STOCKHOLM IS EXTENDING

Stockholm is growing and there is currently an urgent need to meet the increasing development pressures with planning. The Stockholm region currently has close to 2 million residents, and is expected to grow by more than 600,000 people by 2030. The inner city becomes increasingly dense and has to adapt which will bring a big pressure to the future of original nature areas, especially in places with effective transport and public transport.

Simply protecting the nature couldn’t make sure the preservation of nature.

STOCKHOLM VERSION 2030

With new homes and workplaces being built, the area from husarviken to loudden is undergoing exciting change.

The Värtan financial centre, a modernised port and a new travel centre will be prominent features of the area.

HOW TO SAVE/PRESERVE NATURE THROUGH NEW METHODS?

Simply protecting the nature couldn’t make sure the preservation of nature. This project chooses norra Djurgården as specific nature area, and then through the plan and design of Albano which is the surrounding area of norra Djurgården to explore the possibilities of new ways to interact between urban and nature. How to change the relationships between nature and urban? How the interactions between nature and people’s daily life work?

Albano will be the specific place to test this new interaction, and is the real place to complete the transition.

HOW TO MAKE NATURE ATTRACTIVE AND BRING PEOPLE’S DAILY LIFE INTO NATURE?

HOW DOES NATURE AREA INFLUENCE URBAN LIFE? AND HOW DOES URBAN LIFE INFLUENCE THE SURVIVING OF NATURE?

ALBANO - A Place for Transition

Danwei Zhang
Supervisor: Patrick Verhoeven

Architecture and Built Environment School
2013-05-28

ALBANO - A Place for Transition

Danwei Zhang
Supervisor: Patrick Verhoeven

Architecture and Built Environment School
2013-05-28
In the Middle Ages the land was belonged to Cölsåker estates. Through donations to monasteries, Magnus III tried to keep the nobility away from the city. Then, from the 14th century the incorporated land was gradually returned to Crown lands.

The king's hunting interest was cooled. Instead, the park was opened for fun and recreation for the citizens. The ideals were to build a pastoral, natural landscape in contrast to the Baroque estates and geometrically strict parks. A new, ideal park known as the English park was created. In 1882, Värtabanan was built to connect Stockholm to Saltsjön. It was open to personal traffic in 1913.

In 1885, Roslagsbanan was opened, characterized as personal traffic. As an intersection point between two railroads, Albano became an important location, and around it grew up small factories and workshops. The only industrial buildings remaining today is the Albano Forge.

Albano, as an adjacent area of Norra Djurgården, is now a part of national city park in Stockholm. Albano is surrounded by valuable nature resources. The huge area of wild nature and adjacent environments included Albano is belonged to The Royal National City Park. It contains a cross-section of the majority of the natural features that occur in Sweden: deciduous and coniferous forests, meadows and pastures, wetlands, lakes, and watercourses. This area offers many opportunities for enjoyable encounters with nature. The range of its flora and fauna is extensive and includes a large number of rare and, in some cases, endangered species.
Albano is surrounded by rich blue and green nature resources. At the same time, Albano is very close to three Stockholm biggest research and education areas.

The increasing urban areas are threatening the surviving of natures.

The unique location brings Albano unique characters. The old wild nature gives Albano historic and traditional feels while the research areas give Albano the fresh campus atmosphere.
A REAL PLACE FOR TRANSITION

From the Stockholm Version 2030, new constructions will be built along "the ring". Along the north link, there are another three sections interact with the nature part as well. However, they are all consisting of single functional programs. The Karolinska Institute and the KTH main campus both have the connection with the nature. But they are made of education and research programs. The residential area is more like a residential area. The main purpose of this area focuses on the housing and community. Only residents will be attracted and involved in the activities about the nature. Then, it makes Albano the only perfect site for transition. Nowadays, Albano is a place with basically nothing. It has huge potential comparing to other places.

The huge pressure from the inner city and Solna is threatening the valuable nature resources. As the key, Albano has the potential and opportunity to save the nature through different tools and at the same time contribute to more sustainable life and social integration.

NEW RESEARCH CENTER

UNIQUE LOCATION

THE CITY IS EXTENDING

THE CITY IS EXTENDING

CONVENIENT TRAFFIC

CONVENIENT TRAFFIC
Albano is used to be known as an industrial area during the 20th Century, but is now being incorporated in the Stockholm University campus. Albano is surrounded by rich wild nature resources with long history. (Norra Djurgården and Brunnsviken lake) Albano is located in between two research areas (Stockholm University research area and Royal Institute of Technology research area) and is very close to Karolinska Institution as well. Albano used to have a railway station at Värtabanan with a connection to Roslagsbanan which is not there any more. Nowaday, Albano is almost vacant spatially which has a big potential for every possibility. Nowadays, although Albano is very close to the rich nature resources, it is isolated by the infrastructure around it. As one of the main road in Stockholm, Roslagsvägen has 8 lanes. The road separates Albano and its western area which is accessible to the water. The railway track lays on eastern Albano prevents Albano from the green wild nature. And the former railway track from the west to the east divides Albano into two parts. These three tracks make Albano an isolated triangle.

The solution to the problem will firstly focus on the changes of the construction of the roads/tracks. After the north link done, the new tunnels will release the big pressure of traffic on the ground. The traffic passing by Roslagsvägen will decrease a lot. Gradually, it will become a local road then. Green feelings will be added to the road, and better connection between western part and eastern part will be given. The former railway track will be converted to be a small square. Then it will be walkable in the whole area.
The best way to preserve something is to make something valuable enough that shouldn't be demolished. The best way to preserve nature is not keeping away from it, but using it. Making nature one of the most important parts in people's daily life could be one method.

This project focuses on testing the interaction of nature and urban. The aim is to complete the new transition of Albano to be an area of combination of nature and urban. To achieve the aim, the following questions should be solved:

- How does nature area influence urban life? And how does urban life influence the surviving of nature?
- How to make nature attractive and bring people's daily life into nature?

This project explores the transition from three aspects.

- **From time aspect**, the urban content is changing from the past to the future. Around Albano, there are many valuable historic natural sites longing to be remained while the big extending pressure from the inner city threatened them.
- **From geographic/space aspect**, Albano is located between the wild nature and dense inner city. A smooth transition between these two different characters is needed.
- **From social aspect**, Albano now is a place with almost nothing except a single functional industrial building. The perfect location and vacant space gives Albano big potential to be a mixed functional area to integrate different groups of people.

**TRAFFIC TIME FROM ALBANO**

In Stockholm Version 2030, the new loop will cover the whole Stockholm city. The new projects ‘the northern link’ and ‘the eastern link’ will improve the traffic situation a lot. Especially, the north link will decrease the traffic on the ground and contribute to the effective transportation for vehicles.

In this condition, travelling by private transportation will be benefited more than public transportation around Albano area. However, a very important railway track goes passing by Albano. From one hand, this railway track separates Albano from the nature area. From the other hand, it also provides an excellent opportunity for public transportation. Before 1968, there was a railway station. Because of the decreasing need of public traffic, the station was demolished then. However, this new Albano with mixed functions and activities will bring Albano and surrounding areas new energy vitality. A new Albano station is needed today.

And more bus lines should be brought to pass by Albano, especially of western and eastern direction.
ALBANO-
A Place for Transition

Danwei Zhang
Supervisor: Patrick Verhoeven

MASTER PLAN 1:1500

SECTION A-A'

SECTION B-B'

Architecture and Built Environment School
2013-05-28
ALBANO-
A Place for Transition

Danwei Zhang
Supervisor: Patrick Verhoeven

DETAIL PLAN-1 1:500

PERSPective A

PERSPective B

PERSPective C

PERSPective D

PERSPECTIVE E

PERSPECTIVE F

PERSPECTIVE G

PERSPECTIVE H

PERSPECTIVE I

PERSPECTIVE J

PERSPECTIVE K

PERSPECTIVE L

PERSPECTIVE M

PERSPECTIVE N

PERSPECTIVE O

PERSPECTIVE P

PERSPECTIVE Q

PERSPECTIVE R

PERSPECTIVE S

PERSPECTIVE T

PERSPECTIVE U

PERSPECTIVE V

PERSPECTIVE W

PERSPECTIVE X

PERSPECTIVE Y

PERSPECTIVE Z
ALBANO-A Place for Transition

Danwei Zhang
Supervisor: Patrick Verhoeven

DETAIL PLAN-2 1:200

DETAIL PLAN-3 1:500

PERSPective A

PERSPective B

PERSPective C
The County Administrative Board of Stockholm has mapped a 36 kilometre long bike route, from Ulriksdal to Blockhusudden. The Brunnsviken route runs through the heart of the Royal National City Park. The trip is 14.5 km long but an easy ride. All Nora Öngarduren you travel through the former hunting park with its open landscape and lakes, oak-covered slopes and forests. There are many exciting environments around the route, such as the Bergius Botanic Garden and the University campus site in Frescati. This natural bicycle ring is one of the attractiveness of the site. This route could be helpful for both entertainment activities and historic preservation.

The Railway Park - Old Industrial Railway Line - Riding Path - Bike-Walkway - Park
Roslövspringen - Outdoor Market/Harvest Market - Event Spaces - Riding Path - Bike-Walkway
Björnmäsvägen - Avoo Street - Bike-Walkway
Continuing Landscape - Stepped Green Roof - Artificial Lake - Fountain
Diverse Buildings - Mixed functional Buildings - Social Integration

The Railway Park
- Outdoor Market
- Research Center
- Business Center
- Education Center
- Event Spaces
- Outdoor Market/Harvest Market
- Riding Path
- Bike-Walkway
- Park

ALBANO - A Place for Transition

Supervisor: Patrick Verhoeven
Nurid Zhang
Mid-term ad2ux degree Project in Urban Planning and Environment School
2013-05-28

Architecture and Built Environment School
ALBANO - A Place for Transition
Danwei Zhang
Supervisor: Patrick Verhoeven

ACTIVITIES

- Walking
- BBQ
- Outdoor Sport
- Nature Walking
- Jogging
- History Discovering
- Outdoor Shopping
- Board Skating
- Playing Water
- Railway Walking
- Highline Walk
- Railway Experience
- Gathering
- Farming Experience
- Ad Activity
- Sight Seeing
- Fishing
- Canoeing
- Fencing
- Cycling
- Boat Parking

REFERENCES

- Stepped Green Roof
- Railway Park
- New Railway Station
- Waterfront Rail Area
- Glen small-turf town, Los Angeles
- Highline Park, New York, America
- Murcia railway station, Spain
- Hammarby Sjöstad, Stockholm
- Acros Building, Fukuoka, Japan
- Shanghai Railway Park
- New Railway Station
- Red Ribbon Park, China

- Architecture and Built Environment School
- 2013-05-28