

LINKING PEOPLE AND PLACES

Urban Renewal of Vesterbro

Synopsis

The project takes its point of departure in the neighbourhood renewal of Vesterbro, - an initiative supported by the municipality of Copenhagen. The overall subject of the project is how to create living urban spaces in a Vesterbro, which can accommodate a wide range of users. The report confer the socio cultural challenges faced in Vesterbro and how can you approach designing for a diverse and broad range of users through a set of altered urban interventions.

Theme

The Urban Renewal of Vesterbro

Project Title

Linking People and Places

Period

01/02 - 24/09 2014

Institute

Architecture, Design & Media Technology Aalborg University

Group

MSc. 4 – Urban Design, group 2

Supervisor

Shelley Smith

Submission date

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Page no.

88

Impression

4

“

invite people into your life who don't look or act like you. You might find they challenge your assumptions and make you grow

- Melody Hobson, TED Talk 2014

Preface

The project is a master thesis composed by Joann Mari Glorioso Rexen Busk, MSc. Urban Design, Aalborg University. The project has been developed in the period from 03/02 – 24/09, 2014

The project is themed 'Urban Renewal of Vesterbro' with the title 'Linking People and Places'. The project takes its point of departure in Copenhagen municipality's neighbourhood renewal strategies and is based on a case study and redesign proposal of a selected stretch, Haderslevgade, in Vesterbro, Copenhagen.

I would like to give a very special thanks to my very dedicated supervisor Shelley Smith for giving me the support and encouragement and guidance throughout the project both on the academically and personally level.

Joann Rexen Busk

Reading Guide

The report firstly contains a prologue with formalities and an introduction of the projects problem statement. The project is represented through an introduction, thereafter an analysis of Vesterbro followed by a conclusion. The theoretical framework is a discussion of urban spaces according to Jan Gehls theories, Maarten Hajer and Arnold Reijndorp ‘ In the search of new Public Domain’, as well as James Corners views on landscape urbanism. This chapter is followed by case studies from ‘Sønder Boulevard’ by SLA architects and ‘New York Highline’ by James Corner Field Operations and Diller Scofidio + Renfro. The initial analysis and theoretical discussions have made the foundation vision, concept and strategy of the project, which is followed by the design presentation. The final chapter contains the conclusion and reflection of the project. Reference list and appendices are placed in the back of the report.

Method

To get an understanding of the current situation and the city life in Vesterbro a set of data have been collected, through empirical, hermeneutical and phenomenological research. The hermeneutical data have been collected through a guided tours on Vesterbro, partaking in local citizen meetings, material from the municipality and other relevant literature. Empirical data was collected through statistics. The phenomenological analysis has been made through several observations and registrations.

Motivation

Studying urban design I have worked on various projects in an urban context, which have varied in scale, function and themes. Throughout my studies the city and its issues have been a recurring theme in the course of my studies. In my thesis, I therefore also wished to work on a project that is based in an urban setting. Vesterbro became the urban setting, which I choose within as my personal interest also lies in the respect for approaching the versatility, diversity and social dimension in society.

Demarcation

Economy

The economical aspects in terms of the cost of the realisation of the proposal will not be elaborated on. Though it can be said that due to the municipalities support with 60 million DKR for the neighbourhood renewal project at Vesterbro, there is a good foundation for execution of the projects.

Outdoor urban spaces

The project takes focus only on the outdoor urban spaces and how these are intertwined in the urban fabric.

Table of Content

08

Introduction
Project area
Site analysis
Conclusion

38

Area analysis
Haderslevgade
Liva Weels Plads

46

Theory
Cases

52

Problem statement
Vision
Concept
Strategy

56

Design process
Masterplan
Design Presentation
Design catalogue

78

Conclusion
Reflektion

80

Appendices

84

References



Introduction

Could be better could be worse...

Cities have always played a central role in the development of the society. Cities are like magnets that attract people and we seek towards the cities for various reasons. The cities are the places for cultural, and commercial activities, knowledge and not least a platform for social exchange.

Already from early start, cities have been planned for commercial purpose, and the process of function formed the classic city typology. The streets were meant for movement, transportation and brief meetings. The plaza with monuments were for reminisce and orientation. The city square were for commercial use such as demonstrations, markets, executions and other public gatherings. The park was mostly for recreation. The industrialization is one of the periods that have had a great impact for the city life and how the cities have been developed. Since the automobile seized the streets, traffic planners came with their own agenda of planning the city. What they often did not think of was on how this approach influenced the human qualities of the city. On the last decade, the planning of effective and easily accessible cities is with a focus on infrastructure, such as roads, sewage, electricity and so on have been central to urban planning. This top-down approach to urban planning has had a major impact on the social life and qualities of the cities. Fortunately it has come to intention that when planning cities, it is important

to take all aspects of sustainability into account. To consider the environmental and economical motives, as the demographically and sociological aspects also play an important role. The term sustainability was introduced in the Brundtlands report (1987) and helped politicians, planners, architects and so on to give a broader perspective of how to plan the future outcome. [Den store danske 2014]

The challenge of the cities of today is to succeed in creating sustainable cities and neighbourhoods from the predefined conditions of the build environment. This transformation is both a physical and mental process. The physical issues are the planning and overall organisation of things so as buildings and infrastructure. The social consideration and the mental transformation are just as important as it is, about people creating affiliations and relationships to a place and thus helps defining the place; therefore it is important to involve the city's users. The inhabitants of the city play an important role, as the commitment of the people who live in and use these neighbourhoods are the ones that creates social sustainability, which in the end is what gives life to cities. On that rationale it is of great importance to create spaces, meeting places and flows in the city that invites for diversity, social interaction and life between the buildings.



Ill. 1 The outline of Copenhagen districts and Frederiksberg municipality

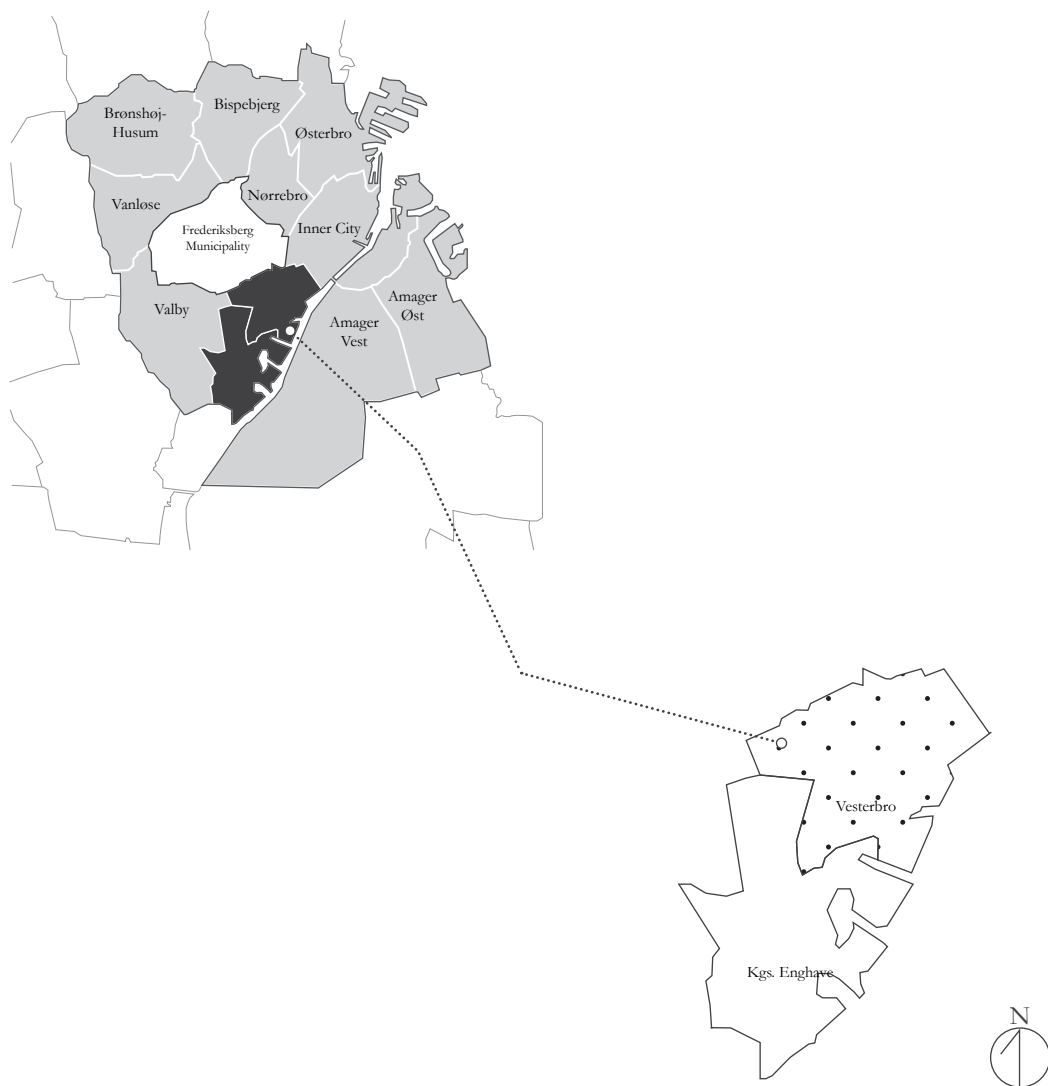
Project Area

Locating Vesterbro

Copenhagen is the capital of Denmark with 559.440 inhabitants [Danmarks Statistik 2014]. Copenhagen is divided into ten urban districts. Frederiksberg is placed in between the districts but has its own municipality. When speaking of Copenhagen, the city might be seen as a whole, but each district has its own unique character. The districts are of course a part of the greater planning strategy of Copenhagen. They have their own local committee and agenda for future development. One of the districts is Vesterbro.

Vesterbro lies close to the inner city and is located in the south-western part of Copenhagen. The area commences right behind Copenhagen Central Station, stretches to Carlsberg, and from Kalvebod Brygge waterfront to Frederiksberg. To the east of the district is Amager, West and East to the northeast is the Inner city, to the northwest Frederiksberg and to the west Valby.

Vesterbro was formerly an independent district. In 2007 the district merged with Kongens Enghave to one administrative district. The district of Vesterbro - Kongens Enghave consist now of two urban areas, but kept their own local committees and each unique identity. [Københavns kommune 2010]



ill. 2 Vesterbro's location in Copenhagen

From Then to Now

Site analysis

Vesterbro has changed drastically from being a suburb to the initial development of amusement and working-class neighbourhood in the 19th century to the redevelopment and urban renewal in the 1990's to a current popular and trendy urban neighbourhood.

The district Vesterbro (as we know it today) was formerly just an area located in what was defined as the suburbs of Copenhagen. It was a part of Copenhagen's fortification and the area consisted of fields used for farming with few houses. The area's increased value as the main gateway to Copenhagen meant the establishment of inns and hostels. In the late 1700's, the area evolved and was notoriously known for being an entertainment and temptation district with hotels, bars and prostitution - a phenomenon that continues to characterize the district.

As Copenhagen grew beyond its bounds, the area was absorbed into the urban fabric and in 1867, Copenhagen's fortification folded. Vesterbro was established in the 19th century and was one of 'brokvartererne' - the paved areas outside the city gate as the name alludes; 'Vester' - the western and 'bro' - the paved. Vesterbro's location made the area an obvious choice for new construction, with the purpose of housing the many immigrants hence the industrialization. For many years, Vesterbro was the center of the trade of cattle and meat. The Brown Meat City was built in 1878, and the area housed cattle barns, sheep pens and sales halls. The area was later expanded with the White Meat City and was built in 1931-1934. The area developed of having

a status as a rural suburb of Copenhagen towards a densely populated working class area. Population grew from 2000 to 65.000 within 50 years. The high demand for apartments has resulted in speculative construction. The apartments were cramped with slums and poverty abounded. Vesterbro continued to have its tarnished reputation as an entertainment and temptation district. [Dengsøe 2006]

The economic boom in the 1960's meant a shift in population and those who could afford it moved to the suburbs. A new wave of immigration from abroad took place at this time. The neighbourhood's affordable apartments attracted students, and immigrants from foreign countries, and meant an increase in marginalised groups populating the area. [Den store danske 2011] In 1959, the parliament adopted the sanitation law (Saneringsloven) with the purpose of reorganization of unhealthy neighbourhoods. Many of the apartments were renewed with the slum clearance law in 1969. In the late 1980's, Vesterbro was still one the areas with the poorest conditions concerning basic amenities such as central heating, toilet and bath.

Since the early 1990's, the district of Vesterbro has undergone a thoroughly and massive revitalization. The infamous red light district and former working-class neighbourhood in Copenhagen, has undergone a huge development due to the ambitious urban renewal project and local regeneration. This has changed the area radically the past 20-30 years. [Københavns kommune n.d.a]



ill. 3 Kødbyen anno 1914

The meatcity was the center of the trade of cattle and meat for many years. In 2007, the meat city was appointed as a 'national industrial heritage' by Kulturstyrelsen (The Heritage Agency). [Københavns kommune n.d.a] and has been transformed into a vibrant scene for new-coming artist, organic restaurants and art galleries.

Learning from Nørrebro

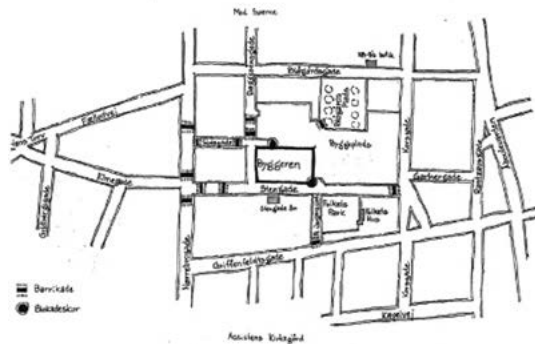
Site Analysis

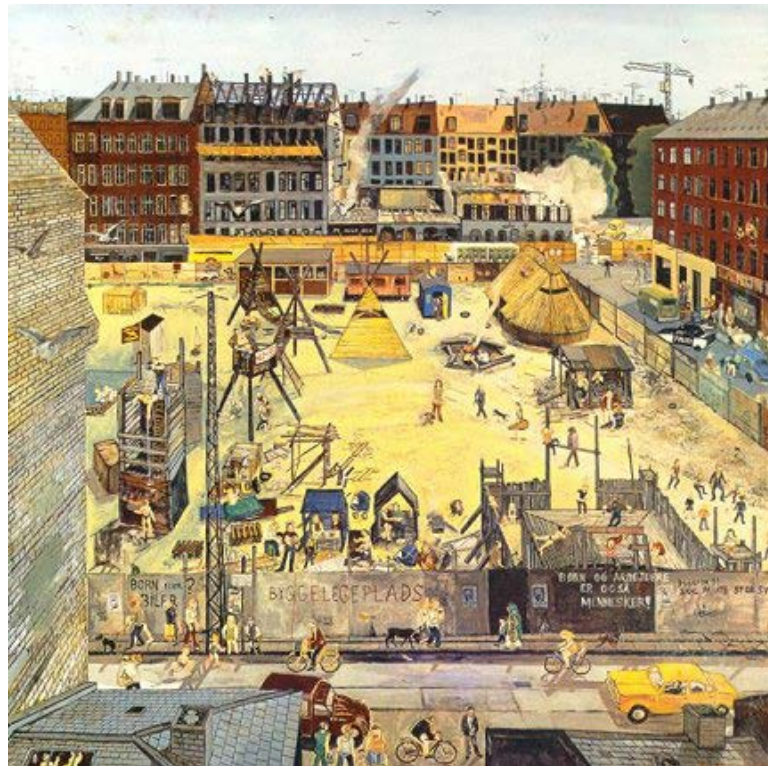
In the 1960's, 1970's and early 1980's, the redevelopment where plans usually meant extensive demolition of building and in several cases total clearance. The plans were initially carried out without the resident's involvement, prompting extensive resident protests. Nørrebro is a clear example of social exclusion, here the demolition of existing buildings were either replaced by new developments or left vacant for recreational use pursuing former residents to seek elsewhere. [Dengsøe 2006]

An example is 'Byggeren'. 'Byggeren' was an urban playground in the middle of the densely populated neighbourhood the 'Black Square' (Den sorte firkant) in Nørrebro, Copenhagen. 'Byggeren' was established on an empty lot by local initiative with help from the municipality. The place became very popular, but the municipality had only seen the project as temporary before future redevelopment of the site. In April 1980, the municipality conducted a clearing of the urban playground, but the users of the area were not prepared to give up without a fight, - resulting in one of the largest police action in many years. Eventually the police declared a state of emergency and the municipality executed their plans. [Larsen 2012 pp.16-18]

Byggeren became the symbol of the opposition between the residents of Nørrebro and the municipality. The municipality realised the negative

consequences of the ‘top-down’ approach used in Nørrebro, which meant that the municipality adopted the urban renewal plan with the aim of involving the inhabitants on Vesterbro in the planning and implementation process, - the so-called social dimension. The municipality succeeded in creating a more gentle redevelopment process in Vesterbro, which has led to a more inclusive planning process by increasing the involvement of the residents in the debates. Besides the consideration towards the ‘social dimension’, the urban renewal plan has included the modernisation of buildings and public spaces. Vesterbro has been reinvigorated. Very few buildings have been demolished; the facades are being refreshed and apartments renovated and upgraded to standard needs instead. [Den store danske 2013]





ill. 4-5 Byggeren an urban playground on Nørrebro

Urban Renewal

Site Analysis

Neighbourhood renewal is an effort supported by the state and Copenhagen municipality focused in high-risk urban areas and in areas in the city where urban spaces, roads and buildings need to be restructured and modernized. Copenhagen municipality has appointed six areas in Copenhagen: Fuglekvarteret, Skt. Kjelds Kvarter, Sundholmskvarteret, Gl. Valby, Husum and Central Vesterbro. The endeavour is, in cooperation with local citizens and stakeholders, to start a dynamo for a positive development by making it an attractive neighbourhood to use, work and reside in. [Københavns kommune 2013]

The municipality have pointed out eleven physical focus areas to be renewed, six in Vesterbro Vest and five in Vesterbro East (see appendix). Copenhagen municipality have allocated 60 million kroner to the neighbourhood renewal of central Vesterbro, which supports projects concerning renewal streets, buildings, public spaces as well as temporary and cultural projects. At the same time, the goal is to create a positive development by increasing social and cultural activities, by focusing on creating a neighbourhood with common features that are socially inclusive rather than private spaces. The project extends from 2011-2017. [Københavns kommune 2013]

NEIGHBOURHOOD
RENEWAL AREAS

Skt. Kjeldskvarter

Husum

Inner Nørrebro

Gl. Valby

Central Vesterbro

Fuglekvarteret



ill. 6 The map above illustrates the six areas neighbourhood renewal in Copenhagen

AREAS UNDER
DEVELOPMENT

Kødbyen (Meat packing district)

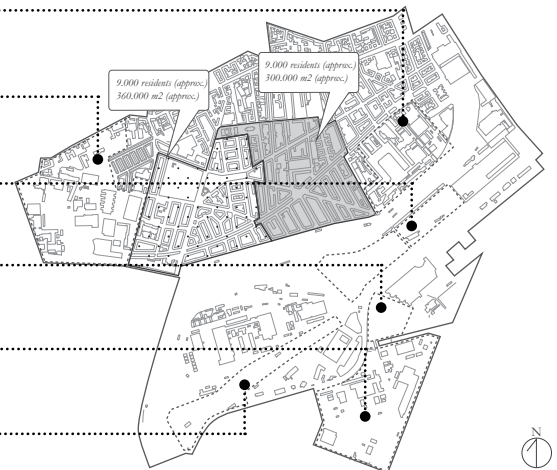
Carlsberg

Kalvebod Brygge

Cirkus grunden

Engbave Brygge

Otto Busses vej



ill. 7 Vesterbro has been and still is undergoing a huge revitalisation development. The map shows the neighbourhood renewal area, Vesterbro East and West as well as other areas in Vesterbro which are under development

Genius Loci

Site analysis

Vesterbro is characterized by a complex socio cultural composition, where junkies and prostitutes lives side by side with students, artists and newly established families. The reinvigoration of the area has resulted in trendy cafes, 'hipsters' with moustaches, the street festival Distortion, the Meat city as a creative platform and café lattes.

Although there remains debate on how and how much prostitutes and drug users should be helped, there is generally a perception of embracing the different socio cultural layers in Vesterbro. Vesterbro has a strong local community and many resourceful residents. This can be experienced in the many voluntary organizations such as 'Gang i Gaden' and Settlement who creates types of events where the profit goes to helping the weaker socio cultural groups in Vesterbro. "*Plads til alle*" og "*Plads til forskel*" meaning room for all and respect for diversity as well as a feeling of 'here we are together' characterize the self-image of Vesterbro.



ill. 8-13 The diversity in Vesterbro

Building Characteristics

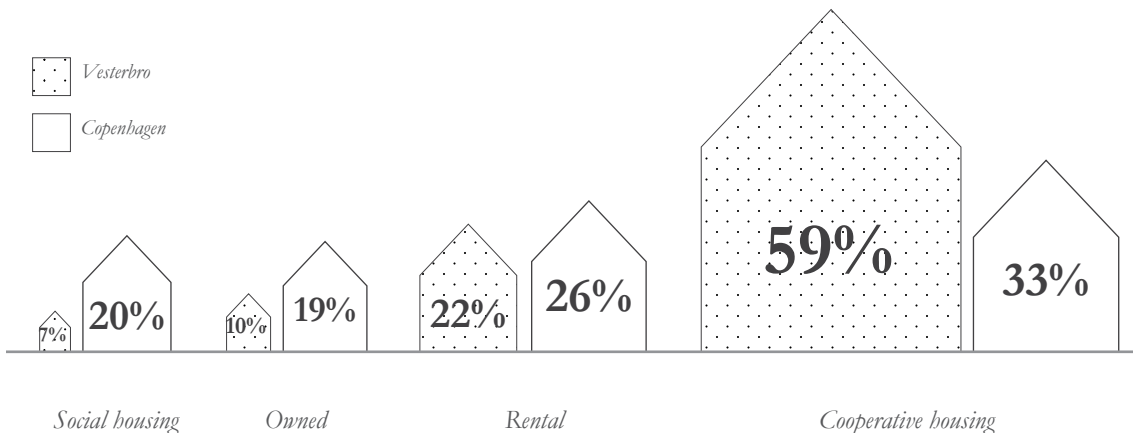
Site analysis

Hence the industrialization, Vesterbro was established the 1900 to house the many workers; therefore the area is characterized by the same building typology. The area consists of brick structures, where most of the buildings are blocks surrounding a shared courtyard.

Vesterbro's housing type in terms of ownership was strongly influenced by 1900s co-operative movement. Over 50% of Vesterbro homes are cooperative housing. The idea of co-operative was originally launched as a response to the Copenhagen miserable housing conditions where it simply was not healthy to live. The primary objective was to encourage the

individual members' economic interests and solidarity and unity was a predominant driving force. The idea of a housing cooperative was particularly popular among the workers who laid percentage of their salary from the union, and in a few years they were then entitled to live in one of the listed houses.

The revitalisation of Vesterbro has been established with a strong consideration to the historical aspect and the existing building features. The blocks define the infrastructure and connections in the area, as it has been a desire from the municipality to keep the existing street- and block structures in the Vesterbro, to secure the areas characteristics. [Saaby 2014]



Haderslevgade



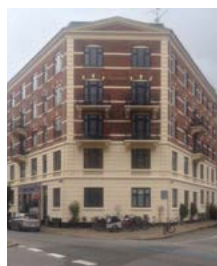
no. 27



no. 29



no. 31



no. 39



no. 33-37

Enghave Plads



no. 14

Istedgade



no. 142



no. 90

Sdr. Boulevard



no. 88-90

Heilsgade



no. 5

Vesterbrogade



no. 66-64



no. 56-52

Ny Carlsbergvej



no. 47-49

Skydebanehaven



no. 8-12

Dannebrogsgade



no. 24

ill. 14- 29 Housing Facades in Vesterbro

Infrastructure and Program

Site Analysis

Program

Despite the fact that Vesterbro has markedly changed the last years, the area is still known for the noticeable sex trades in the streets, porn shops, pushers and drug addicts which especially is concentrated around the inner Vesterbro. Vesterbrogade and Istedgade are the two main arteries, which goes through the area and are versatile shopping streets. Istedgade has evolved from being known only for sex and drug trades to a street with unique shops, upcoming Danish designers and artists, Near the Central Station there is still a high concentration of hotels and you still find prostitutes, sex shops and drug addicts occupying the area especially around Halmtorvet. From the two main streets small shops and cafes have spread into the surrounding side streets. Along the waterfront new buildings have been established and large office domiciles and the shopping centre Fisketorvet dominate the harbour front.

Infrastructure

Vesterbro's latest traffic and urban plan was approved in 2003 with the desire to improve the area and accommodate the needs of pedestrians and bikers.

"Vesterbro must be a living vibrant district where it is not the urban spaces that adapts to the traffic, but the traffic that gently adapts to the urban spaces." [Københavns kommune 2003]

The plan has had a positive impact in Vesterbro. More and better conditions for cyclist and pedestrians have established in order to accommodate the many users. One of the big changes, which have taken place, is the transformation of the street Sønder Boulevard into a recreative park with better facilities for cyclist and pedestrians.

Vesterbro is currently undergoing major infrastructural changes due to the extensive construction of two metro stations. Also at present time the production of the new traffic and urban plan of Vesterbro until 2024 is being discussed.

MAIN STREETS

Vesterbrogade

The main artery through Vesterbro connecting west (Frederiksberg) and east (Inner City). A very busy street with a lot of shops and restaurants.

Istedgade

The main street through central Vesterbro. The street is known for being the red-light district as well as an area with trendy cafés and shops.

Engshavevej

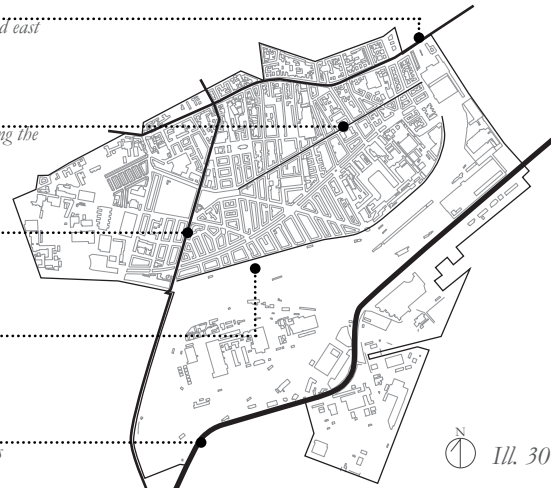
The main street connecting north and south. A quite trafficked street mostly used as a pass-through for bikes and cars.

Ingerslevgade

Street connecting from north to south to the Inner City. The street is mostly used by cars.

O2

Signposted as the primary route in Copenhagen. The ring road connects 'brokvartererne', Frederiksberg and Inner City



PUBLIC TRANSPORTATION

Bus 3A

Main bus connection connecting the districts from the north, Nordhavn to the south, Sydhavn

Central Station

Copenhagen Central Station connecting S-train and regional trains

Cykelslangen

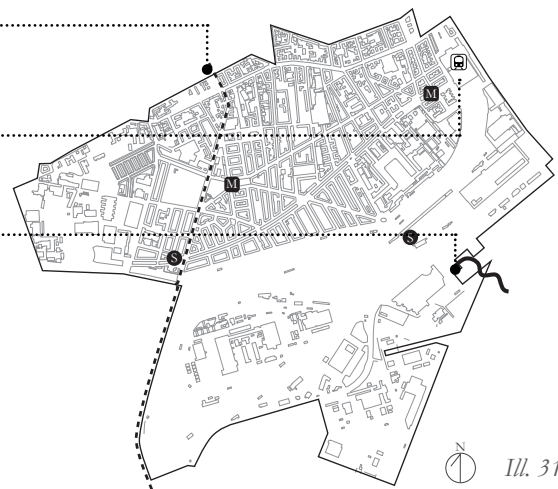
Newly established bikeroite connecting Islands Brygge, Amager and Vesterbro

S-Train

Engshave Station and Dybbølsbro Station, S-train stations connecting the suburbs of Copenhagen

Metro

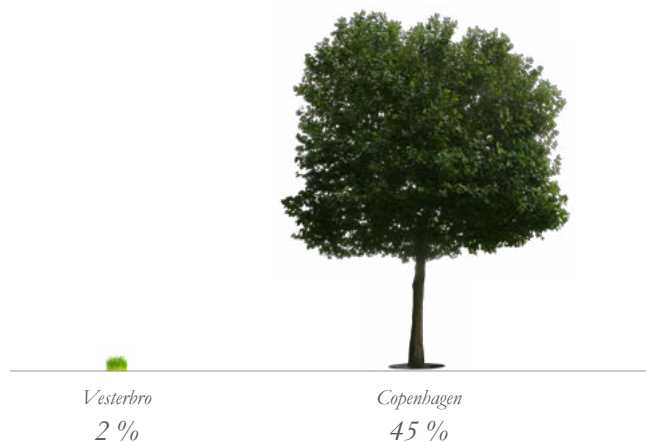
Future metro stations: Engshave Plads and Sønder Boulevard (under construction)



Green Structures

Site Analysis

Vesterbro, is one of the areas in Copenhagen with the least square meters of green areas per. capita only 2 m2. [Chaabane 2014] Green areas as Enghaveparken, Skydebanen, Enghave Plads, Sdr. Boulevard and smaller green areas are therefore extensively used. The urban renewal of Vesterbro has meant that some of the block buildings with shared courtyards (karré) have been upgraded, nevertheless many of the courtyards in Vesterbro are still not renovated and therefore people frequently use the public spaces.

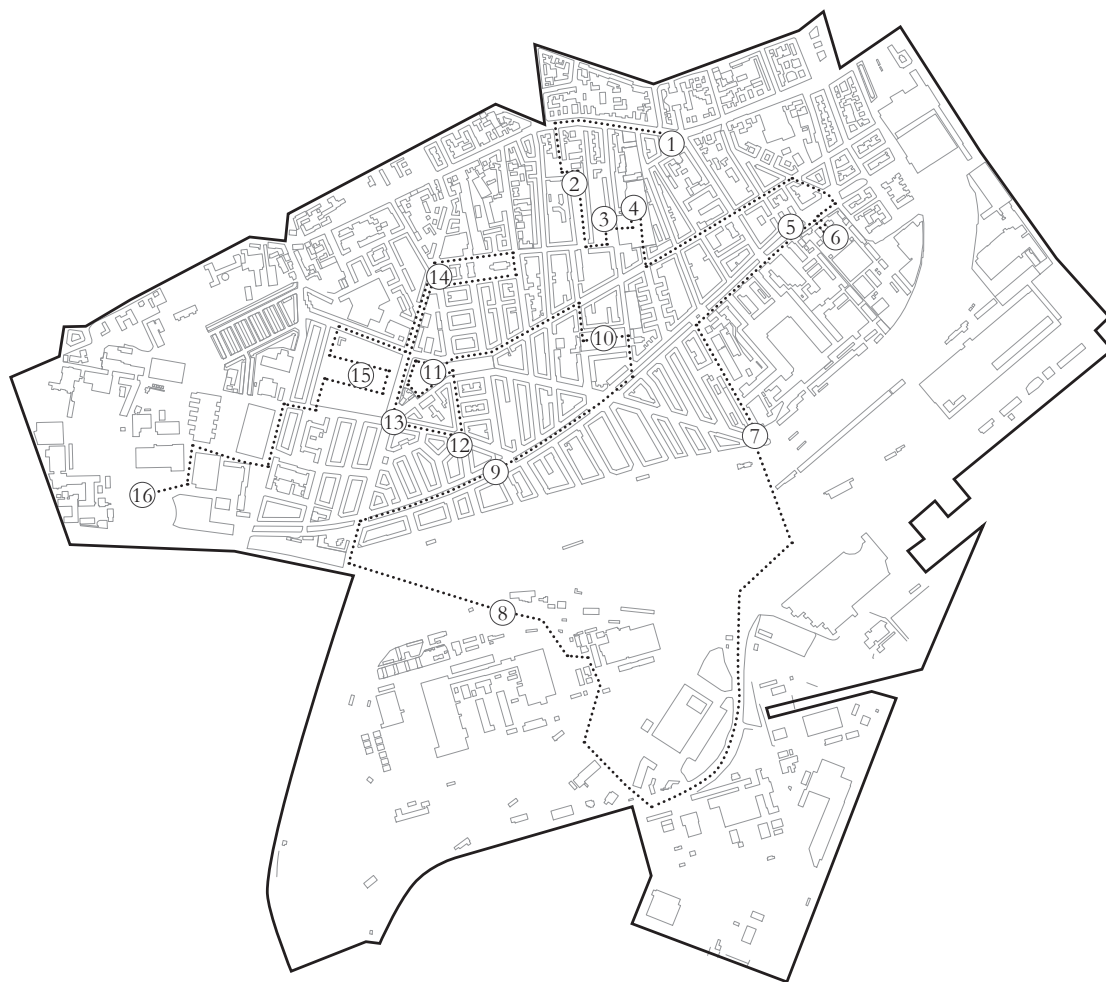




ill. 32-33 Green areas in Vesterbros surrounding environment

Visiting Public Spaces

Site Analysis



ill. 34 Map of the route made when visiting the Public Urban Spaces in Vesterbro



ill. 35 The very popular skating area among children at Enghave Plads

	1. Vesterbro Torv	2. Saxoparken	3. Otto Krabbes Plads	4. Skydebanehaven
ABOUT	<p>The triangular public square is located between Elias Chruch, Vesterbrogade and Gas-værksvej. The square has benches, a large tree, fountain and is table and chairs used by the cafés.</p>	<p>The area is placed in-between residential blocks. The area is a green oasis for the neigh borhood's children and youth with an awarded nature workshop and creative playground.</p>	<p>The park lies between Saxoparken and Skydebanen. The urban park has walls and plateaus in varying heights, benches and a vertical garden growing on one of the building facades.</p>	<p>The quit large area is a well-attended playground for kids. As the name alludes it was formerly a target archery for the Royal Shooting Society (Kongelige Københavnske Skydeselskab) for the Danish Brother-hood (Det Danske Bro-der-skab), but became a public park in 1947.</p>
PROGRAM	 <p><i>A pass-through area, cafés, public benches</i></p>	 <p><i>Playground, nature workshop</i></p>	 <p><i>Walls, plateaus, benches and green areas for play and hang-out</i></p>	 <p><i>Different playgrounds, benches</i></p>
USERS	 <p><i>A pass-through area, café guests, public gatherings</i></p>	 <p><i>Children and kids</i></p>	 <p><i>Parents with children, dog-walkers</i></p>	 <p><i>Children and kids</i></p>

5. Halmtorvet	6. Onkel Dannys Plads	7. Yrsas Plads	8. Otto Busses Vej
<p>The area is located next to the meatpacking district. Prior the area was the used for trading hay and straw, - therefore the name. The area use to be an area for drug trad, but after the reinvigoration the now have cafés, green areas and a weekly flea market</p>	<p>The public square is placed in the brown meatpacking district. The square was named the day the author Turèll would have been able to celebrate his 60th birthday. The area host different types of events such as: flea markets, street festivals and music festival</p>	<p>A newly established junction to ease the traffic and accommodate bike users. The square and the name is not officially, but has been named by the locals after the daughter of the man who build many of the surrounding buildings</p>	<p>The almost secret piece of land located centrally i Vesterbro has grown wild. The area was the former staff housing area for employees at the track, the area now function as garages for DSB trains</p>
 <p><i>Cafees, fountain, Temporary different events</i></p>	 <p><i>Temporary different events</i></p>	 <p><i>Transit area with benches, bikeparking, restaurant</i></p>	 <p><i>Green grown wild</i></p>
 <p><i>A mix of users beerdrinkers and drugaddits and other</i></p>	 <p><i>Creative souls and other interested</i></p>	 <p><i>Everyone</i></p>	 <p><i>Very few use this hideen spot</i></p>

	<i>9. Sønder Boulevard</i>	<i>10. Lithauens Plads</i>	<i>11. Enghave Plads</i>	<i>12. Liva Weels Plads</i>
ABOUT	A street where the carriageway was transformed in 2000-2003 into a 1,3 km recreative urban stretch with green areas and playgrounds. The area has become popular area for social meetings.	The area is placed centrally in Vesterbro and is at present time under development. The area is to be transformed into an area that can accommodate a wide range of users with and urban garden, play area and hang-out	The urban park offers different activities with skating ramps, ball gage, dog area and Denmarks longest beer bench. At present a large part of the area is under metro-construction.	A calm urban space with small green hills surrounded by the residential buildings, which almost seems secret. The square is named after the singer and actress Liva Weel.
PROGRAM	 <p><i>Ball gage, benches, green areas</i></p>	 <p><i>Large ball area and an overgrown square</i></p>	 <p><i>Skating ramps, ball gage, dog park, beer bench</i></p>	 <p><i>Benches, bikeparking</i></p>
USERS	 <p><i>Everyone (different activities attract different users)</i></p>	 <p><i>Teenagers and children</i></p>	 <p><i>Children and teenagers</i></p>	 <p><i>People from surrounding buildings</i></p>

13. Cirkeline Plads	14. Tove Ditlevsens Plads	11. Enghave Parken	15. J.C. Jacobsens Have
A newly established junction to create better bike traffic flow, also a small urban square with benches and an urban furniture - giant matchsticks to sit and climb on.	A square named after a Danish author, which is placed along the busy Enghavevej and Tove Ditlevsens skole. Together with the outdoor area of the schools the area is under development.	Public park in neoclassical style with an avenue system that divides the park into three areas, two flower gardens and a water garden. The park was opened to the public in 1929	In 2008 Carlsberg Breweries moved their beer production and the former industrial site with and park was opened to the public. The area offers a green park and newly established playground and activity forest
			
<i>Giant matches to sit on or climb</i>	<i>Public square with few green elements</i>	<i>Park with fontaine, flower-gardens, benches and a scene</i>	<i>Park, playground and climbing forest</i>
			
<i>The area is used for flow and a area to play</i>	<i>Used for flow and not for stationary activities</i>	<i>Everyone</i>	<i>Teenagers and children</i>

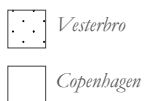
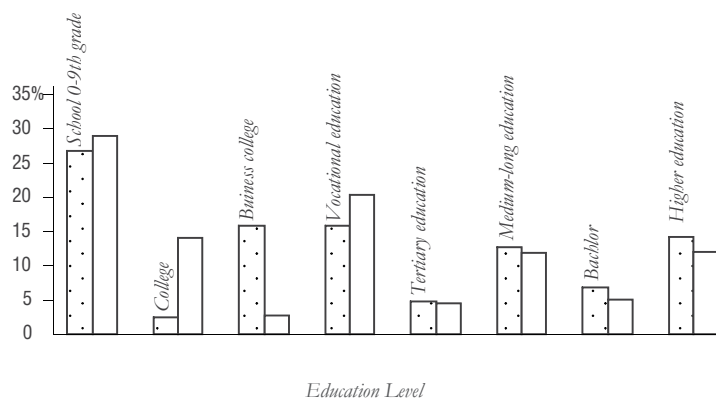
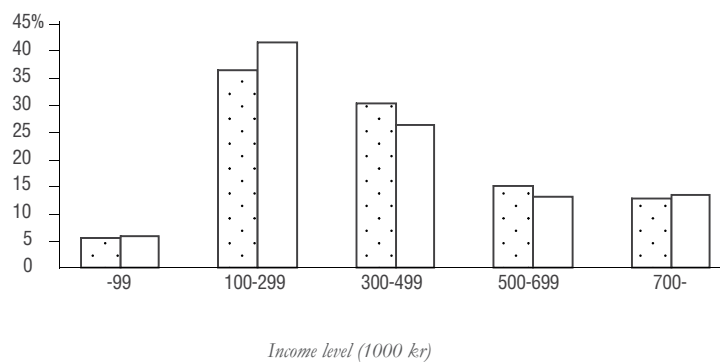
Site Analysis

Income & Education

There has been an apparent upgrade of the Vesterbro due to the urban renewal program. This has had a major impact on the demographic composition and the previous years, the demography of the area have changed markedly.

Prior the area was known for it's cheap accommodation and attracted students and social vulnerable people who could live both centrally and affordably. The revitalization had resulted in those once students could continue living in the area after finished studying and starting to establish families.

One of the goals with the urban renewal program was to stabilize the demographic composition. Seen from a socioeconomically point of view, Vesterbro is now following Copenhagen's socioeconomically level according to education level, employment and income. [Center for byudvikling, Københavns kommune 2010]



ill. 68-69 A comparison of Vesterbro's and Copenhagen's (in general) income level and education level

Site Analysis

Age

Vesterbro has a reputation for being the youngest town in Denmark. Vesterbro was prior an area, which housed a lot of students due to the cheap accommodation. Vesterbro is still a 'young' neighbourhood, as the area has become a popular area for music venues, upcoming artist and trendy shops, which appeals to the younger generation, therefore the concentration of people in the age 20-39 is this the most dominant, as this latter also have started to establish families. There is also seen an increasing number of children in the area. When reaching the retirement age, you experience a drastic decrease from the age of 60 and up. [Center for byudvikling, Københavns kommune 2010]



Age 0-19

19 %



Age 20-39
50 %



Age 40-59
22 %



Age 60-79
8 %



Age 80-up
1 %

ill. 70-74 Distrubtion of peoples age in Vesterbro

Conclusion

Analysis

Earlier, many people moved away from Vesterbro when they established a family due to the small and poorly equipped apartments. The limited recreative spaces were also a concern. Due to urban renewal strategies started in 1991 Vesterbro has undergone a huge development and the socio cultural layers are shifting. The renovated apartments have increased property prices attracting a new set of people. Many families have chosen to settle in Vesterbro, and the district today is very mixed - containing everything from drug addicts and prostitutes to students and families with children. Still, Vesterbro is the district in Copenhagen with the least recreative and green spaces per square meter per inhabitant. [Chaabane 2014] Especially the latter group has created a need for better public spaces and green areas, safe streets and playgrounds.

Vesterbro has the reputation for being a trendy area where you can discover up-coming designers, music venues and hipster cafes. The area has changed tremendously but nevertheless you still find footprints from the tarnished reputation as a temptation district, as well as a variety of multi-ethnic shops influenced by the 1960's immigration from abroad. A central challenge in the urban renewal project is to create coexistence between different socio cultural groups. The complex socio cultural layers found in Vesterbro have its charm, but also its challenges.

The experiences learned from Nørrebro, meant that Copenhagen municipality set a new agenda for the urban renewal strategies in Vesterbro. Instead of the demolition of buildings, the area was thoroughly renovated, but most important was how the social dimension was approached in order to prevent the relocation of people. The inclusive behaviour and the saying 'Plads til forskel' and 'Plads til alle', meaning room for difference and for everyone is the unique entity of Vesterbro. Vesterbro also has a strong local community with a broad range of volunteer organizations.

The idea of co-operative housing quickly became a success and continues to live in the best of health and is the most dominant housing type in Vesterbro, although the basic idea of solidarity can be difficult to spot. This housing types means a large part of the residents own their homes, which means they have affiliation to the area and a direct influence on the future development. The shift from cheap and poorly equipped private rental housing to expensive private housing cooperatives has had a direct influence on the demographic composition as this has attracted a new set of people to the area, whereas a variation in housing types, size and ownership makes it possible to accommodate different social groups.

Vesterbro has very few free square-meters per capita,

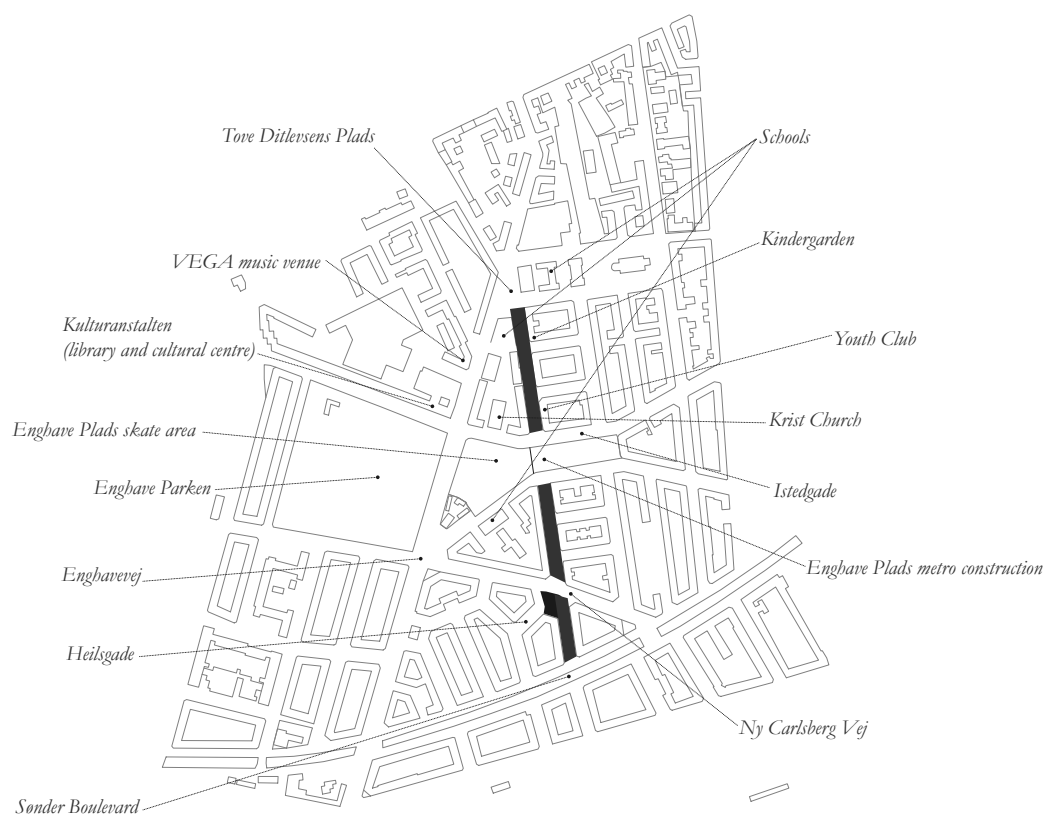
so it lacks recreational spaces. Therefore it is necessary to use empty spaces functionally for recreational use. The demographic composition has changed, former student have started to establish families on their own resulting in an increasing number of children in the area. This requires a new set of facilities that appeal to children, youngster and the elderly. Children, youngster and students have good influence on a vital city life as they actively use the cities facilitations.

Throughout the analysis it has been noticed that the change in the demographic composition in Vesterbro has increased the value in different scenarios for public use by different types of people. The initial analysis led to the idea of looking closer at one of the appointed urban renewal areas; Haderslevgade. As it was found interesting that the long street goes through a large part of Vesterbro East and connects different urban spaces, but at present time has very anonymous expression.

Understanding the site

Area Analysis

To get an understanding of the current situation and impression of the project site and its context, the area have been visited several times and at different hours of the day. Before the analysis, a set of parameters were defined beforehand. Some were found through an empirical approach and some needed to be registered on site through a phenomenological analysis. The site analysis includes a description of the areas by defining location, program, materiality, users and atmosphere.



ill. 75 The stretches' near context



Haderslevgade

Area Analysis

Theme: The forgotten Street

Program: A connection, car parking, few shops

Atmosphere: Anonymous, quiet, forgotten

Length: 500 metre

Haderslevgade is located in Central Vesterbro, east. Haderslevgade is a street that stretches from Sønder Boulevard, south to Frederiksstadsgade north. Ny Carlsberg Vej, and Istedgade disconnect the street, as do the temporary green metro fences at Enghave Plads. The street bypasses four public squares: Sønder Boulevard, Liva Weels Plads, Enghave Plads and Tove Ditlevsens Plads.

Residential buildings embrace the street with two driving lanes and car parking placed alongside the pedestrian path. The street has a very quiet atmosphere with few pedestrians, bicycles and cars. It almost seems as if the street has been forgotten and doesn't encourage longer-term stay. Only few cars driving on the street, few bicycles and pedestrians use the entire width of the street as a shared space instead. The street is characterized by being a comprehensive asphalt area with cars parked along the building facades. By having observed the street at different hours of the day it has been noticed that there are a great number of unused parking spaces.

The street is divided into three stretches by two intersecting streets and Enghave Plads:

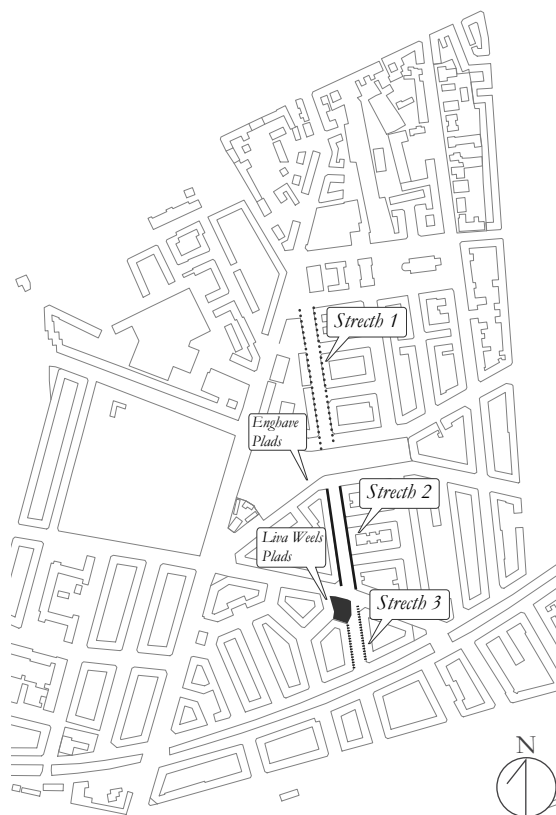
Stretch 1: The street connects the public square Tove Ditlevsens Plads and Istedgade. By Tove Ditlevsens Plads are Matthæusgade School and Eng School located. Alongside the street are a kindergarten, a youth club and children's playground.

Enghave Plads: Haderslevgade is continued on the other side of Istedgade by crossing the public square Enghave Plads. Due to the establishment of a future metro station, it is not possible to cross the square as green veneer sheets delimit the area.

Stretch 2: The street connects Enghave Plads and Ny Carlsberg Vej. In the buildings nearest Enghave Plads were different shops and cafés, which are situated on the bottom floors.

Stretch 3: The street connects Ny Carlsberg Vej, the urban square Liva Weels Plads and the urban park Sønder Boulevard. No programs are placed on this stretch.

Despite Haderslevgade's central location in between city life, education, culture and shopping, it is a neglected space in the city where the public character is not very well utilized. The space is very introverted and do not relate to the surrounding functioning areas.



ill. 76 Showing the the areas location

Potential

The unique thing about Haderslevgade is that the street actually connects four urban areas as well as the future metro station at Enghave Plads. Through the analysis a potential in using the street to construct better connections was observed. A bike and pedestrian friendly route from west to south have been established in Sønder Boulevard close by and Haderslevgade has the opportunity to create a similar route in order to ease the traffic on Enghavevej where the traffic going south and north now mainly is concentrated.

The width of Haderslevgade is much larger than necessary to accommodate the local traffic, there is therefore a potential in thinking spatial delineation of the street by using the width of the street and see it as a coherent development surface to oppose the street's anonymous expression. Also the length gives opportunities to create urban spaces for different socio cultural groups through altered design. The size and location of the street gives a great opportunity to activate Haderslevgade and create a continuous route between the urban spaces in the neighbourhood, with the intention to transform the stretch into a public space, which invites to both pass-through and stay.



*ill. 77 A view from Enghave Plads towards Ny Carlsberg Vej.
The street seems long and anonymous with cars parked along the building facade*



ill. 78- 81 Only few shops, creative offices and cafes invites you to visit the street



ill. 82 The intersection between Haderslevgade and Ny Carlsberg Vej seen from Liva Weels Plad



ill. 83 Green fences disconnects Haderslevgade



ill. 84 A view across the metro construction site



ill. 85 Connection before the metro construction

Liva Weel Plads

Area Analysis

Urban Square

Theme: A peaceful break

Program: Two benches, green hills, bicycle parking

Atmosphere: Quiet, peaceful

Area: 1000 m²

Liva Weels is an urban square that lies in the junction of Ny Carlsberg Vej, Haderslevgade and Heilsgade. Five story high brick buildings embrace the square creating a peaceful corner in the bustling Vesterbro. The building's orientation towards the square, gives the feeling of a private courtyard and not a public square. The private character gives the square a quiet and peaceful atmosphere.

The square is covered with cobblestone and is characterized by a large Linden tree and an organic landscape created by the bunkers from the Second World War. The bunkers are covered with grass and appear as small hills in the urban landscape, which divide the square into smaller spaces. A down-worn and overgrown expression dominates the look of the square. The bunkers are randomly planted with a mixture of grasses and shrubs, which bears witness to a low maintenance level. The bunkers are steep and the traces from dogvisits makes the hills uninviting for stay; even though footpaths testify that the some have climbed the hills.

The square's private character makes very few aware of the square, therefore the square is mainly used by the surrounding residents or otherwise primarily used by others for crossing. For the outsiders, you feel as you are trespassing an invisible boundary of privacy, which does not make you want to stay in the square.

In general the square does not invite for stay, only two of the classic green Copenhagen benches are, seemingly randomly, placed at there. Bicycle parking is placed in the one corner towards Haderslevgade. It is stuffed with bicycles, again seeming very unplanned. In the corner of the square towards Heilsgade the locals together with the project 'TagTomat' [tagtomat 2014] have established a temporary allotment garden.

Potential

This almost secret urban space creates the opportunity for a quite break in the lively Vesterbro. Therefore there is a vast potential in revitalizing the urban square and making it more attractive both for the surrounding residential buildings but also for the outsiders. Also building on the idea of making use of the area for allotment garden for Vesterbro's residents is seen as a potential.



ill. 86 View towards Sønder Boulevard



ill. 87 Allotment garden towards Heilsgade



ill. 88 Green Copenhagen bench



ill. 89 View from Haderslevgade (stretch 3)



ill. 90 Panorama view over the square, viewing Haderslevgade, Ny Carlsbergvej and Heilsgade

Theory

Introduction

The aim of the theoretical framework and discussion is to gain knowledge that can be used in the further design process and simultaneously to use the theoretical basis for a discussion of the final design. This section looks at theories in contemporary urbanism. Throughout the section the importance of urban public space as a generator for more and better social city life is addressed and how the urban spaces can function as a place for meeting and social exchange across socio cultural differences.

The human dimension

As we saw in the case of Nørrebro in the 70s and 80s, earlier city transformation projects were carried out in a top-down manner, without too much concern or regard for the local population, or their wishes. This way of thinking was the norm in city planning and urban design from in the post war era.

From the 1960s and onward, changes started to take place, and the perspective of the local population was brought to attention. Jane Jacobs was one the pioneers in this field. She opposed the projects led by Robert Moses, one of the advocates for the highway centred metropolitan projects, that took place in the 1950s and 60s. Her book *The Death and Life of Great American Cities* from 1961 introduced sociological concepts such as "social capital" and argued that the average city-dwellers needs were being neglected [Jacobs, 1961].

Jan Gehl is a Danish architect who has spent a generation studying our behavioural patterns in cities and have developed various strategies to improve life in the city insisting on a humanistic perspective in the planning and design of new urban spaces.

Gehl argues that throughout history cities have been designed for people, but at some point along the way we forgot. Gehl explains that the post-war city planning has been carried out with no or little consideration to the people using the spaces and holds the academically educated planners responsible for this [Gehl 2006a].

"The human dimension was the forgotten dimension. The planners overlooked the fact that the way they built on, had a great influence on whether people wanted to be out, and you ignored the fact that it actually means something that people meet each other." [Gehl, 2010a]

Gehl opines that the human dimension is a necessity in any new planning articulating that good architecture falls between life and form and must also be perceived from the human scale.

In his book *Cities for People* [Gehl, 2010b], he criticises the planner's approach of designing from the top. Instead, the planner must remember that the urban landscape is experienced first and foremost at the speed of walking, underlining the importance of designing from the bottom up. Giving an example of

I “man is man’s greatest joy

Jan Gehl (Hávamál)

Brasília, the capital of Brazil he explains that eye level and the life between the buildings were forgotten.

“From the air it’s very interesting. It’s interesting for a bird or eagle. From the helicopter view, it has got wonderful districts with sharp and precise government buildings and residential buildings. However, nobody spent three minutes to think about what Brasília would look like at the eye level.” [Gehl, unknown date]

For Gehl, not only the scale of planning, but also the materials used and the elements present, along with location’s historical and cultural features have a significant spatial and social importance. In his book ‘Life Between Buildings’, Gehl elaborates on these elements, showing how the physical environment has a strong influence on the quality of life in our cities. He illustrates how we conduct ourselves in cities and how our senses and movements respond to the urban environment, opining that people are very sensitive to the quality of the urban environment.

Well-functioning public spaces are more than just the physical frames; Gehl speaks of an empathetic urban planning approach accentuating the importance of the encounter between people. Gehl quotes a 1,000-year-old Eddic poem by Hávamál, “man is man’s greatest joy”. People are the cities biggest asset for better urban life and are an essential foundation for a vibrant and positive development of the urban

environments [Gehl, 2006a].

From a historical perspective the city’s public spaces have always functioned as an arena for encounters and served as a place to meet and gather. As a humanist advocate of urban space Gehl interprets that good urban space is something more than being aesthetically beautiful or ugly postulating that good urban space is also a platform for democracy and social exchange.

“If there is life and activity in the city space, there are also many social exchanges”. [Gehl 2006b]

In ‘Det nye byliv’, Gehl speaks of the city as a ‘democratic meeting place’, where public spaces are informal and democratic arenas, which allows variation and access to all social groups in society [Gehl 2006b].

“City spaces have the life that gives people the opportunity to meet.” [Gehl, 2010b p. 23]

“The variety of people in urban spaces is one of the preconditions for a tolerant city, and a tolerant city is a good precondition for a democratic city, a city that tries to invite all inside.” [Gehl, 2006b p. 86]

Working in a vibrant urban setting as Vesterbro where the relationship between people and public spaces

are intertwined, Jan Gehl's thoughts of city life are found highly relevant to the project, especially the observation of the public spaces as a democratic arena to strengthen people's relationship towards the city and one another.

Public Space/Domain

Maarten Hajer and Arnold Reijndorp has addressed the subject of creating successful public spaces in their book 'In search of new public domain'[Hajer & Reijndorp, 2001] . Here, they raise interesting and alternative points of view in their discussion of public spaces as public domains not only for meeting but for human exchange across diversity. It is the experience taking place, rather than the specific place that defines the term.

To prepare for these experiences to take place, Hajer and Reijndorp proposes a toolbox of 3 planning strategies. The strategies are *theming, compressing and connecting*. This translates into designing public spaces that have meaning for a specific groups of people, place spaces in close proximity to each other and to have a scheme regarding the order of them. Thus, the spaces provided attracts people from different interest groups creates an exchange between them.

"Public domain requires a certain diversity in the spaces that people from different backgrounds, and with different interests, all can attach a positive value to the shared

experiences that can take place in these spaces." [Smith 2013]

We define "public domain" as those places where an exchange between different social groups is possible and also actually occurs." [Hajer og Reijndorp, 2001 p.11]

Successful public space does not call for spaces shared by all members of society. Rather, it comes from the experience of different views and lifestyles provided by the proximity of other spaces in a well planned chain of public spaces.

"Public domain as a sphere or exchange and confrontation in society presupposes the mutual proximity of different spheres much more than the fully shared use of one and the same space. ... The core of successful public space thus lies not so much in the shared use of space with others, let alone in the "meeting", but rather in the opportunities that urban proximity offers for a "shift" of perspective: through the experience of otherness one's own casual view of reality gets some competition from other views and lifestyles." [Hajer og Reijndorp, 2001 p. 89]

Landscape Urbanism

The American landscape architect James Corner refers to traditional urban design's "perceived inability" to deal with urban change and contemporary environmental conditions as the background for the rise of the term

'landscape urbanism' The traditional approaches struggles to address the complex intersection between "automobile-based urbanization" and the post-industrial society's ecological challenges [Corner, 2011, p. 21]. Corner's view is that human, nature and the urban environments can be intertwined. He explains that landscape urbanism is a processual dynamic force, which has the opportunity to be an element in the urban context to construct natural and visual connections. He sees the importance of studying the history and prior processes of the site to introduce new processes and designs that are rooted in the given context and history.

"It marks dissolution of old dualities such as nature-culture, and it dismantles classical notions of hierarchy, boundary and centre. Perhaps most importantly, it marks a productive attitude towards indeterminacy, open-endedness, intermixing and cross-disciplinarity. Unlike the overly simplified view of the city as a static composition [.....] landscape urbanism views the emergent metropolis as a thick, living mat of accumulated patches and layered systems, with no singular authority or control." [Corner, cited in Laursen, 2013, s. 12]

Thus, city planning must be seen as an endlessly complex, multilayered process. In this context the term landscape, understood as something that changes over time under the influence of natural and social

forces serves as a better platform for understanding the city than more static approaches.

As described in the analysis, the project centres on Haderslevgade in Vesterbro, which connects such different urban elements and social spheres as schools, park areas, coffee shops, public squares, playgrounds and the 'Red light district' of Istedgade. In the project landscape urbanism is used as a method to challenge the traditional perception of landscape and the urban environment as opposing entities. James Corner speaks of how the landscape becomes a culture-landscape that adapts the city and its needs:

"Underlying this aim is the belief that landscape has the capacity to critically engage the metaphysical and political programs that operate in a given society, that landscape architecture is not simply a reflection of culture but more an active instrument in the shaping of modern culture." [Corner, cited in Laursen, 2013, s. 60]

Landscape urbanism will be used as a tool to connect these very different elements in a series of public spaces filled with themes, creating meaningful public domains. As we have seen, Jan Gehl stresses the importance of the human dimension and life between buildings. Thus the project will focus on the small scale level of the inhabitants designing interconnected diverse spaces linking people and places enabling meaningful human exchange.

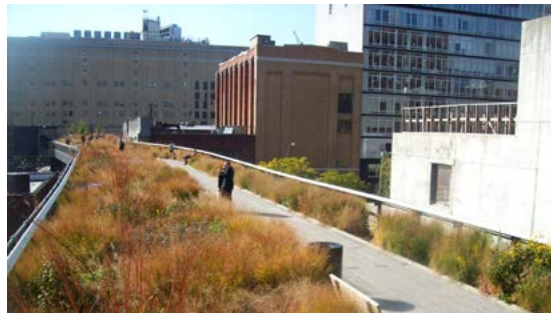
Case

The High Line

The Highline is a green urban stretch raised from ground penetrating through the west side of lower Manhattan in the city of New York. The urban stretch is named 'the High Line' hence its former function as a raised railway. The stretch is 1.2 mile long spanning over 20 city blocks.

The former elevated freight rail line consist of an public park, which is design in a collaboration between James Corner Field Operations (Project

Lead), Diller Scofidio + Renfro, and Piet Oudolf. The theme of the stretch is inspired by the self-seeded landscape, which grew wild when tracks stopped to run. The stretch introduces the green element and the landscape with a focus on native species. The different types of plants, scrubs and grasses planted give the high line a changeable expression over time as the colours of the landscape change throughout the year.[higline] [Laursen, 2013]



ill. 91-93 Changeable over time of year the season is reflected in the landscape

Case

Sønder Boulevard

Sønder Boulevard is an urban park, which is located in Vesterbro, Copenhagen. The former street has been transformed, where the carriage way has become an area with playgrounds, smaller parks and green areas. The area stretches west from Vesterfælledvej and continues on the other side of Enghave Vej and towards east to Halmtorvet. (SLA)

Instead of just creating a long urban park with a straight path and aligned trees, the established path

continues into smaller spaces with green grass area, flower gardens and playgrounds. Along the street small cafes and bars are placed.

The transformation has created a much calmer street regarding to car traffic. The design of the stretch has been carried out in close dialogue with the local citizens in Vesterbro giving them the opportunity to have a direct influence on the outcome of the urban park. [DAC]



ill. 94 Sønder Boulevard creates smaller areas along the stretch

Problem Statement

A generous approach

■ A generous Vesterbro – the urban space for all

An investigation and proposal of how urban renewal strategies in Vesterbro can be approached by creating urban spaces, which activates the demographic and socio cultural potentials in relation to urban design.

Vision

Fly high and land soft

**To celebrate Vesterbro's natural and cultural history
and the demographic composition by revitalizing the
existing features of the area**

Concept

People and places

■ **Linking* people and places**

Deeply rooted in the history of Vesterbro, the concept takes its point of departure in the idea of linking people and places both through physical interventions via infrastructural accessibility, but also socially through exchange. Linking is about past and present, you and me, old and new, buildings and surroundings.

**Linking is the physical frames such as infrastructure but also the social aspect and a mental state of mind (own definition)*

Strategy

The missing Link

Re-connecting the missing link

The strategy of this project is to link different urban spaces in a continuous route in the urban landscape. Seen as an ensemble of urban fragments that collectively constitutes a set of places that are not divided by the physical environment, but has a relationship based on a common reference that being Vesterbro.

By thinking of public space, not only as individual nodes in the city, but also as a continuous, connective and dynamic transition in the urban landscape. You can find an overseen potential and quality in the in-between spaces in the city.

As Jan Gehl expresses *“a walking tour through the city can provide the pedestrian with a cross section of what is going on in society, politically and culturally. No tickets no invitations are necessary.”* [Gehl (2004), p. 67]

Design Process

Design presentation

The analysis, theoretical framework as well as vision, concept and strategy for the project have formed the basis for the design process.

Using the diversity of the area as a point of departure, we embark on a design process creating, nurturing and connecting small scale meaningful public spaces into a public domain where the natural and social landscape of the area can meet in an exchange unfold fruitfully. The idea is to establish a distinctive presence by introducing landscape urbanism that will significantly broaden the appeal and usefulness of the urban stretch both as individual smaller urban areas but also as a continuing whole.

“

*It's really wonderful to wake up in a city
where everyday you realize that today the city
is a little bit better than yesterday* (Jan Gehl)



Introducing green elements

Green areas are established by meadow landscape, which becomes a main characteristic throughout the stretch



Linking Places

Different urban spaces are connected through and to the stretch



Traffic calmed area

New infrastructure allows only cars to enter part of the stretch, instead the stretch benefit cyclist and pedestrians



A new bicycle route

A new bicycle route creates new connections and better conditions for the cyclist



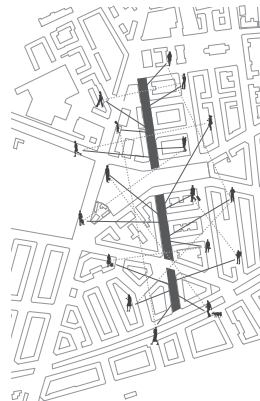
Pedestrian friendly

The stretch is made pedestrian friendly with a pedestrian path and a new walking path through the meadow



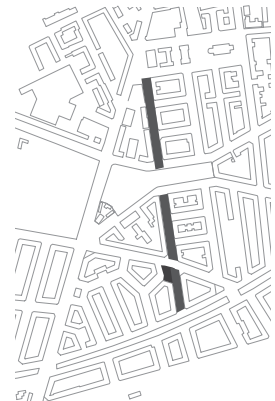
Bike parking

Car parking areas are removed and bike parking is introduced on the stretch



Linking People

Different elements and opportunities links people to the stretch and to one another



Stronger identity

The 'forgotten' street becomes a dynamic stretch with different qualities



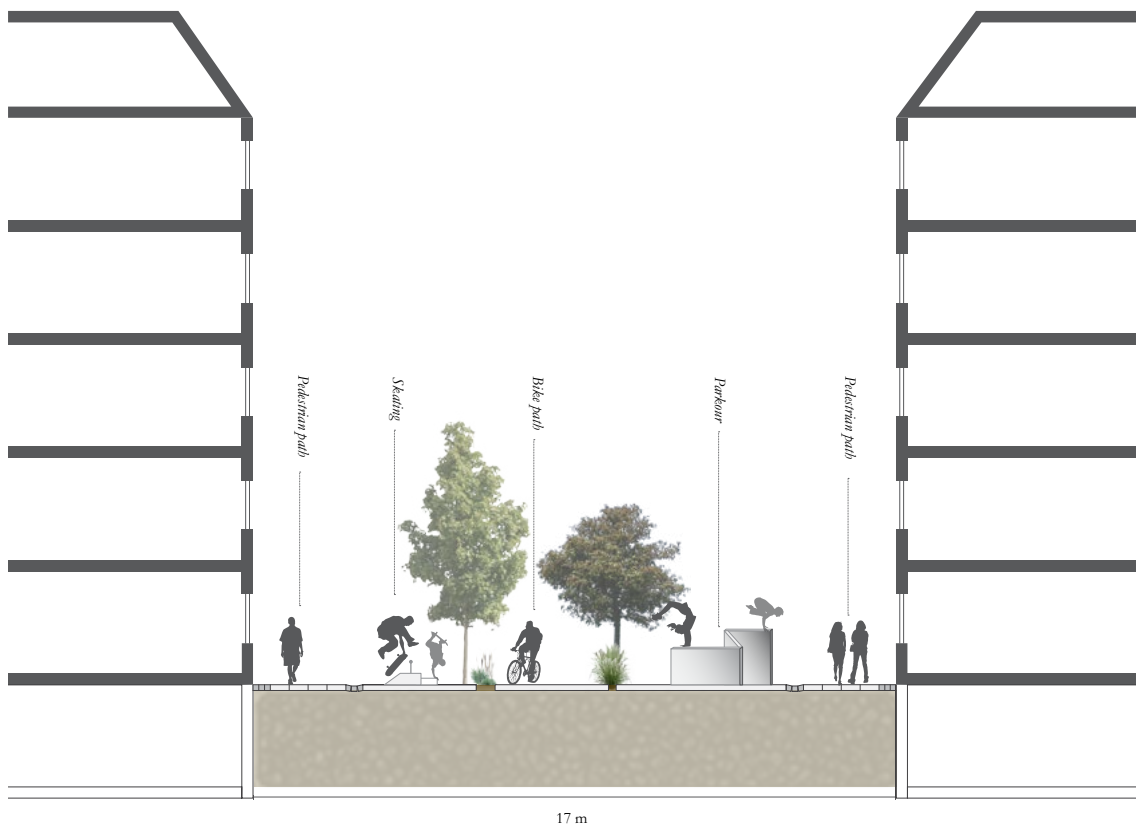


ill. 105 Masterplan (NTS)



Haderslevgade / Stretch 1

Design presentation



*ill. 106 Section 1:200 - Skating and parkour area at Haderslevgade
connecting the school and skatepark at Enghave Plads*



*ill. 107 Visualization - Children playing after School at
the skating area at Haderslevgade*

Haderslevgade / Stretch 2

Design presentation



ill. 108 Section 1:200 - Shops and a vibrant feeling at the intersection of Engbave Plads and Haderslevgade.

Linking urban spaces

Design presentation

Even though Haderslevgade is actually divided by intersecting streets and Enghave Plads, the street is thought of as a continuing stretch. The street is seen as a medium for linking residents across different urban spaces in the area.

A large part of the stretch is closed for heavy traffic prioritizing to accommodate cyclists and pedestrians. On stretch 1 and some of stretch 2 there is a one-way lane for cars, and also in this area, some car parking are placed. By changing the infrastructure, the width of the street is used to create urban spaces. The usage of width of the street creates greater intimacy to the streetscape.

Along the building façade pedestrian paths are created, but the stretch also presents an alternative choice of movement pattern and the possibility to step aside. A walking path and cyclists path leads you through the meadow landscape and connects to urban spaces with different characters.

Haderslevgade becomes not just a street, but also a living part of the urban environment by creating connections and relationship to the surrounding city and having new qualities. It is the forgotten street that has been given back to the residents of Vesterbro. It is a place where the neighbourhood meet, do urban gardening, walk the dog, drink coffee in the cafés, play in the activity landscape, use the established bicycle connection or simply just watch other people. Given the variety of interests that are met, and the diversity of the people attracted to it, the stretch opens for the observation, impression and exchange of views and values, making it a truly public domain.

The stretch is linked through common characteristics, but create opportunities for different experiences:

Stretch 1: This stretch is designed with skating and parkour facilities with different ramps, walls and plateaus. A subtle link is made in the surface to connect the skating area at Enghave Plads with the school, kindergarten and youth club. The cycle path creates a connection to Enghavevej.

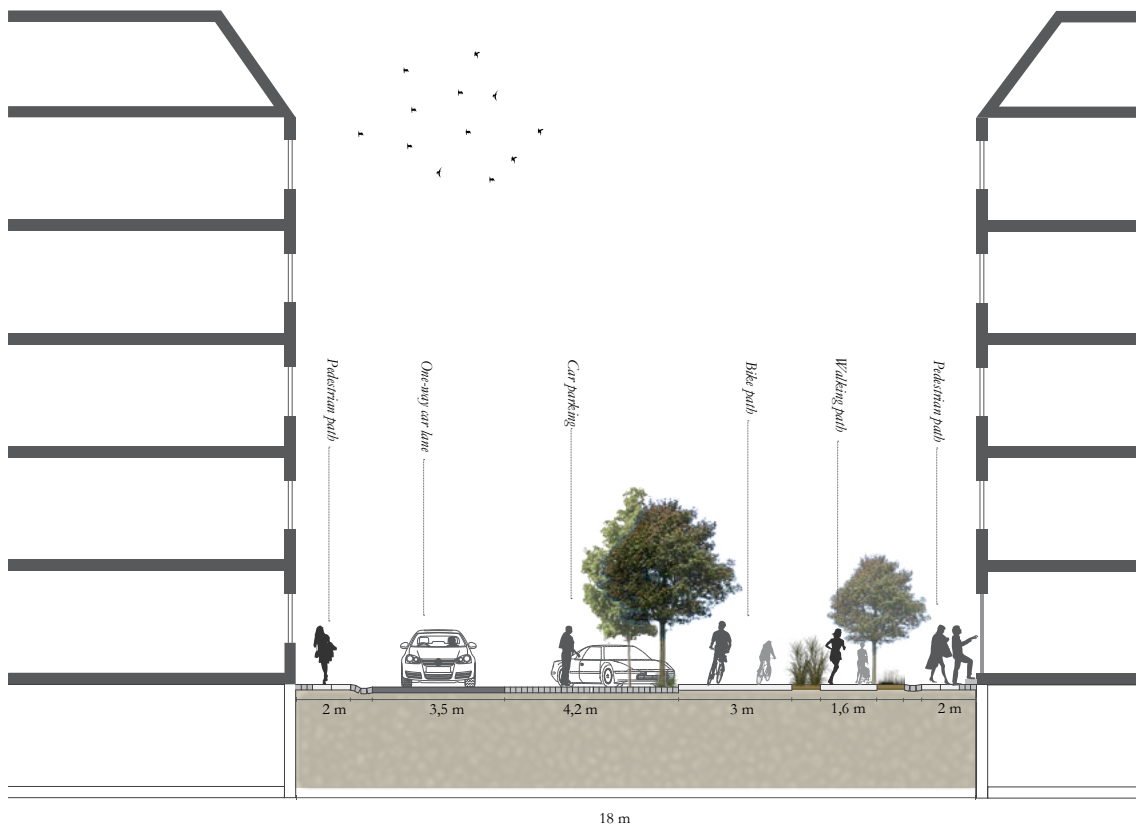
Enghave Plads: This stretch is thought of as a continuation therefore the character of the stretch continues across Enghave Plads by using the same material. The cycle path deviates from the metro allowing a frictionless flow to the exit/entrance.

Stretch 2: With the future metro station, the area nearest Enghave Plads will become a transit hub with a high human exchange, therefore an area near Enghave Plads is designed as an arena where the local culture, shops and café life can thrive. A part of the street is left un-programmed for local initiatives so events like flea markets and gatherings can occur. The character of the stretch becomes more quiet as you move towards Ny Carlsberg Vej and Liva Weels Plads.

Stretch 3: This stretch become a green stretch which connects the other green areas at Sønder Boulevard and Liva Weels Plads. By incorporating Liva Weels Plads in the landscape the stretch's width is extended. Seating arrangements are placed in a meadow landscape creating a quiet break in the city.

Haderslevgade / Stretch 3

Design presentation



*ill. 109 Section 1:200 - Stretch towards Sønder Boulevard. Connecting
Haderslevgade, Liva Weels Plads and Sønder Boulevard*



ill. 120 The bike path and walking path curves through the meadow landscape. Benches creates opportunity to relax.

Organic Solitude

Design presentation

The green landscape and the organic shape of the square are the main characteristics of the design of Liva Weels Plads. The square invites for stationary activity, the activity level is low, but the dwell time longer as a democratic city also need areas that are more quiet and encourages thoughtfulness with spaces where you can sit in peace and immerse yourself in the moment.

Inspired by the existing hills, the landscape shapes around the bunkers and creates an organic landscape. Different programs are combined in one surface. At two spots, bicycle parking is integrated in the curves. The parking is located near the bike path at Haderslevgade and at the corner of Ny Carlsberg Vej. The surface is processed to create intimate retreats and the shape divides the space into smaller intimate semi-private areas, making it unsuitable for larger events, which on the other hand is not the square's purpose. Liva Weels Plads is seen as an extension of the shared courtyard. It is a place for privacy, but it is also a place for the community to meet. The meadow landscape continues on the surface and part of the surface is used for allotment gardens giving the neighbourhood the opportunity to gather around common activities.



ill. 111 Liva Weeks Plads 1:500

ill. 112 *An informal
meeting and chat
at the organic
landscape by Liva
Weels Plads*





Design catalogue

Design presentation

Light concrete and cobblestone

A choice of light concrete is used with a combination of cobblestones. The materials are consequently used on the whole stretch in order to create coherence and a subtle link. The cobblestones are a reference to 'brokvarteret' but are only used at to define edges and areas. The light coloured concrete is the main material used. The light colour makes the spaces between the buildings appear larger, lighter and more welcoming. By using different patterns of the same material the functional use of the stretch is determined. Along the building façade tiles in light concrete define the pedestrian path. The stretch is not just one solid mass of concrete. Instead, natural elements as trees and the meadow landscape have been incorporated. Inspired by the shapes of nature, the organic shape is a contrast to the hard edges of the city. The concrete surface and the meadow curves through the stretch.





ill. 114-124

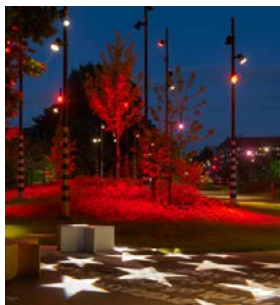
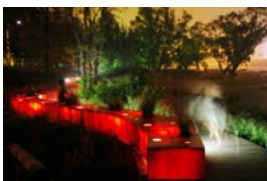
Programming the surface

The walking path curves through stretch using the curves for different programs. Bicycle parking areas are placed in the curves. In some places the concrete paving rhythmically rise into seating, before sinking back into a previous surface. Areas to play area integrated in the landscape.



Lighting elements

Light poles are placed through stretch in the concrete surface creating a feeling of safety at night. The landscape is accentuated by placing discrete lighting elements in meadow. Lighting elements are placed in the concrete surface, defining the path at night and leading through the stretch.



ill. 115-120

Rainwater cutter

The rainwater cutter placed between the pedestrian path and walking path makes a demarcation and function as tactile guideline (directrix). The use of open cutters is a way of introducing nature in the city and creates an interesting feel in the city. The open cutter leaves traces from people who have stepped in the water, leaving silhouettes of footprints for a short period of time before vanishing again. The water's movement and sound touches the senses. The weather and time of year is mirrored in the water and by the leaves collected in small piles.



ill. 121-124

ill. 114-124

Being at home - yet together

Haderslevgade becomes the shared courtyard in the middle of the bustling Vesterbro. A stretch which allows a series of 'outdoor 'rooms'', where the use of 'home-familiar' objects is used as a strategy to create an informal and inviting use of the stretch and embraces the community of Vesterbro. Interior elements are introduced in the urban landscape, as recognizable objects make us feel belonging and ownership to a place a feeling of 'now we are home'.



The meadow landscape

Design presentation

Vesterbro was formerly located in the in the suburbs of Copenhagen. The urbanization of the area caused alienation of the landscape prompting the area to become the district with the least green areas in Copenhagen. Rooted in the history of the site, the stretch becomes a cultivation of the landscape by using the street's horizontal surface and adding new layer, - the meadow.

Studies of Vesterbro suggest an increasing desire and need for more green urban spaces. The green element introduced and used as a wonderful contrast against the city's hard surface and creates a distinctive character, - the meadow in the city. The meadow landscape, green vegetation and trees are planted creating a historical link to Vesterbro as a former farmland.

Different types of vegetation are planted to ensure an alternating landscape throughout the year. The planted areas consist of a combination between low

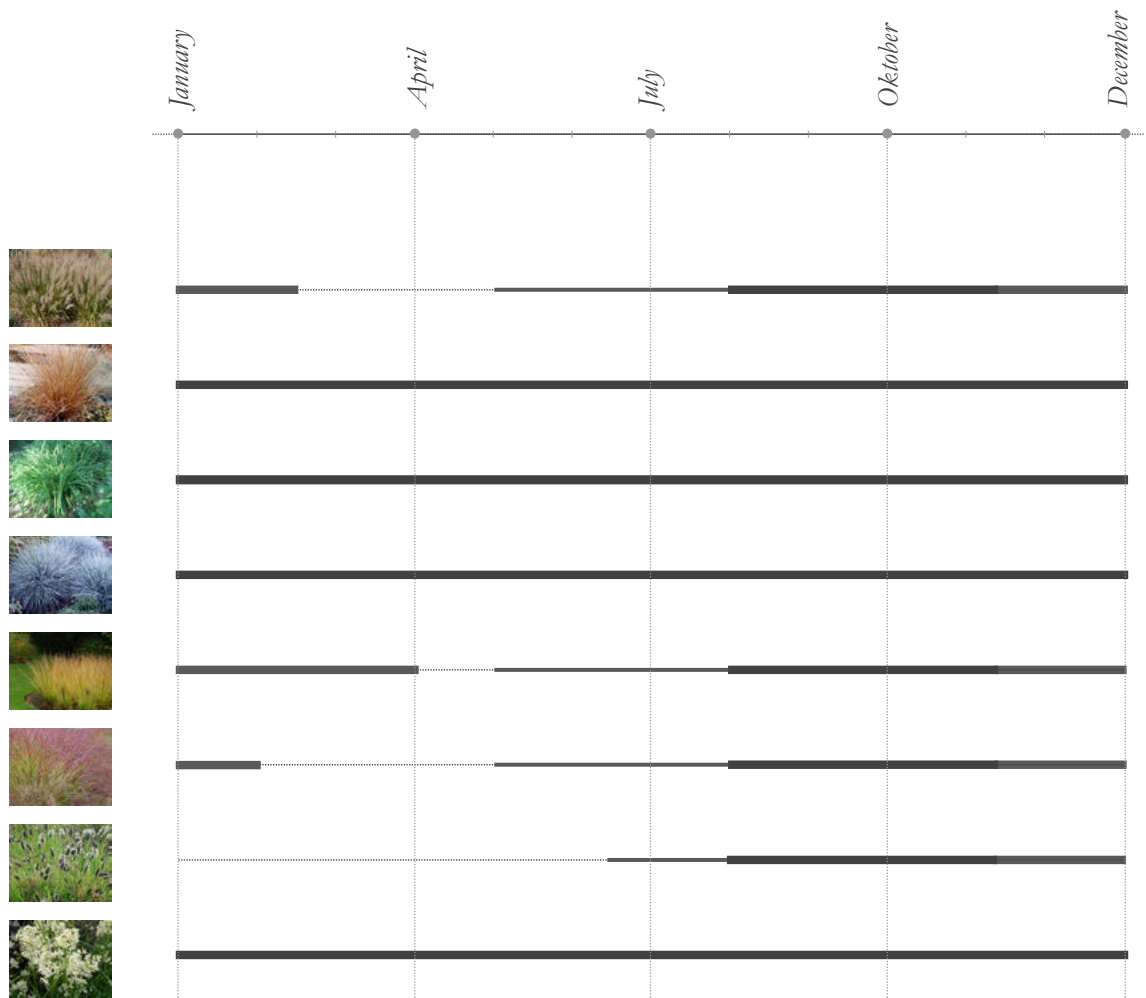
and high vegetation creating a variation in the journey through the landscape. The time of the year is told through the vegetation simultaneously with change in temperature, wind and weather. The colours change from blue and green in the summer to golden tones in the winter making the stretch become an ever-changing space of nuances. The vegetations varying height and colours give a dynamic urban space, which can be experienced through a sensory journey by foot or bicycle. The meadow landscape becomes a combination of spaces, a place to walk, sit on and for recreational purposes. The changing patterns and textures can be seen from above on the surrounding residential buildings.

The meadow is a robust vegetation type thriving low maintenance, which grows throughout the year and comes back year after year. The green areas functions as a seepage beds.

“

The awakening of the spring, the delicate blossom and the lush of green in summer, the autumns warm colours with fallen leaves glowing in a puddle and the skeleton of trees lighting up in the snow. This is the process of nature...

Busk (own thoughts)



ill. 132-139 Diagram showing the meadows course throughout the year
(see appedix for meadow vegetations name and height)

*ill. 140 A stroll with
friends through the
meadow landscape
in Autumn*





Conclusion & Refleksion

Was it fulfilled?

Conclusion

Throughout the project, the goal has been to get an understanding of Vesterbro. Vesterbro is composed of a complex set of urban fragments both socially and physically constituting the urban fabric as a whole. Vesterbro's population is composed of different socio cultural layers calling for a greater local exchange across the differences. The starting point for the transformation of the stretch is to increase local ownership and strengthen the community's already fertile ground. The stretch has different qualities, which meets the needs of different people, as obliging to needs of the residents is seen as a key element in improving the conditions in the urban fabric.

The stretch creates the physical framework and introduces new patterns of movement and life between buildings promoting meeting places, diversity and social interaction. By designing different areas the stretch's linear trajectory is broken up and allows for stay and experience in the long and transverse direction. The stretch's different areas are independent but yet in relation, -linking urban spaces and people.

As Vesterbro has experienced an increase in children to the area, the existing playgrounds are extensively used and often very overcrowded. In order to meet the needs of the children, a part of the stretch is transformed into a skating and parkour area linking the stretch to the schools, kindergarten and youth

club as well as to the other skating area at Enghave Plads.

With the coming metro station at Enghave Plads it becomes a future transit hub, which will change the area's character. The area will become a natural meeting place with a large flow resulting in an area with a high human exchange. Therefore the area around the square will be transformed into an area, which offers shops, cafés, restaurants and places to meet and gather. The stretch around Liva Weels Plads has a quieter atmosphere with seating arrangements placed in the meadow landscape allowing you to withdraw from the bustling Vesterbro. Liva Weels Plads maintains its character as a public square, but as decentralized areas are often mostly use by the local residents the design also allows a more private atmosphere directed towards the residents in the surrounding buildings.

Landscape urbanism is used as tool to feature the green element in Vesterbro. The meadow landscape is re-introduced in the urban setting, meeting the concrete surface and hard edges of the city. The meadow landscape becomes the main characteristics of the stretch satisfying the wish for more green areas in Vesterbro. The concrete ribbon adds a contemporary layer whereas the meadow landscape adds the historical layer. The envisioned continuity and legibility is enhanced by the concrete surface and meadow landscape, which become a guiding

principle that establishes a strong visible connection throughout the stretch thus emphasizing the link between the urban spaces.

The established cycle path creates an alternative and more visible connection going south and north easing the traffic on the busy street Enghave Vej. The differentiation made between a pedestrian path, walking path and bicycle path allows different speeds and types of movement. The stretch becomes an experiential route through the city as you move through the ever-changing meadow landscape and different types of urban spaces prompting social exchange.

Reflection

Due to the on-going construction of the future metro station at Enghave Plads a large part of the square is inaccessible. Therefore it has not been possible to cross over the square and thereby experiencing Haderslevgade as one continuing stretch, that being said, through the analysis of the street, the street appears as three individual streets only having in common the shared name Haderslevgade. Instead of seeing the construction site at Enghave Plads as a barrier it has instead been seen as potential. The new metro station first opens in 2019 [metro], which gives the proposed design an opportunity and potential in influencing the future outcome of Enghave Plads.

When designing new urban spaces it is difficult to predict the prospect of success. Jan Gehl emphasises on the importance of thinking of the end user in the planning and design process as you do not want you create beautiful urban spaces for the use of none.

In the analysis, planning and designing of the project it has been sought to get an understanding of the locals' wants and needs. The basis and inspiration for the project has been found in the analysis of Vesterbro, through theories but most important through a hands-on approach. Through the project I was fortunate to live within a 7-minute bicycle ride from Haderslevgade, making it possible to visit Vesterbro regularly for the purpose of the project or just for a coffee with friends. The participation in local meetings and guided walking tours on Vesterbro has given a broad understanding of the area, the socio cultural layers and the insight of what the locals want.

Even though it is hard to predict if the design proposal will become a success, the matter of fact is that there is a local wish for more green urban spaces, areas for children and more quiet areas in Vesterbro, which forms a stable bias for the proposed design as the green landscape is reintroduced in the city and the stretch allows different types of use and thereby benefitting different socio cultural groups.

Sundiagram

Appendix



ill. 141-149 Sundiagrams at different times of day and year

Meadow vegetation

Appendix



Calamagrostis brachytricha /
Height: 80-140 cm
Colour: green, yellow



Molinia caerulea /
40-100 cm
Colour: green, yellow, brown



Carex buchananii /
Height: 40-50 cm
Colour: evergreen, redbrown



Panicum virgatum Squaw /
120-140 cm
Colour: red, green



Carex Pendula /
90-150 cm
Colour: dark green



Sesleria henfleriana /
30-40 cm
Colour: blue-black, dark green



Festuca glauca elijah blue /
35 cm
Colour: blue, evergreen



Luzula nirea /
30-60 cm
Colour: white, green

ill. 132-139 The latin names, heights and color on the vegetation

Appendix

Der er en række fysiske udfordringer på det Centrale Vesterbro, hvor de mest synlige er nedslidte udearealer, få rekreative byrum, stigende biltrafik og usikre cykelveje. Med ansøgningerne om områdeformylsesprojekter i det Centrale Vesterbro Øst og Vest er der udpeget konkrete fysiske indsatsområder. Målet er at binde kvarteret sammen og skabe rekreative og funktionelle byrum. Københavns Kommunes arkitekturpolitik er vores målestok i dette arbejde.

Områdeformylsens indledende borgerinddragelse har delt de fysiske indsatser ind i nedenstående 11 arbejdsgrupper:

Det Centrale Vesterbro Vest

- 1 Liiva Weels Plads
- 2 Haderslevgade
- 3 Plads ved Bevtoftgade
- 4 Sønder Boulevard
- 5 Vesterfælledvej
- 6 Enghaveparken

Det Centrale Vesterbro Øst

- 7 Tove Ditlevsens Plads, Tove Ditlevsens Skole og arealet ved Sankt Matthæus Kirke
- 8 Litauens Plads
- 9 Sønder Boulevard
- 10 Dybbølsgade, Yrsa Plads og Skelbækgade
- 11 Istedgade

På de efterfølgende sider bliver hvert enkelt indsatsområde beskrevet med "formål", "historik", "hvad vil vi?", "borgerinddragelse" og "succeskriterier".

Arbejdsgrupperne for hvert fysisk indsatsområde er altid åbne for nye medlemmer.

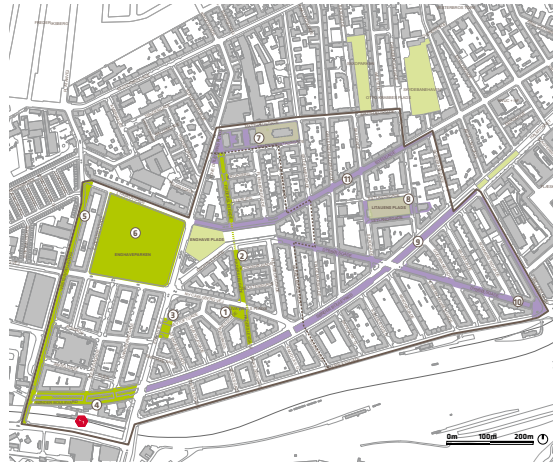
Opmålingerne og optegningerne af områderne er omtrentlige og skal ses som en vejledning. De fuldtoptrukne linier illustrerer de områder, som Områdeformylsens har fået udpeget af staten og kommunen. De stiplede linier illustrerer det område, som Områdeformylsens forestiller sig kan inddrages yderligere i arbejdet med indsatsområdet.

Efter beskrivelsen af de fysiske indsatser følger en beskrivelse af boliger og gårde samt en beskrivelse af indsatsen for byformylse.

Vi vil arbejde for at opfylde Københavns Kommunes ambitioner fra Metropolen for Mennesker:

- Mere byliv for alle
- Flere går mere
- Flere bliver længere

Overbliksskema over det Centrale Vesterbro og Områdeformylsens fysiske indsatsområder.



Design process

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Becoming wiser

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- Ill. 14 - Diagram by Joann Rexen Busk
- Ill. 14-29 – Pictures by Joann Rexen Busk [from March to August 2014]
- Ill. 30 - Diagram by Joann Rexen Busk
- Ill. 31 - Diagram by Joann Rexen Busk
- Ill. 32 - Diagram by Joann Rexen Busk
- Ill. 33 - Diagram by Joann Rexen Busk
- Ill. 34 - Diagram by Joann Rexen Busk
- Ill. 35 - Picture by Joann Rexen Busk [pictures have been taken from March to August 2014]
- Ill. 36-43 - Pictures by Joann Rexen Busk [pictures have been taken from March to August 2014]
- Ill. 44-51 - Pictures by Joann Rexen Busk [pictures have been taken from March to August 2014]
- Ill. 52-59 - Pictures by Joann Rexen Busk [pictures have been taken from March to August 2014]
- Ill. 60-67 - Pictures by Joann Rexen Busk [pictures have been taken from March to August 2014]
- Ill. 68-69 - Diagrams by Joann Rexen Busk
- Ill. 70-74 - Diagram by Joann Rexen Busk and pictures available from: <http://skalgubbar.se> [visited 23 September]
- Ill. 75 - Diagram by Joann Rexen Busk
- Ill. 76 - Diagram by Joann Rexen Busk
- Ill. 77 - Picture by Joann Rexen Busk [pictures have been taken from March to August 2014]
- Ill. 78-81 - Pictures by Joann Rexen Busk [pictures have been taken from March to August 2014]
- Ill. 82 - Picture by Joann Rexen Busk [pictures have been taken from March to August 2014]
- Ill. 83 - Picture by Joann Rexen Busk [pictures have been taken from March to August 2014]
- Ill. 84 - Picture by Joann Rexen Busk [pictures have been taken from March to August 2014]

Ill. 85 – Google street view from the intersection of Enghave Plads and Haderslevgade, view before the metro construction [visited 23 September]

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Ill. 106 - Section by Joann Rexen Busk

Ill. 107 – Visualization by Joann Rexen Busk

Ill. 108 - Section by Joann Rexen Busk

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*Come As you are As you were As I want
you to be As a friend As a friend As an
old enemy Take your time Hurry up The
choice is your Don't be late Take a rest
As a friend As an old memoria Memoria
Memoria Memoria...*

- Section from song: 'Come As You Are' by Nirvana

