

'Human capital, far more than physical infrastructure, explains why cities succeed' - Edward Glaeser.

The human, but also the living, are at the centre of our city making again. Renewed awareness of social perspectives and of holistic urban ecosystems have identified and inspired the need for more caring cities, landscapes for living cities. *Make The Backs Fronts (Again)!* adheres to this vision.

More specifically, the ongoing development of our societies' lifestyle prompts new strategies for sustainable neighbourhood planning. Working habits, shifting productive economies, living patterns, health and well-being, leisure and socialization are interconnected and call for greater integration at all scales. This is well captured by the

UN-Habitat 5 planning principles that address current neighbourhood urbanization challenges: adequate space for streets, high density, mixed land use in any neighbourhood (40% of floor space for economic use), social mix (different price ranges and types), and limit single function blocks.

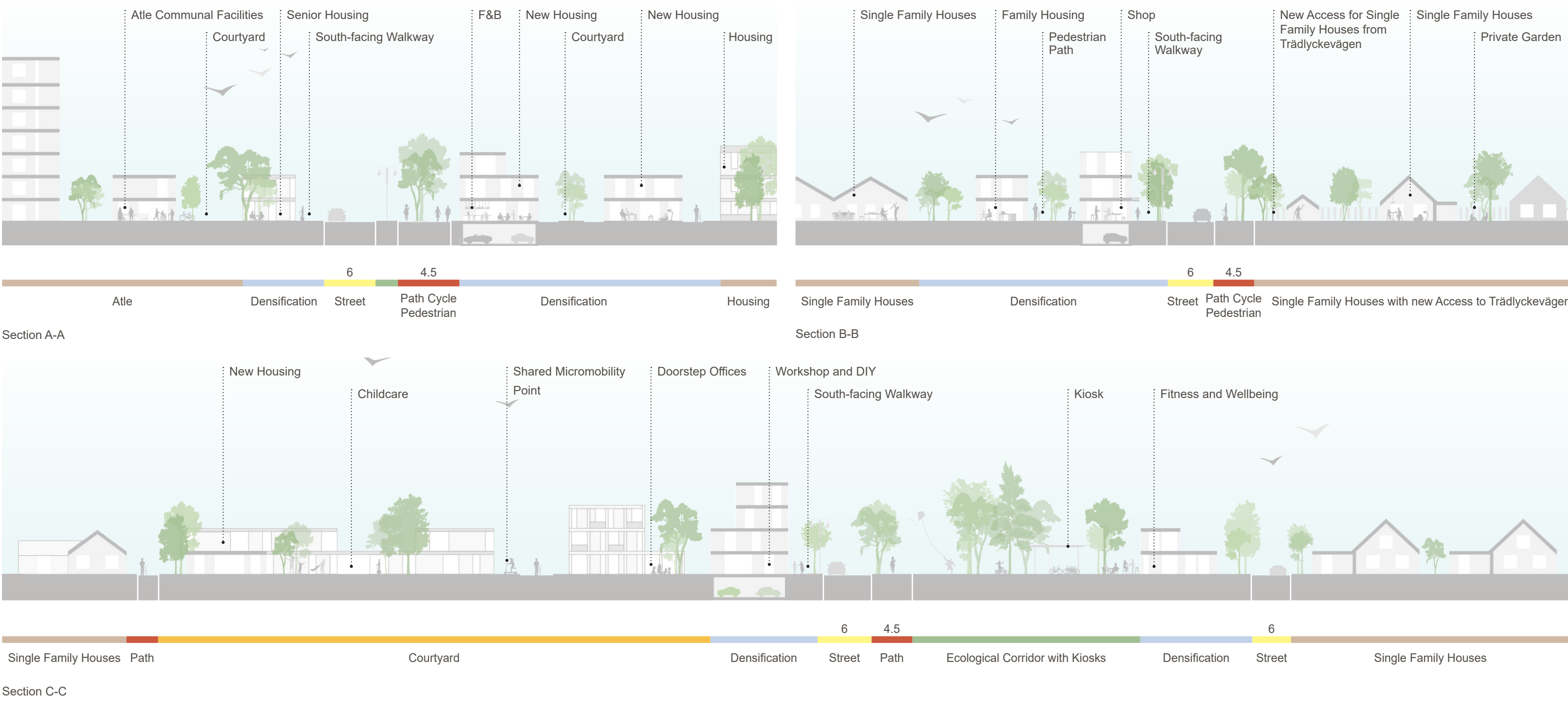
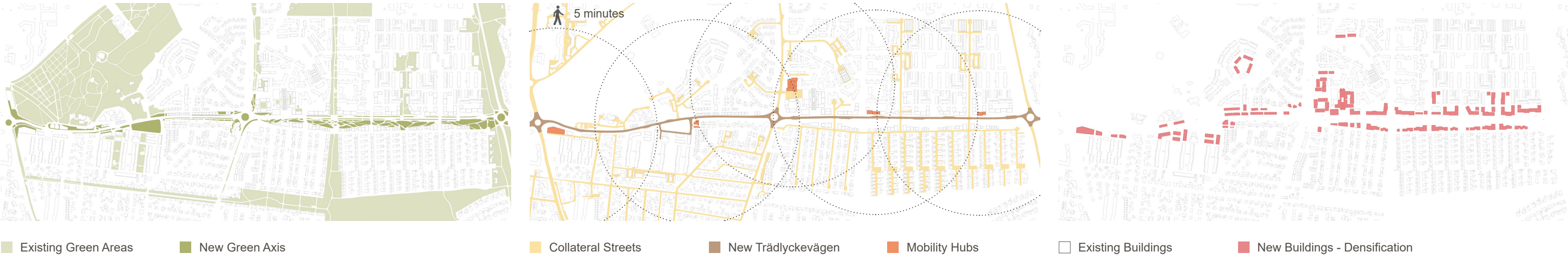
Embracing the vision above, and in light of the brief, *Make The Backs Fronts (Again)!* aims at a gentle, human scale densification, a smarter urbanization. Trädlyckevägen is the epicentre of this action, a high street of newest generation, one that can satisfy the physical, mental and social health of the neighbourhood. Concepts for smarter mobility complement the proposal, shifting mere traffic routes into living environments for everyone.

**3 SYSTEM STRUCTURE**  
[title] develops through three simultaneous infrastructures encompassing the whole site. These can have sequential implementation, and can be further expanded and refined if needed.

**GREEN AND WATER**  
The park along Trädlyckevägen is the fundamental spine hosting civic green and water. It connects to the intersecting green systems.

**MOBILITY**  
Smart mobility implementation is gradually achieved, as density increases. Several hubs for shared vehicles will capillary address the demand.

**DENSIFICATION**  
Densification stems from the axis where the mixed use and economic spaces will be mainly concentrated and further radiates to the periphery.



**PARK**

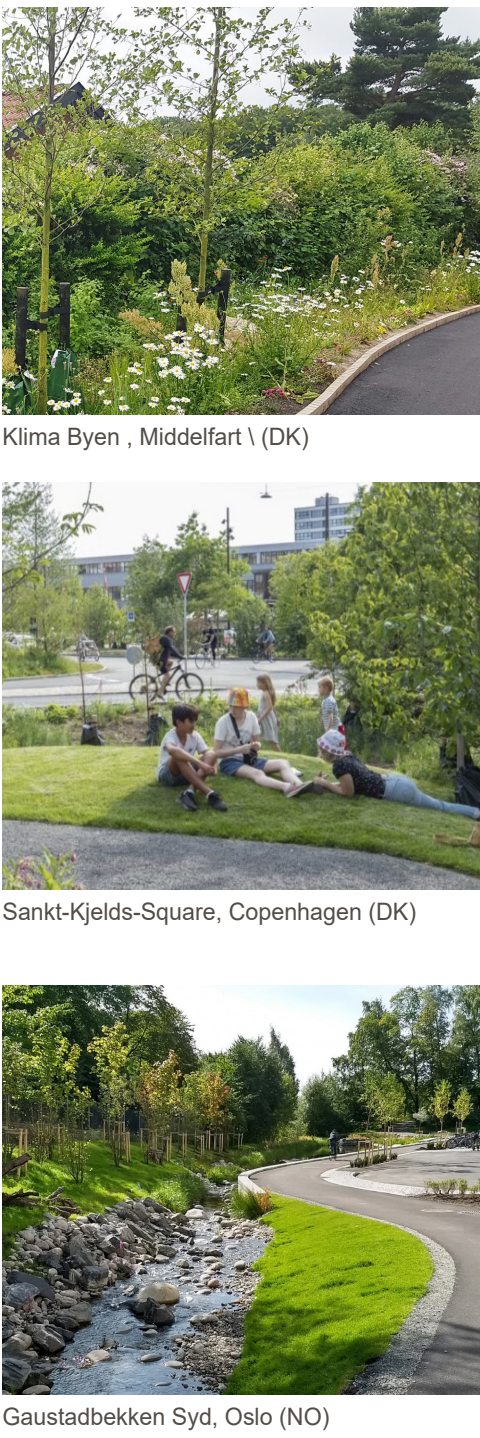
The existing green corridor becomes a civic space and an alternative connecting route for pedestrians and slow mobility. Implementations in this area appreciate the diversity of volumes and heights of the green, the diversity of species, and welcoming spots for local fauna.

Alongside elements of continuity, different sections of the nearly 40,000 sqmt park will cater to different sensory experiences and uses: playgrounds, climbing towers, outdoor fitness, greenhouses, and more.

Didactic elements throughout the park will educate young and older generations to the fundamentals of nature and its conservation in pursuit of the well being of the planet and of all of its species in the face of climate change.

Traffic pollution is filtered by the trees

Gaustadbekken Syd, Oslo (NO)



**STREETSCAPE**

Trädlyckevägen is characterized by a peculiar condition of 'back of the house' street fronts composed of garages, fences and walls, and backyards. It is a non traversable barrier. Mature trees and untended overgrown greenery reinforce the buffer-like situation and further characterize this as a suburban neighbourhood.

Thus the transformation of Trädlyckevägen is the key to a successful urbanization and densification of this area of Varberg. Three strategies drive this redevelopment.

1. CROSSING THE ROAD. Overall reduction of the street section, reducing buffers and traffic islands. Speed breakers and special paving target the quality of traffic on the road, slowing it down and bettering the overall environmental quality, noise and fumes. This action consequently improves pedestrians and cyclists safety, along with, of course, creating several more traversing options. Also, crossings for the local fauna will be implemented as well, equipping the street with special underpassings close to the greater intersecting green corridors.

2. DENSIFYING THE AXIS. Densification along the axis will be particularly relevant for the construction of this stretch of urban streetscape, key for stitching the borough together. The new additions will generally respond to the existing context, completing with similar typologies. This means there will be different typologies along the axis, generally from two to three storey high in the purely residential blocks, to six storey high in the mixed use borough heart. This variety offers different characterizations for Trädlyckevägen.

3. ECOLOGICAL CORRIDOR. Green is an integral part of the streetscape. The bulk of the existing green surface will be maintained into a linear park, which counterpoints to the continuous 'densified' fronts, offering a diverse route through the borough, hosting civic functions, and mitigating the environment as discussed in the following paragraphs.

The new streetscape of Trädlyckevägen is a perfect synthesis of the leading development values of the future Varberg, setting the identity of the whole borough.

**WATER MANAGEMENT**

The linear park along Trädlyckevägen not only creates a high-quality open space, but it is also vital to manage flooding risks associated with cloud bursts. Its permeable surface mitigates the effects of flooding retaining the run-off on site in underground gravel pits. In addition to that, a series of natural looking ponds connected to the wetlands convey the drained water to a filtering system (stopping ponds, treatment marshlands and polishing ponds). At its end a pumping house, designed as a folly, pumps cleaned water back into the system for irrigation.

Beyond its environmental role, the water management systems eventually provides diverse temporal experiences of the landscape.

