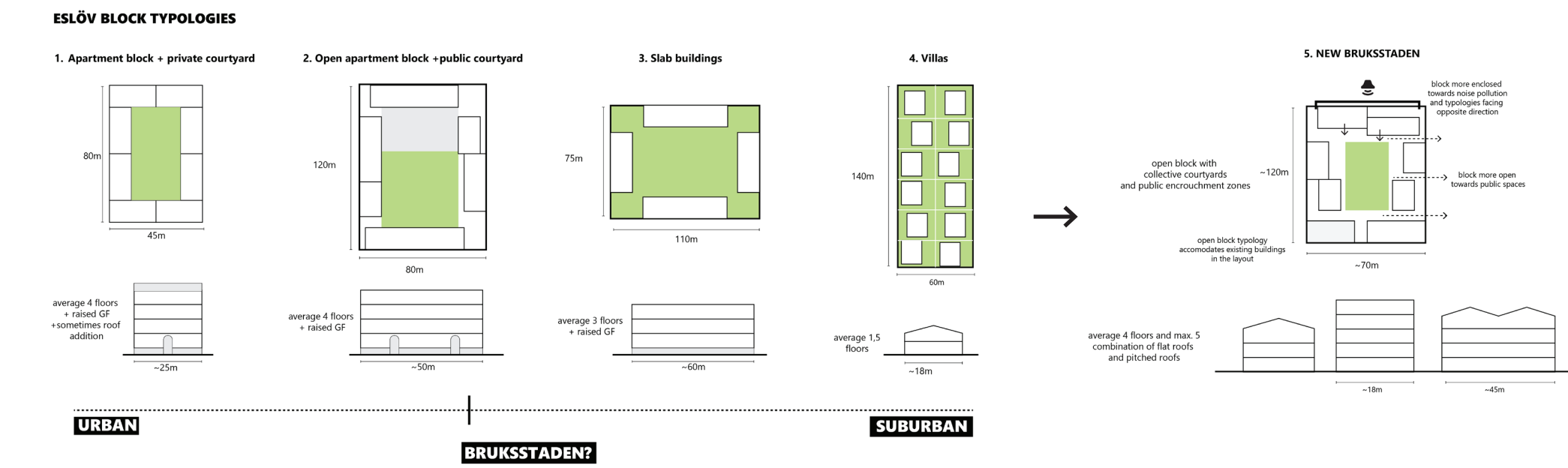
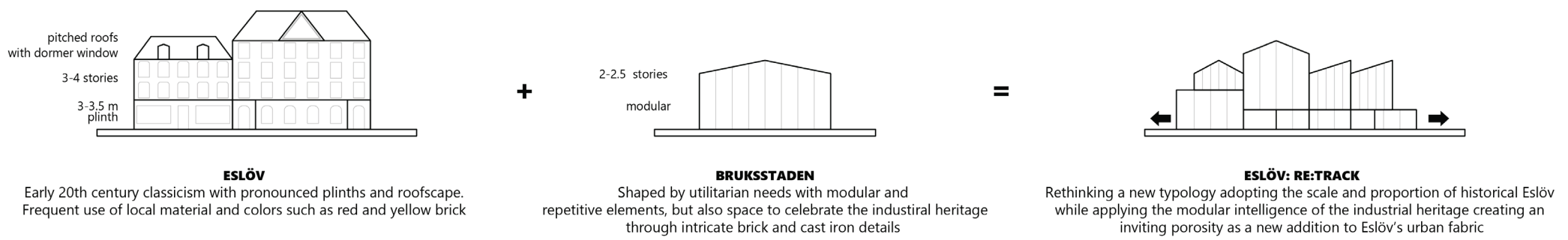


URBAN BLOCKS



HOUSING TYPOLOGIES



Brukstaden presents an interesting border condition, with denser urban developments to the west, industries to the north and residential developments to the east, and beyond that, agricultural land. We therefore developed a typology that borrows and samples the best features of each of the neighboring conditions, such as scale, proportion and openness. The new typology of semi-open and shifted

housing blocks allows us to create both inviting and private conditions and character, whilst allowing flexibility in scale and density and accommodating existing buildings. It also introduces a new identity to Eslov with clear recognizability. We looked closely at current and former industrial establishments on site and beyond to understand their mechanism,

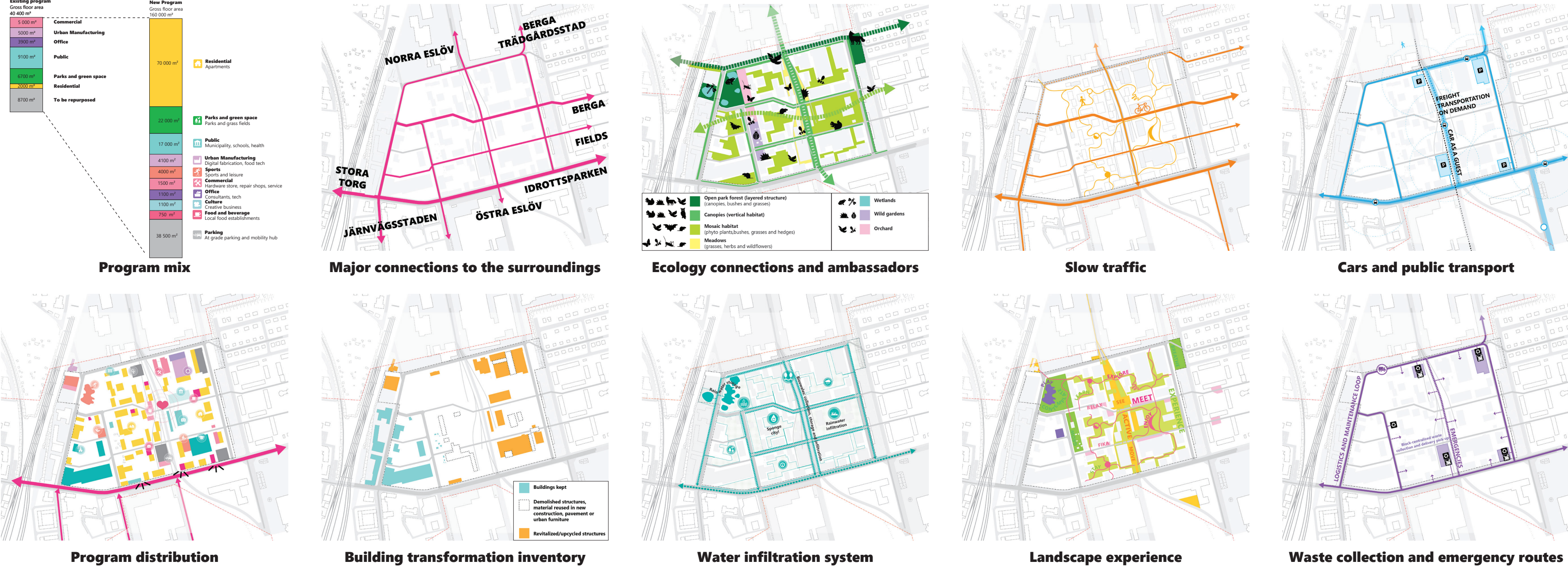
logics and character and what forms such an area. Borrowing keys principles from the industry such as repetition, modularity and movement - we developed a typology that reacts and moves in harmony with its surroundings to promote a rich urban life, it's also a homage to the track and the constant flow of the railway.

THE ELEMENTS OF THE MASTERPLAN

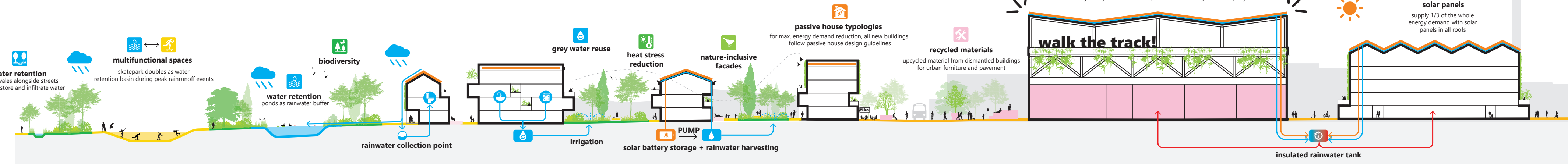
The masterplan has a robust and comprehensive system of strategies that aim for a healthy, sustainable and happy contemporary place to live, work and be. The existing buildings were carefully studied and a selection of potential structures to be demolished/repurposed/kept was made to combine material reuse potential with space for new program. The new spatial configuration is the guideline for new connections.

Through important main new mobility corridors, Brukstaden is better connected with its immediate context, the city center and the wonderful nature just outside the city. The streets were redesigned to prioritize space for bioswales (nature-based water infiltration) and soft mobility, with less space for cars and parking. Additionally, a smart car loop structure allows direct entrance to mobility hubs and logistics supply while the center of the blocks remains car-free. The central spine prioritizes soft mobility and public transport and east-west connections are green bike corridors.

An interactive experience path goes throughout the whole site connecting the blocks, and the landscape through different uses of the space and also functional accessibility to the phyto gardens located in the center of courtyards, connecting the diverse characters of the landscape design, from active plazas to quiet private terraces. Flooding prevention is central to the design and the climate adaptation of the development. Placed in the area most prone to flooding are ponds and a skatepark that doubles as a water plaza for maximized water buffer. The green courtyards absorb and store water and the bioswales in the streets do the same, minimizing any water run-off.



THE SYSTEMS



THE MASTERPLAN

