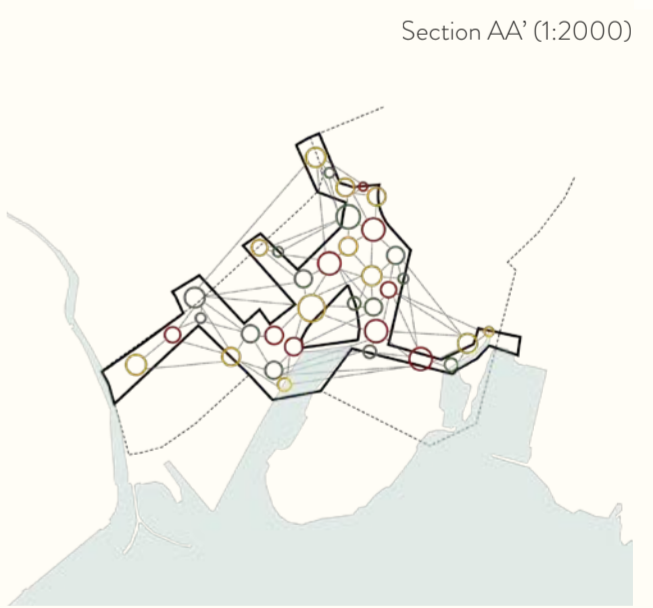
ECOLOGICAL SUSTAINABILITY

- Primary Green Corridor
- Secondary Green Corridor
- Blue Corridor
- Water landscape
- Parks and Park paths
- Storm water Collector
- Regenerated marina



SOCIAL SUSTAINABILITY

- Activity Nodes
- Shared Space
- Recreational Route



ECONOMIC SUSTAINABILITY

- Social Hubs
- Economic Hubs
- Environmental Hubs

Sustainable mobility creates pleasant and functional pedestrian connections including a shared space with an efficient bicycle network and prioritises sustainable modes of transportation which when complete, will be a net carbon zero district. The proposed sustainable transport network seamlessly connects the neighbourhoods, with priority given to walking and cycling. Car traffic is restricted to the shared space and the axial roads. Flexible centralized parking buildings are combined with other services and functions and are connected by a single pedestrian and bicycle loop. Public transport hubs and bike rental stations make it easy to transition between sustainable transport modes. The primary shared space enliven the urban fabric.

Ecological Sustainability is ensured through the green network and an integrated open stormwater system that feeds into the green corridors. The existing blue-green infrastructure is retained and enhanced, improving ecological and recreational connectivity, and introduces a new public marina promenade interspersed with lush green areas and social activity spaces. The green and blue network ensures that residents have access to water through porous green corridors and a stormwater amelioration system. Fluid stormwater elements form central focal points to public open spaces.

Social Sustainability is ensured through a network of social activity nodes along and across the the shared space. The design proposal defines the spaces to form a versatile iconic identity, making the waterfront promenade easy to navigate. The diversity in scale of public spaces is iterated in building typologies which accommodates multifunctional activities. This makes the proposal extremely dynamic and flexible both in the built and open spaces.

Economic Sustainability supports social sustainability, sustainable businesses, and wellbeing. Our expertise in creating socially equitable master plans informs our vision for Vasteras. The design enables social sustainability that incorporates sharing economy hubs, social hubs, local energy production networks, and environmental hubs. The sharing economy hubs enable residents to exchange goods and services. Integrated Urban Farming and rooftop gardens ensure local food production. Economic sustainability promotes sustainability by the production and transfer of energy within the local neighbourhood. This ensures that the neighbourhood function as a self-reliant, sustainable model with the proposed master plan for Vasteras.



Aerial View of the Site from the South East

PROJECT PHASING AND INTERACTION



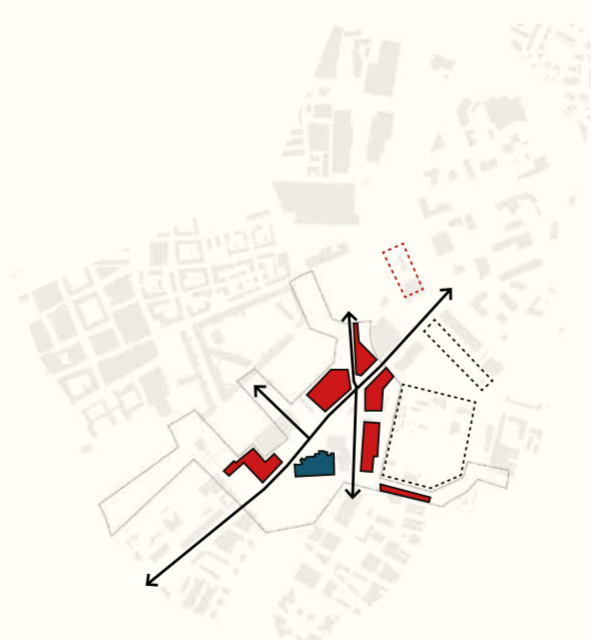
2021-2025

The first phase transforms the city's most heavily used road into a shared space integrated with a green corridor connecting to Lake Malaren. The existing factory is camouflaged with the green axes on all four sides that accommodates multiple social functions. The Hierarchy of nodes designed as plazas, squares and parks along the shared space are further connected to other critical access points making the urban intervention easily accessible. The marina is redefined with a promenade that has potential to grow southwards creating a social waterfront along the shoreline, connecting to Hamnparken.



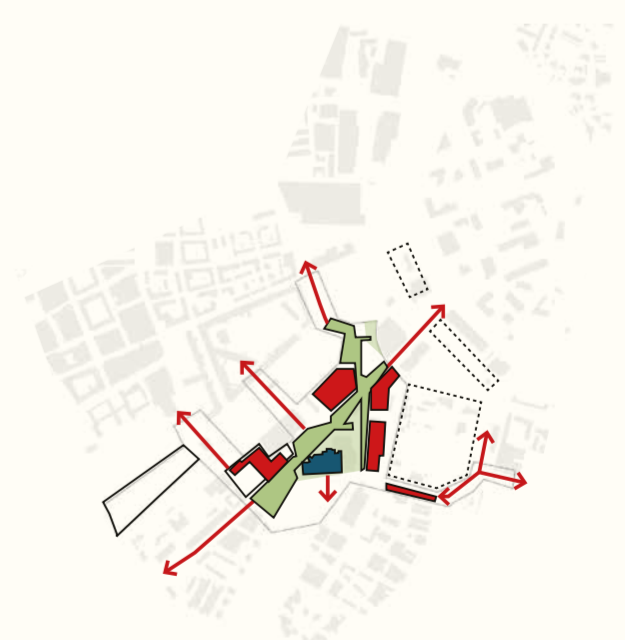
2025-2030

A rainwater collection system that feeds the green corridor is installed. The sewage plant is redesigned and arranged as a green social park. Green areas are created in the area where the workplaces are located in the north of the facility. The port area is reorganized, multifunctional structures associated with the coastline are added. The shoreline in the harbor is redesigned as a public waterfront promenade that has a potential to expand southwards.



2030-2035

The shared street interface is lined with multifunctional building blocks that accommodates Commercial, Cultural and Residential and Leisure Activities. The proposed Police station is now built in the site precincts. The centrally located Factory is partially demolished to create a larger central zone adjacent to the Central Park creating porous visual access to the Marina Promenade. A new street axis is introduced to connect to the Eastern part of the site. The existing shared space is connected to the proposed Transportation Hub.



2035-2040

The Shared space and the axial street is now linked to the eastern Marina Promenade. The Site area is well connected to the existing road network with socially rich public plazas as activity nodes. The Green and Blue Corridors act both as aesthetic and landscape elements but also contributes to elevating the proposal as a self sustainable model. The functional buildings act as economic cores that feed each other into an economically sustainable proposal.