URBAN
PATINA
ANTON
KOLBE

URBAN PATINA, ANTON KOLBE, CTH 2012

City as Motif

This diploma work wishes to explore new approaches to city development with a persistent effort to bridge the role of the urban planner and the designer of specific solutions. It is to find rules and guidelines for planning with the sensibility and curiosity of the architect and to be an architect with a focus on street space and city scape rather than the architectural object. It is to try to see a new development area as a city in itself with its own narrative.

Gothenburg

The skeppsbron area of Gothenburg is soon to become developed with potential for one of the first true city-spaces in contact with the harbor. The event-city vision provided by the politicians and entrepreneurs has also lead to event-scale plans, making enormous undefined outdoor spaces and building blocks with the sea-side location as its assumed primary quality. One could say that this vision is a rather simplified view of what Gothenburg is and what it has. One could just as well tell the story of a grass-root city with diverse and cutting-edge cultural accumulation and expression.

Street as space

Narrow streets and spaces with varying building heights provides shelter from the windswept harbor situation and gives an interesting play of light in the different spaces. The street is the interface of the city and its inhabitants, the street has always been the most pure form of public space. The Streets are designed and programmed to have various tempo, modus and energies and at the same time be an appropriate and effective grid in the urban context.

Urban Patina

The project wants to acknowledge the importance of small scale commercial, public and recreational activities and the superimposing of functions - programmatic as well as in physical manifestation, in order to assist the progress of a the citizens to "move in" to and start appropriating a new part of the city. The patina metaphor refers to factors such as scale, porosity, layering and complexity which is presupposed for an object to have a value-adding aging but also for an urban development to find it's own character of usage, its specific spots and the platform for interpersonal nuggets or encounters and the various colors of human presence.

DEVELOPER APPROACH TO
RIVERSIDE-SITES:

-Maximized views to raise
apartment-prices
-Lack of interest in city-scape
and urban qualities
-Over-sized and desolate
outdoor spaces

HOUSING/OFFICE/OTHER,
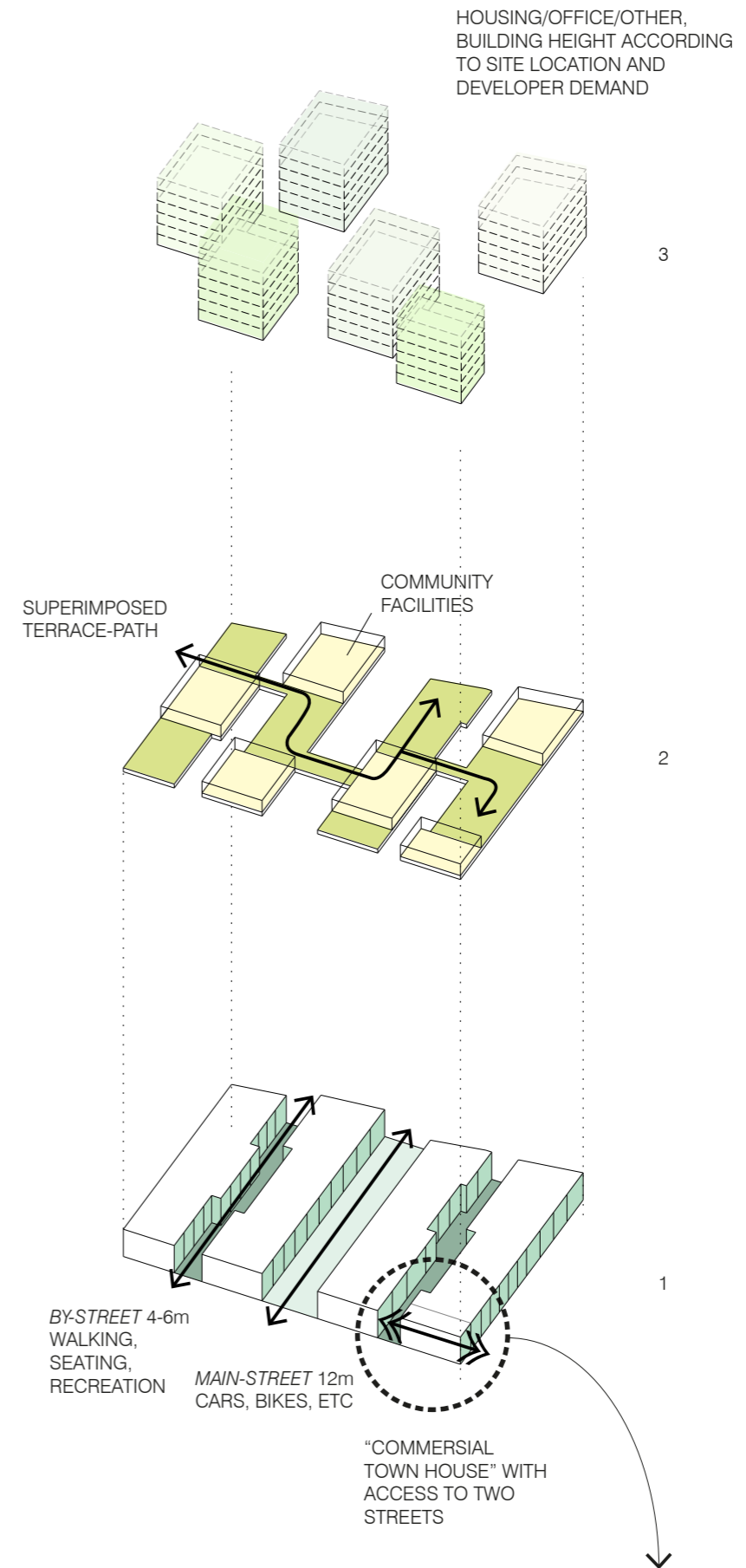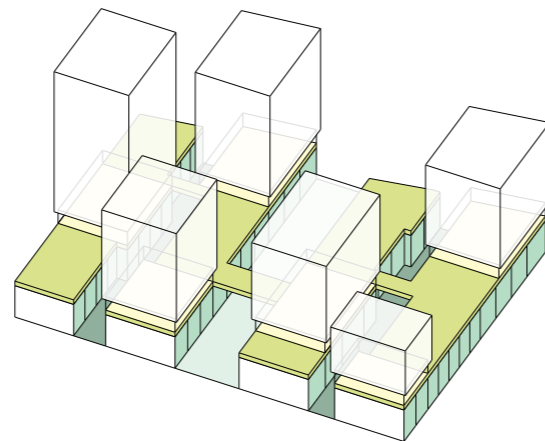BUILDING HEIGHT ACCORDING
TO SITE LOCATION AND
DEVELOPER DEMAND

3
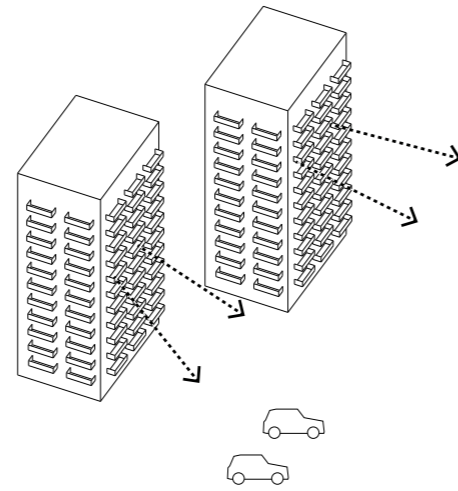
SWEDISH URBAN PLANNER
DOGMA:

-Monolithic housing block with
secluded inner yard
-Exclusive commercial facilities for
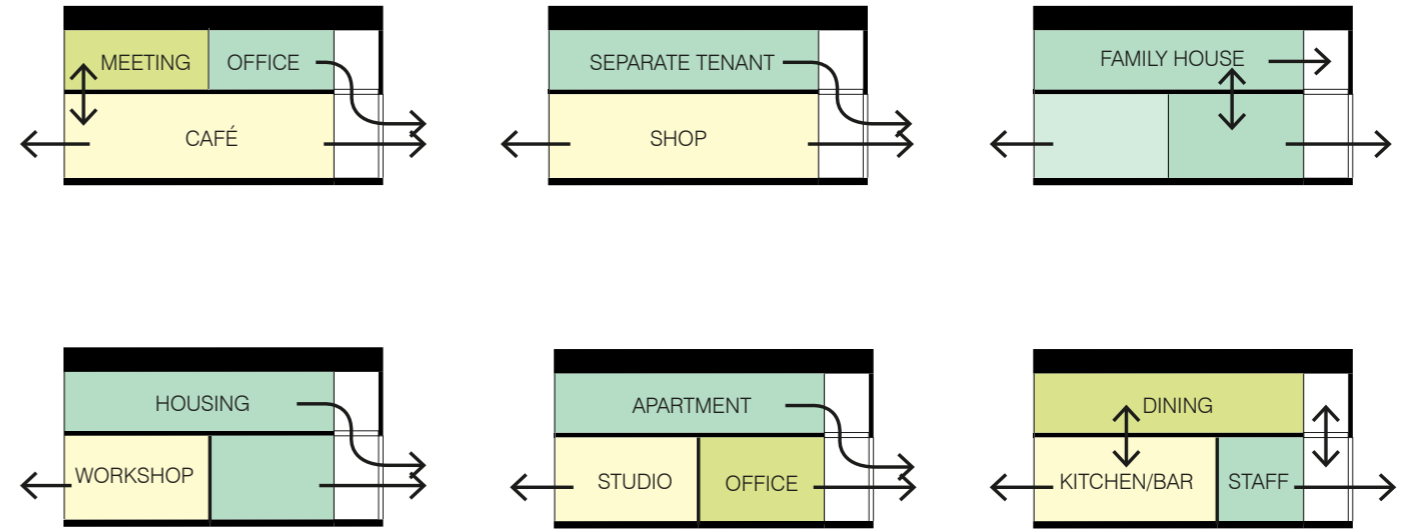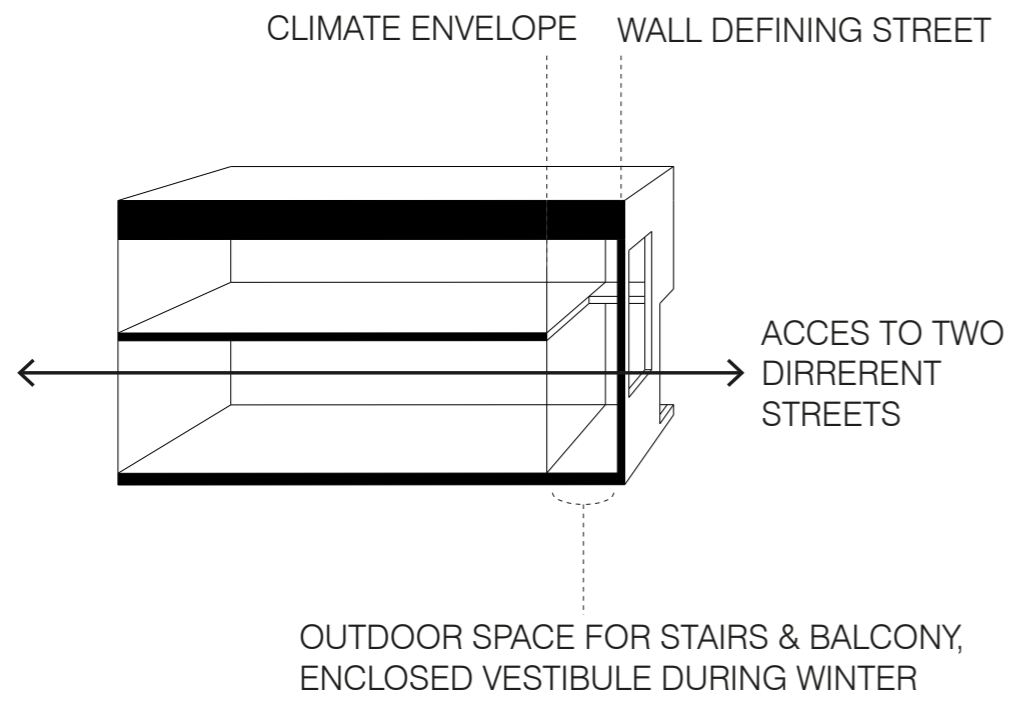well-established businesses
-Streets as roads for cars
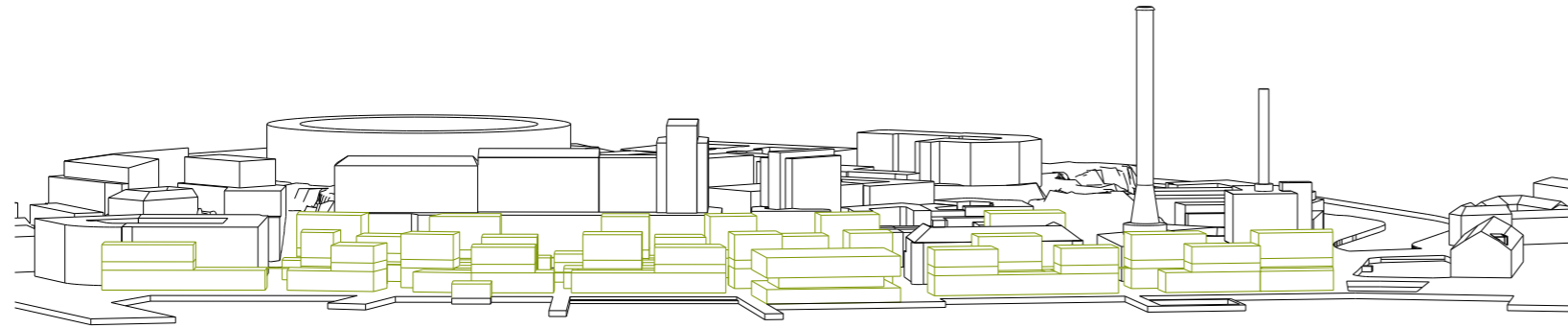
SUPERIMPOSED
TERRACE-PATH

COMMUNITY
FACILITIES

2
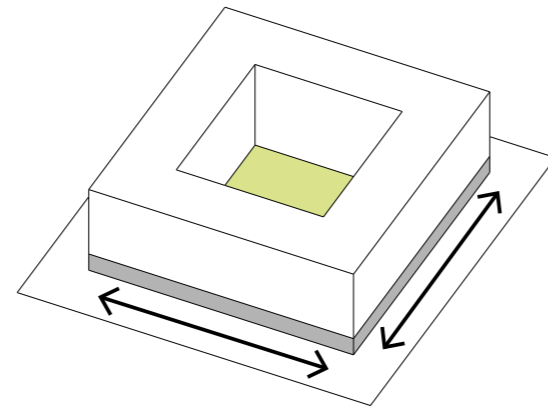
PROPOSAL:

-Increased street contact & mixed
scale commersial activities
-Weather sheltering scale
-Variation and sequenses of space
-Intimate public spaces
-Layers of program in the streets
> streets as functional space!

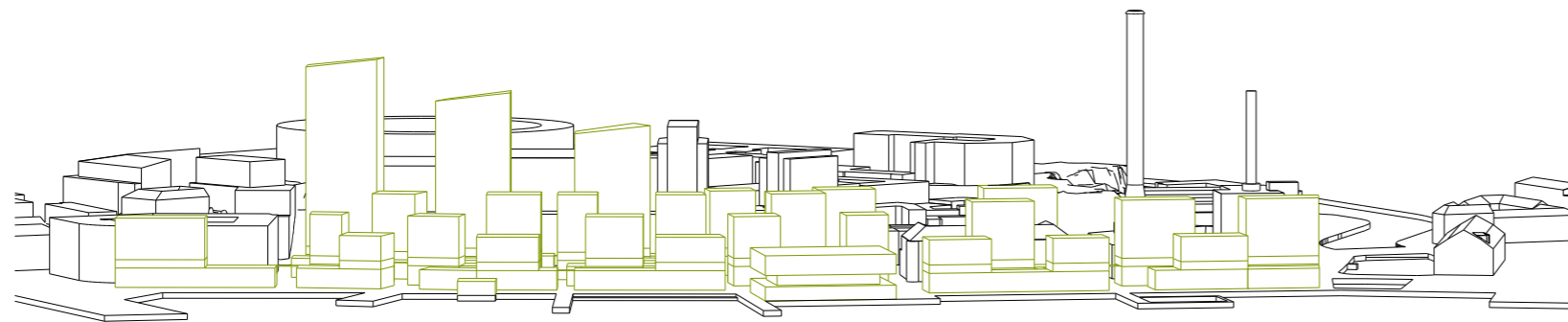BY-STREET 4-6m
WALKING,
SEATING,
RECREATION

MAIN-STREET 12m
CARS, BIKES, ETC

1

"COMMERSIAL
TOWN HOUSE" WITH
ACCESS TO TWO
STREETS

COMMERSIAL TOWN-HOUSE TYPOLOGY

CLIMATE ENVELOPE   WALL DEFINING STREET

ACCES TO TWO
DIRRERENT
STREETS

OUTDOOR SPACE FOR STAIRS & BALCONY,
ENCLOSED VESTIBULE DURING WINTER

MEETING | OFFICE
CAFÉ

SEPARATE TENANT
SHOP

FAMILY HOUSE

HOUSING
WORKSHOP

APARTMENT
STUDIO | OFFICE

DINING
KITCHEN/BAR | STAFF
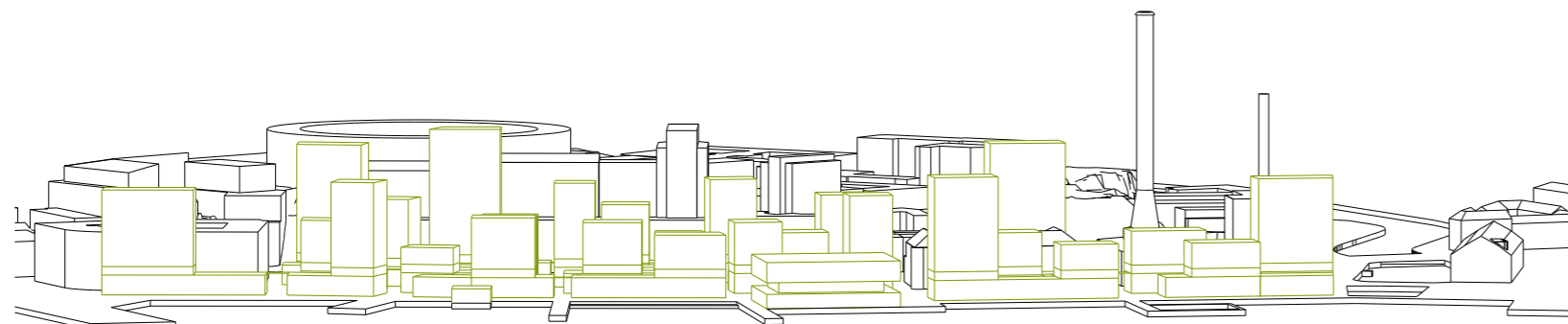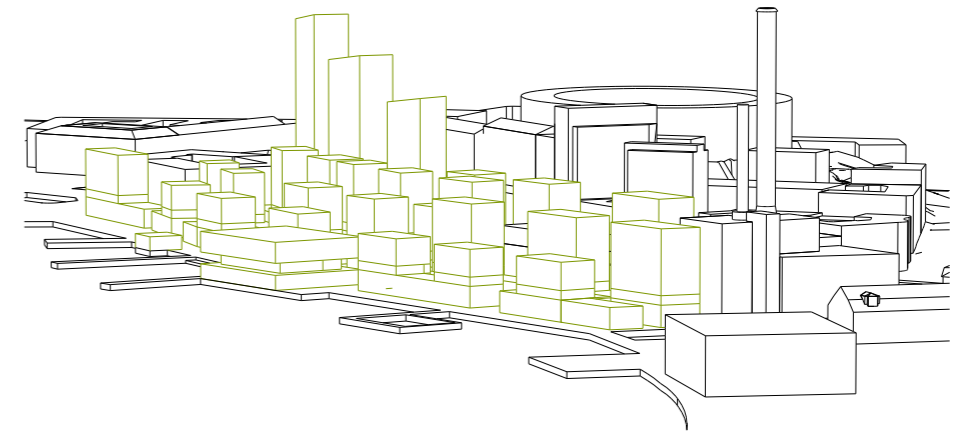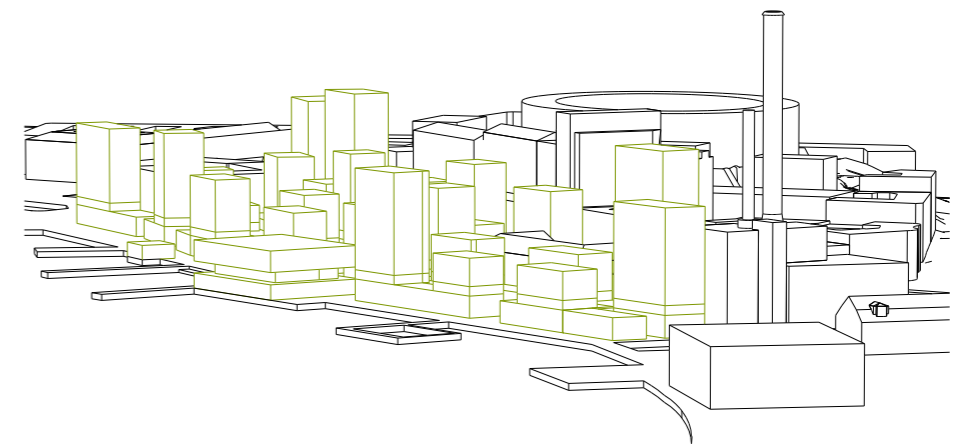
BUILDING AREA TO SITE RATIO

"CHARM" - 200 % BUILT ON ENTIRE SITE
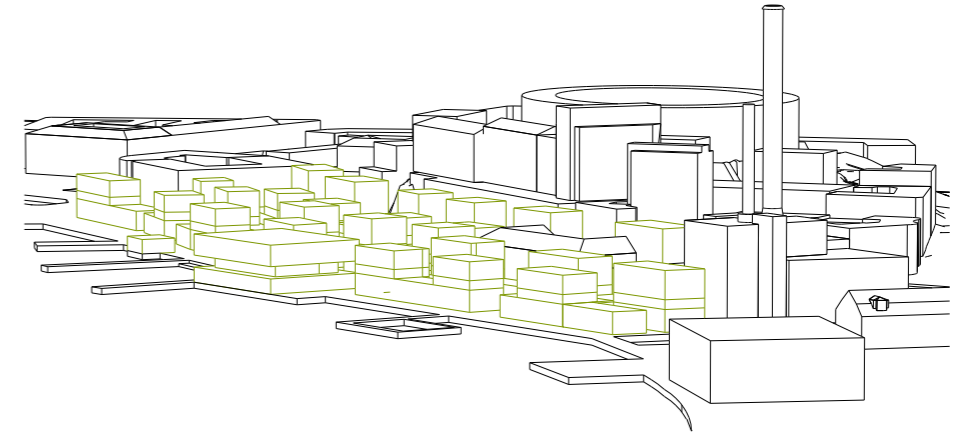
"ORCHESTRA" - 300 % BUILT ON ENTIRE SITE

"TOKYO-STYLE" - 300 % BUILT ON ENTIRE SITE
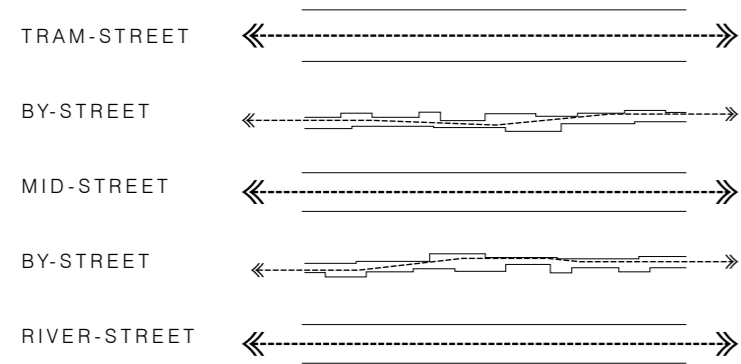
STREETS   RIVER-ALLEYS   PARK TERRACES

TRAM-STREET

BY-STREET

MID-STREET

BY-STREET

RIVER-STREET
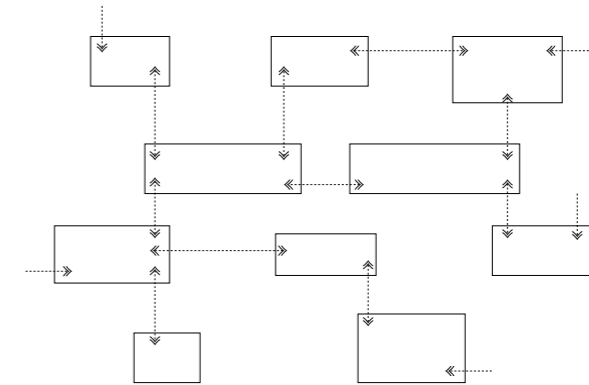
GOTHENBURG HARBOR CRANES

RIVER ALLEYS FRAMING VIEWS OF THE DOCK CRANES WHEN THEY ARE IN OUTER POSITIONS

FERRY TERMINAL

BICYCLE PATH

CAR

LIBRARY

4

SEA
BATH

TAXI STATION

MAIN
PLAZA

Z STREET

KUNGSGATAN

HEURLINS PROMENADE

SITE PLAN, SKEPPSBRON, 1:2000

"GÖTAVERKET" CULTURAL HERITAGE POWERPLANT

"OTTERHALL" +55m

+28,8m

FL 9 – HOUSING +25,4m

FL 8 – HOUSING +22,4m

PRIVATE TERRACE
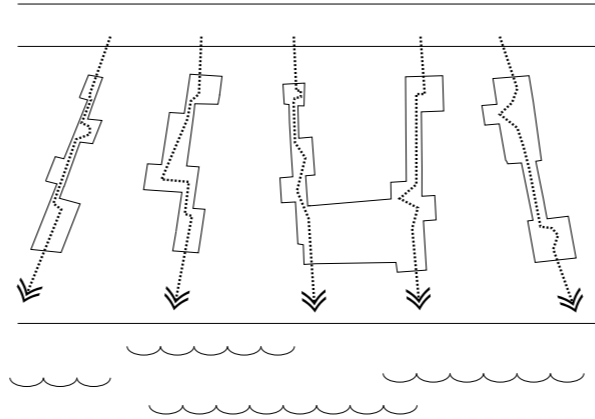
FL 7 – HOUSING +19,4m

FL 6 – HOUSING +16,4m

FL 5 – HOUSING +13,4m

FL 4 – HOUSING +10,4m

BIRD-MOTEL

TERRACE CONNECTION

LOCAL PRODUCTION IN GREEN HOUSE

+22m

KINDERGARDEN FACING TERRACE

PERFORATED WALL DEFINING STREET

TERRACE AND COMMUNITY FACILITIES +7m

TRANSLUCENT BEDROOM WALL

GLASS

MAKKA

OFFICE + TEACHING

COMMERCIAL TOWN HOUSE SECOND LEVEL +3,6m

APARTMENT + SHOP + WORKSPACE

STREET LEVEL ±0m

CAR/BICYCLE

LIGHTWEIGHT REMOVABLE STRUCTURE

DOMESTIC OR COMMERCIAL OUTDOOR SPACE, SEMI-HEATED DURING WINTER

PART OF GARAGE BECOMES BASEMENT SPACE

SUB LEVEL –3,6m

MAIN CAR ROAD + TRAM 28m (21–28m)

COMMERCIAL TOWN-HOUSE 13m (11–13m)

BY-STREET 6m (4–6m)

COMMERCIAL TOWN-HOUSE 11m (11–13m)

MID STREET 12m

SECTION 1:200

SILENT WIND TURBINES

ROOF TERRACE

STUDENT APARTMENT 23m2

LOCAL GÖTA ÄLV-BIOTOPE CONTINUES INTO GREEN AREAS

RIVERSIDE PARK TERRACE

NEW LIBRARY & PANORAMA LIVINGROOM

REED

POCKET SIZE CULTURE CENTRE

RIVER ALLEY

REMOVABLE TILES FOR MORE PLANTS

ATELIER + BAR

fisk feck

SEA-CARRIED MARKETPLACE

ENTRANCE ALLEY

go:teborg

CONCRETE BARS ASSEMBLED AS COBBLESTONE

MID STREET 12m   PUBLIC PROGRAM W. CONNECTION TO TERRACE LEVEL 13m   BY-STREET 4-6m   COMMERCIAL TOWN-HOUSE 11m (11-13m)   RIVER PROMENADE AND BICYCLE PATH 15m   WATER WALK 3,5m

MODELSTUDY OF "BY STREET"