Site Analysis: Land & Activity Uses

Team:
Joshua Gawne, Russ Greene, Katie Poppel, Rish Ukil

Description:
The land and activity uses of this Norrebro 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

PROJECT SITE

FIVE MINUTE WALK RADIUS

Residential Housing
Mixed Use Residential
Institutional
Office
Light Industrial
Heavy Industrial
Commercial
Parks / Open Spaces
Transportation
Covered Parking Garage
Informal Businesses
Abandoned / Vacant Lots
Gas Station
Future Developments
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.

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.
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.

<table>
<thead>
<tr>
<th>District</th>
<th>Inhabitants</th>
<th>Area hectares</th>
<th>Inhabitants per hectares</th>
</tr>
</thead>
<tbody>
<tr>
<td>City centre</td>
<td>48,252</td>
<td>830.5</td>
<td>581</td>
</tr>
<tr>
<td>Østerbro</td>
<td>70,908</td>
<td>821.2</td>
<td>863</td>
</tr>
<tr>
<td>Børnhøj - Husum</td>
<td>40,402</td>
<td>614.8</td>
<td>657</td>
</tr>
<tr>
<td>Nørrebro</td>
<td>74,113</td>
<td>366.9</td>
<td>20320</td>
</tr>
<tr>
<td>Bispebjerg</td>
<td>49,153</td>
<td>482.7</td>
<td>1018</td>
</tr>
<tr>
<td>Vanløse</td>
<td>37,123</td>
<td>526.6</td>
<td>702</td>
</tr>
<tr>
<td>Valby</td>
<td>47,841</td>
<td>755.6</td>
<td>633</td>
</tr>
<tr>
<td>Vesterbro/Kgs. Enghave</td>
<td>57,100</td>
<td>601.0</td>
<td>863</td>
</tr>
<tr>
<td>Amager Vest</td>
<td>57,893</td>
<td>1123.0</td>
<td>506</td>
</tr>
<tr>
<td>Amager Øst</td>
<td>50,841</td>
<td>810.9</td>
<td>627</td>
</tr>
<tr>
<td>Total</td>
<td>533,672</td>
<td>6994.1</td>
<td>847.2</td>
</tr>
</tbody>
</table>

Source: Green Accounts 2011  *Areas* do not include green areas

### Copenhagen Population + Green Spaces

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

Summer sky after 10pm
Derek Holmer

Summer day
Derek Holmer

Winter afternoon
COBE
Outdoor Rooms

Winter biking
Cycling Embassy of Denmark

Annual Type

2011 Cloudburst
Flickr: Dj Ladze

POROUS PUBLIC SPACE: Urban Nature for Climate Adaptation
Site Analysis

Walking Route

Outdoor Rooms

5 Minute Walk Radius
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.

**ENCELOSURE**
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.
Outdoor Rooms

1

2

3

POROUS PUBLIC SPACE: Urban Nature for Climate Adaptation
Site Analysis
Outdoor Rooms
Outdoor Rooms
Site Analysis

- Definition
- Stimulation
- Human Scale
- Enclosure
- Openness
- Climatic Exposure
- Passive
- Active
- Character

Map with numbered sites: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.
Outdoor Rooms
Site Analysis
Sources:

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


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 datas 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 Norrevro District are gathered in 3 levels of parameters, which are physical framework, modal split and daily traffic. Then syntesis 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 FRAMEWORK**
- Infrastructure for all road users

**MODAL SPLIT PERCENTAGE**
- Percentage of road users

**DAILY TRAFFIC**
- Total volume of users per day a year

**PEDESTRIAN**
- Width of pedestrians with transitioning accessibility features as a guide
- Safety index for separation from other traffics

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

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

Lygten and Lundtofegade 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 Kobenhaven Kommune spatial map, Frederikssundsvej contains the largest number of cyclists.

<table>
<thead>
<tr>
<th></th>
<th>Physical Framework</th>
<th>Modal Split Percentage</th>
<th>Daily Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lygten</strong></td>
<td>18.75%</td>
<td>8100</td>
<td></td>
</tr>
<tr>
<td><strong>Nørre Fasanvej</strong></td>
<td>16.26%</td>
<td>9450</td>
<td></td>
</tr>
<tr>
<td><strong>Lundtofegade</strong></td>
<td>23.37%</td>
<td>1800</td>
<td></td>
</tr>
<tr>
<td><strong>Nørrebrogade</strong></td>
<td>26.05%</td>
<td>19700</td>
<td></td>
</tr>
<tr>
<td><strong>Mimersgade</strong></td>
<td>28.43%</td>
<td>5700</td>
<td></td>
</tr>
<tr>
<td><strong>Frederikssundsvej</strong></td>
<td>27.63%</td>
<td>13900</td>
<td></td>
</tr>
<tr>
<td><strong>Brogmestervangen</strong></td>
<td>43.81%</td>
<td>2000</td>
<td></td>
</tr>
</tbody>
</table>
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 Frederikssundsvej are the most pedestrian-dominated streets, while the quality of the walking environment of Norrebrogade is not in accordance with the amount of pedestrians.

<table>
<thead>
<tr>
<th>PHYSICAL FRAMEWORK</th>
<th>MODAL SPLIT PERCENTAGE</th>
<th>DAILY TRAFFIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>LYGTEN</td>
<td>33.05%</td>
<td>4600</td>
</tr>
<tr>
<td>NORRE FASANVEJ</td>
<td>33.44%</td>
<td>4603</td>
</tr>
<tr>
<td>LUNDTOFTEGADE</td>
<td>15.43%</td>
<td>2729</td>
</tr>
<tr>
<td>NORREBROGADE</td>
<td>43.25%</td>
<td>11944</td>
</tr>
<tr>
<td>MIMERSGADE</td>
<td>32.13%</td>
<td>5045</td>
</tr>
<tr>
<td>FREDERIKSSUNDSVEJ</td>
<td>43.25%</td>
<td>8895</td>
</tr>
<tr>
<td>BROGMESTERVANGEN</td>
<td>32.11%</td>
<td>2700</td>
</tr>
</tbody>
</table>

Pedestrian Physical Framework

Pedestrian Modal Split Percentage

Pedestrian Daily Traffic
**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.

<table>
<thead>
<tr>
<th></th>
<th>PHYSICAL FRAMEWORK</th>
<th>MODAL SPLIT PERCENTAGE</th>
<th>DAILY TRAFFIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>LYGTEN</td>
<td></td>
<td>48.20%</td>
<td>11850</td>
</tr>
<tr>
<td>NORRE FASANVEJ</td>
<td></td>
<td>50.30%</td>
<td>14250</td>
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<tr>
<td>LUNDTOFTEGADE</td>
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<td>61.20%</td>
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<tr>
<td>NORREBROGADE</td>
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<td>30.70%</td>
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<tr>
<td>MIMERSGADE</td>
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<td>39.44%</td>
<td>7000</td>
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<tr>
<td>FREDERIKSSUNDSVEJ</td>
<td></td>
<td>29.12%</td>
<td>9400</td>
</tr>
<tr>
<td>BROGMESTERVANGEN</td>
<td></td>
<td>24.08%</td>
<td>1500</td>
</tr>
</tbody>
</table>
Site Analysis

Physical Framework

Modal Split Percentage

Daily Traffic

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Scan|Design Master Studio 2016
Lygten Street: Southbound

Moving Patterns & Features

PHYSICAL FRAMEWORK
MODAL SPLIT
DAILY TRAFFIC

PEDESTRIAN
VEHICLE
BICYCLE
Site Analysis
Lundtoftegade: Northbound
Norrebrogade: Westbound

Moving Patterns & Features

Physical Framework
Modal Split
Daily Traffic

- Pedestrian
- Vehicle
- Bicycle
Site Analysis
Mimersgade: Westbound
Moving Patterns & Features

Frederikssundsvej: Eastbound

[Image of street view and map with annotations]

- PHYSICAL FRAMEWORK
- MODAL SPLIT
- DAILY TRAFFIC

- PEDESTRIAN
- VEHICLE
- BICYCLE

[Diagram showing street sections with different traffic types]
Site Analysis
Moving Patterns & Features
Moving Patterns & Features

**TRANSIT**

1. **Bus Lanes**
2. **S-tog Train Station**
3. **Future Metro Station**

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**S-TRAIN 4-5MIN**
The S-trains (s-tog) are intercity and run between 05:00 in the morning and 00:30 at night.
Line F runs every 4-5 minute.

**BUS-4A**
4A: 3-7 minutes, 07:00-09:00 a.m. and 15:30-17:30 p.m.

**METRO IN 2018**
Not available now.
Construction is expected to be completed in 2018 with 17 new stations.
Norrebro is one of them.

**BUS-66**
66: every 3-7 minutes each day.
Between 06:00 in the morning and 01:00 at night.

**BUS-5A**
5A: every 3-7 minutes during peak times 07:00-09:00 a.m. and 15:30-17:30 p.m.

**BUS-350S**
350S: every 5-10 minutes during rush hour and every 20 minutes outside of rush hour.
Site Analysis

Pedestrian Study
- Linger Zones
- Transition Zones
- Future Changes
Moving Patterns & Features

Bicycle Study
- Linger Zones
- Transition Zones
- Future Changes
Site Analysis

References:
1) Parameters for Public Spaces in Copenhagen, Schulze+Grassov
2) Københavns Kommune Københavnerkortet: http://kbhkort.kk.dk/spatialmap
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.
The project site is primarily open space (few buildings) currently dedicated to roads, transit and a few open plazas.
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 walking radius contains a significant amount of vegetation. Very little of this site vegetation is accessible to the public.
District Canopy Cover:
- Aesculus
- Betula
- Fraxinus
- Tilia
- Unknown Species
Site Analysis

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

**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
Porous Public Space: Urban Nature for Climate Adaptation

Major green public space: vegetated space

Street with street planting
Street without street planting
Vegetated space

District scale green space

The red circles represent green focal points in the landscape. These are larger green spaces that have a public presence.

The lines highlight the gaps between them, there is an opportunity to increase the connectivity of green space.

Major green public space

SITE VEGETATION

GREEN PATCHES
Site Analysis

Erinaceus europaeus
(european hedgehog)

Vulpes vulpes
(red fox)

Zygaena filipendulae
(burnet moth)

Columbia palumbus
(wood pigeon)

Sciurus vulgaris
(red squirrel)
**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
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 remnant grass field on the side of the rail tracks, to an immersive garden in a shipping container village, there are spaces on the site where respite from the urban hardscape can be found.

**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 remnant grass field on the side of the rail tracks, to an immersive garden in a shipping container village, 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.
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.

**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.
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.
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.
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
www.kortviser.dk
Local Narratives

Team:
Joanna Kaiserman, Yan Li, Jesce Walz
Yue Yu

Description:
Our study site is a place born from the influences of the immigrants that have settled here over history. This is evident in the amalgamation of ethnicities, languages, surfaces, and materials found throughout the neighborhood. Future development of the site, including a metro station and new student housing will continue to shift the changing character of the neighborhood.
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
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
Local Narratives

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

Public Space
Mimersparken/SuperKilienPark/
FutureC0BEProject

Industrial
Old/New

Residential
Since 1885/overlap with Industrial
remnant

Landmarks/Culture
S-Station/Moske/Playground/
ChildrenProjectSchool
Site Analysis

Elements of the Neighborhood

Key
- Social Nodes
- Future Social Nodes
- Landmarks
- Future Landmark
- Edges
- Parks

N

Scan|Design Master Studio 2016
Local Narratives

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

Narrative & Materiality

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
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

Narrative & Materiality

Scan|Design Master Studio 2016
Local Narratives

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

Construction
Columns, Walls, Seating
Pylons & Plaster Cornices
Passageways, Structural Brick, & Arches
Smoke Stacks

Narrative & Materiality
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
WOOD: Integrate
Warm, resonant, & plural native material. Micro-spatial, human-scale, facilitator of craft.

Narrative & Materiality

Staircase, Handrail, Mullion

Slats: Produce Crate, Fence, Wall

Woven Rooftop, Pallet Seats and Planter, Terrace

Scalable: Perch, Trim, Structural Support

Balcony, Shed, Gathering Space
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
Scan|Design Master Studio 2016
Site Analysis

References:
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4) http://kbhkort.kk.dk/spatialmap?
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8) Narrative & Materiality Photos: Jesce Walz