

SITE ANALYSIS

Image: Kevin Van Meter

Site Analysis: Land & Activity Uses



Apple Maps

Team:

Joshua Gawne, Russ Greene, Katie Poppel, Rish Ukil

Description:

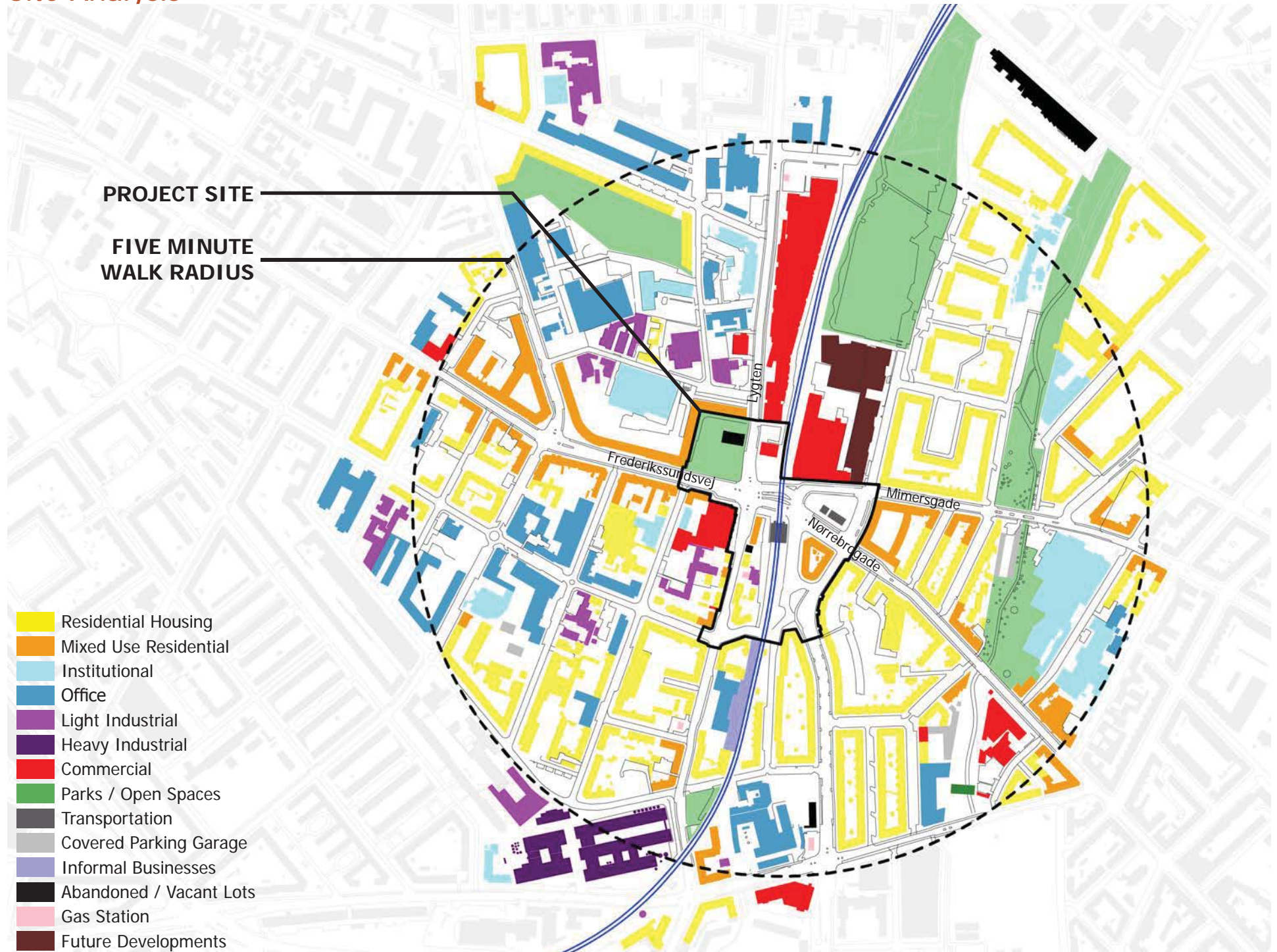
The land and activity uses of this Nørrebro site range from social and market rate housing, mixed use small and large commercial streets, modern industry, a range of park spaces, and a few major commercial businesses.

The community character, called out with street typologies, is highlighted by fairly specific land use facade characteristics. The street sections show, based on the street typology, the differentiation of building facades and character.

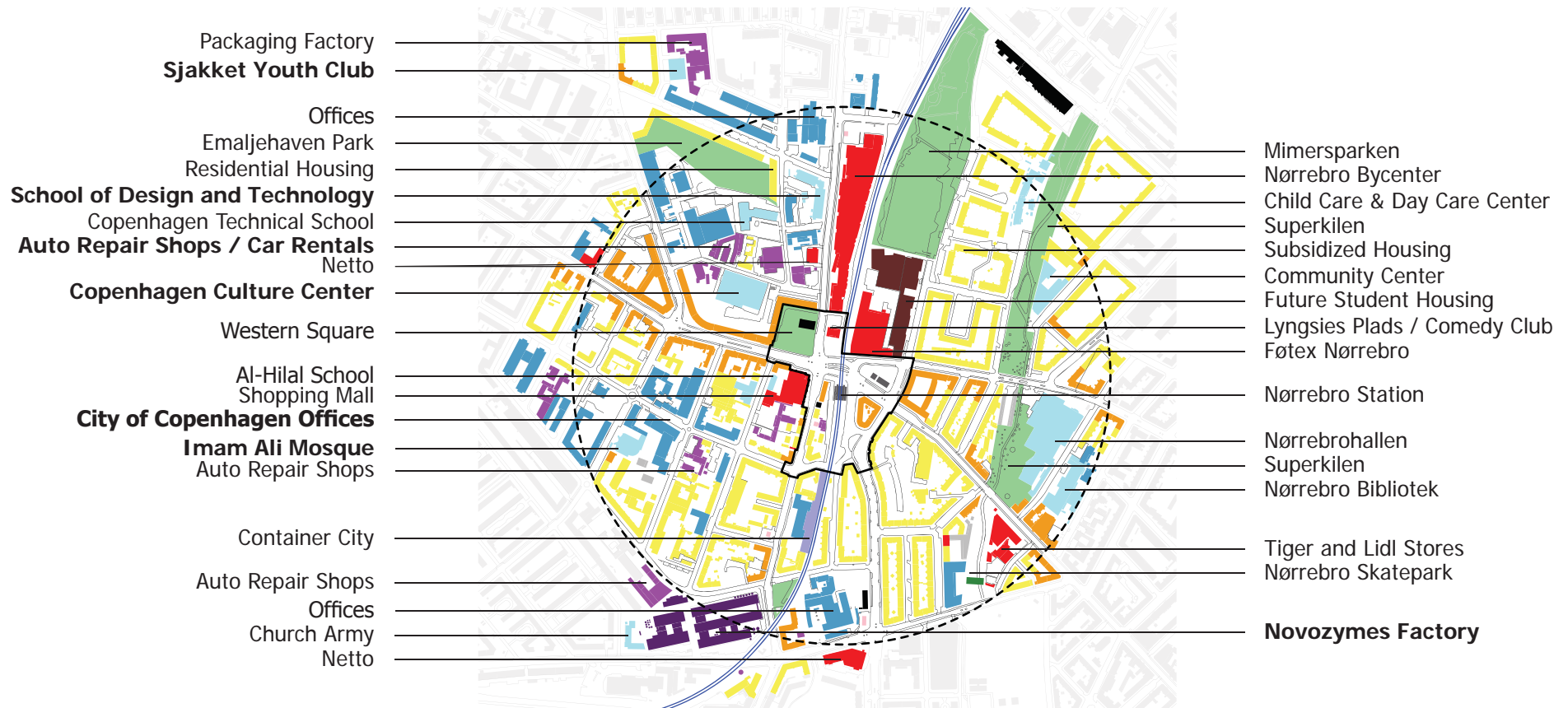
This site and the surroundings has been heavily delineated via major arterial streets, which, in turn, create edges and patterns seen from above and felt while on the site as a pedestrian. The edges create land use groupings; patterns have been created specifically through open space: public, quasi-public, and private.

There are two points of gravity: present and future. In the same sense, there are two patterns of activity nodes we have highlighted: transportation and (stationary) activity.

Site Analysis



Land & Activity Uses



Sjakket Youth Club



School of Design



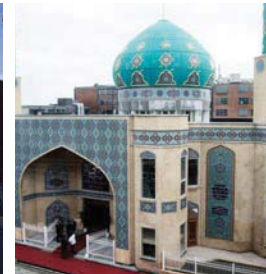
Auto Repair Shops



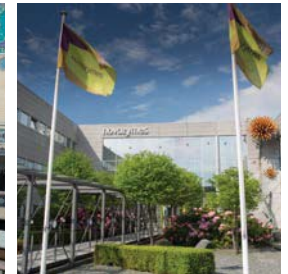
CPH Culture Center



City Offices



Imam Ali Mosque



Novozymes Factory

Site Analysis



Land & Activity Uses



Primary Streets

The primary streets near Nørrebro Station offer the most area for public use. There are dedicated bicycle lanes that are separate from pedestrian and auto circulation, but there are no street trees along these major corridors. There is a high concentration of retail shops on these routes.



Secondary Streets

The auto lanes on the secondary streets near our site become much more narrow. There are no longer any designated bicycle lanes. In some areas the sidewalks are much wider than on the primary streets, but they are less populated. There is a greater occurrence of street plantings, and are typically mixed use residential.



Tertiary Streets

The least used of the three streets has the smallest area for public use. The auto lanes and sidewalks are the narrowest of the three streets identified. There are no dedicated bicycle lanes. Tertiary streets in the area of our site are largely in residential areas.

Site Analysis

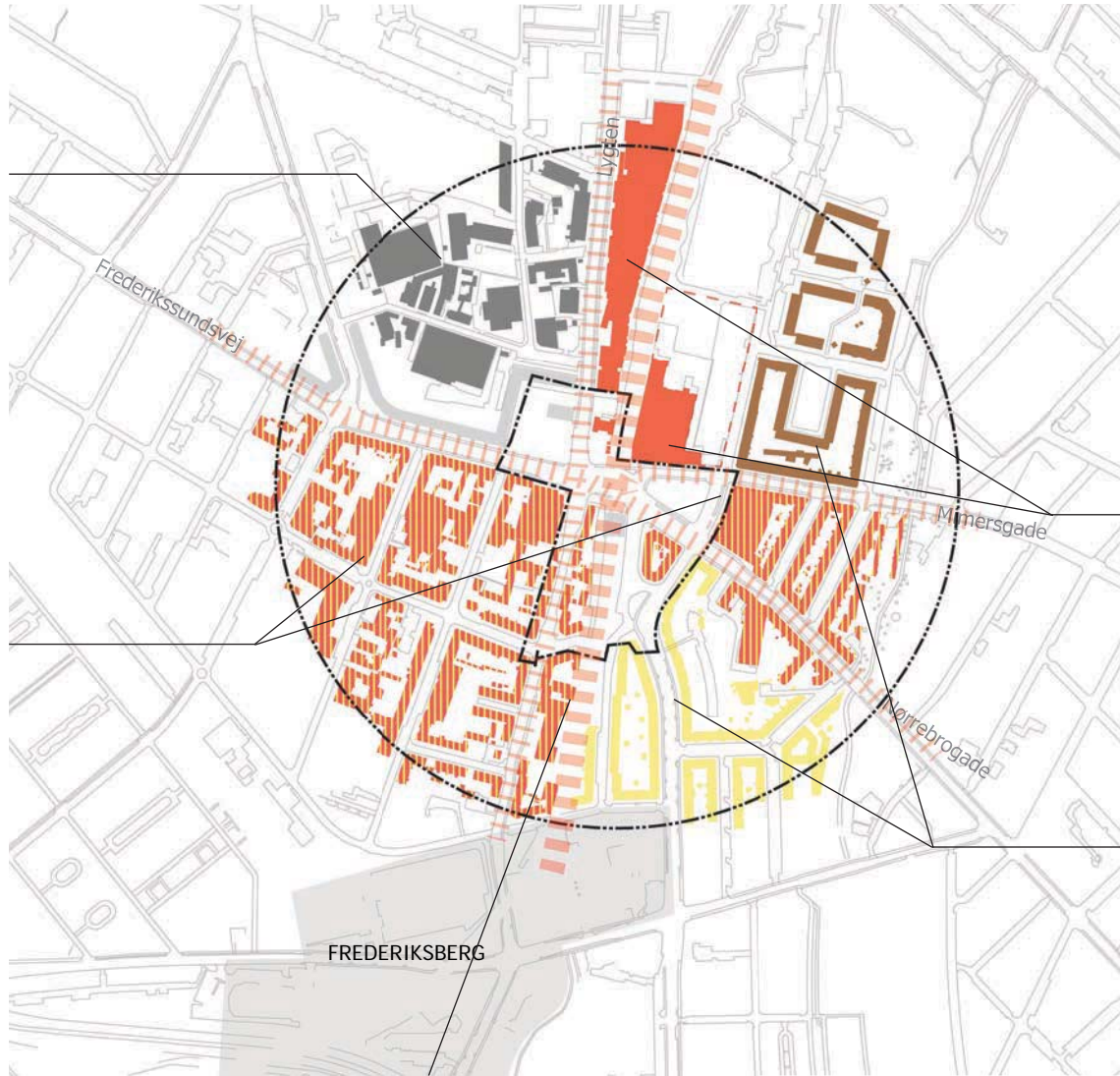
(Modern) Industrial

Modern industrial respects the larger FAR (floor-area-ratios) than one would think for industrial land uses.



Mixed Use

Mixed use contains both office + residential and commercial/retail + residential. The western grouping of mixed use contains more office space, including departments of the Copenhagen municipality. Both groupings contain more residential space than office, retail, or commercial.



Land Use Patterns Create Edges

The dashed red and orange lines denote the edges, or barriers, created by the major street thoroughfares and train tracks. The train tracks are more of a physical barrier than the major street thoroughfares; the tracks have fewer crossings for pedestrians, bicyclists, and motor vehicles. Important to note: these edges created by infrastructure divide the site and its surroundings into four quadrants, which, in turn, has an affect on the land use delineation.



Figure / Ground

Commercial

The commercial area contains a large mall, with large, general chain stores and a fotex.



Residential

There are two areas of housing highlighted on the map: the brown represents social housing with renovations taking place currently; the yellow represents market-rate housing. Directly to the west of the social housing is the future site of a student housing tower.



Land & Activity Uses



Public / Quasi-Public / Private

In terms of land and activity uses, the classification of public, quasi-public, and private space is delineated informally. The dark green represents the most obviously public, while the lighter green represents private courtyards.



District	Inhabitants	Area hectares	Inhabitants per hectares
City centre	48,252	830.5	581
Østerbro	70,908	821.2	863
Brønshøj - Husum	40,402	614.8	657
Nørrebro	74,113	366.9	2020
Bispebjerg	49,163	482.7	1018
Vanløse	37,123	528.6	702
Valby	47,841	755.6	633
Vesterbro/Kgs. Enghave	57,136	661.9	863
Amager Vest	57,893	1123.0	508
Amager Øst	50,841	810.9	627
Total	533,672	6996.1	847.2

(Source: Green Accounts 2011) "Areas" do not include green areas

District	Population in district	m² of green areas	m² of green inhabitant
City centre/Christianshavn	48,252	2,065,495	42.8
Østerbro	70,908	949,289	13.4
Brønshøj-Husum	40,402	2,586,926	64.0
Nørrebro	74,113	434,849	5.9
Bispebjerg	49,163	2,006,332	40.8
Vanløse	37,123	1,407,798	37.9
Valby	47,841	1,671,187	34.9
Vesterbro/Kgs. Enghave	57,136	1,638,129	28.7
Amager Vest	57,893	7,961,553	137.5
Amager Øst	50,841	1,885,297	37.1
Total	533,672	22,606,854	42.442.4

Source: Green Accounts 2011

Copenhagen Population + Green Spaces

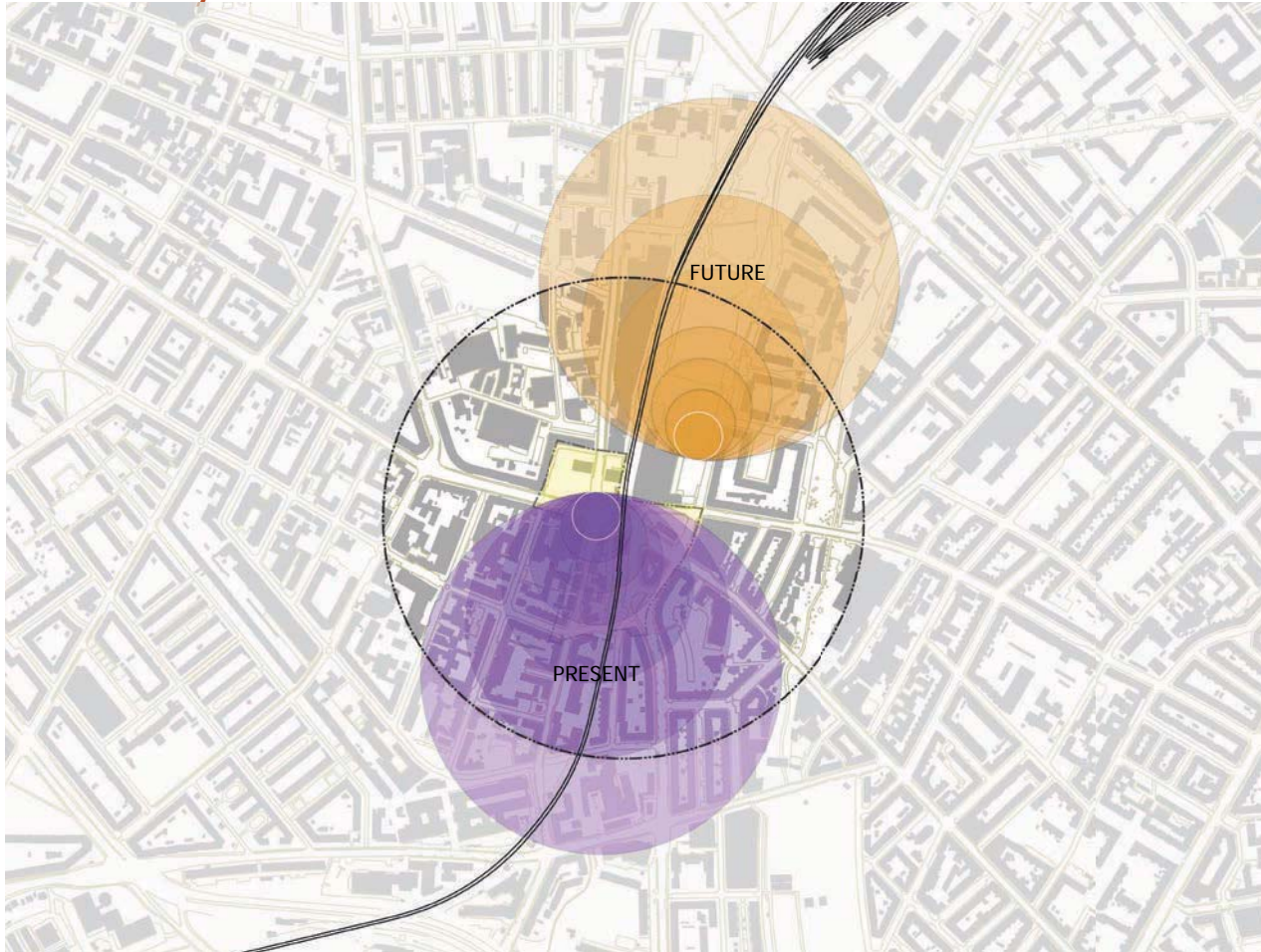
A comparison of population by district (neighborhood), total land area, and area devoted to green space.



"European Green Capital"

Copenhagen Neighborhoods + Green Space

Site Analysis



Points of Gravity

The current (major) point of gravity is the intersection of Lygten and Frederikssundsvej (highlighted in purple.) This intersection is where circulation patterns - pedestrians, automobiles, public transit, and bicyclists - cross in one area. We have identified that the pull of gravity radiates from this point southeast towards central Copenhagen. The orange proposed point of gravity is unclear; the future point of gravity for this area/site will potentially change due to the influx of new residents and students just south of Mimersparken.



Activity Nodes

The activity nodes diagram represents a Kevin Lynch take on the activity nodes of this site and its surroundings. The transportation nodes are highlighted in red and represent major intersections; the activity nodes are highlighted in cyan and represent the nodes of pedestrian gathering spaces.

References:

- 1) "European Green Capital, Section 3: green urban areas incorporating sustainable land use," Accessed at <http://ec.europa.eu/environment/europeangreencapital/>
- 2) "Uptown Norrebro" Accessed at uptown2200.dk
- 3) Maps from Apple Maps and Google Maps
- 4) Arch Daily

Outdoor Rooms

Team:

Jack Alderman, Drew Badgett, Laura Durgerian,
Derek Holmer & Kevin Van Meter

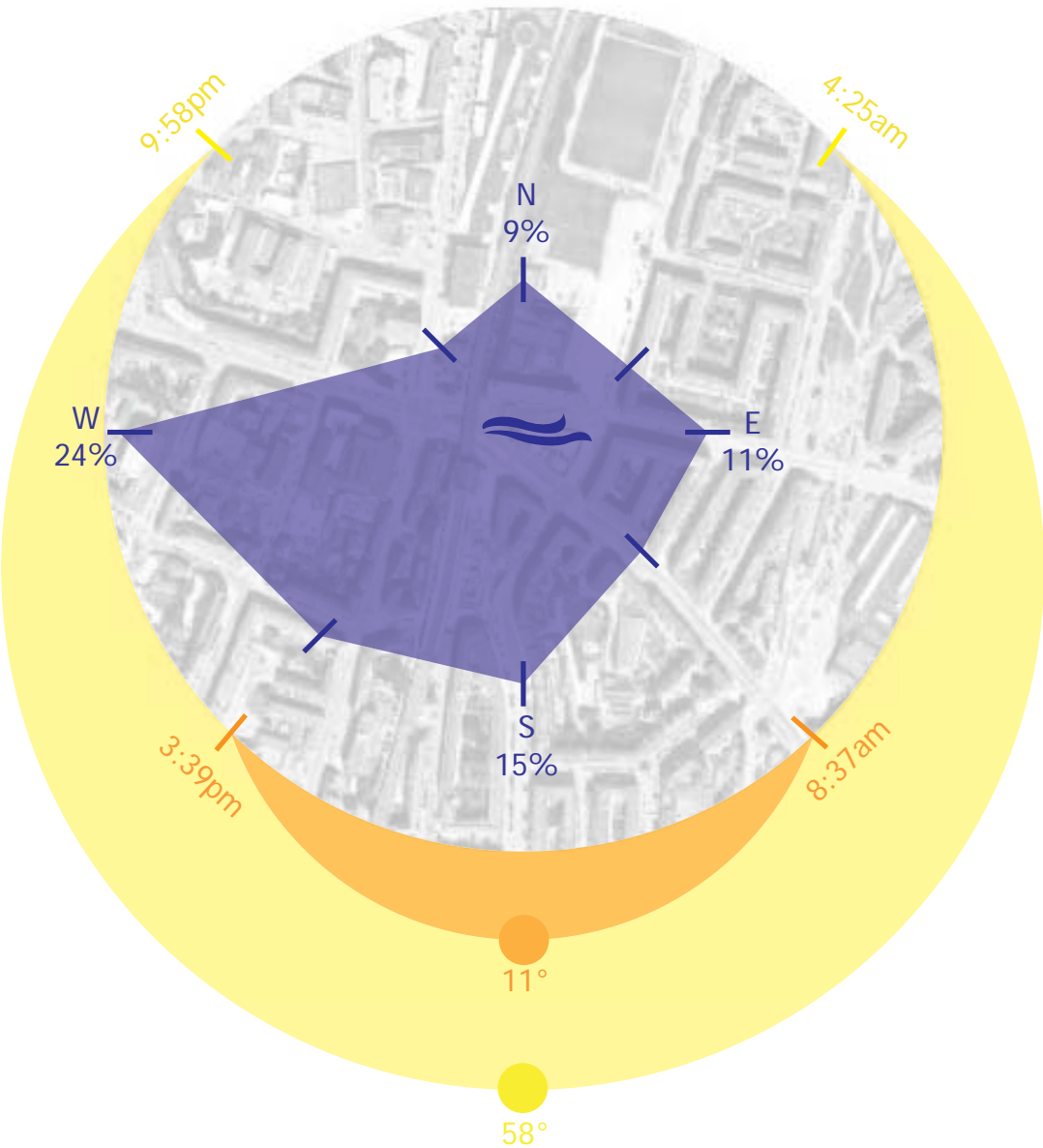
Description:

Our team walked a 5-minute radius around the Nørrebro Station site to characterize the extent and qualities of the adjacent outdoor rooms. We looked at the spatial qualities, as well as atmospheric, cultural, functional and aesthetic aspects of these places. As a means of codifying our observations, we then rated each room based on nine carefully chosen criteria: definition, stimulation, human scale, enclosure, openness, climatic exposure, passive uses, active uses, and character.

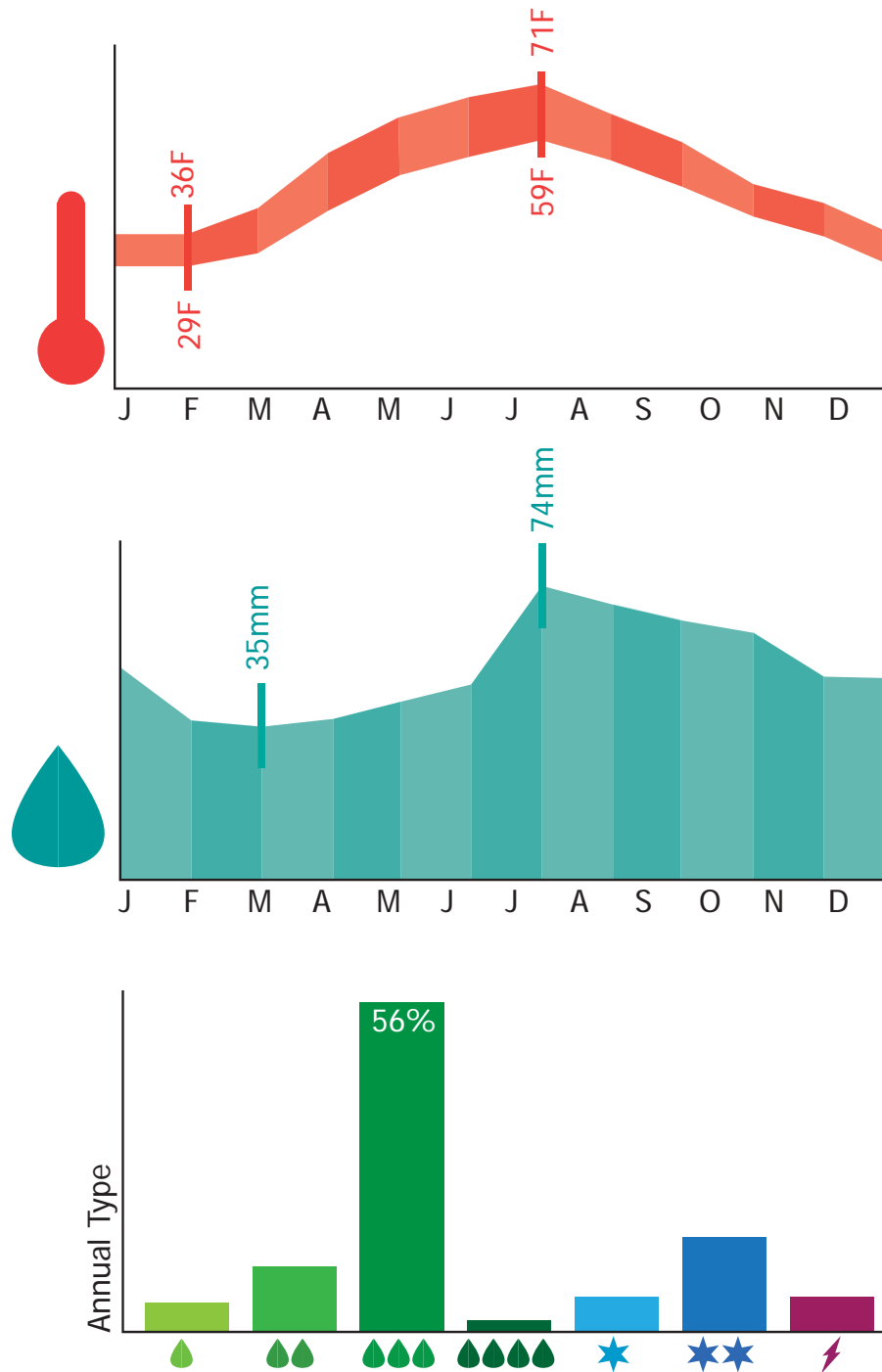
Intentionally avoiding “good” and “bad” judgments of these places, this system intended only to describe the qualities of each place in order to inform comparison. Rated on a scale of 0 to 5 for each criteria, a high rating does not necessarily signify a positive. Together, these ratings form the DNA, or recipe, for each outdoor room. When combined with subjective priorities and preferences, this method informs judgments of what makes a place successful and what kinds of places could further contribute to the fabric of the Nørrebro station and neighborhood region.



Site Analysis



Outdoor Rooms



Site Analysis



Outdoor Rooms



Process

Our team walked a 5-minute radius around the Nørrebro Station site to characterize the extent and qualities of the adjacent outdoor rooms.



General Findings

We found a wide variety of outdoor rooms surrounding our site. These ranged from small and busy plazas to large, grassy expanses. Use of rooms ranged from intense to nearly vacant on the Friday morning we completed our survey.



Neighborhoods Apart

Nørrebro, to the east of the train tracks, has large outdoor rooms that invite both passive and active uses. To the west of the tracks, Nordvest's outdoor rooms are much more limited in extent.



Site Analysis



Quantifiable Data

For us to interpret and measure all of the information we recorded during our journeys through and around the site we needed a definitive set of parameters. We worked collaboratively to derive 9 measurable qualities that encompassed analyzing a “room” within open space. These qualities were diagrammed as a snowflake measured on a scale of 0 to 5, 0 being an extremely low measurement of that quality. This allowed us to make a comparison across multiple axes and provide a datum across a diverse spectrum of spaces.

Outdoor Rooms



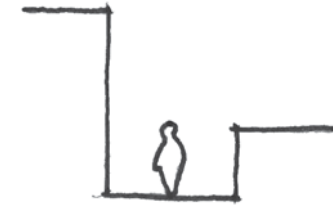
DEFINITION

The space is well defined with clear edges and boundaries.



STIMULATION

The space provides sensory stimulation (sight, smell, sound, touch, or taste).



HUMAN SCALE

The space is comfortably proportioned to the user.



ENCLOSURE

The space gives a strong sense of refuge and cover.



OPENNESS

The space is accessible and provides clear sightlines.



CLIMATIC EXPOSURE

The space is exposed, lacking protection from the elements and leaving visitors no place to find shelter.



PASSIVE

The space encourages and/or accommodates rest or stillness.



ACTIVE

The space encourages and/or accommodates movement.



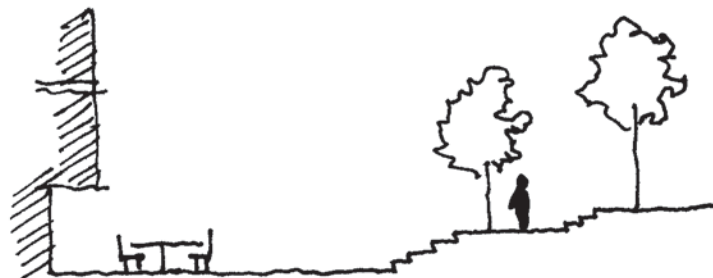
CHARACTER

The space has an inherent identity.

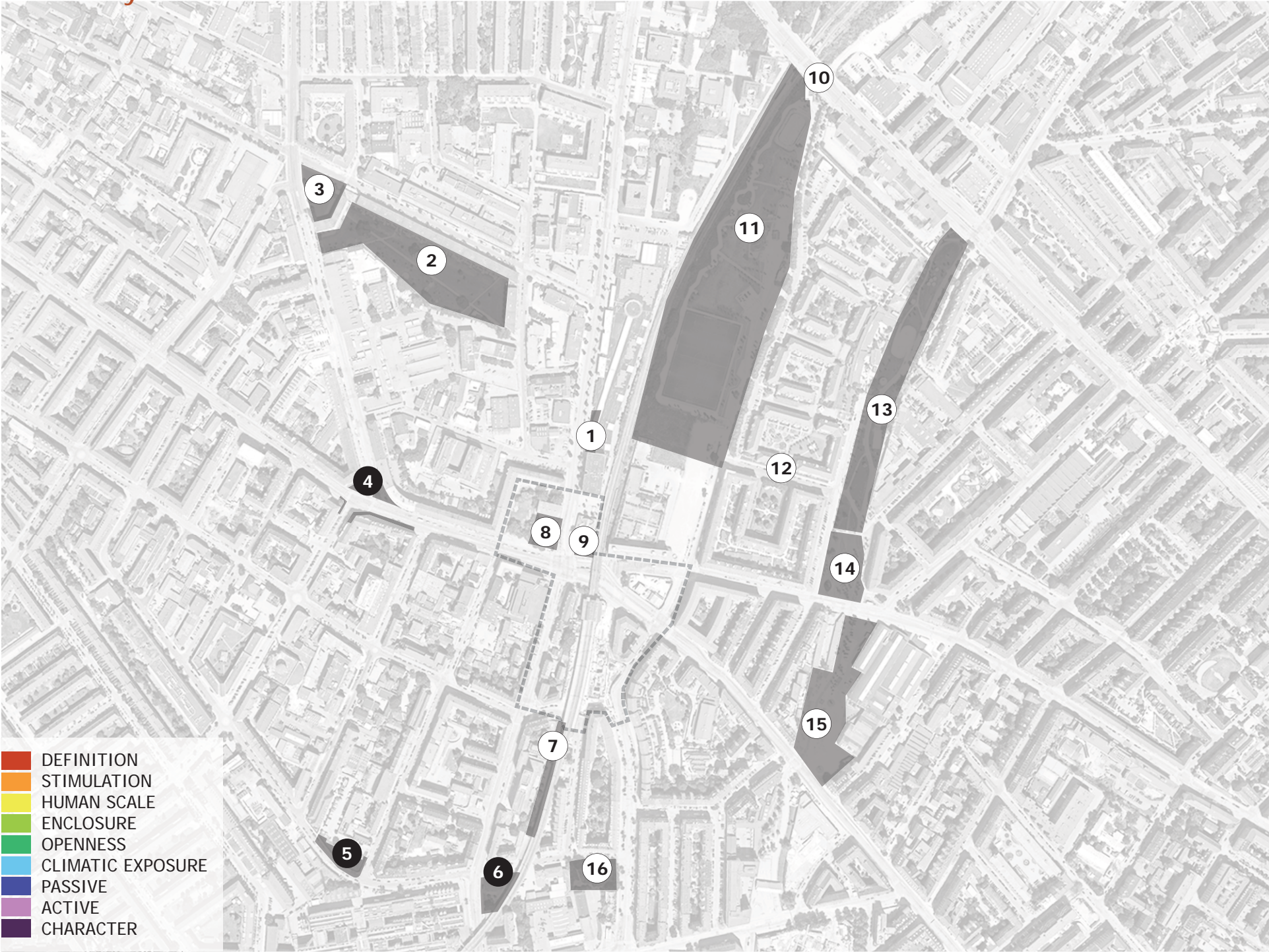
Site Analysis



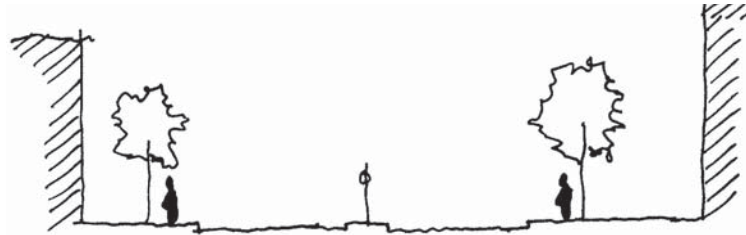
Outdoor Rooms



Site Analysis



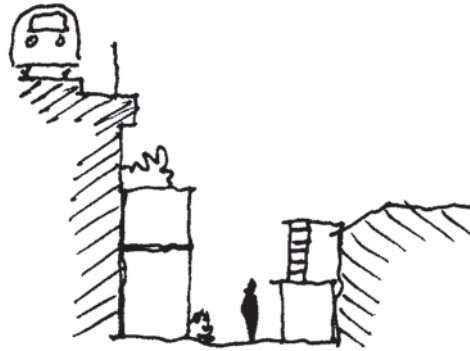
Outdoor Rooms



Site Analysis



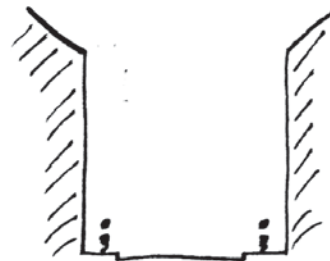
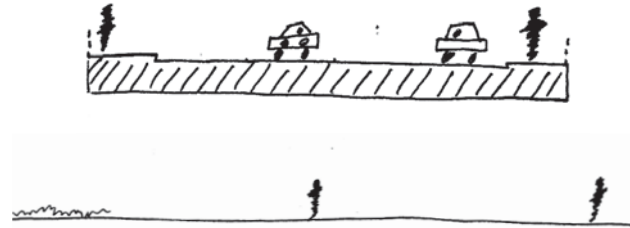
Outdoor Rooms



Site Analysis



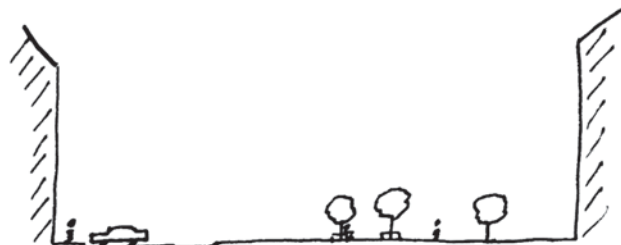
Outdoor Rooms



Site Analysis



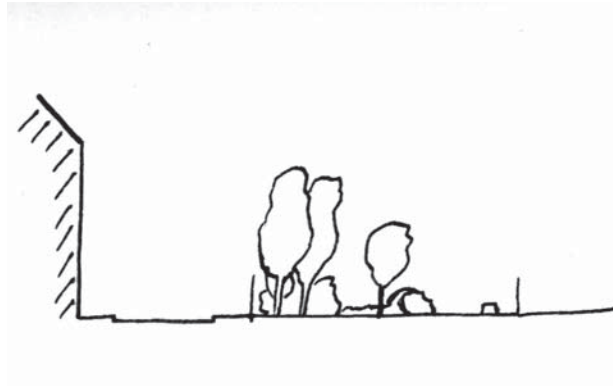
Outdoor Rooms



Site Analysis



Outdoor Rooms



Sources:

<https://weather-and-climate.com/average-monthly-precipitation-Rainfall,copenhagen,Denmark>

<http://www.timeanddate.com/sun/denmark/copenhagen?month=6&year=2016>

<https://weatherspark.com/averages/28823/Kastrup-near-Copenhagen-Capital-Region-of-Denmark>

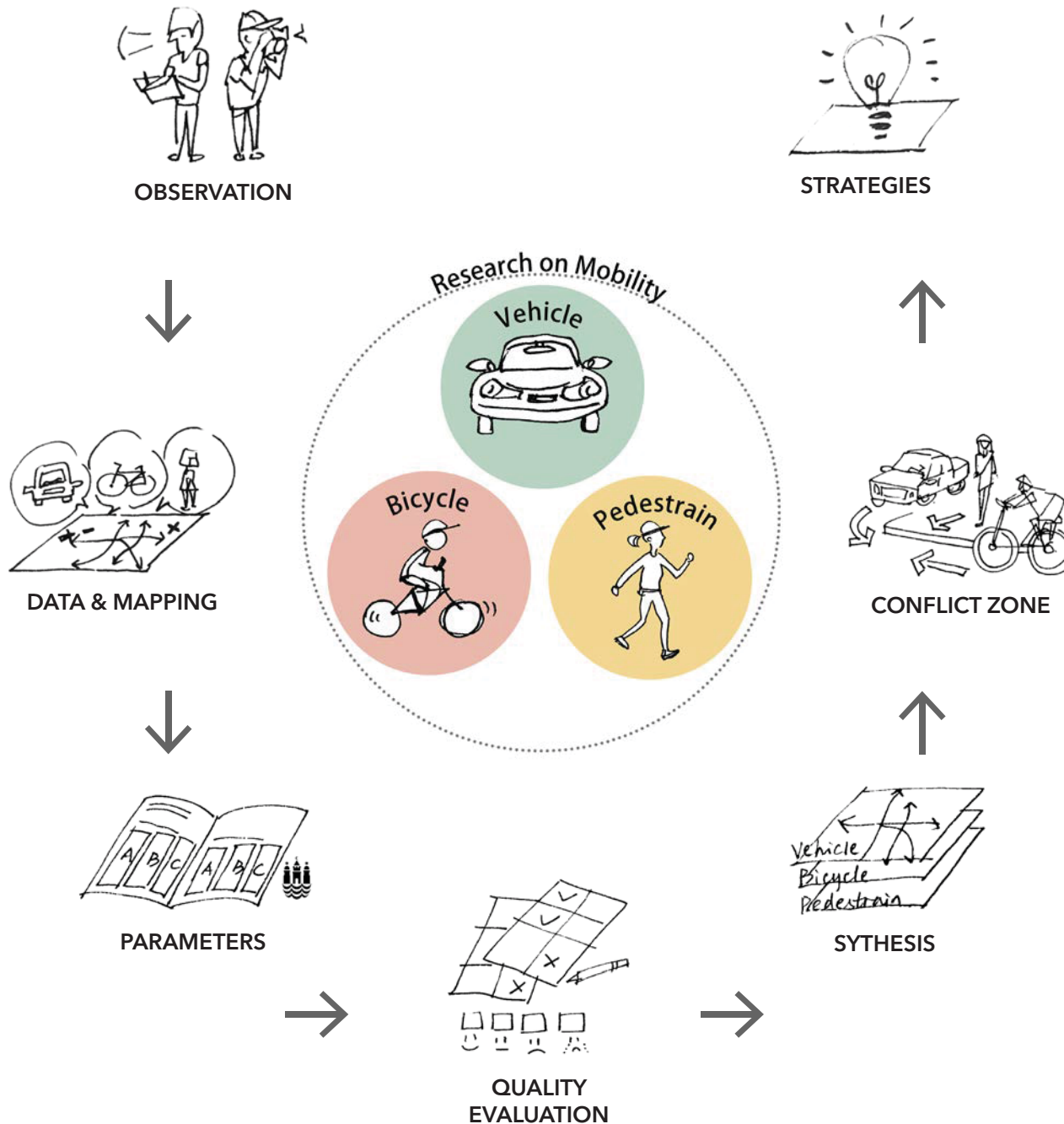
Moving Patterns & Features

Team:

Robin Croen, Kameron Selby, Jian Shan, Sujing Sun, Hanyu Wang

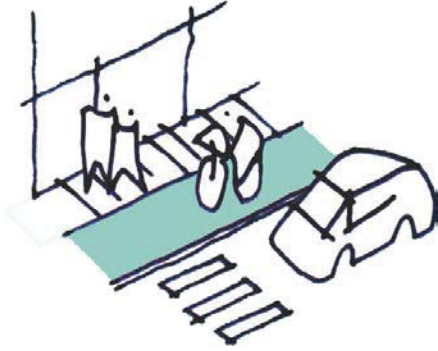
Description:

Through 7 processes this evaluation system concentrates on mobility research with 5 min walking distance of Norrebro District, especially on Pedestrian, Bicycle and Vehicle. Based on field observation with counting, tracing, photographing and diagramming, research data are collected and calculated, and sample sections are drawn. Following with the guideline of parameters for good mobility from SCHULZE GRASSOV, quality evaluations for each street in Norrebro District are gathered in 3 levels of parameters, which are physical framework, modal split and daily traffic. Then synthesis is integrated by 3-layer parameter superposition to output a comprehensive evaluation, from which to highlight conflict zones, guiding strategies for next steps of design.



Site Analysis

PHYSICAL FRAMWORK



Infrastructure for all road users

MODAL SPLIT PERCENTAGE



Percentage of road users

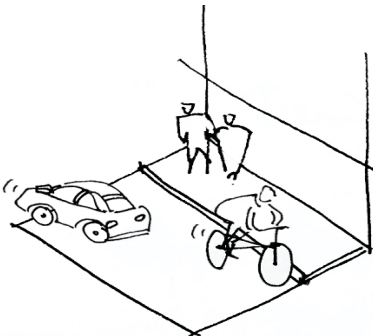
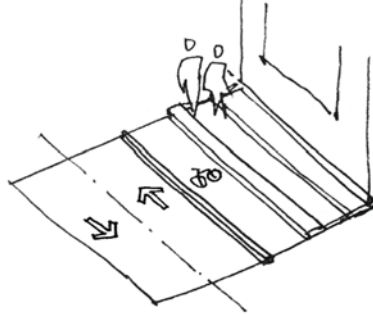
DAILY TRAFFIC

 12.600

 18.750

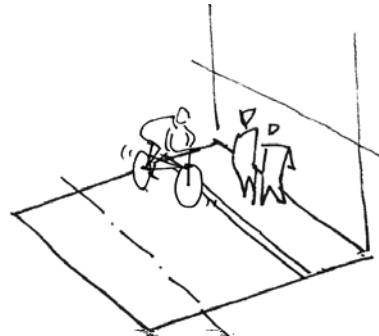
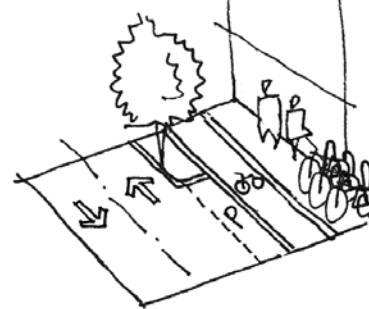
Total volume of users per day a year

PEDESTRIAN



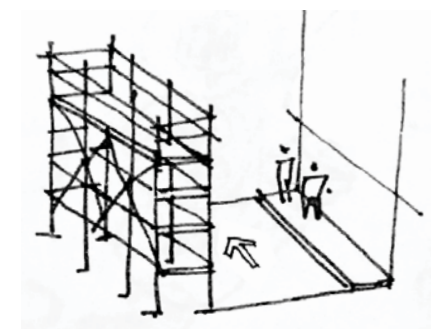
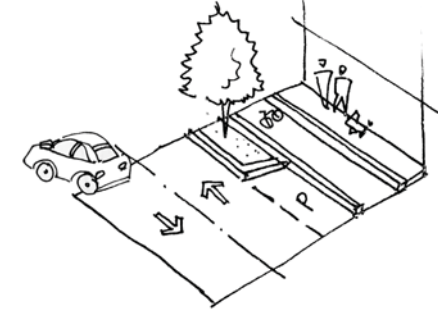
- Width of pedestrains with transitioning accessibility features as a guide
- Safety index for seperation from other traffics

BICYCLE



- Friendly pattern index for cyclists with blue pavement, bicycle signs or vegetation shades
- Safety index for seperation from other traffics

VEHICLE



- Width of vehicle lanes with two-way, single-way, or a forbidden lane
- Space organization, such as temporary parking

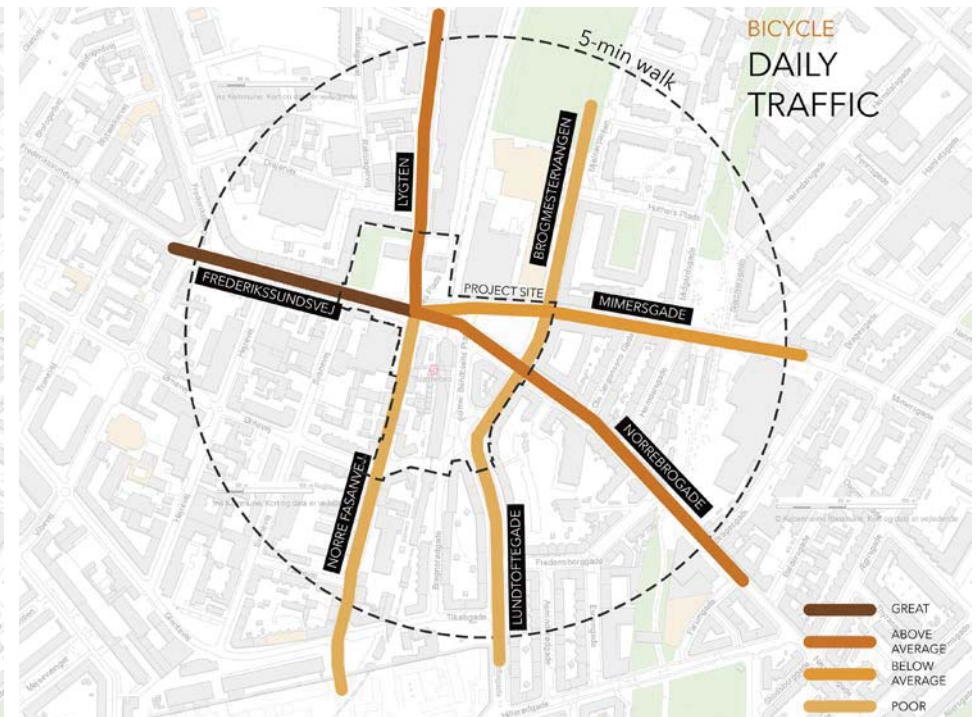
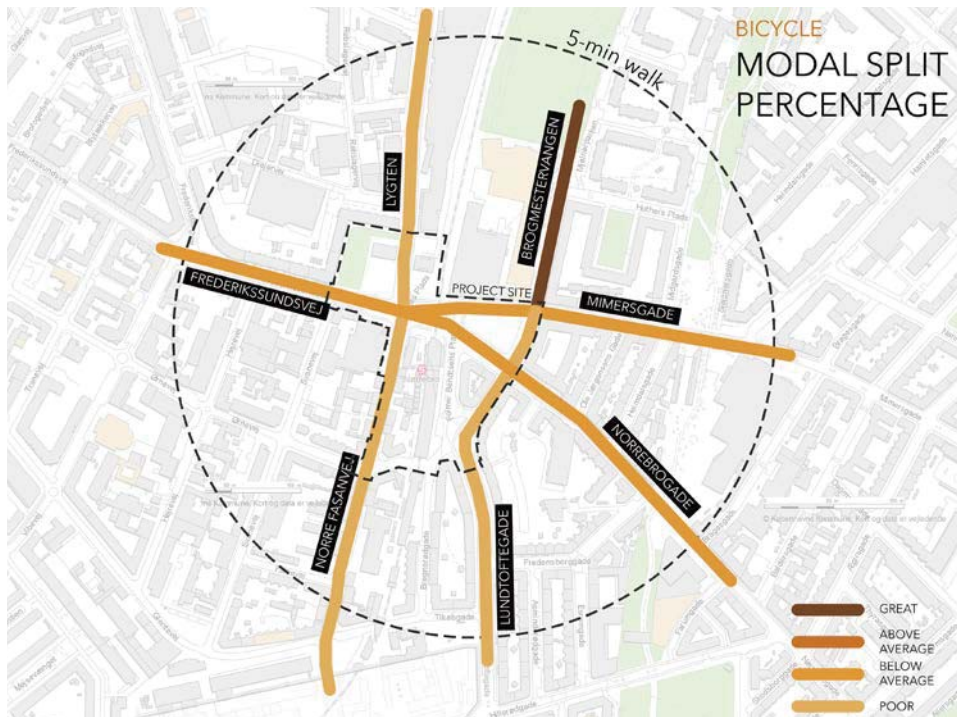
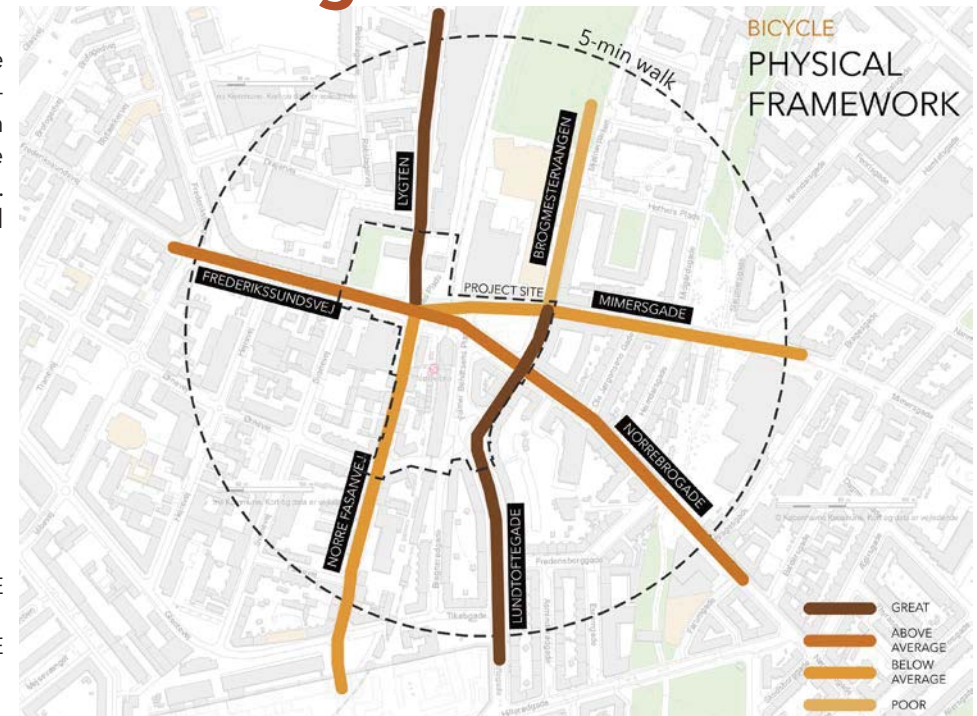
Moving Patterns & Features

Bicycle Mobility Evaluation

Lygten and Lundtoftegade are graded as the greatest, because they provide wide bicycle lanes along with enough street green canopy, lane curves separating from vehicles and protecting people passing by. Although other streets seem to be in a similar situation of bicycle uses, the fact is that main roads have huge total number. Among them, the north to south direction roads are least crowded. According to the cyclists counting data from the Kobenhavn Kommune spatial map, Frederikssundsvej contains the largest number of cyclists.

	PHYSICAL FRAMEWORK	MODAL SPLIT PERCENTAGE	DAILY TRAFFIC
LYGTEN		18.75%	8100
NORRE FASANVEJ		16.26%	9450
LUNDTOTEGADE		23.37%	1800
NORREBROGADE		26.05%	19700
MIMERSGADE		28.43%	5700
FREDERIKSSUNDSVEJ		27.63%	13900
BROGMESTERVANGEN		43.81%	2000

GREAT
 ABOVE AVERAGE
 BELOW AVERAGE
 POOR



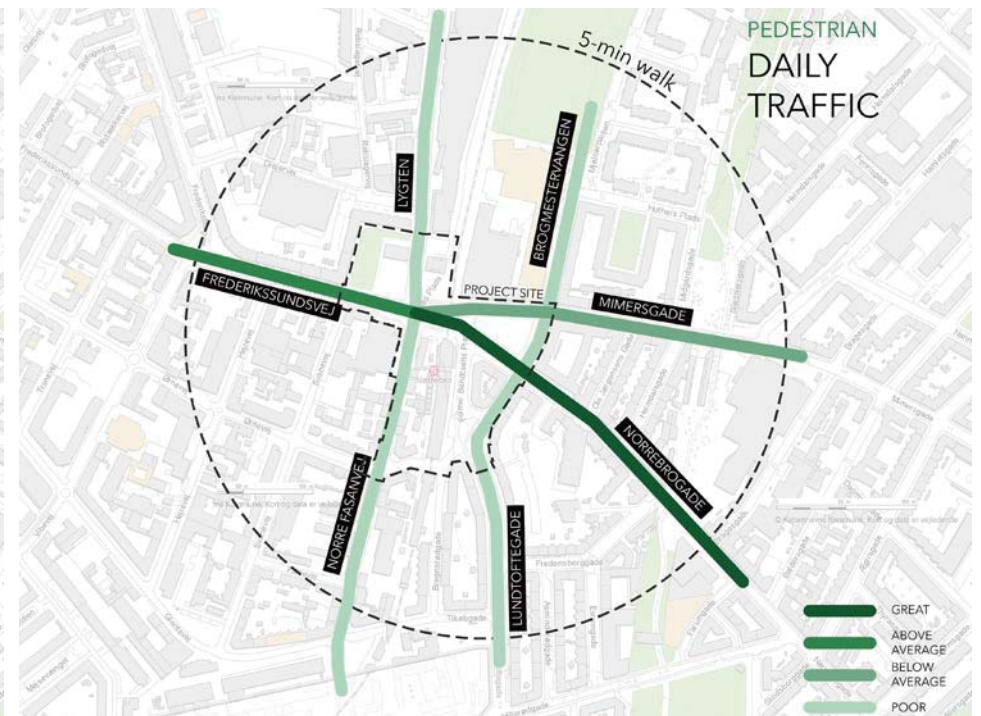
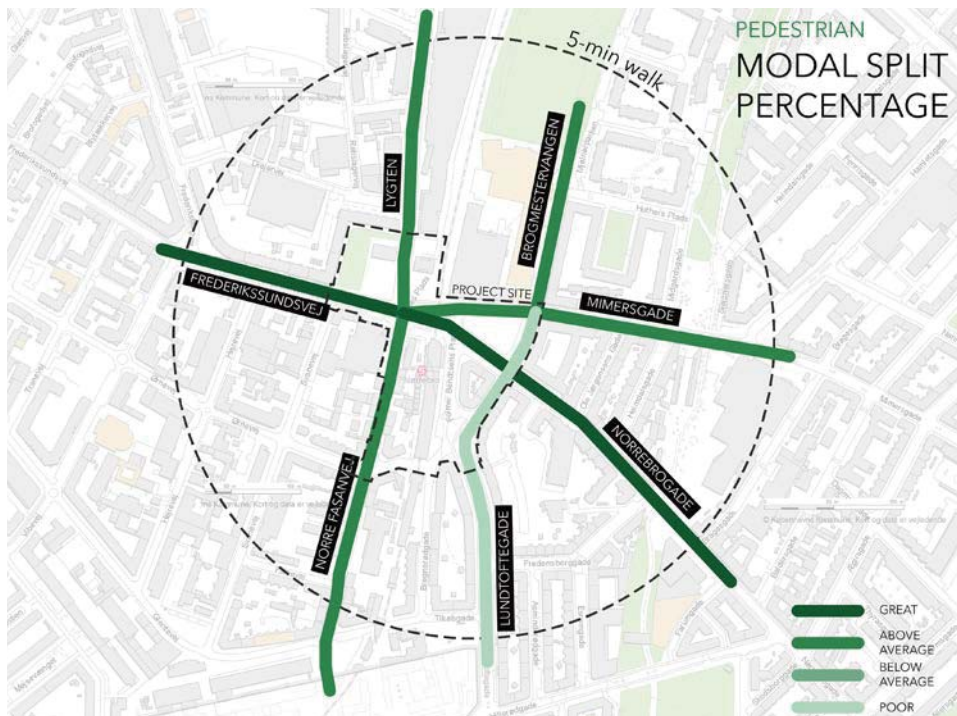
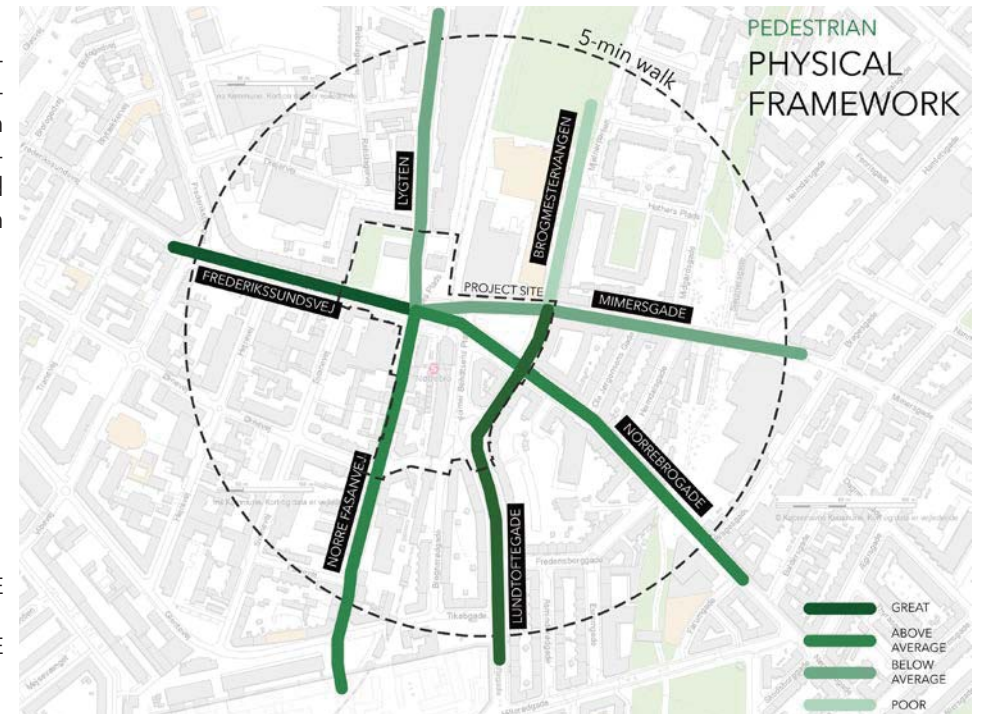
Site Analysis

Pedestrian Mobility Evaluation

Among all 7 analysed samples of streets on site, Frederikssundsvej and Lundtoftegade have the most complete and integrated physical framework for pedestrians, while Brogmestervangen has the poorest condition of pedestrian framework mainly because of the construction. In terms of modal split percentage, Norrebrogade and Federikssundsvej are the most pedestrian-dominated streets, while the quality of the walking environment of Norrebrogade is not in accordance with the amount of pedestrians.

	PHYSICAL FRAMEWORK	MODAL SPLIT PERCENTAGE	DAILY TRAFFIC
LYGTEN		33.05%	4600
NORRE FASANVEJ		33.44%	4603
LUNDTOTEGADE		15.43%	2729
NORREBROGADE		43.25%	11944
MIMERSGADE		32.13%	5045
FREDERIKSSUNDSVEJ		43.25%	8895
BROGMESTERVANGEN		32.11%	2700

GREAT
 ABOVE AVERAGE
 BELOW AVERAGE
 POOR



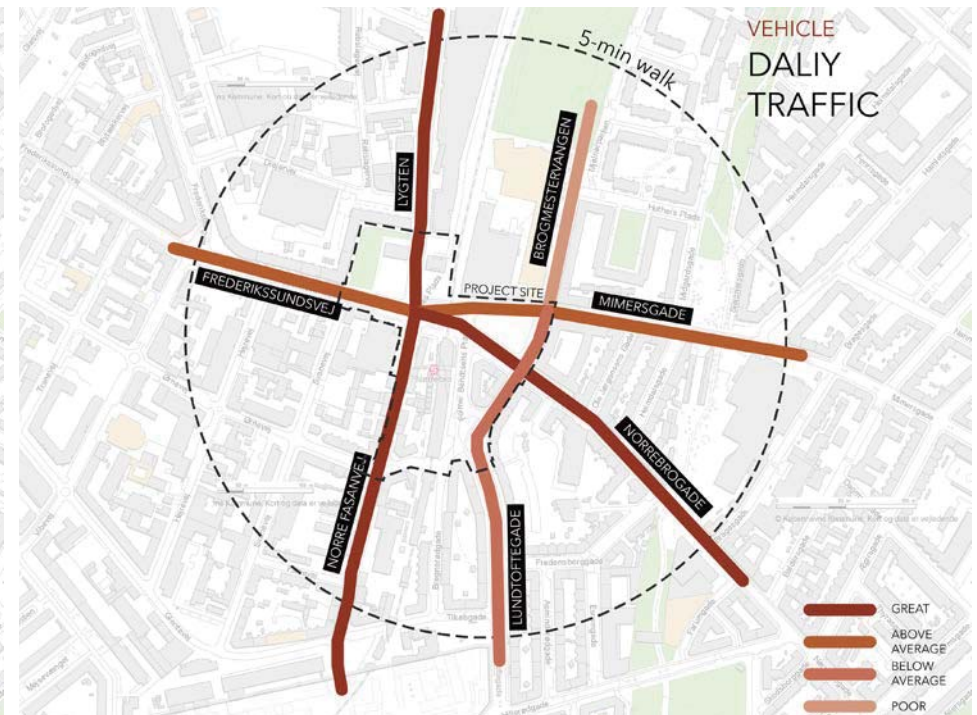
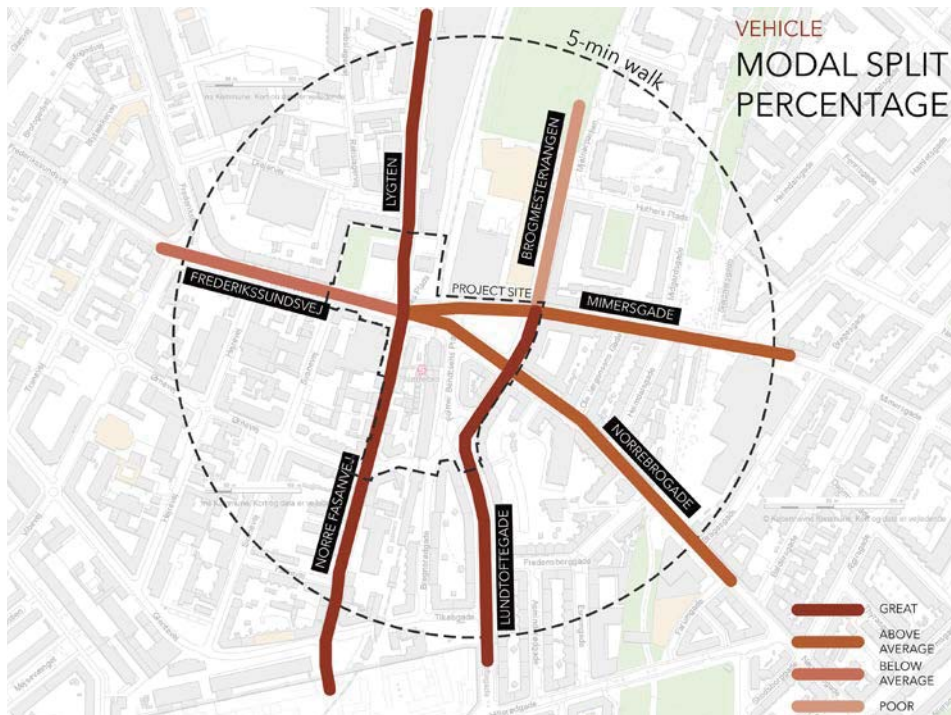
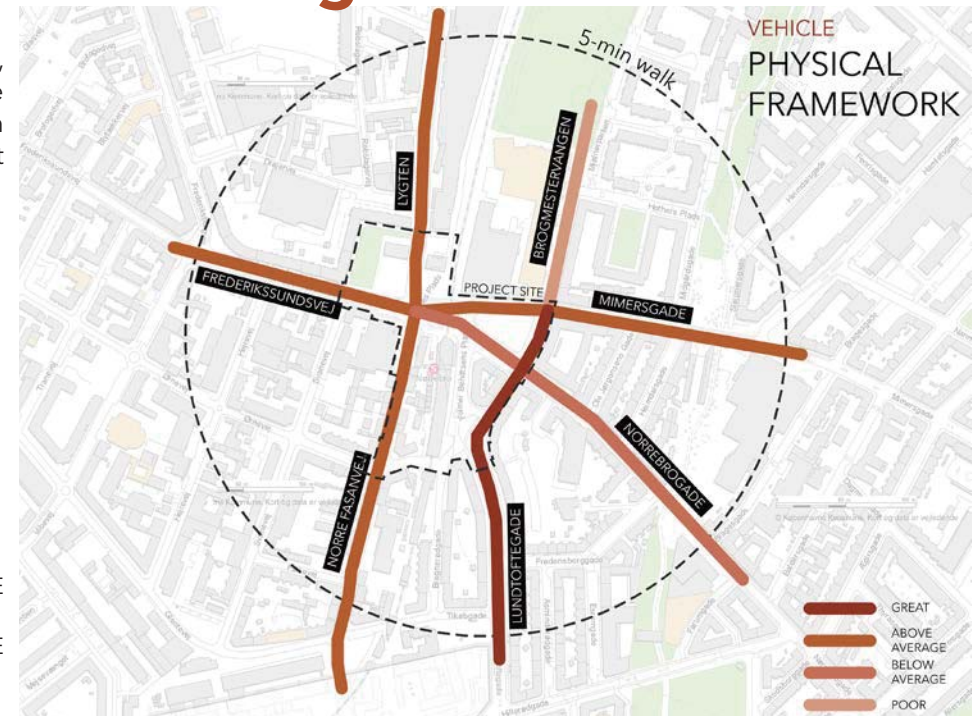
Moving Patterns & Features

Vehicle Mobility Evaluation

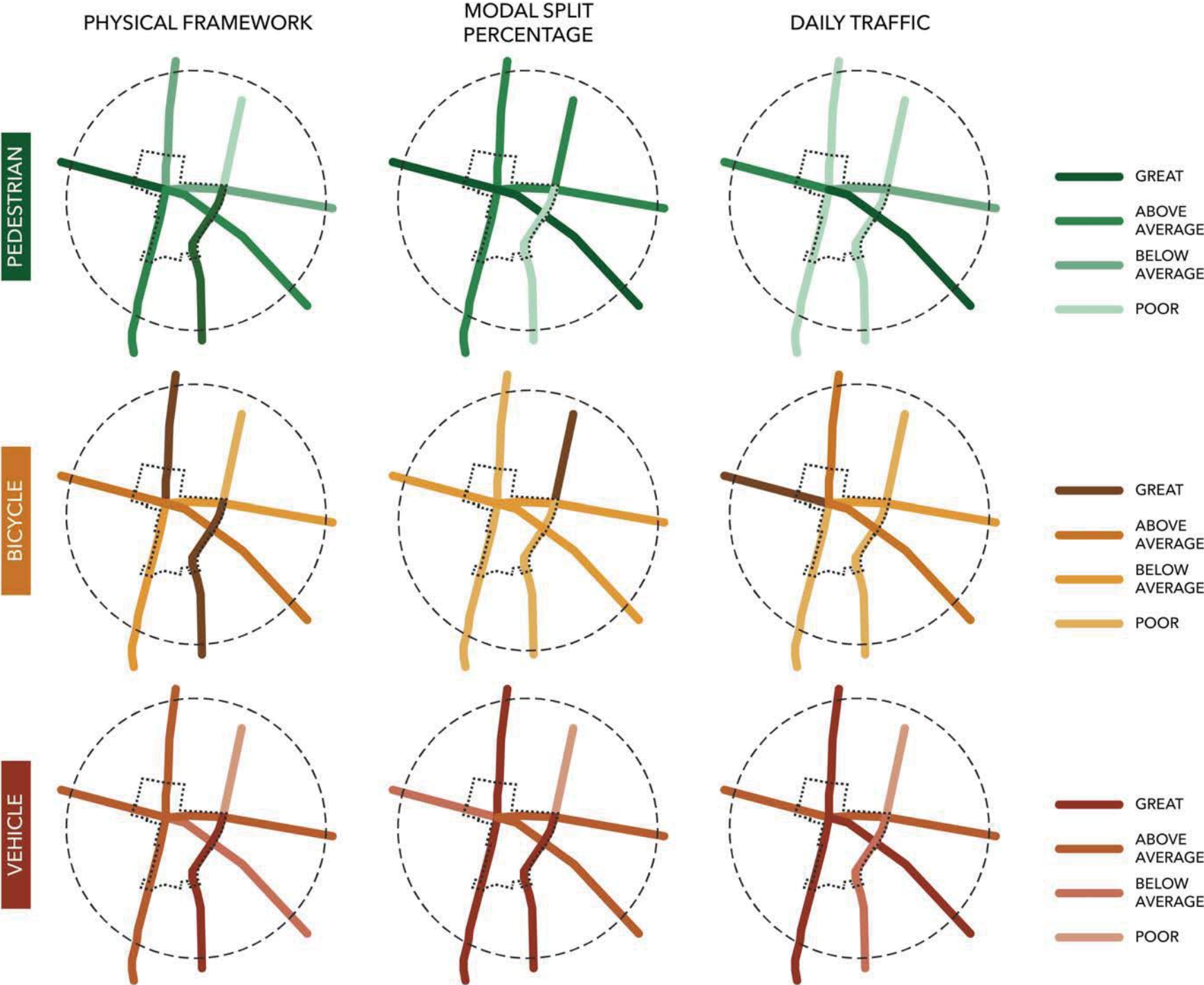
Most of the vehicle traffic flow into the project site through Norrebrogade, Lygten and Norre Fasanvej, the traffic flow on Frederikssundsvej is also quite large. However, Norrebrogade and Frederikssundsvej are also very pedestrian and bicycle oriented streets according to the analysis before, so there are a lot of conflicts between all three kinds of transportation.

	PHYSICAL FRAMEWORK	MODAL SPLIT PERCENTAGE	DAILY TRAFFIC
LYGTEN		48.20%	11850
NORRE FASANVEJ		50.30%	14250
LUNDTOTTEGADE		61.20%	7150
NORREBROGADE		30.70%	14200
MIMERSGADE		39.44%	7000
FREDERIKSSUNDSVEJ		29.12%	9400
BROGMESTERVANGEN		24.08%	1500

GREAT
 ABOVE AVERAGE
 BELOW AVERAGE
 POOR

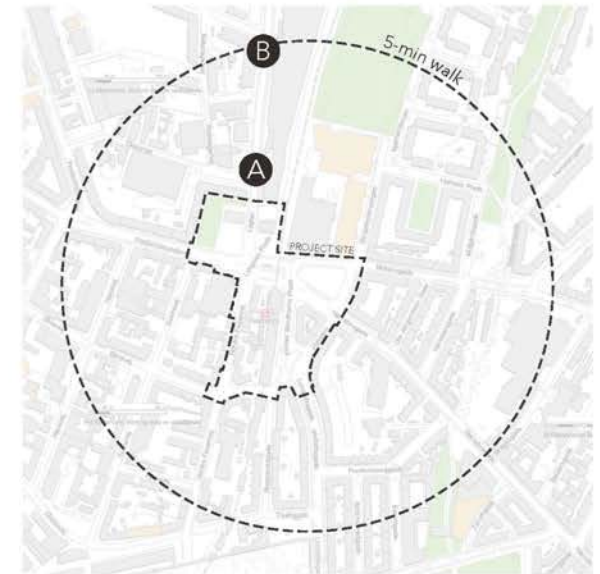


Site Analysis



Moving Patterns & Features

Lygten Street: Southbound



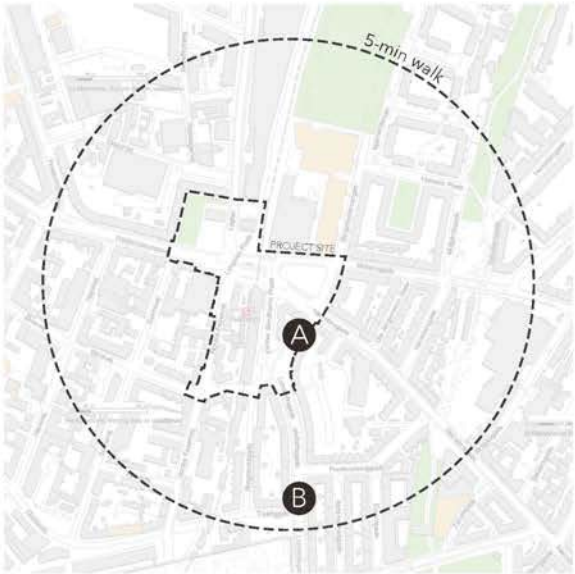
PHYSICAL FRAMEWORK
MODAL SPLIT
DAILY TRAFFIC



Site Analysis

Lundtoftegade: Northbound

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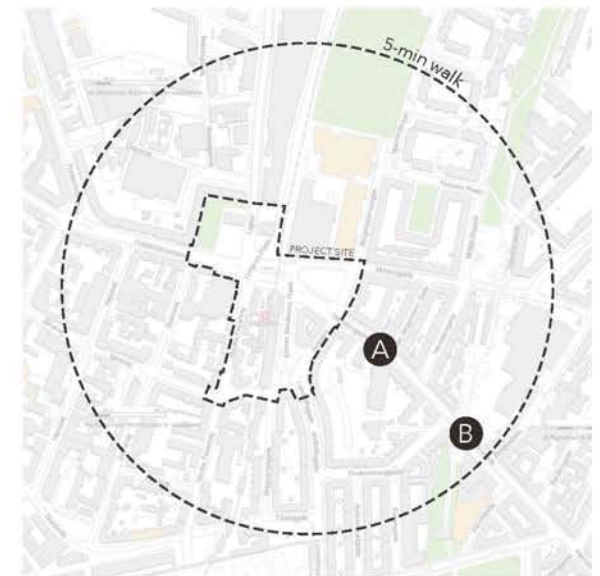


PHYSICAL FRAMEWORK
MODAL SPLIT
DAILY TRAFFIC



Moving Patterns & Features

Norrebrogade: Westbound

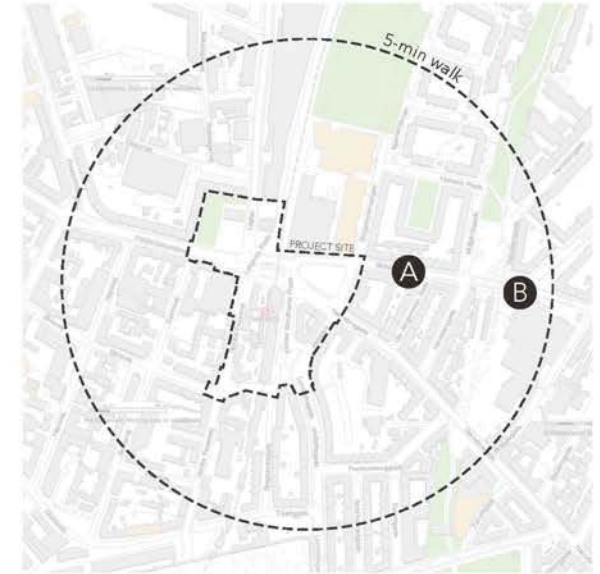


PHYSICAL FRAMEWORK 
 MODAL SPLIT 
 DAILY TRAFFIC 



Site Analysis

Mimersgade: Westbound

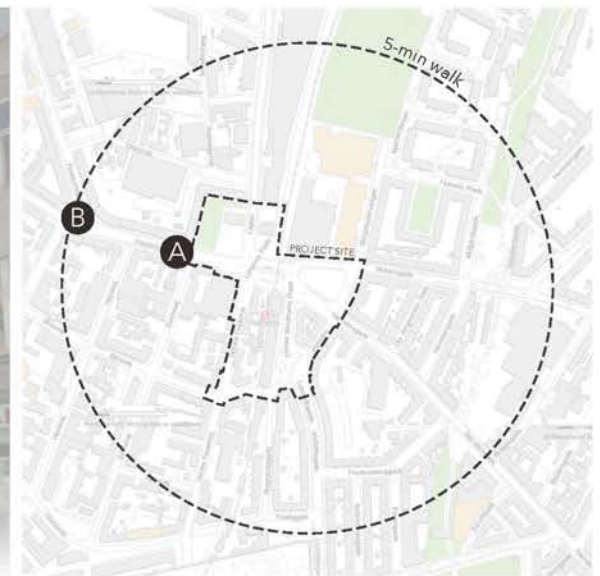


PHYSICAL FRAMEWORK 
 MODAL SPLIT 
 DAILY TRAFFIC 



Moving Patterns & Features

Frederikssundsvej: Eastbound



PHYSICAL FRAMEWORK 
 MODAL SPLIT 
 DAILY TRAFFIC 

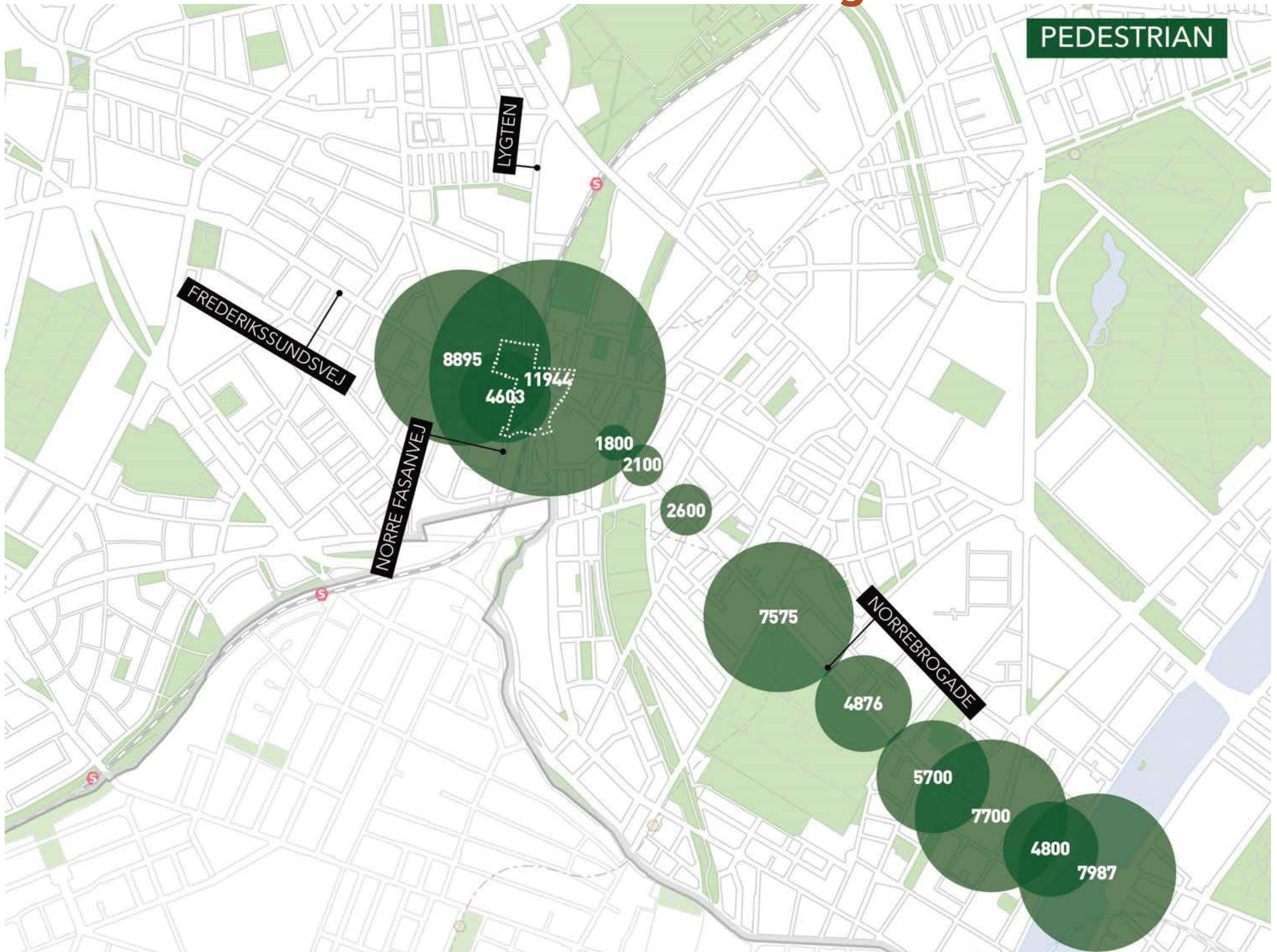


Site Analysis

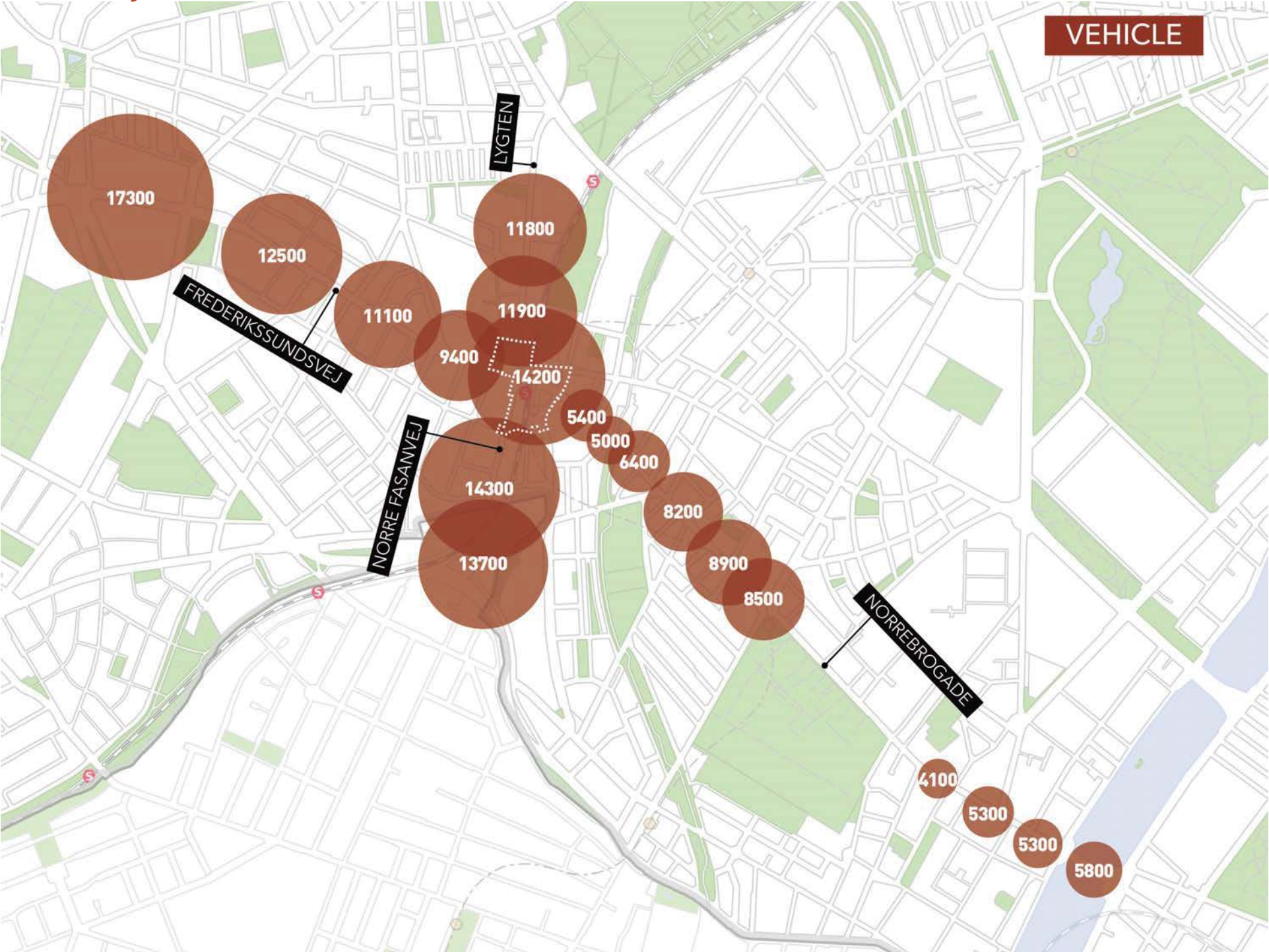


Moving Patterns & Features

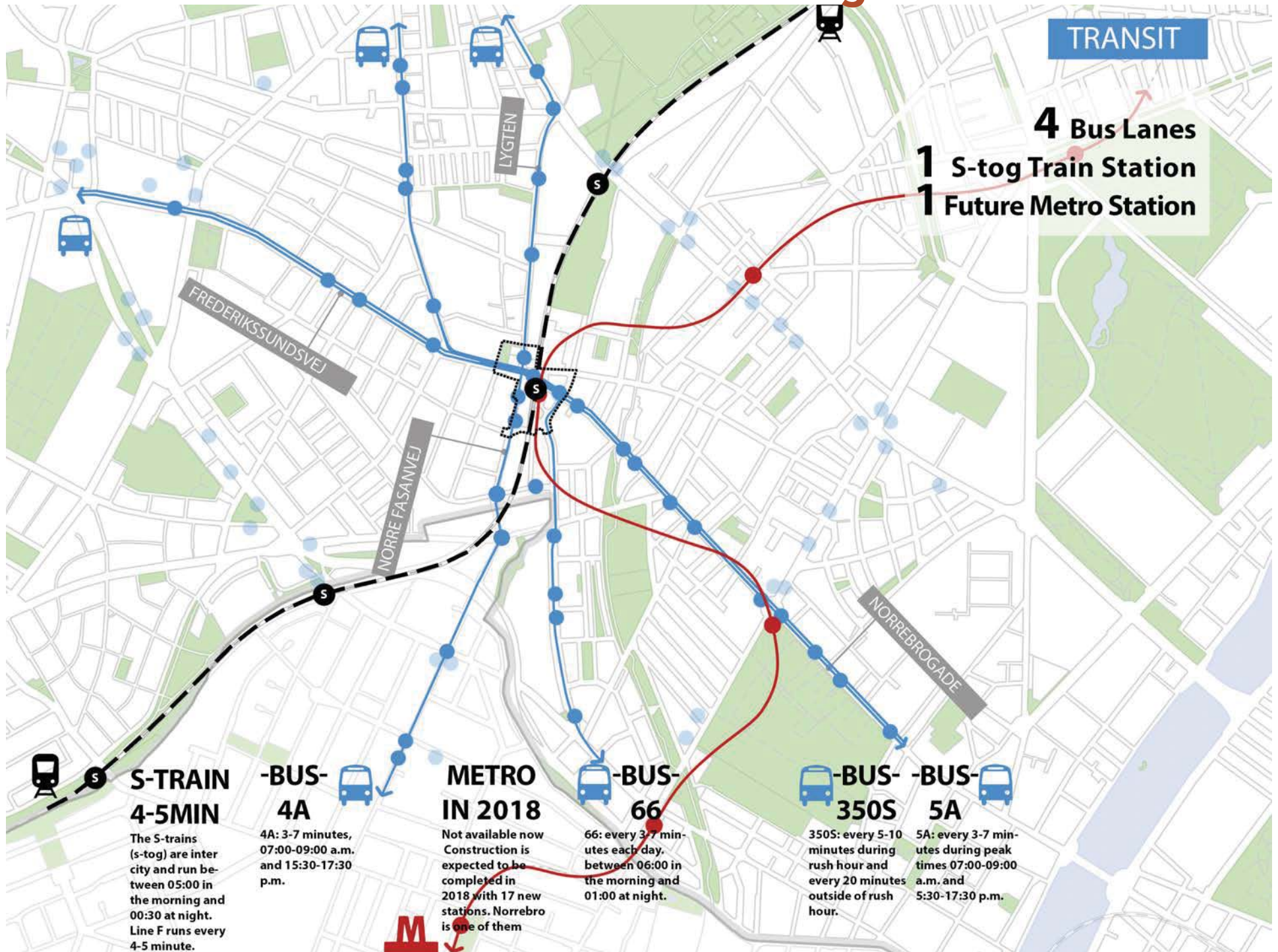
PEDESTRIAN



Site Analysis



Moving Patterns & Features



Site Analysis



Moving Patterns & Features



Site Analysis



References:

- 1) Parameters for Public Spaces in Copenhagen, Schulze+Grassov
- 2) Københavns Kommune Københavnerkortet: <http://kbhkort.kk.dk/spatialmap>

blue/green systems

Team:

Kun Lyu, Sierra Druley, Tatyana Vashchenko,
Yu-Chia Jian

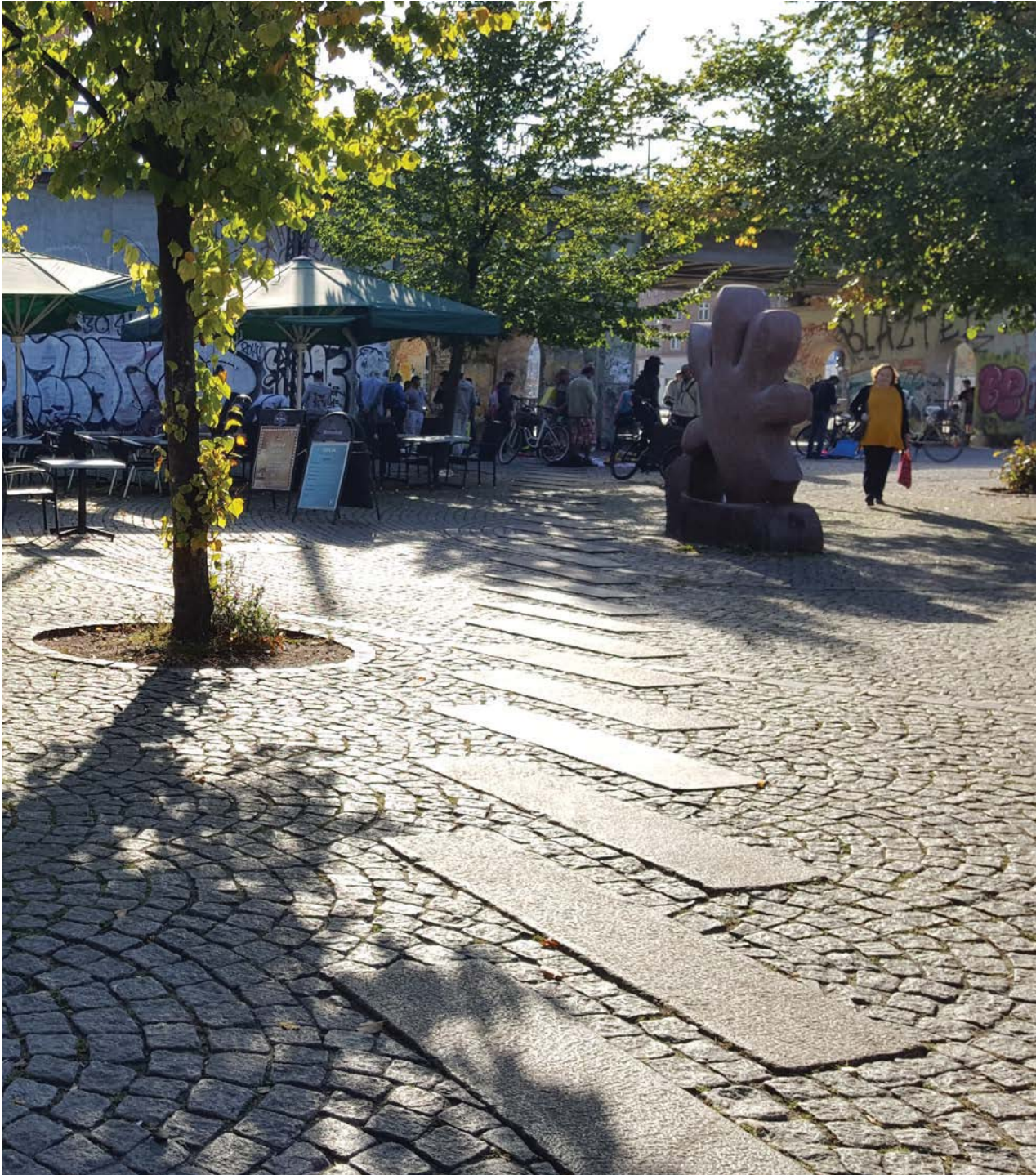
Description:

The district surrounding the Norrebro Station site is a highly urban area dominated by hardscape and characterized by a lack of large, public green spaces. The vast majority of green space in this area exists in private courtyards. However, urban nature is present in many unexpected forms in this area, and potential opportunities for making new green connections exist.

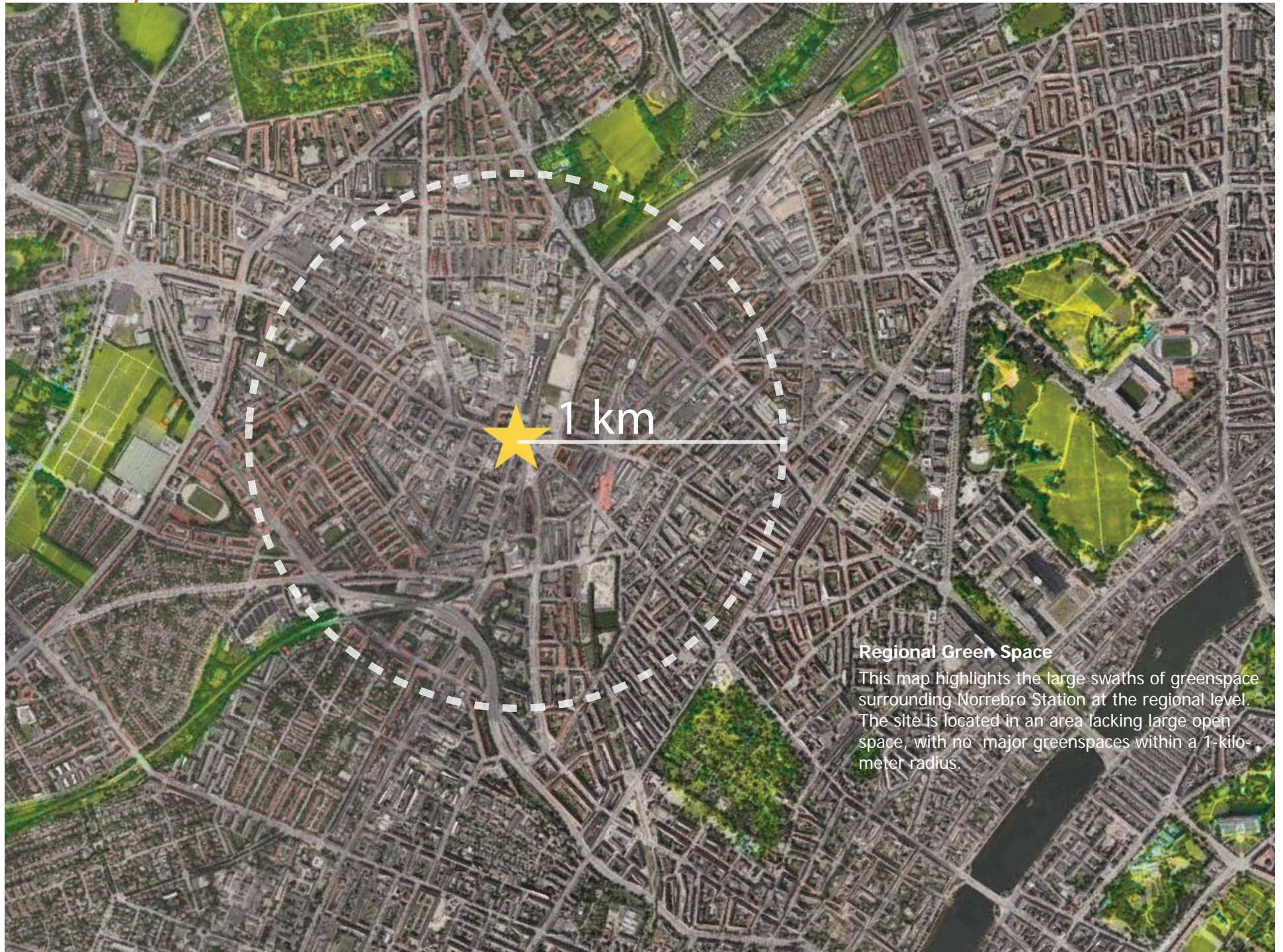
At the site scale, the large amount of open space provides opportunity for potential urban greening. Streets on the site are largely devoid of street trees or other vegetation, and green spaces take the form of pockets or patches which are well used by the community.

Native wildlife has been recorded on the site, particularly in the wild strip of vegetation that borders the railtracks. Hedgehogs, foxes, pigeons and squirrels have all been identified on site.

In terms of hydrology, the site contains exclusively conventional draining and sewage systems, with runoff directed into underground pipes. The site is relatively flat, with all of the terrain falling between seven and nine meters above sea level. The site has no significant green stormwater infrastructure or adaptive infrastructure to handle 10, 20 or 100- year storm events.

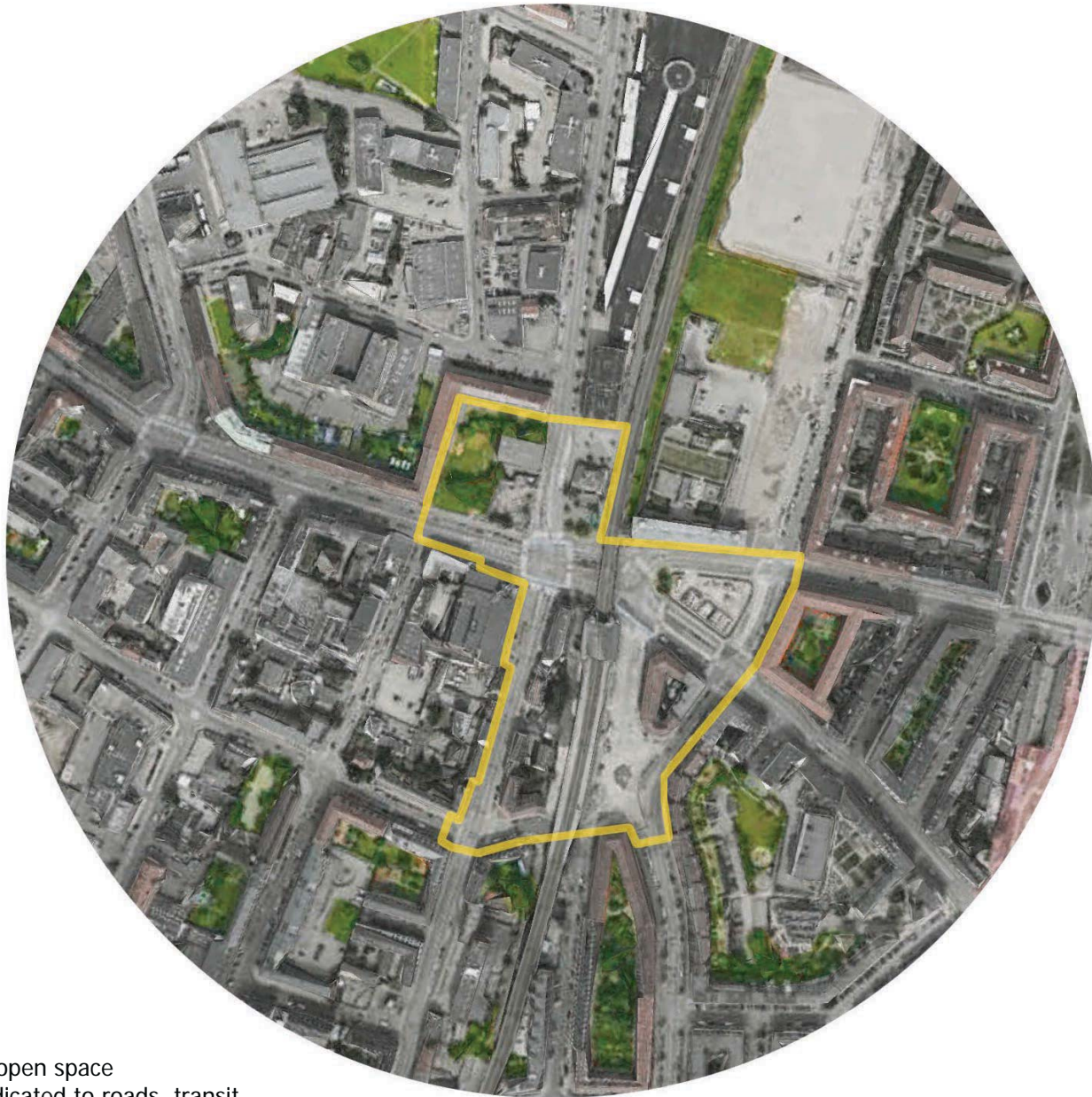


Site Analysis



Regional Green Space

This map highlights the large swaths of greenspace surrounding Norrebro Station at the regional level. The site is located in an area lacking large open space, with no major greenspaces within a 1-kilometer radius.



District Level Map

The project site is primarily open space (few buildings) currently dedicated to roads, transit and a few open plazas.

Site Analysis



district scale **PUBLIC SPACE**

The project site is mostly public space, though it is currently dominated by transit use. Only a small fraction of the site contains any planting. When private green space is included in the district level map, the 5-minute walkign radius contains a significant amount of vegetation. Very little of this site vegetation is accessible to the public.

public green space



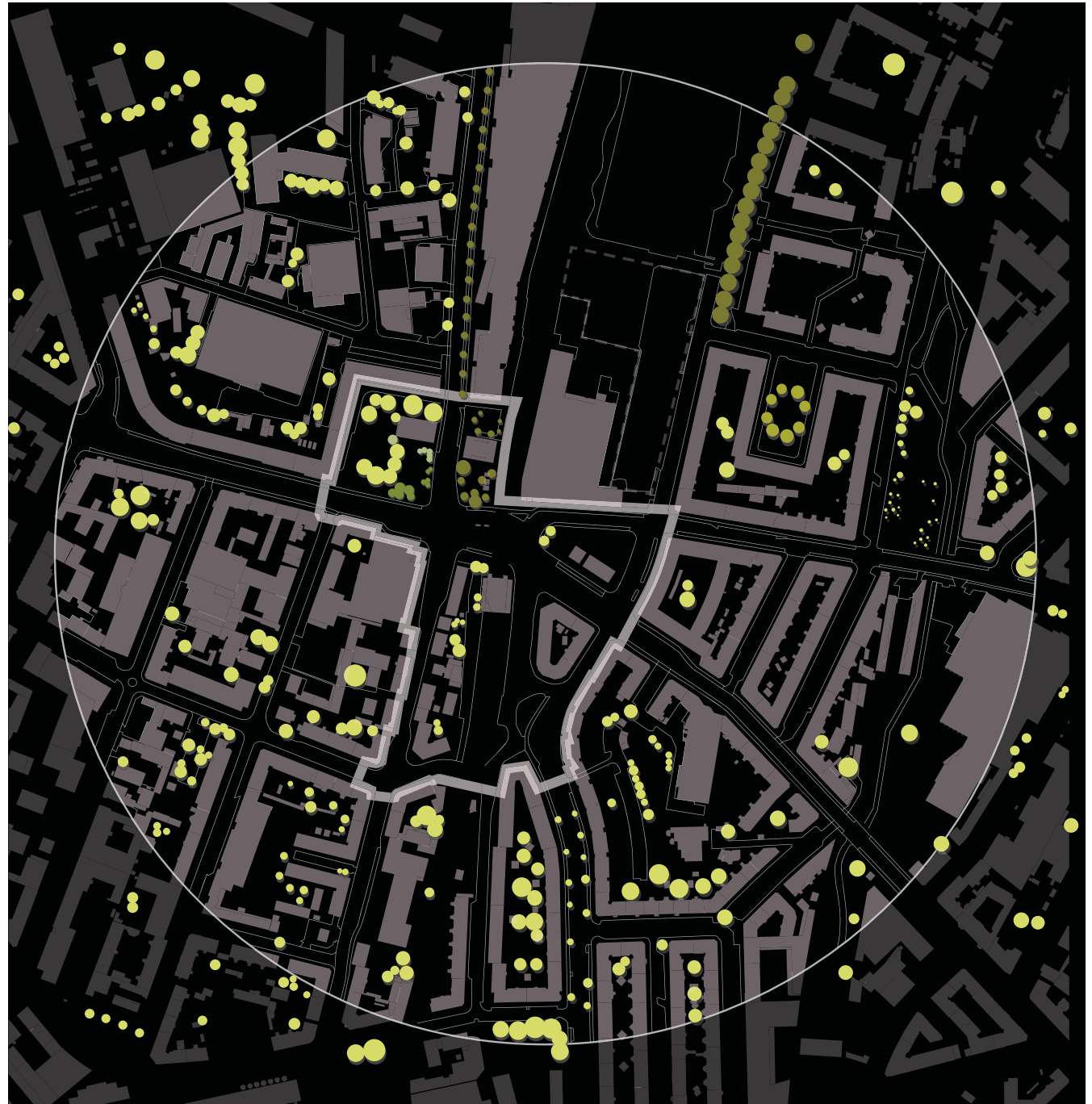
private green space



district green space combined



District Canopy Cover:

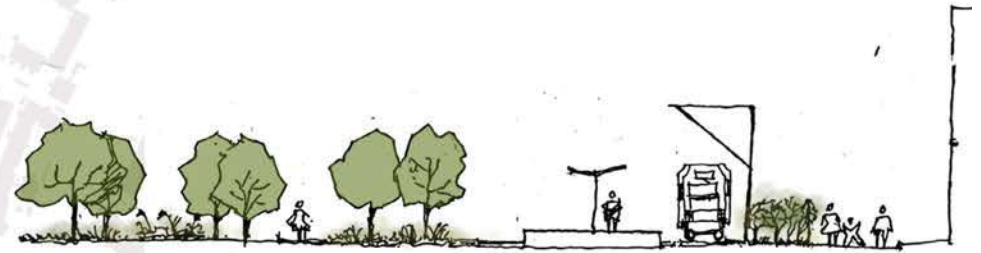


Site Analysis

- Dark green- High ecological value
- Middle level green- Middle ecological value
- Light green- Low ecological value

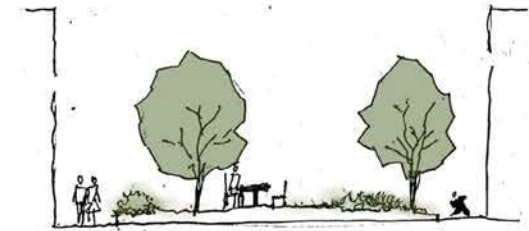


Ecological value map



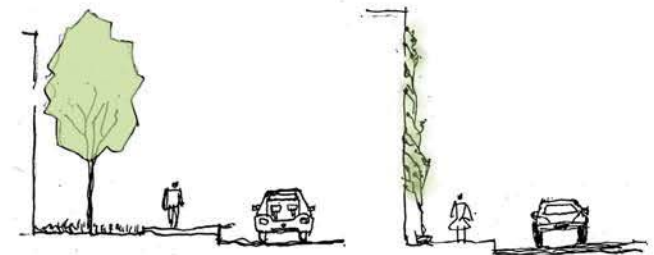
high ecological value:

contains a wide range of species diversity; features an understory, mid-story and canopy



medium ecological value:

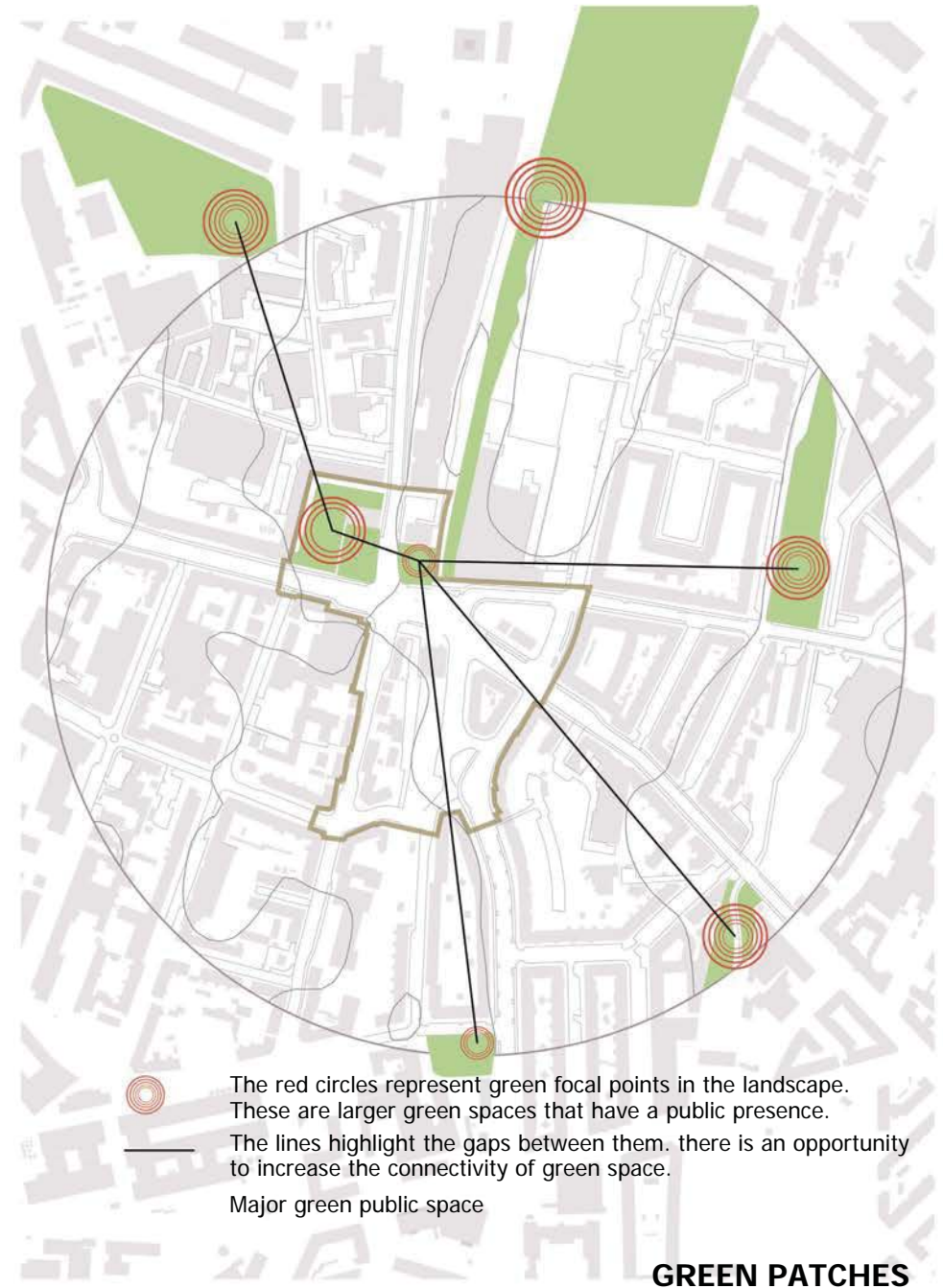
planting situated within a pervious, soil substrate, allows infiltration, less species diversity



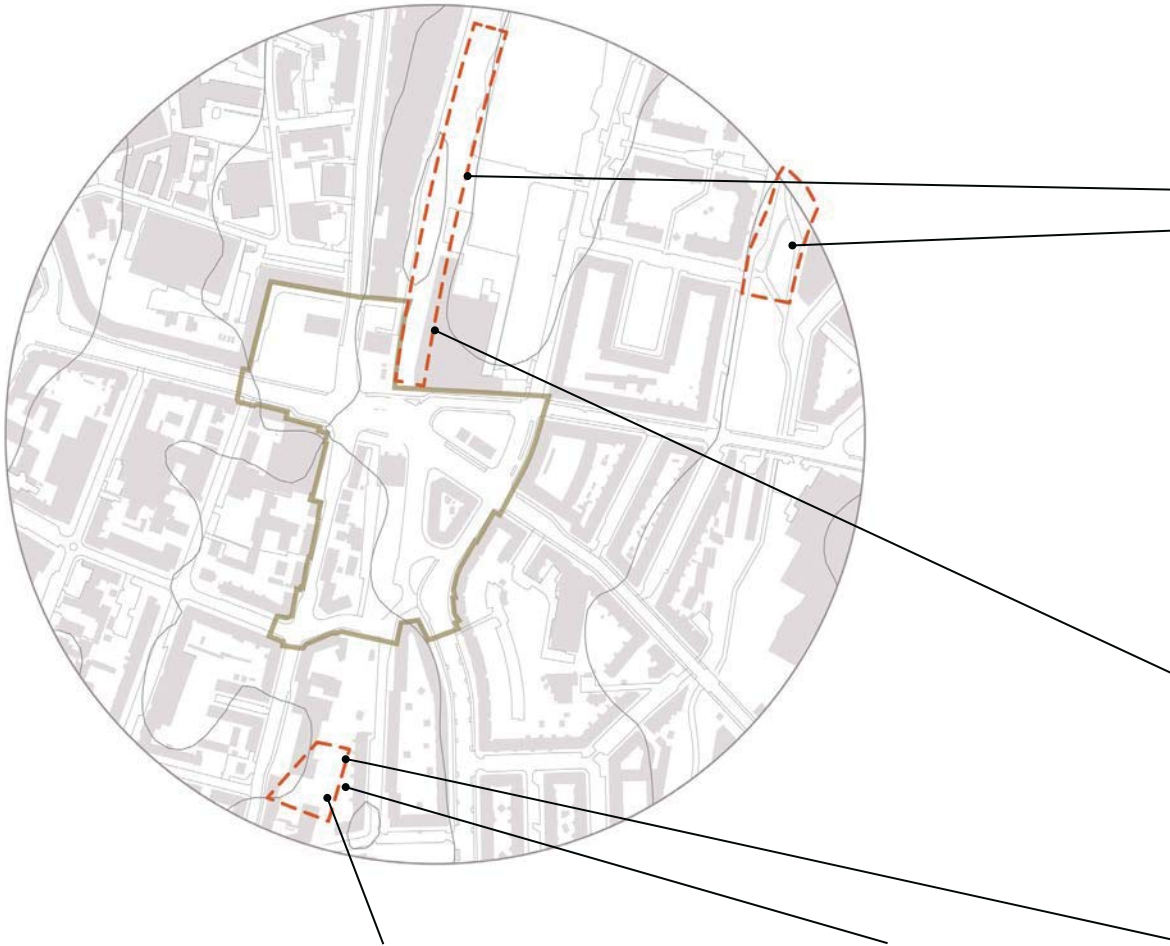
low ecological value:

contains some planting, usually a monoculture, surrounded by impervious surface, such as concrete

district scale green space



Site Analysis



Erinaceus europaeus
(european hedgehog)



Vulpes vulpes
(red fox)



Zygaena filipendulae
(burnet moth)



Columba palumbus
(wood pigeon)



Sciurus vulgaris
(red squirrel)

regional flora + fauna



Betula pubescens



Carex arenaria



Fagus sylvatica



Corylus avellana



Pinus sylvestris



Oxalis acetosella



Vaccinium myrtillus

Canopy:

Acer campestre
Acer glutinosa
Acer platanoides
Alnus spp.
Betula pubescens
Carpinus betulus
Fagus sylvatica
Fraxinus excelsior
Pinus sylvestris
Populus tremula
Quercus robur
Quercus petraea
Tilia cordata
Tilia platyphyllos

Mid-Story:

Corylus avellana
Frangula alnus
Salix spp.
Sorbus aucuparia

Under-Story:

Carex arenaria
Dryopteris dilatata
Holcus mollis
Oxalis acetosella
Pleurozium
Vaccinium myrtillus

COZY • PRIVATE • RESPITE



SHIFTING • WILD • EDGE



WARMTH • MUSIC • SCREEN



LEAFY • OPEN • BRIGHT



LUSH • COLORFUL • HIDEOUT



Green Experience :

The Norrebro Station site and its surrounding district is a highly urban area with little street vegetation. However, distinct, multi-sensory experiences in urban nature can be found throughout the site. From a remant grass field on the side of the rail tracks, to an immersive garden in a shipping container villiage, there are spaces on the site where respite from the urban hardscape can be found.

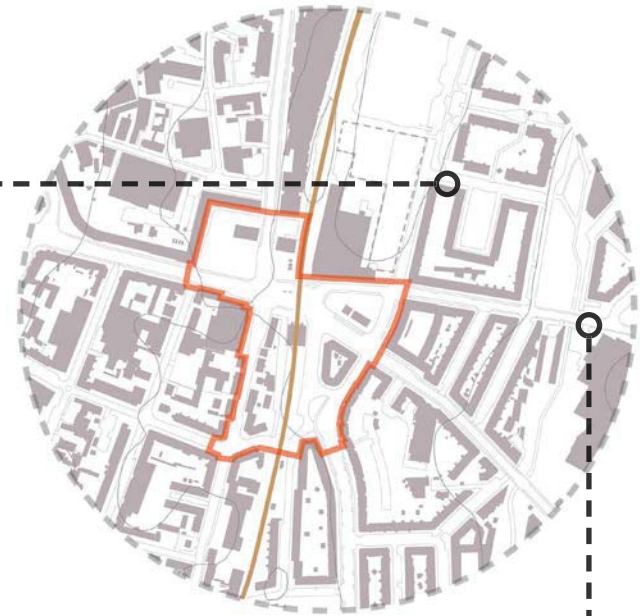


Emergent Nature:

A primary typology of vegetation on the site and at the district scale is emergent nature--plants that grow spontaneously in-between buildings and in leftover spaces.



Site Analysis



Colloquial Nature:

Small-scale interventions by groups or individuals are evident throughout the site. From vegetable beds to climbing vines and flower pots, colloquial nature is cultivated and personal.





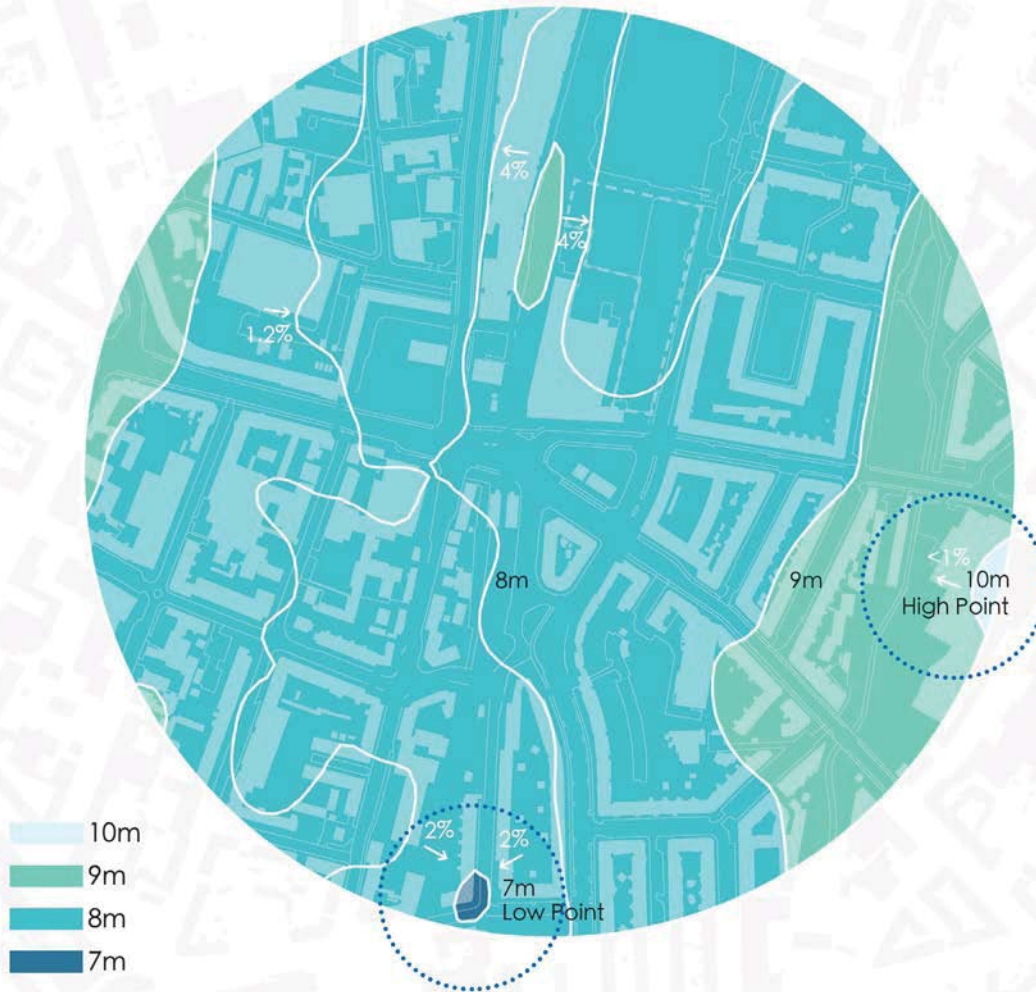
Official Nature:

The green spaces and plantings on the site that are clearly part of a formal program include street trees and formally designed courtyards. This nature typology is established and maintained based on a set of guidelines



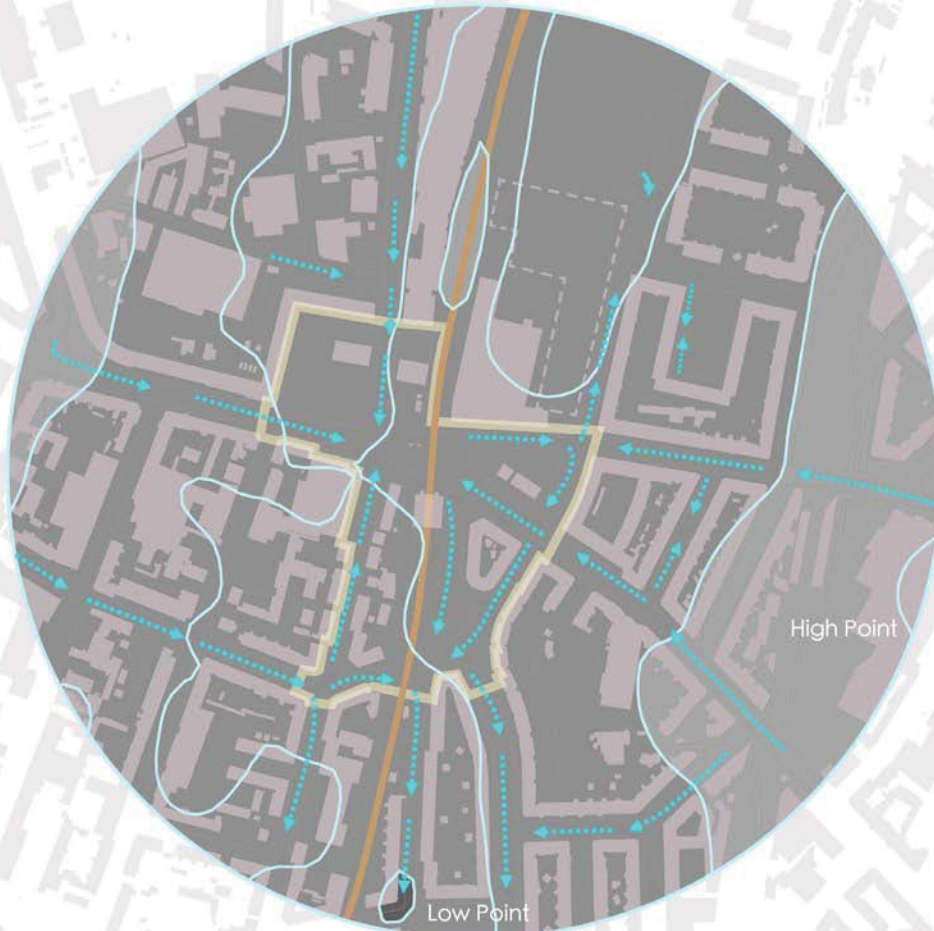
Site Analysis

Contour line &
High point and low point



We can easily discover which is the highest point and the low point in this area according to the contour line, and choosing the potential water basin place in our site.

Water flow in the site

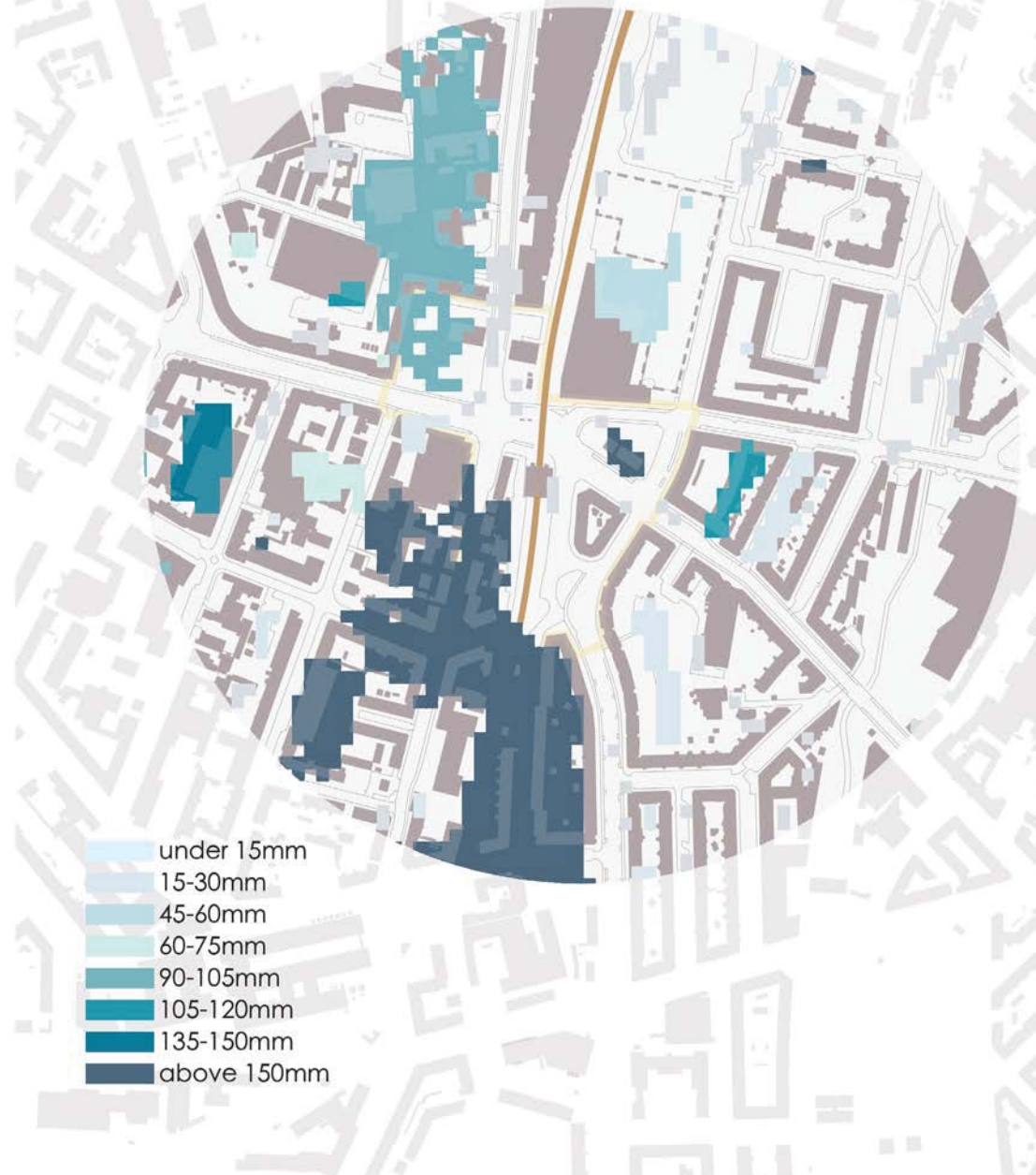


Water Flow direction

We can easily discover which is the highest point and the low point in this area according to the contour line, and understanding the direction of water flowing in the site area and five minute walking radius zone.

Site Analysis

Depress map &
Flooding area prediction



According to this depress map, we can figure it out where is the potential flooding area in the site. Moreover, use this prediction map, we can decide where is the most required place to allocate the water collection-system design.

Draining system in the site



Here is the location of the draining system in the site and five minute walking radius. We can easily figure out several types of the draining system according to this map.

Site Analysis



SOURCES:

Danmarks Fugle og Natur, www.fugleognatur.dk

Det Store Naturtjek, www.biodiversitet.nu

Hannon, G. E., R. Bradshaw, and J. Emborg. "6000 Years of Forest Dynamics in Suserup Skov, a Seminatural Danish Woodland." *Global Ecology and Biogeography* 9.2 (2000): 101-14. Print.

www.kortviser.dk

Lawesson, J. E. "Danish Deciduous Forest Types." *Plant Ecology* 151.2 (2000): 199-221. Print.

Lawesson, J. E., and P. Wind. "Oak Dune Forests in Denmark and Their Ecology." *Forest Ecology and Management* 164.1-3 (2002): 1-14. Print.

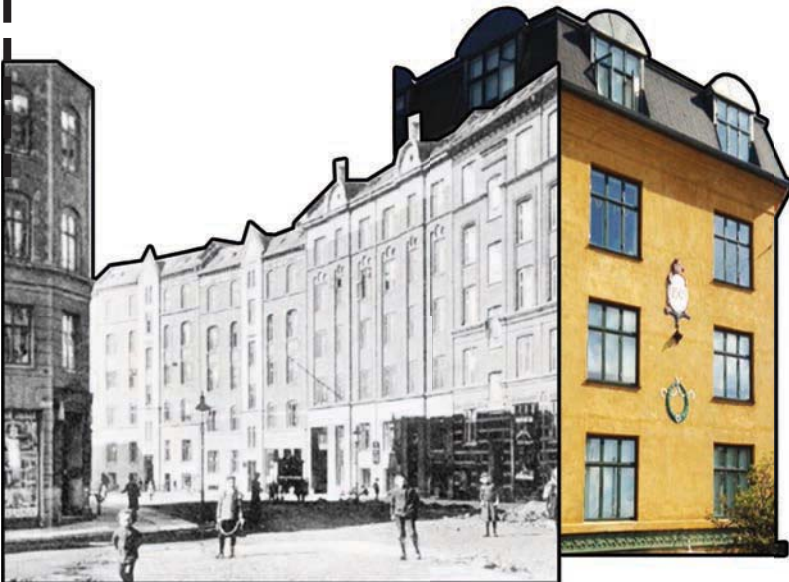
Site Analysis

Timeline of Immigration

The following pages chronicle the major moments of immigration into Copenhagen, with images of the Nørrebro site from these time periods.

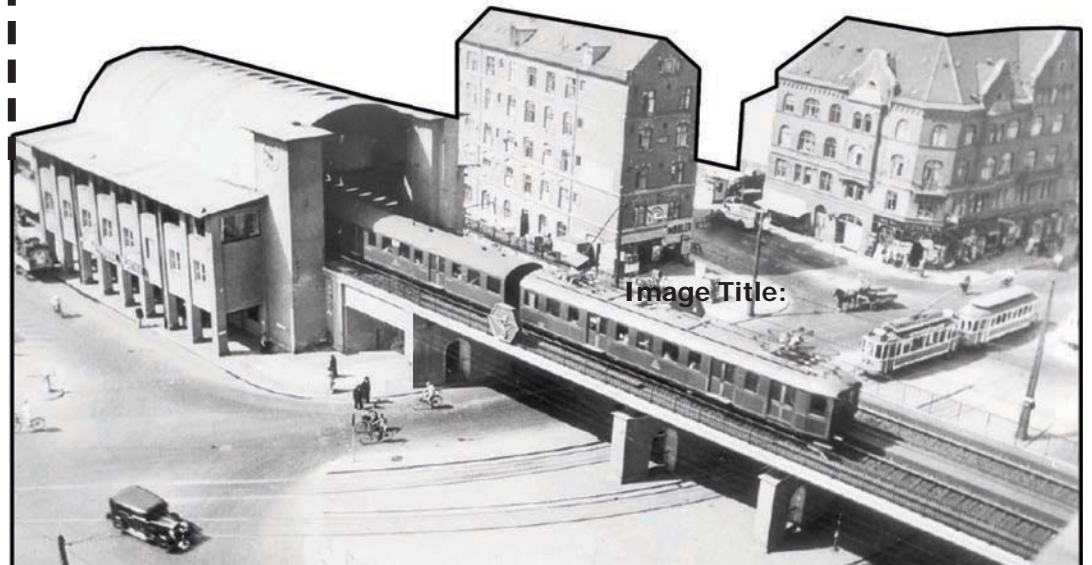
1880s

- 8%
- Workers from: Poland, Sweden, Germany



1930s

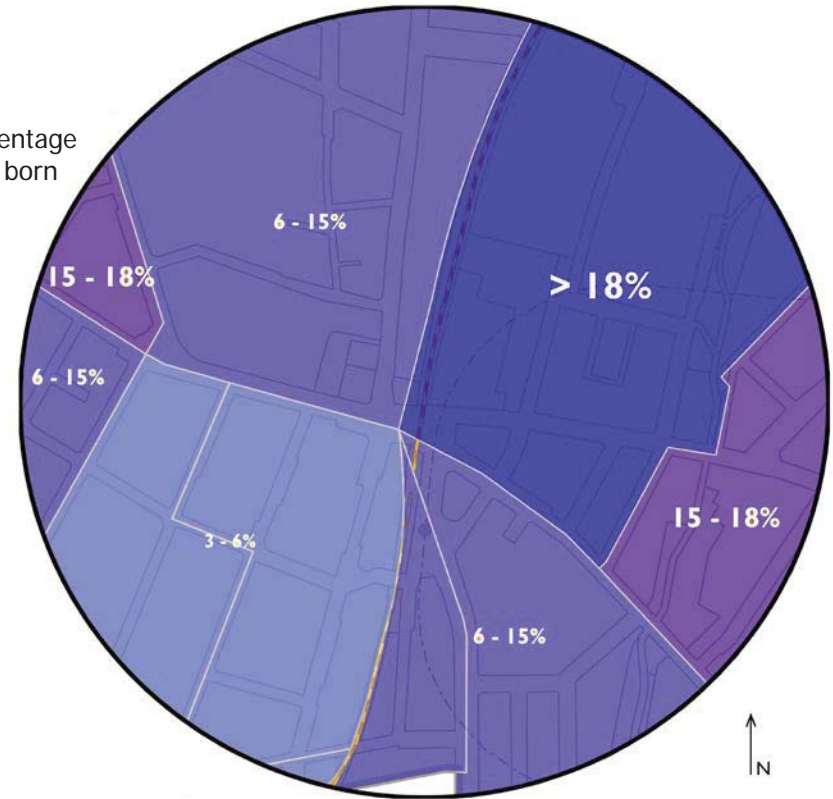
- 9%
- Refugees from: Eastern Europe, Germany



Local Narratives

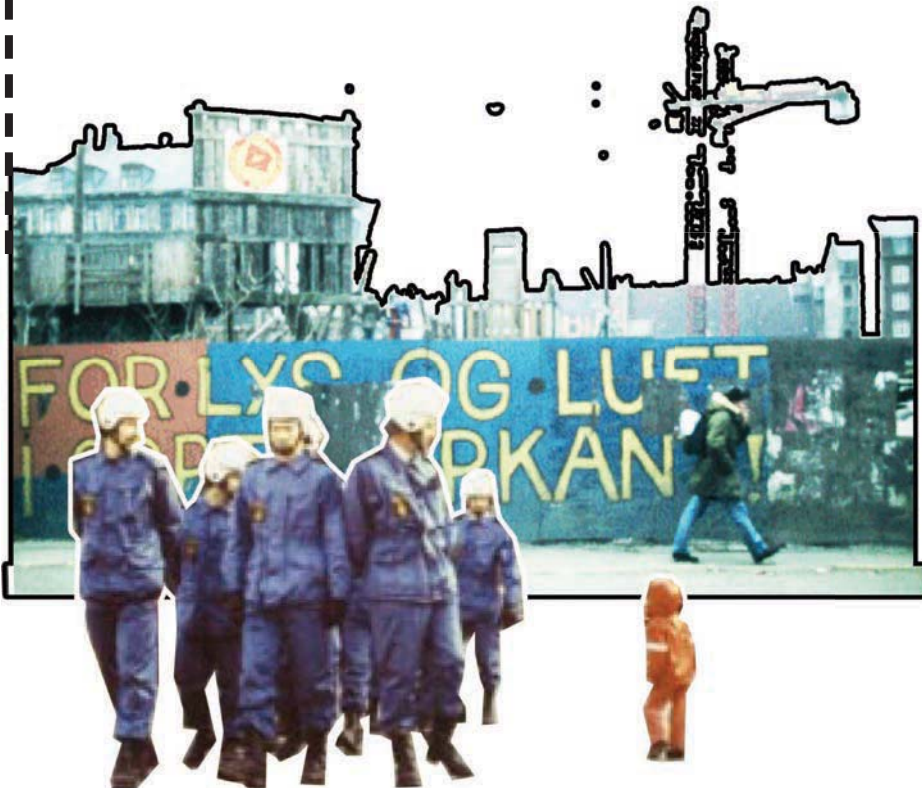
Residents of Non-Western Origin (1995)

The map to the right shows the percentage of residents in the neighborhood not born in Western countries.



1970s

6% Guest workers from: Turkey, Pakistan, Morocco
1% Refugees from: Chile, Vietnam



1990s

3%
Refugees from: Soviet Union



Site Analysis

New Millennium

The beginning of the 21st century brought political refugees and refugees of war into Copenhagen.

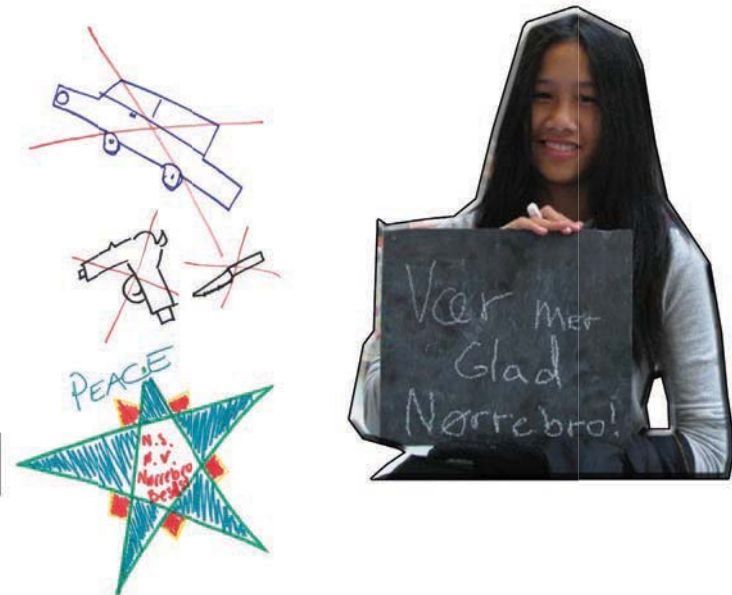
2000s

1%
Refugees from: Africa



2010s

6%
Refugees from: Middle East



Into the Future

With the greatest diversity of cultures in its history, modern-day Copenhagen faces many challenges in accepting and integrating these new cultures into the fabric of the city.

Present

Homogenization of cultures in “New Copenhagen”

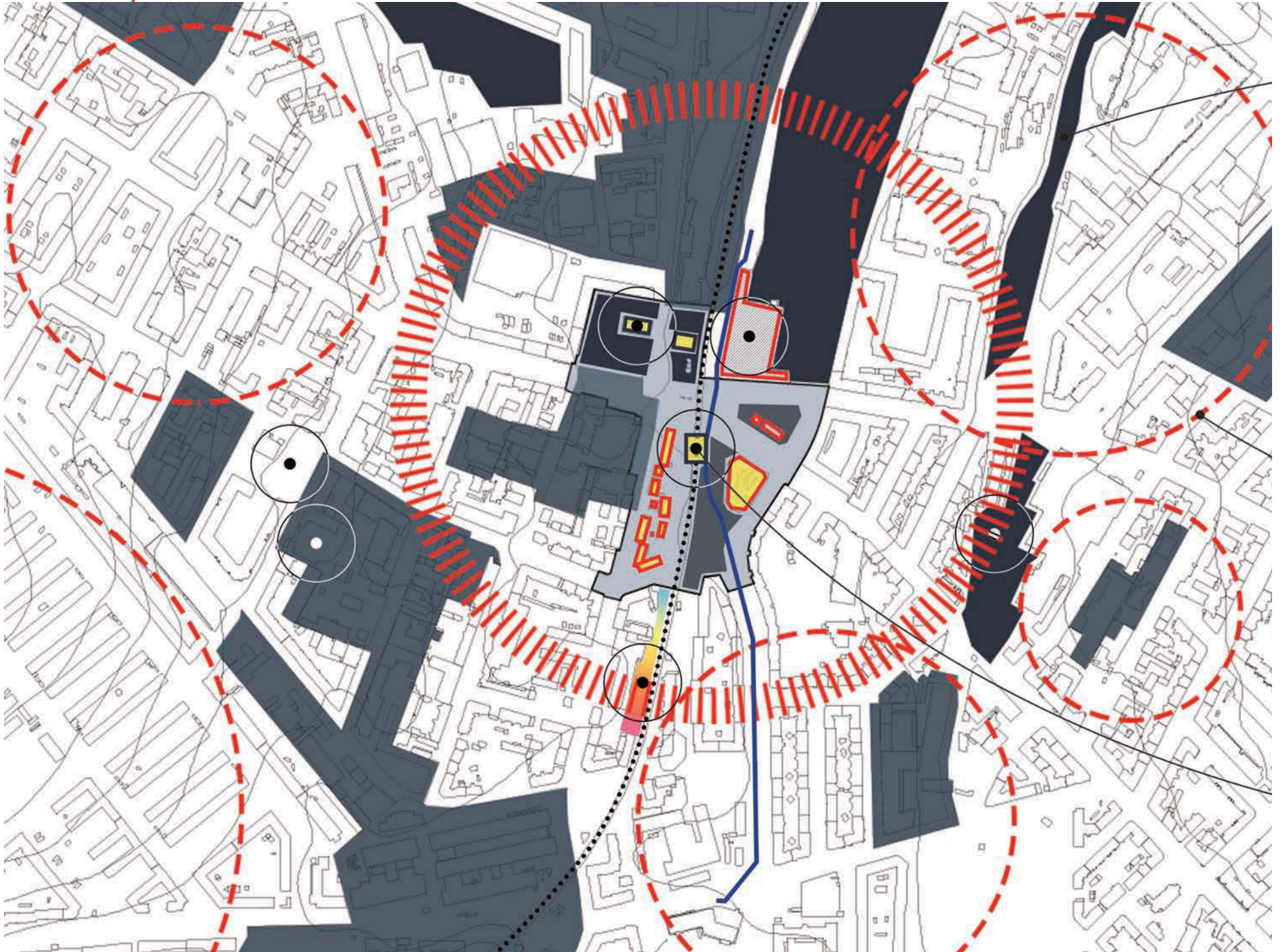


Future

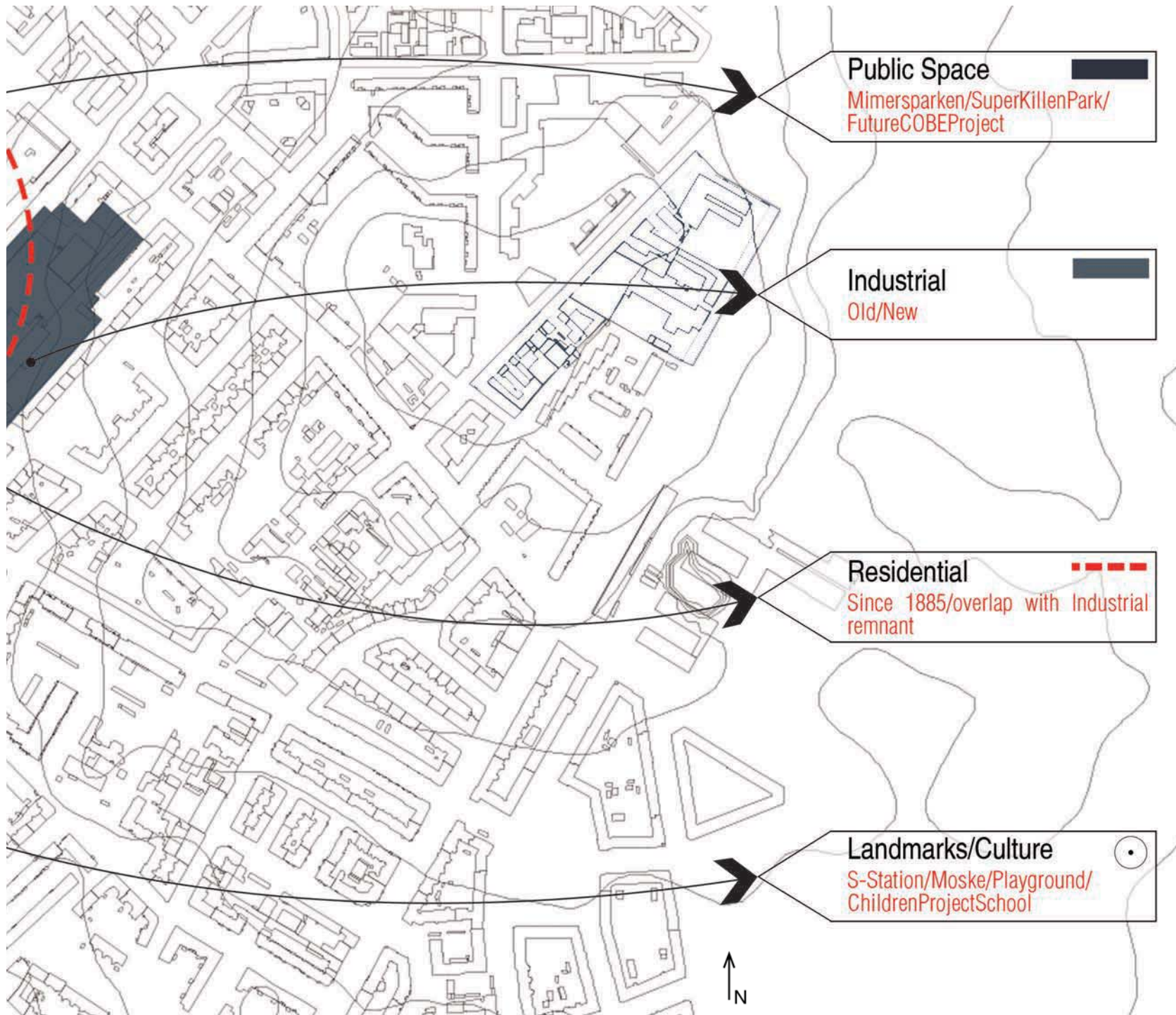
New Nørrebro: students



Site Analysis

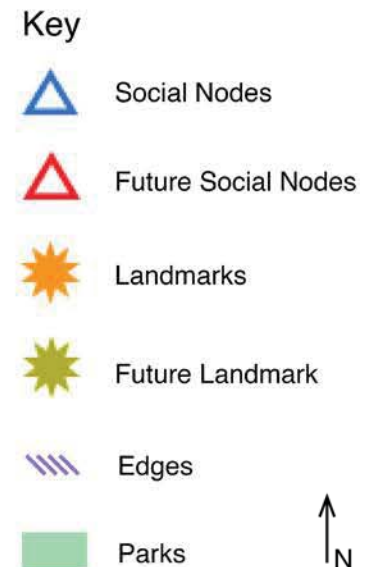
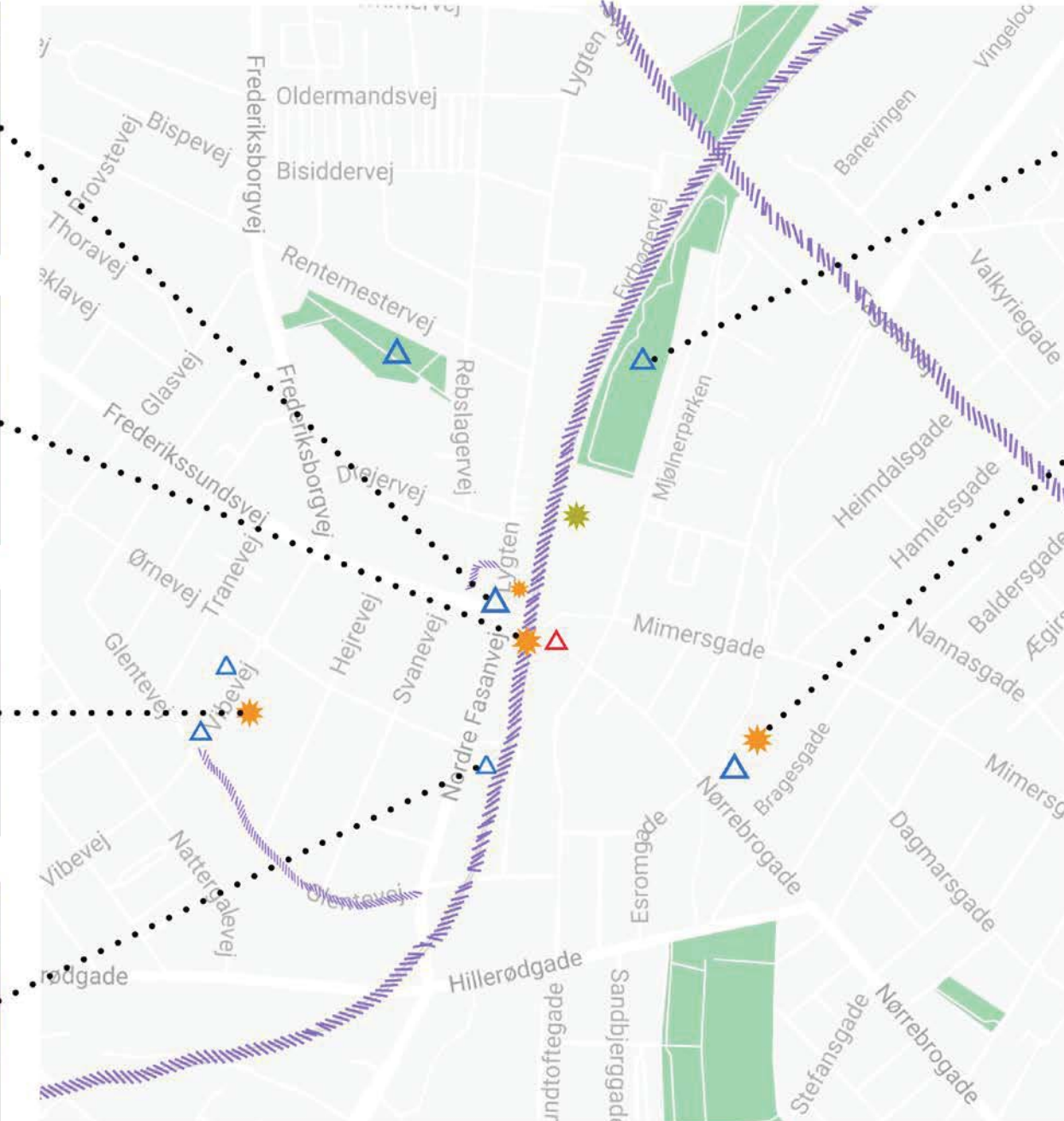


Local Narratives



Site Analysis

Elements of the Neighborhood



Local Narratives



GROUND: Facilitate

Cobble, rubble, rubber, Painted path, shifting plane, record of history, projection of future.

Paving: Historic, Multi-Modal, Permeable

Green Roof & Courtyard Water Mgmt.

Park Space: Sit, Play, Cycle, Grow, Share

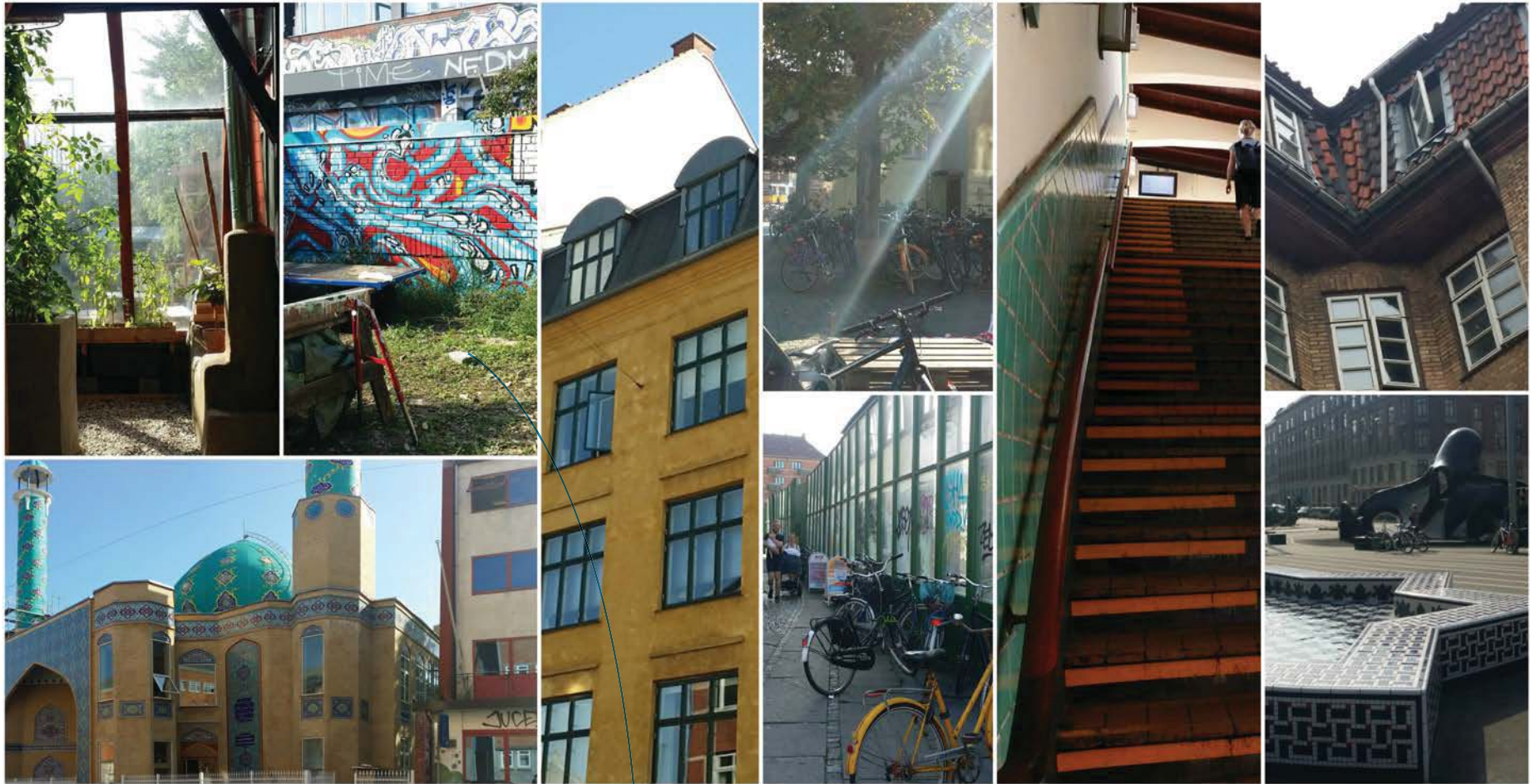
Tracks & Paths: Transit + Green Corridor

Habitat & Urban Agriculture



Narrative & Materiality

Site Analysis



GLAZING: Illuminate

Dust, streaming light,
bouncing reflection.
Aqua tile & latex paint.
Color. Pop. Life.

Mosque

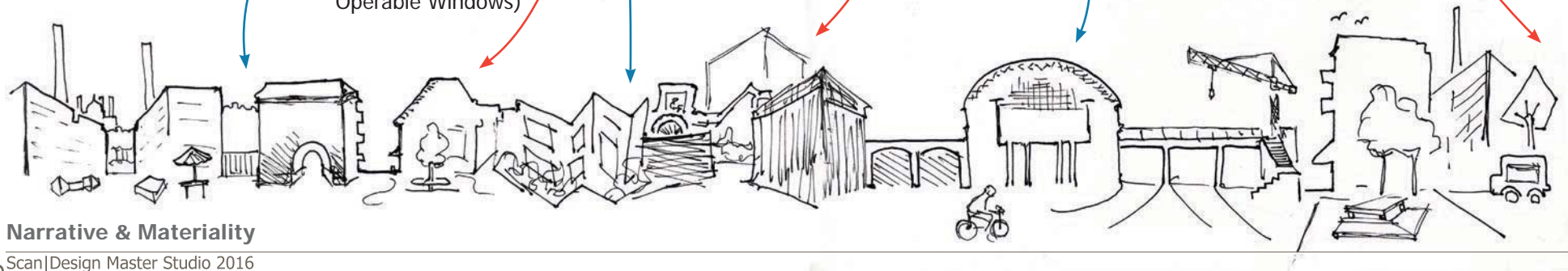
Historic Vernacular
(Ceramic Tiles &
Operable Windows)

Ever-present
Graffiti,
Box Car "Village"

Transparent
Wall / Barricade

Wall & Floor Tile at
Nørrebro Station

Plads /
Superkilen



Narrative & Materiality

Local Narratives



MASS: Establish

Density, weight, detail.
Urban edge, holding
space, support through
compression.

Construction
Pylons & Plaster
Cornices

Columns, Walls,
Seating

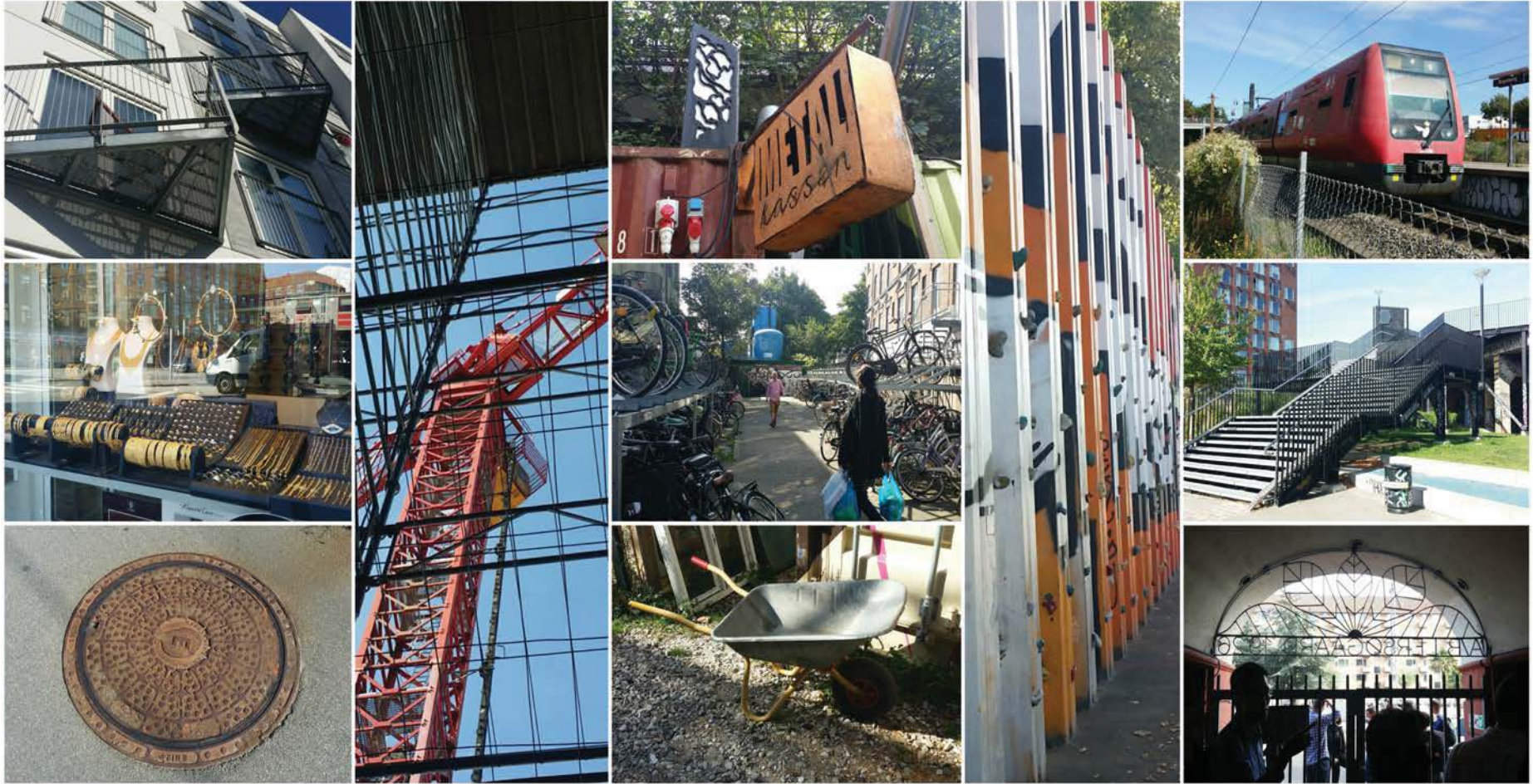
Passageways,
Structural Brick,
& Arches

Smoke Stacks



Narrative & Materiality

Site Analysis



METAL: Extend

Symbol of industry.
Bridge, reinforce, connect;
push the boundaries of
known possibility.

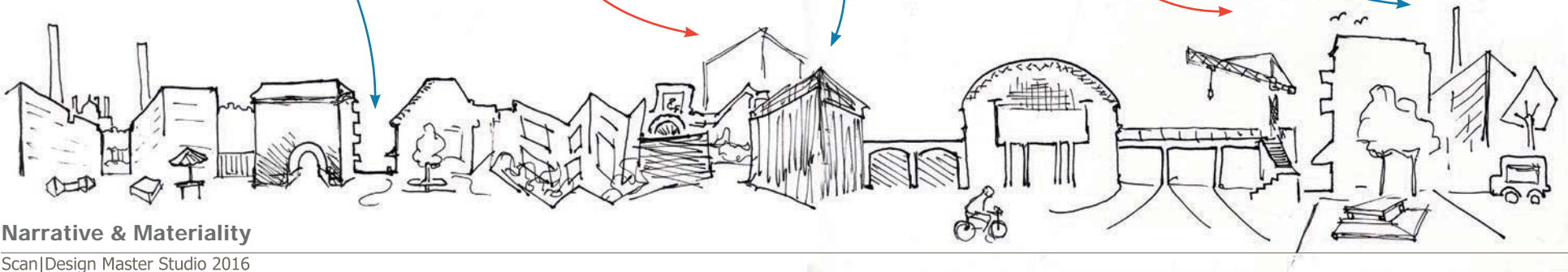
Street level:
Platform,
Merchandise,
Utility Network

Construction &
Manufacturing

Tools:
Welding, Bike,
Wheelbarrow

Corrugated
Retaining Wall

Transit Line,
Permeable Railing,
Ornament



Narrative & Materiality

Local Narratives



WOOD: Integrate

Warm, resonant, & plural native material. Micro-spatial, human-scale, facilitator of craft.

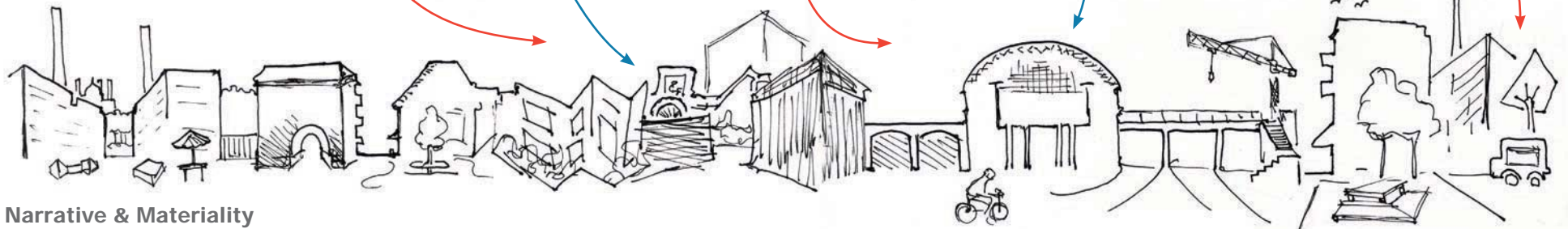
Staircase,
Handrail,
Mullion

Slats: Produce
Crate, Fence, Wall

Woven Rooftop,
Pallet Seats and
Planter, Terrace

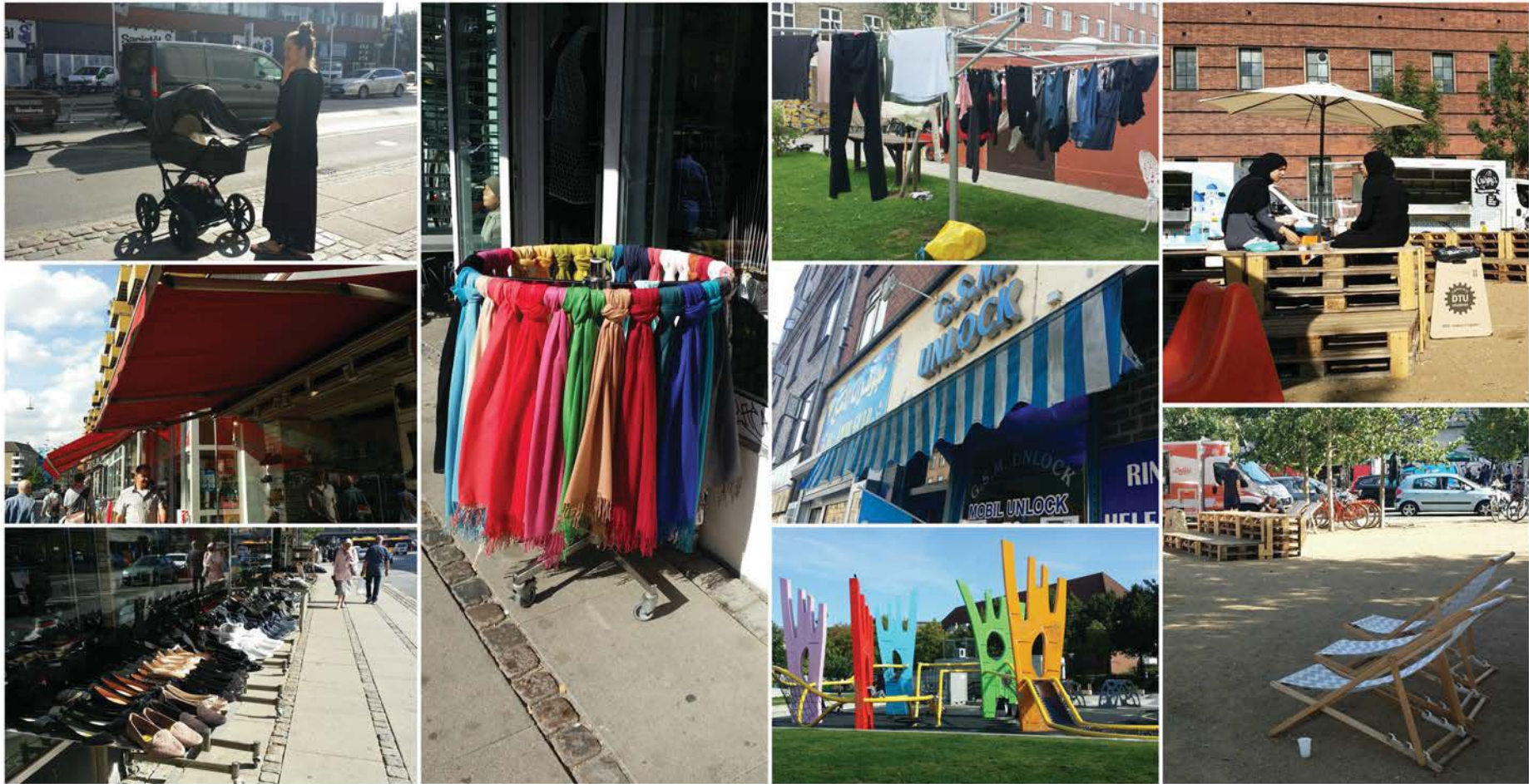
Scalable:
Perch, Trim,
Structural
Support

Balcony, Shed,
Gathering Space



Narrative & Materiality

Site Analysis



TEXTILE: Distinguish

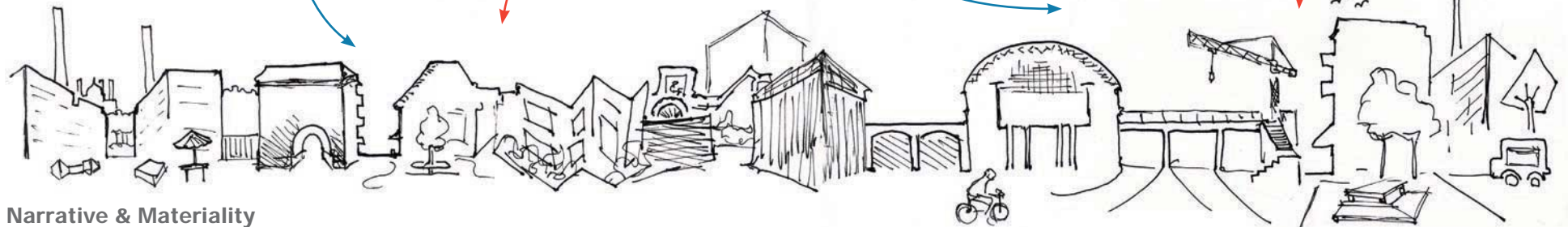
Universal provider
of shelter & identity.
Lively, bright, malleable,
representational.

Awnings,
Stroller Hood,
Uniform / Clothing

Brightly Colored
Scarves and
Head Coverings

Clothesline, Banner,
Trampoline, Slide,
Climbing Rope

Umbrella,
Lawn-chair,
Landscaping Fabric,
Lunch-box



Narrative & Materiality

Site Analysis

References:

- 1) <http://aasarchitecture.com/2015/03/arkitema-architects-selected-for-the-new-plan-faste-batteri.html>
- 2) <http://www.cobe.dk/>
- 3) <http://www.folketshus.dk/byggerbogen/Byggerbogen-webudgave.PDF>
- 4) <http://kbhkort.kk.dk/spatialmap?>
- 5) <http://kortforsyningen.dk/>
- 6) <http://vaeggen.copenhagen.dk/>
- 7) <https://drc.ngo/60years>
- 8) Narrative & Materiality Photos: Jesce Walz