

Mingle Path

Group number ma4-urb3a

Felix Egestad

June 2013



Mingle Path

Group number ma4-urb3a

Felix Egestad

June 2013

Mingle Path

M.Sc. Urban Design semester four.
Architecture, Design & Media Technology
Aalborg University

Title: Mingle Path
Supervisor: Nicolai Steinø
Project period: February - June, 2013

Felix Egestad

Table of contents

Synopsis	7
Site and Limitations	8
Presentation	10
Introduction	21
Motivation and goals	25
Problem Formulation	27
Concept	28
Superimposing	30
Atmospheric description	33
Sources of inspiration	39
Mingle Path - first stage of transformation	41
Design and Program	43
Conclusion	49
Reflection	50
Reference list	53
Appendix	54



Synopsis

Mingle Path is a Bike Path Project implemented at the Copenhagen Railway Maintenance Center. Today the majority of the original functions at the Maintenance Center are closed down. Along the Bike Path three Destination Zones with varying programs are designed. Intuitive design approach, site analysis and quantitative interviews developed the design proposal supported by theoretical research. The design of Mingle Path accumulate first move of converting the Railway Maintenance Center site to a contemporary environment of the city.

Site definition and limitations

The project site is located in Copenhagen, Denmark. The site follows the same borderlines Copenhagen Railway Maintenance Center with a total of 30 hectare. One street, named Otto Busses Vej, leads through the main parts of the site. Two major neighbors constitute the boundaries of the site. To the south the Metro Central Maintenance Center creates the one boundary. To the north multiple railways cover the site. Two landlords constitute the site, one larger eastern part belonging to DSB and one smaller western part belonging to DSB Ejendomsudvikling. This project considers these two parts as one coherent site. The project focuses on the creative aspects of designing Mingle Path and leaves out financial details however it is the aim to reach an outcome possible to realize. Existing municipality plans on the adjacent areas are considered to better understand the context and use it as inspiration. Three S-Train stops, Dybbølsbro Station, Enghave Station and Sydhavn Station are located within 500 meters from the site.



Site Plan 1:50000



Site Plan 1:20000

Presentation

Master Plan

Mingle Path





Cross Section AA 1:200



Rail Wood Park

Destination Zone 1

Aesthetic Impression



Traverser

Sheltered Lawn

Railway Museum Workshop

Pocket Park

Steps

Tiled bench area

A

A

B



Cross Section BB 1:200



Shareholders Greenhouse

Destination Zone 2

Aesthetic Impression



Tiled bench area

Soil Boxes

Soil boxes

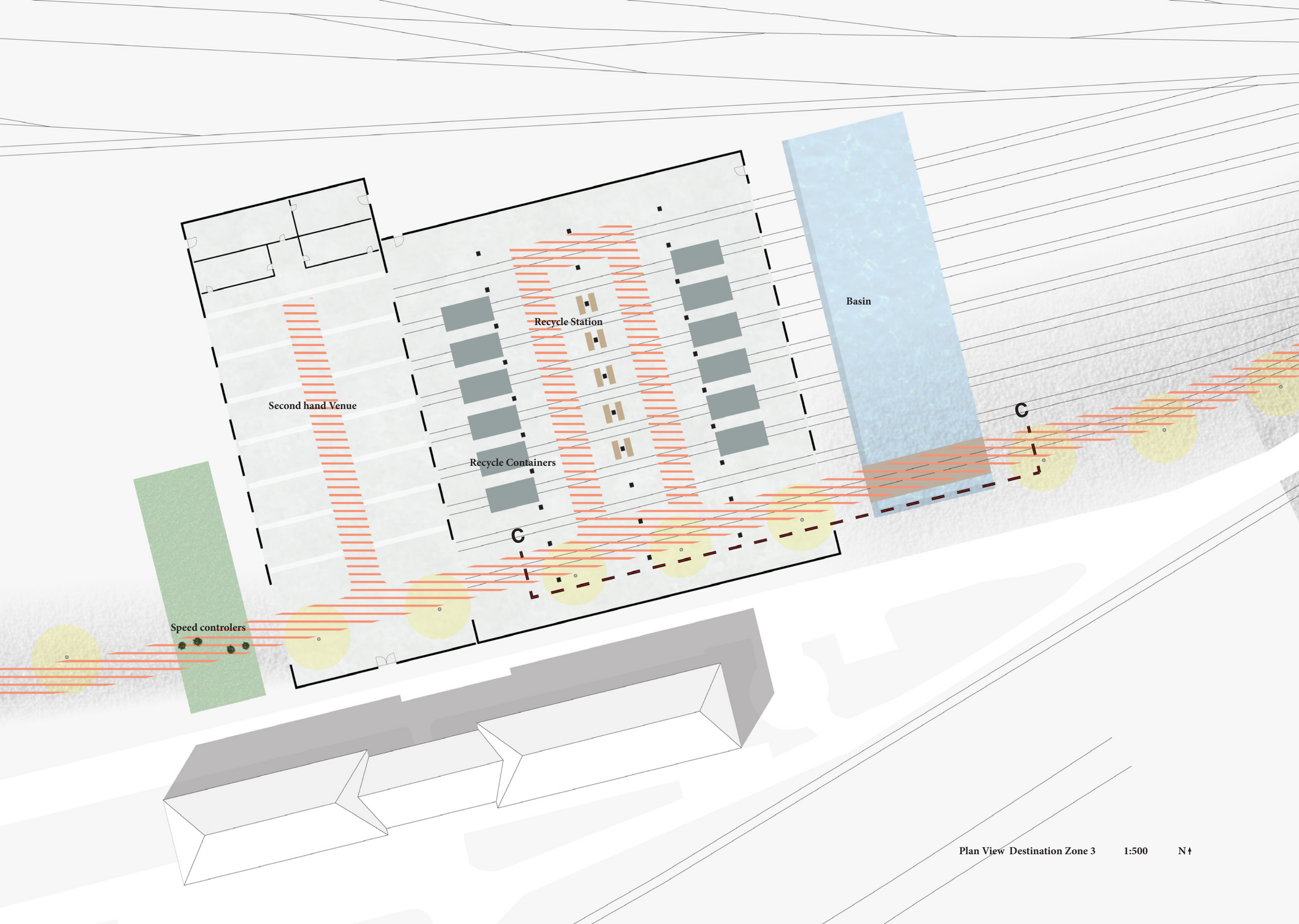
B

B

Speed controllers



Aesthetic Impression



Second hand Venue

Recycle Station

Recycle Containers

Basin

Speed controllers

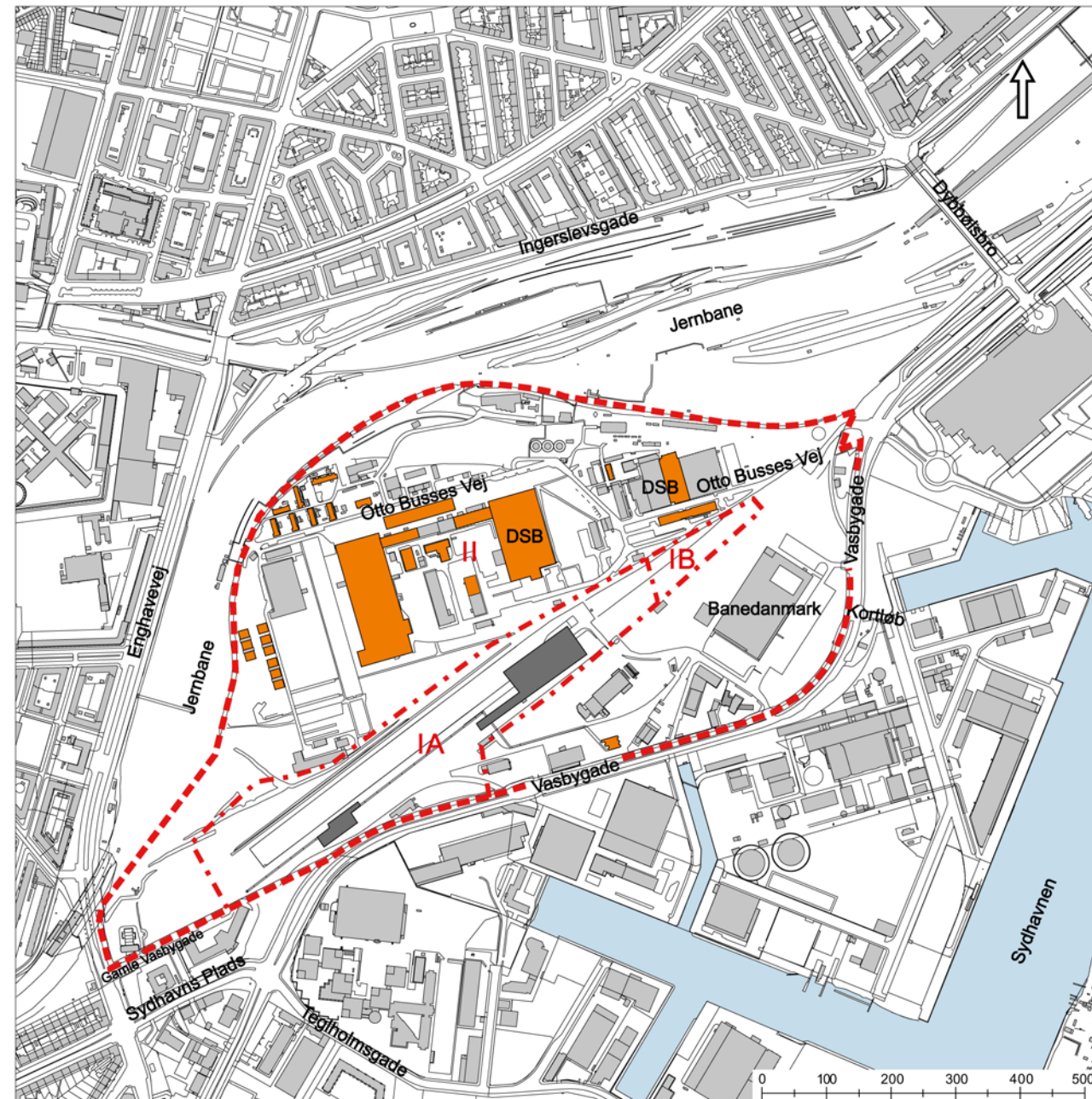


Introduction

Architect Thomas Birket-Smith writes about Industrial Buildings and presents different cases of transformation projects. This adds an understanding of what potential these buildings and their sites contains. The foreword of his book *Industriens Bygninger* former minister of the Danish Department of Culture Brian Mikkelsen points out a universal symbolic value of the topic. “It is in these years, that we become aware of industrial buildings as a part of the cultural and architectural heritage we bring with us into knowledge society (own translation) (Birket-Smith, 2007: 3).” Within the next decade Danish State Railways (DSB) are expected to fully leave Copenhagen Railway Maintenance Center. With location close to the city center the Municipality of Copenhagen has labeled the site an area of high development potential and predicts a development to begin after 2021. The Central Maintenance Facility, which largely closed in 1988, was for almost a century the heart of the Danish railway system. The first buildings was built in late 1900’s and the Maintenance Center became active from these years. Left today is a unique post-industrial landscape with abandoned depots, workshops overgrown rails with old obsolete trains. Birket-Smith underlines the multitude of possibilities for transformation that the site can cover. “Reuse of

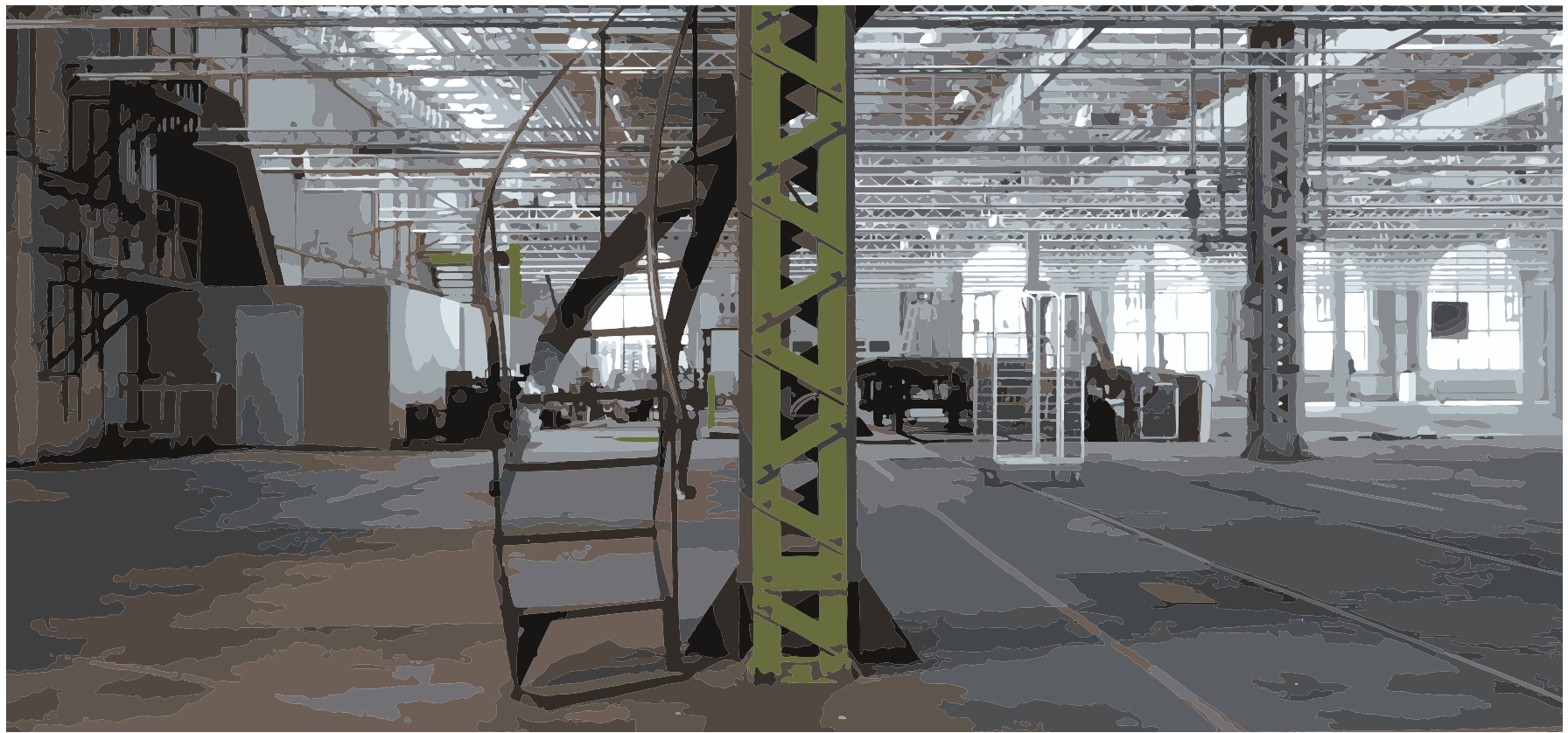
industrial buildings is approached in very different ways. The diversity shows that there is no final solution to the task, but a wide range of possible solutions (own translation) (Birket-Smith, 2007: 3).”

The local plan of Copenhagen that includes the site shows which buildings could be used for future development of the site. The local plan is from early 2012. This gives an indication of how the site can be transformed.



- Boarderline for local plan
- Borderlines between subareas
- Orange square Building worthy of preservation
- Grey square Remaining existing building
- Dark grey square Area for the Metro Maintenance facilities

Illustration from Copenhagen Municipality localplan number 433 “Otto Busses Vej”



Motivation and goals

Carrying a history for almost a century as one of Copenhagen's larger employers this 30 hectare facility is currently in a peculiar vacuous state yet still with an ambiguous relation to the larger public. Different opinions are rising among interest groups, think tanks and developers regarding the future of the area. Motivated by the unique characteristics and a wonder to understand the potential to transformation, which called by the time of the contemporary society culminates in the intention to open up to the area to enable a larger public to the benefit the sites latent qualities. The site area finds much of its charm in the untouched atmosphere and in a way it flourishes through the uncontrolled beauty. The design of the Bike Path and Destination Zones aims to collaborate with the existing atmosphere and ideally this will also be taken into consideration in future development of the site. Using the concept of a Master Plan helped to structure the work process. The possibilities for approaching the site open for a wide spectrum of project. Having that in mind this project is considered as the first stage of a possible future Master Plan developing more of the site.



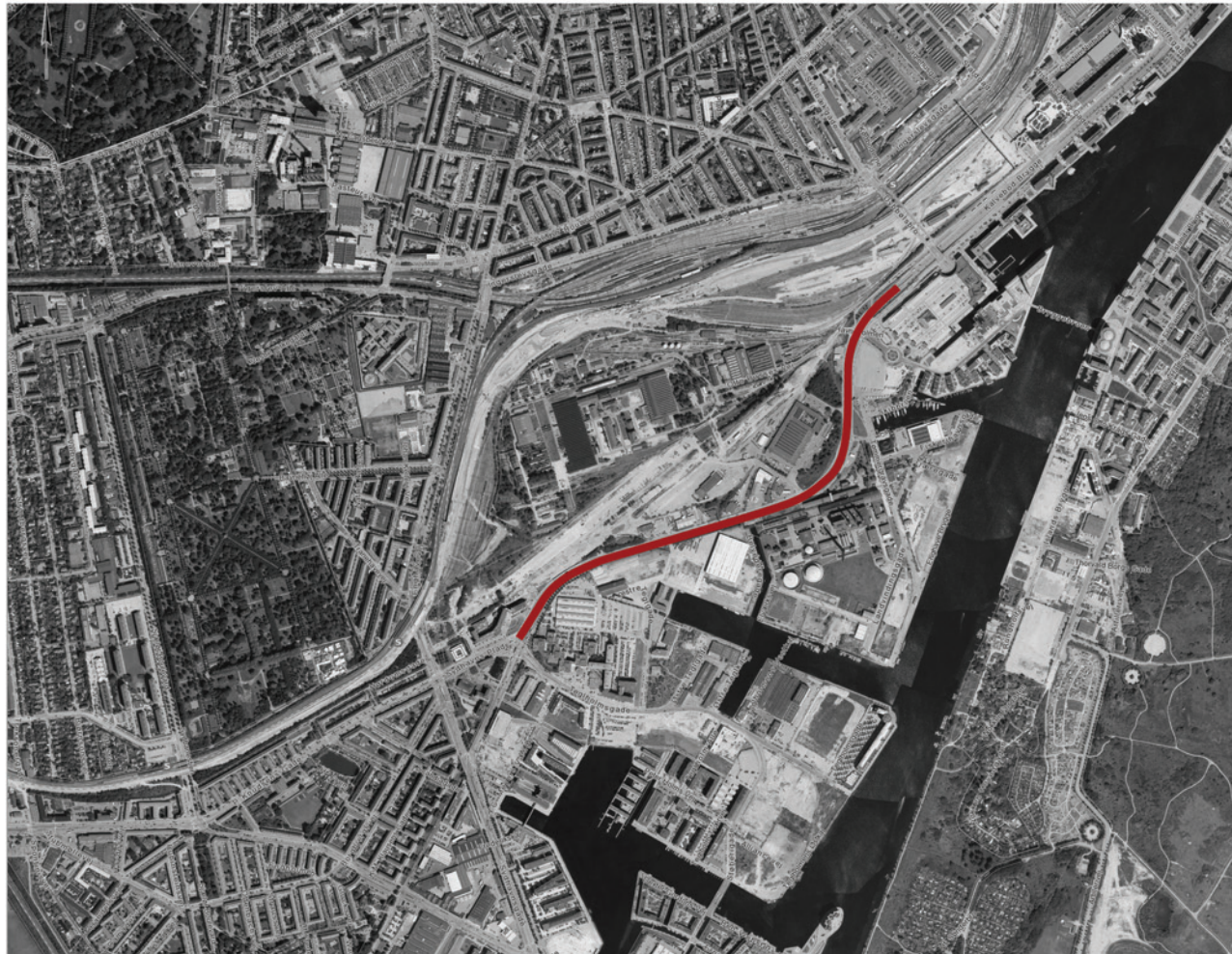
Problem Formulation

How can the design of a bike path transform Copenhagen Railway Maintenance Center to an active area luring public users?

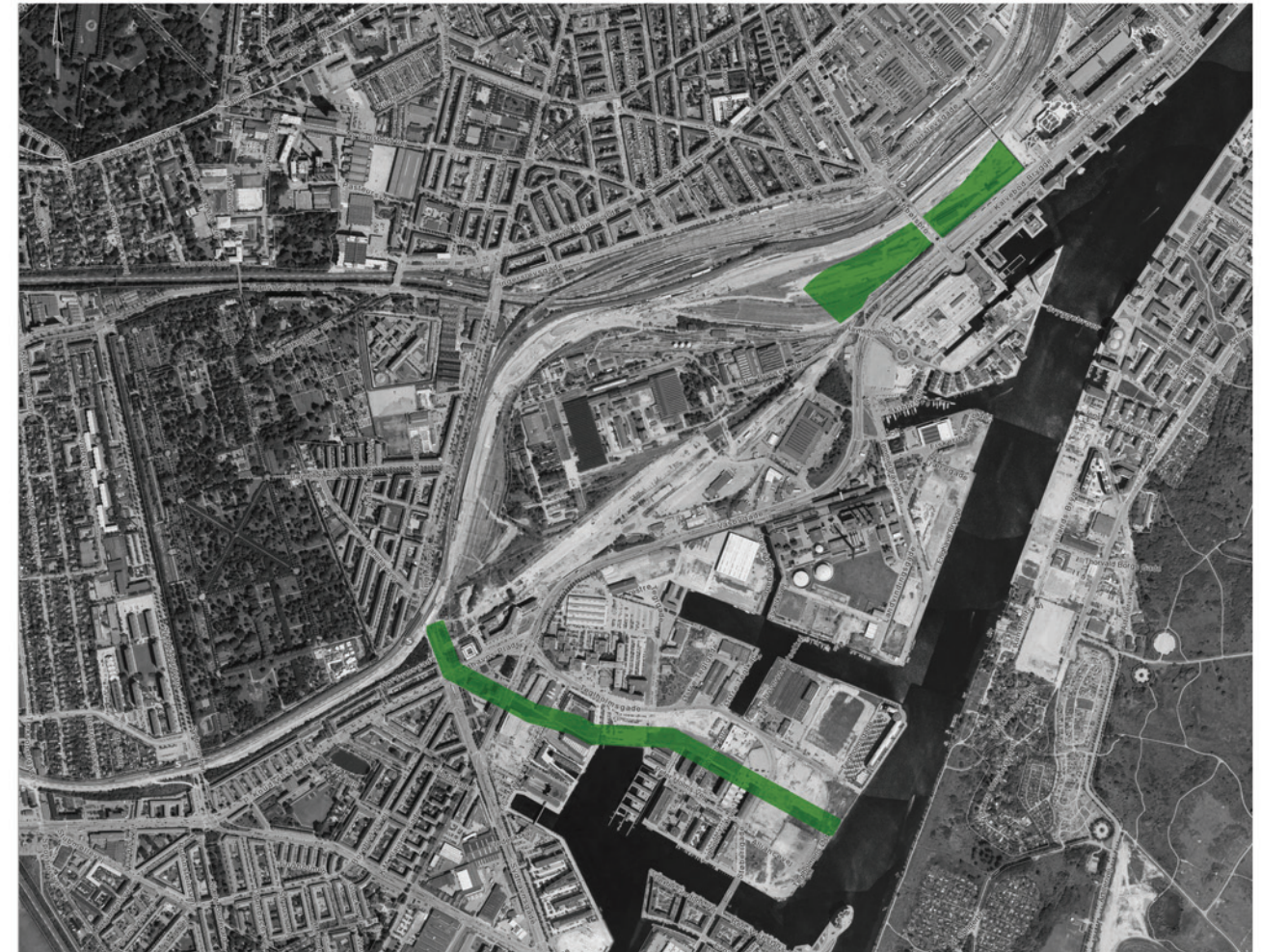
What factors along the bike path can turn the journey through the Rail Yard into a destination?

Concept

Currently the bike traffic close to the site have to share Vasbygade together with heavy car traffic. Separate from that the Copenhagen municipality have plans for two park areas, Kalvebod Brygge on the east end of the site and Grøn Kile on the west end of the site.



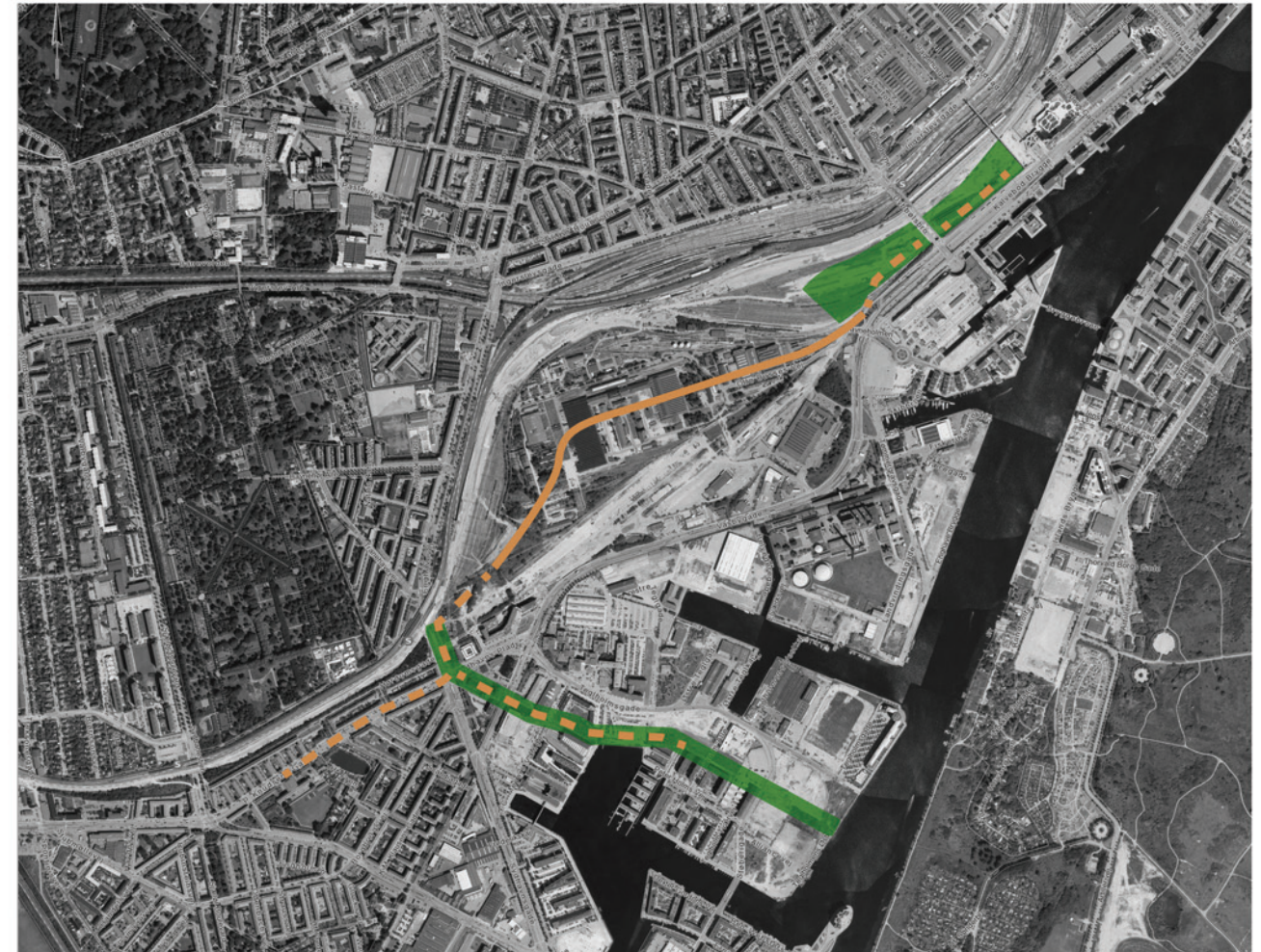
1:20000. Vasbygade. Currently with both car and bike traffic.



1:20000. Kalvebod Brygge connecting to the east end of the site. Grøn Kile connecting to west end of the site.



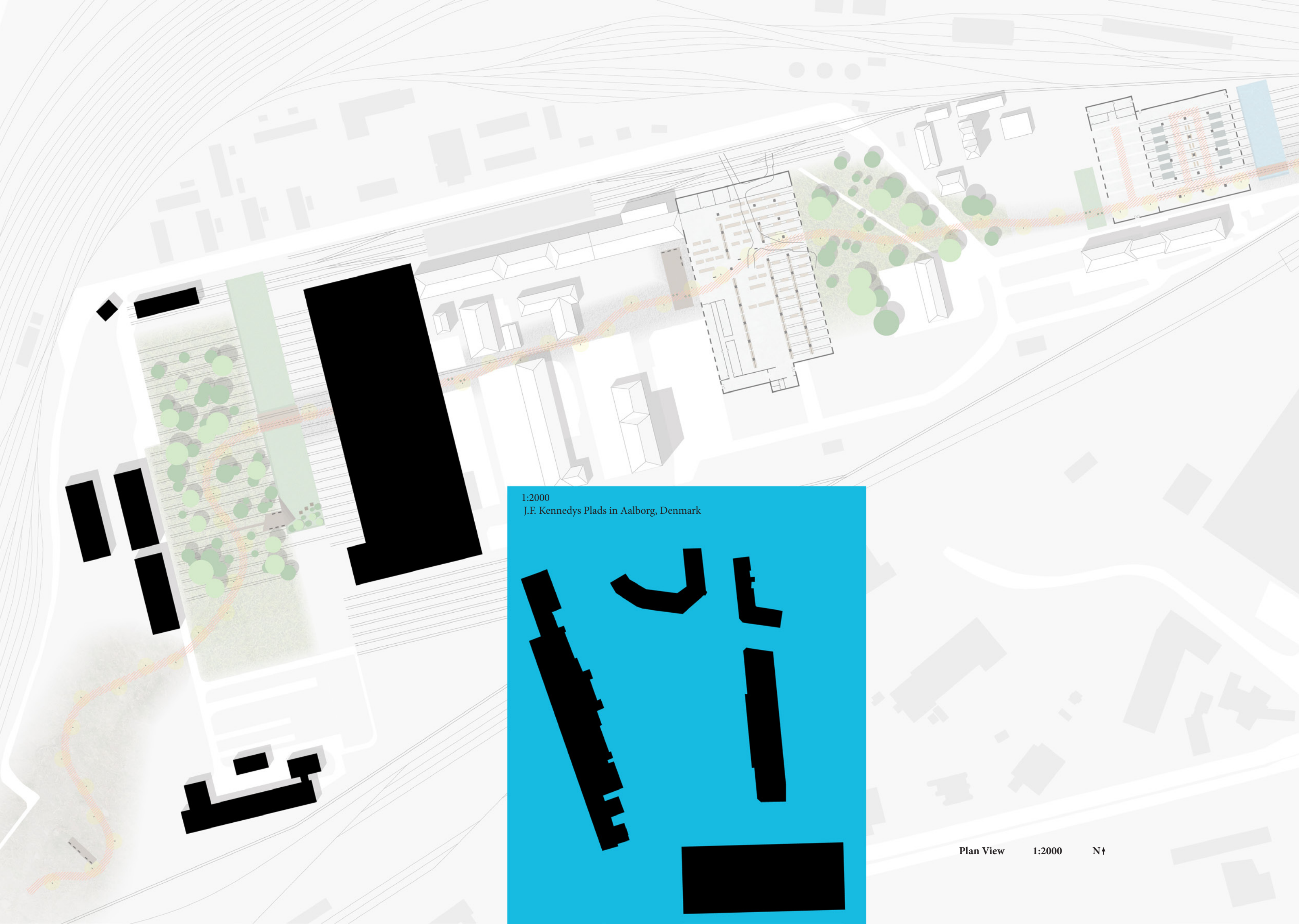
1:20000. Proposal of Mingle Path.



1:20000. Mingle Path in connection with Kalvebod Brygge and Grøn Kile.

Superimposing

To give a better understanding of the size of the site J.F. Kennedys Plads in Aalborg, Denmark is superimposed to the site.



1:2000
J.F. Kennedy's Plads in Aalborg, Denmark



Atmospheric description

Interviews and guided tours with Jørgen Ole Johansen, manager at 'DSB Hjælpevogn' and resident at 'Den Gule By' Alf Brokholt have created an understanding of the site. Another Interview with Peter Bjerg, Social entrepreneur at the think tank 'Supertanker' helped giving critique and discussion for how to develop the site. The information regarding the site is supported by local municipality plans. First impression of the site is the experience of a surprisingly big and latent area. No big road or obvious signpost marks the entrance. At the end of Otto Busses Vej, Northwest on the site a small pedestrian tunnel connects to Enghavevej. The buildings can roughly be divided into two parts. One greater part constituting buildings for industrial usage and the other part constituted by the residential area 'Den Gule By' in the Northwest part of the site. Initially 'Den Gule By' was reserved for employees at the Railway Maintenance Center, which has changed so tenants today are not necessarily related to DSB. The total site is built on man-made land reclamation. This took place around the 1850'ies when Copenhagen experienced of its eras of rapid expansion.



Train Hall .



Between Train Halls.



Rail leading between Train Halls.



East end of the site.



Inside Train Hall under the ceiling.



Inside Train Hall.



Old timber coach at the Museum Workshop.



Inside the Museum Workshop.



One of the green areas at the site.



Tunnel leading to Enghavevej.



Den Gule By, left. Train Hall, right.



Train Hall and the Traverser rail.



Sources of inspiration



Photo 1. Südgelände Nature Park - Berlin, Germany.



Photo 2. Jomfru Ane Parken - Aalborg, Denmark.



Photo 3. High Line - New York, USA.



Mingle Path - first stage of transformation

When designing Mingle Path it is one stage of transforming of the whole site of Copenhagen Railway Maintenance Center. Casting away the fact that this would cover a fairly big project, one could be triggered to think in scales of a holistic Master Plan including buildings, usage, infrastructure and proposing detailed design. Research shows how designers through time have met challenges when Master Plans are implemented in city environments. The concept of the Master Plan is a contemporary topic of discussion and interpretation. In 1995 architect Rem Koolhaas and designer Bruce Mau published the book *Small, Medium, Large, Extra-Large*. Among other topics the book researches Urbanism and relations between design and cities. Especially the article What Ever Happened to Urbanism? gives a view on design approaches also showing how a Master Plan has critical aspects. As respond to the globalization and consumerist society there are numerous with bigger impact on cities than a Master Plan. How users will actually utilize a site will often be hard to predict, regardless of design intensions. *What Ever Happened to Urbanism?* is searching for a humble approach to make us how powerful an identity of a city can be: “The professionals of the city are like chess players who

lose to computers (Koolhaas & Mau, 1995: 960).” The complexity of cities makes it sensible to design one stage at a time and make an effort to understand the identity of a site. *What Ever Happened to Urbanism?* helps to understand the challenges of designing a comprehensive Master Plan for the site and also how a suitable project can ignite the transformation of the site. When using the term ‘Master Plan’ in this project it refers to the Mingle Path project. Depending on how users embrace the path, ideally it can stay or be revised as a part of future stages in developing the site.

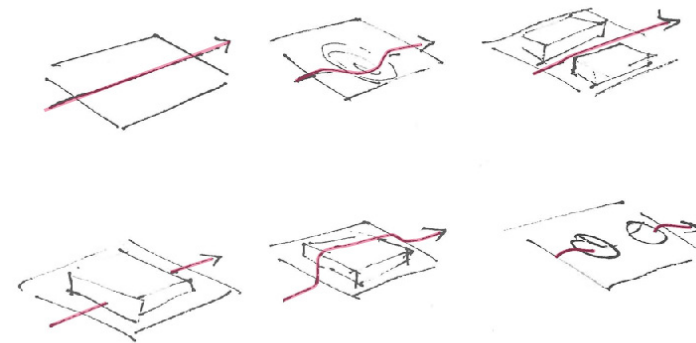


Design & Program

The name Mingle Path refers to a desire to unite the latent site, through its intriguing program, with the rest of the city. Also the bike path functions as a connecting factor joining the two park areas, Kalvebod Brygge and Grøn Kile, planned by the municipality.

Including the buildings

Mingle Path goes through the inside of three buildings on the site. This choice of this to literally bring this surrounding city environment into the site. When users are passing through one can experience a holistic journey through the qualities the site offers, both outside and inside.



Different designs approaches for how to make use of the site when going through by bike.

Rail Wood Park

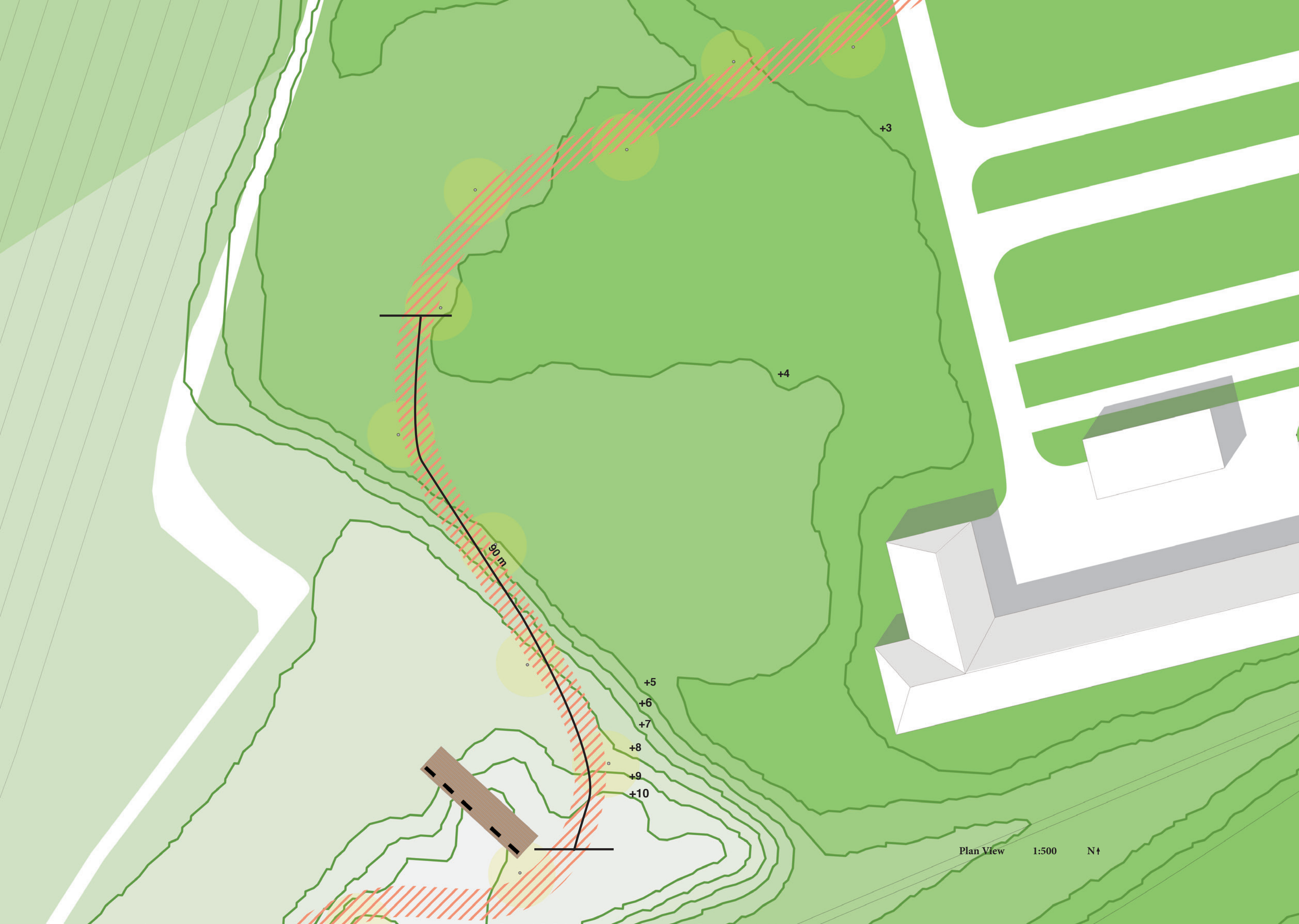
The west side of the bike path contains a tiled look out point with benches. This spot marks an entrance to the path. Going down the slope is experienced through a curved terrain. The curves give a smoother ride when going uphill. This is the sites only place having more than 1 meter of change in contour level. The slope is 90 meters and rises 6 meters within this distance. That gives an acceptable (6/90*100) 6,7% gradient. See illustration on following page. Following comes the first Destination Zone, Rail Wood Park, encompassing the path leading into the wood with trees growing between the old rails, the train traverser going over the sheltered lawn. The south end of the sheltered lawn, which otherwise is an mainly open area, features an more intimate pocket park to invite user to make use of the park. After going over the sheltered lawn the bike path goes through the Railway Museum Workshop. Here one can observe the volunteers repairing the old train.

Shareholders Greenhouse

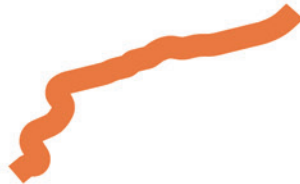
The experience of going through the greenhouse stimulates one with visual pleasing greenery and also smells significant to invite anyone for a stop to explore. An organization of volunteers runs the greenhouse. The effort of joining the organization is treated by a satisfying work with healthy crops as reward. The aspect of being a part of a society has a high value. One can enjoy being taught or learn by others.

Circle Plaza

The indoor plaza covers both a recycle station for biker users and a second hand venue. The idea is that it should be user-friendly for cyclists to get rid of material. Circle Plaza works a satellite assembly to the nearest recycling center. It is meant as a place where one comes with a trailer on the bike or by Christiania bike. For most user passing by, as traveling to and from work/who will not cary bring the recycle issue has an educational value as it increases the visibility of recycling and awareness about sustainable thinking. I have attached a drawing also shows the program for the smaller of the buildings. Items of value collected at the recycle station can be sold at the second hand market next door.



Design Components



1200 meter Bike Lane



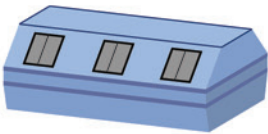
59 Street Lights



2 Woods



82 Soil Boxes



12 Recycle Containers

Mingle Path



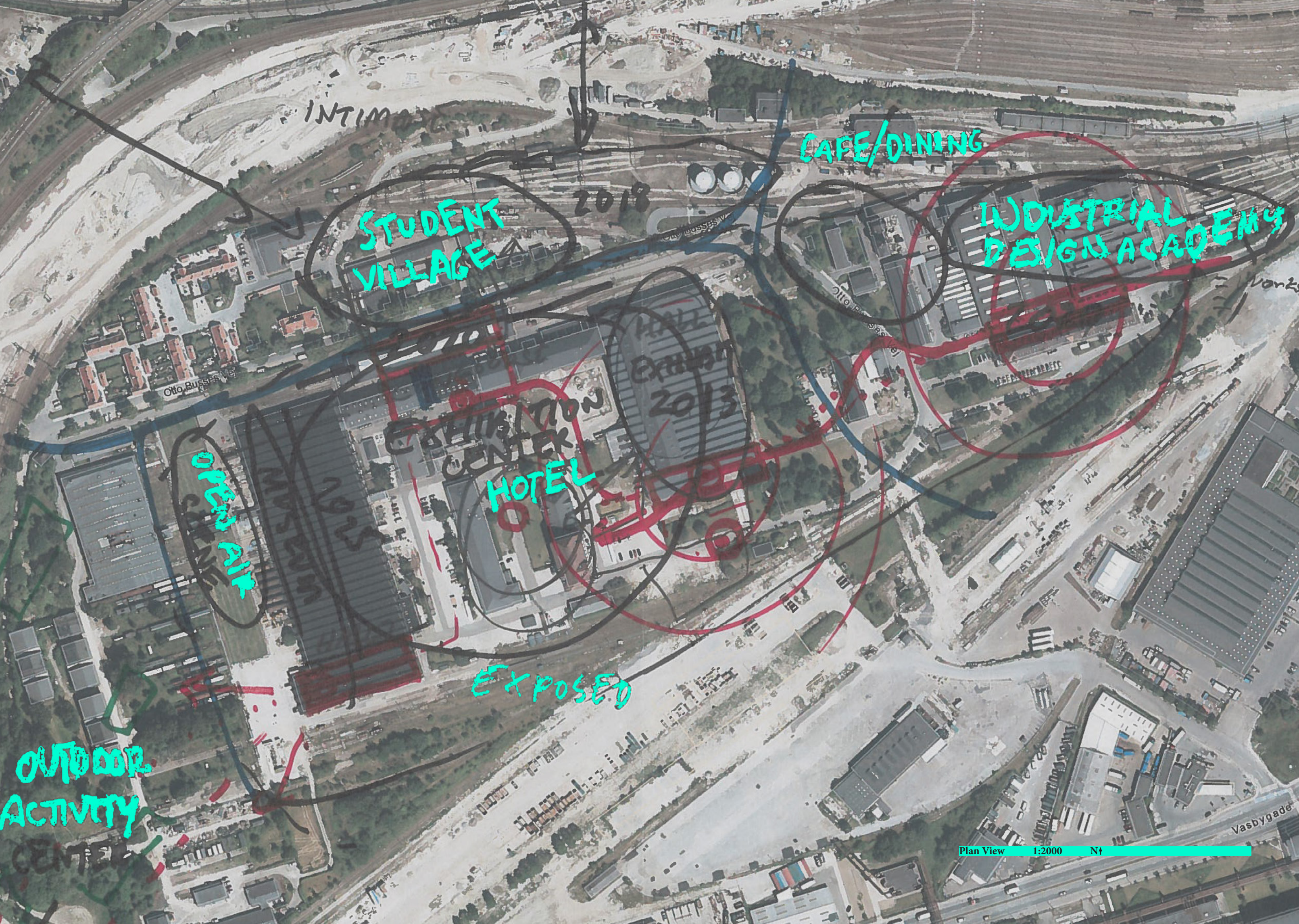
Conclusion

Mingle Path intends to respond to the Problem Formulation which articulate following: How can the design of a bike path transform Copenhagen Railway Maintenance Center to an active area luring public users? What factors along the bike path can turn the journey through the Rail Yard into a destination?

The program of Mingle Path offers a hybrid and varying experience. The history of the site is respected and kept as a part of the new identity. The design includes destinations regardless if one passes by spontaneous or plans a trip to the site. If starting the journey through the site from west there is an chronological thought to first LEARN, (see crafting as welding etc at the Museum Workshop), then DO IT YOURSELF (grow your own crops) UNDERSTAND to be responsible to our surroundings. There is also a metaphoric learning point of going through the path starting from cycle plaza. Sometimes life is lived forward going and understood backwards. This could be an example for understanding the experience Mingle Path in perspective.

Reflection

Inspired by What Ever Happened to Urbanism?
Mingle Path aims not to plan too much and allow a culture to naturally rise. It might seem convincing that organized Urban Design hard to discover in fully successful appearance. However this cannot allow for passive designing. A humble yet bold approach is compulsory to reach new exciting creative solutions. Recognizing that eventually the site will most likely undergo a larger transformation Mingle Path has great ambitions to be a part of this transformation. The illustration on the following page shows thoughts potentials for the future of the site. Hotel, Student Residence, Educational Institutes are among the future potentials. When an investor with commercial support enters the development of the site Mingle Path should by this point have should a successful design not only to keep and build around, even more Mingle Path should inspire to more thoughtful design.



INTIM

2018

CAFE/DINING

STUDENT
VILLAGE

INDUSTRIAL
DESIGN ACADEMY

2013

EXHIBITION
CENTER
HOTEL

EXPOSED

OPEN AIR

OUTDOOR
ACTIVITY
CENTER



Reference list

Literature

Birket-Smith, T. (2007). *Industriens Bygninger*. Copenhagen: Kulturarvstyrelsen
Koolhaas, R. & Mau, B. Edited by Sigler, J. (1995). *Small, Medium, Large, Extra-Large Office for Metropolitan Architecture*. New York: The Monacelli Press

Plans

“Otto Busses Vej” Lokalplan nr. 433 med tillæg nr. 1
Bydelsplan for Vesterbro/Kongens Enghave 2010

Web Sites

<http://supertanker.info> (Accessed on May 18, 2013)
<http://www.gruen-berlin.de/parks-gardens/suedgelaende-nature-park/> (Accessed on May 18, 2013)
http://www.landezine.com/index.php/2013/02/schoneberger-sudgelande-park-by-odious/schoeneberg-sudgelande_01/ (Accessed on May 18, 2013)
<http://katrinesdanskeventyr.blogspot.dk/2011/04/aalborg.html> (Accessed on May 18, 2013)
<http://www.asla.org/sustainablelandscapes/highline.html> (Accessed on May 18, 2013)

Illustrations and Photos

Illustration and photos by author
Cover. Page 6, 14-20, 24, 26, 31-32, 43-36, 38, 40, 42, 45-48, 52 and 54-59.

Illustration and photos from Copenhagen Municipality
Page 8, 13, 23 28-29 and 51.

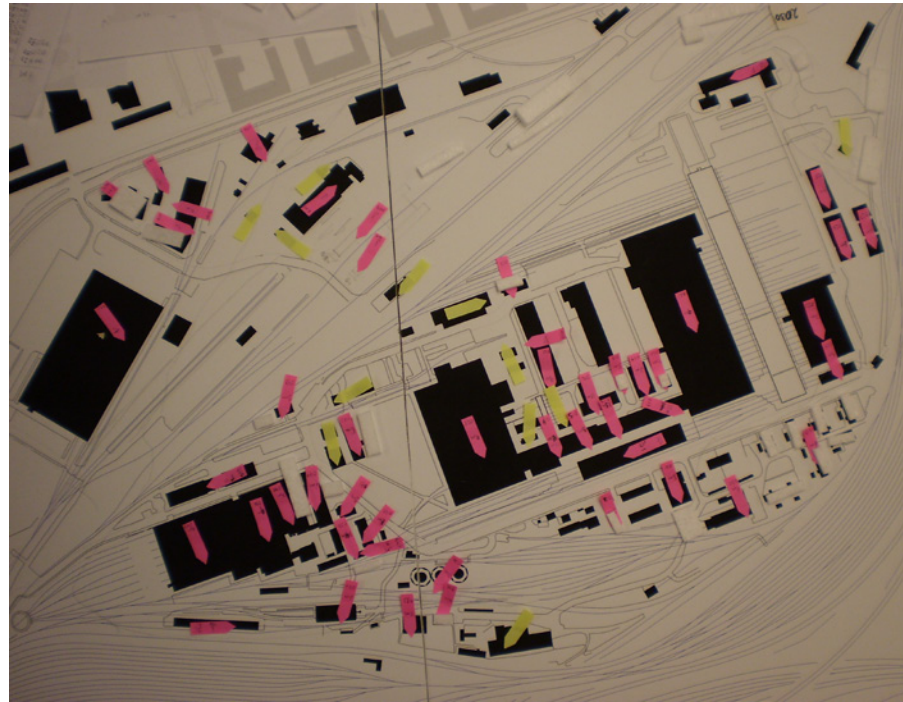
Photo from gruen-berlin.de
Photo 1, page 39.

Photo from katrinesdanskeventyr.blogspot.dk
Photo 2, page 39.

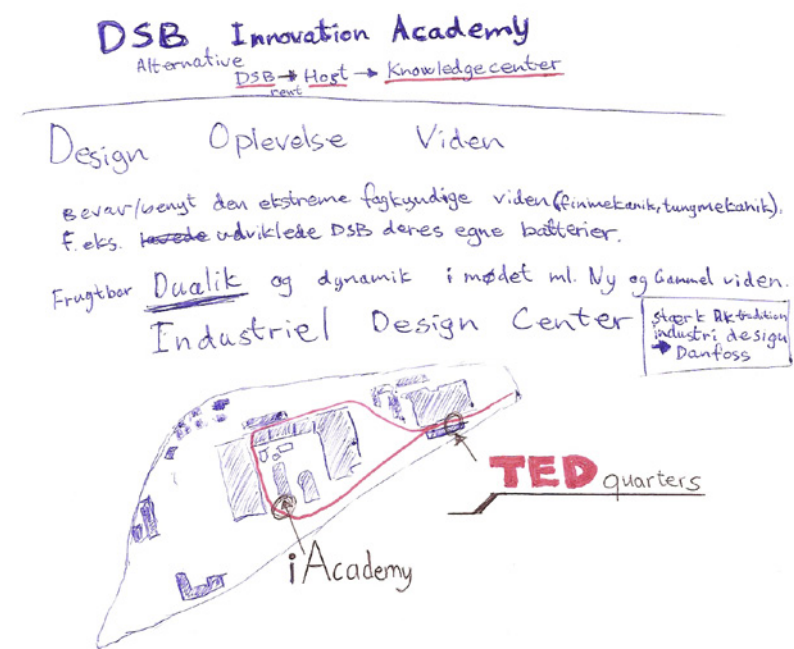
Photo from asla.org
Photo 3, page 39.

Appendix

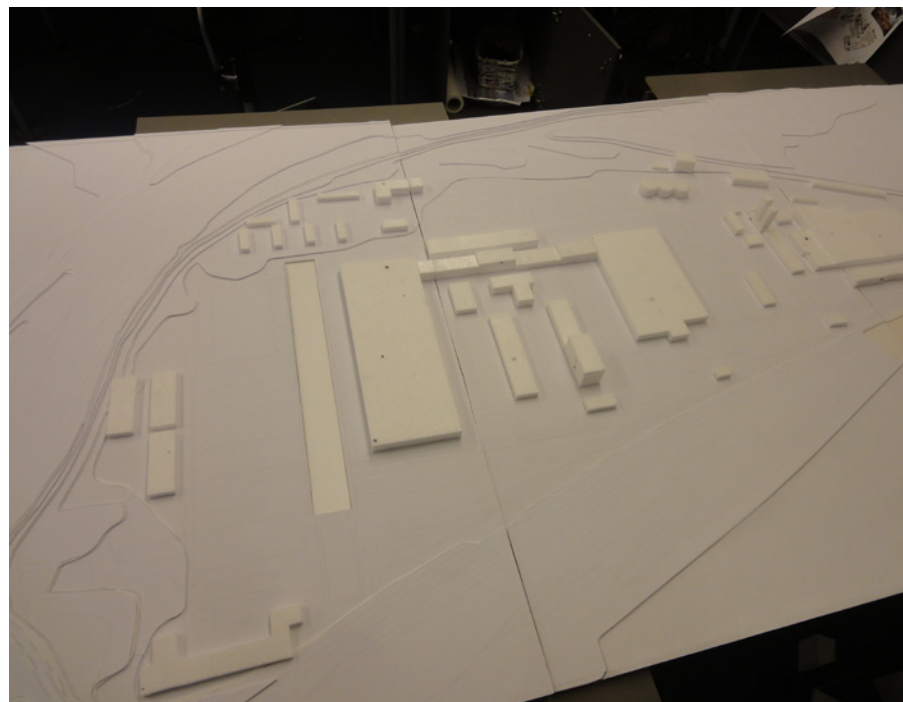
Following photos shows parts of the process of creating Mingle Path.



Analysing buildings at the site.



Creating a program for the site.



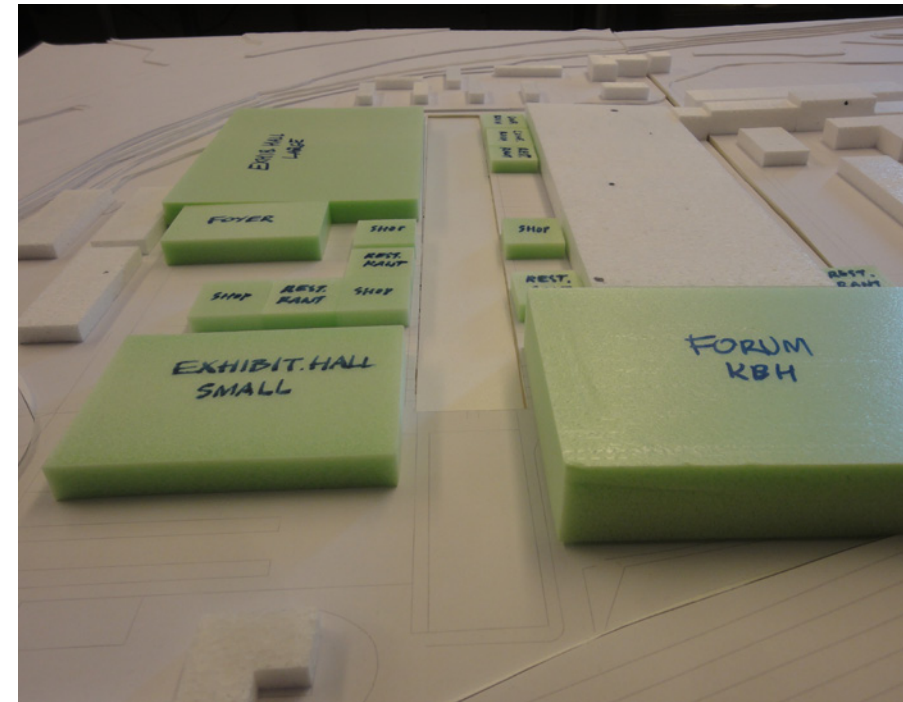
Model workshop



Exploring the spatial qualities of the site.



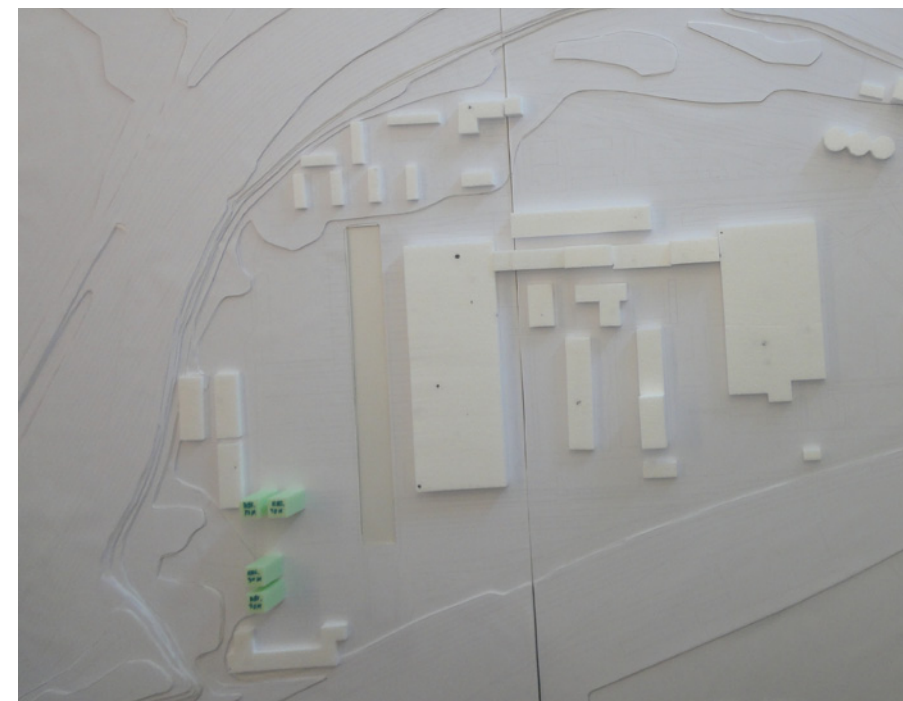
Potential to expand the site for exhibition purpose.



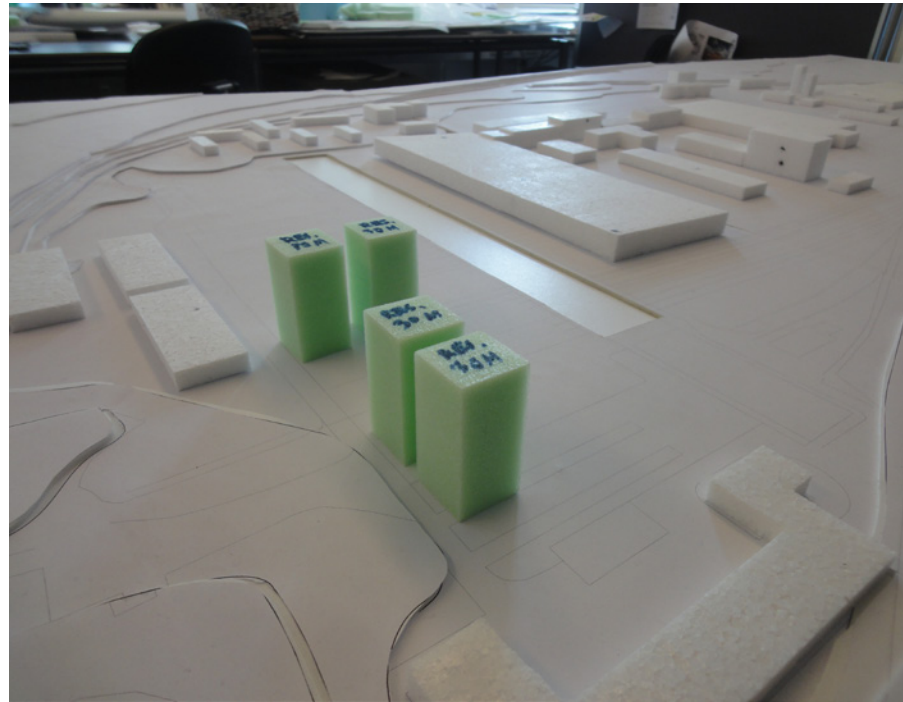
Potential to expand the site for exhibition purpose.



Potential to expand the site for exhibition purpose.



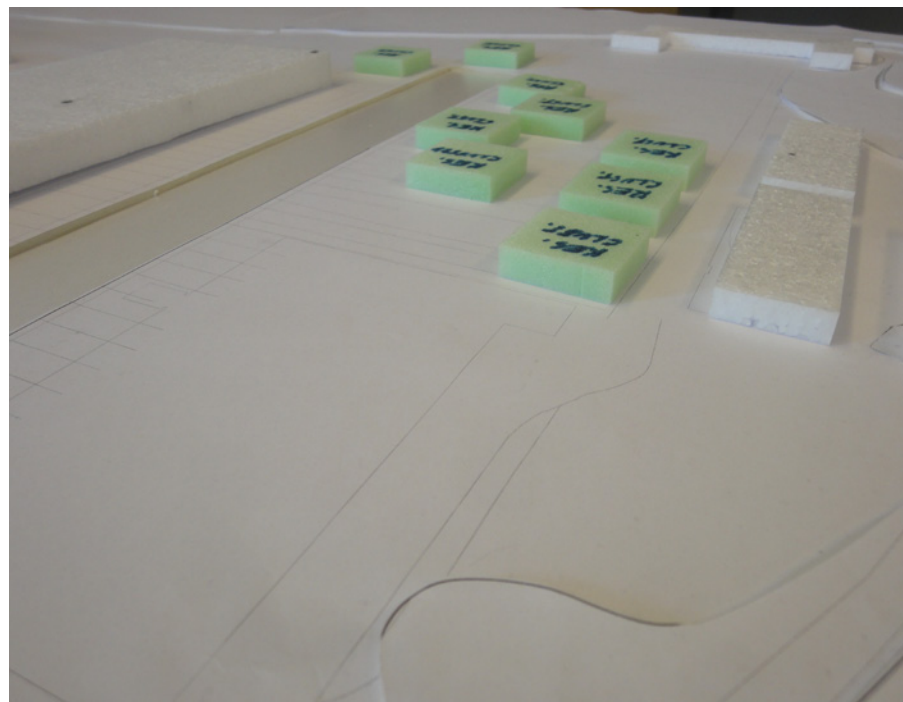
Exploring residential possibilities. High rise.



Exploring residential possibilities. High rise.



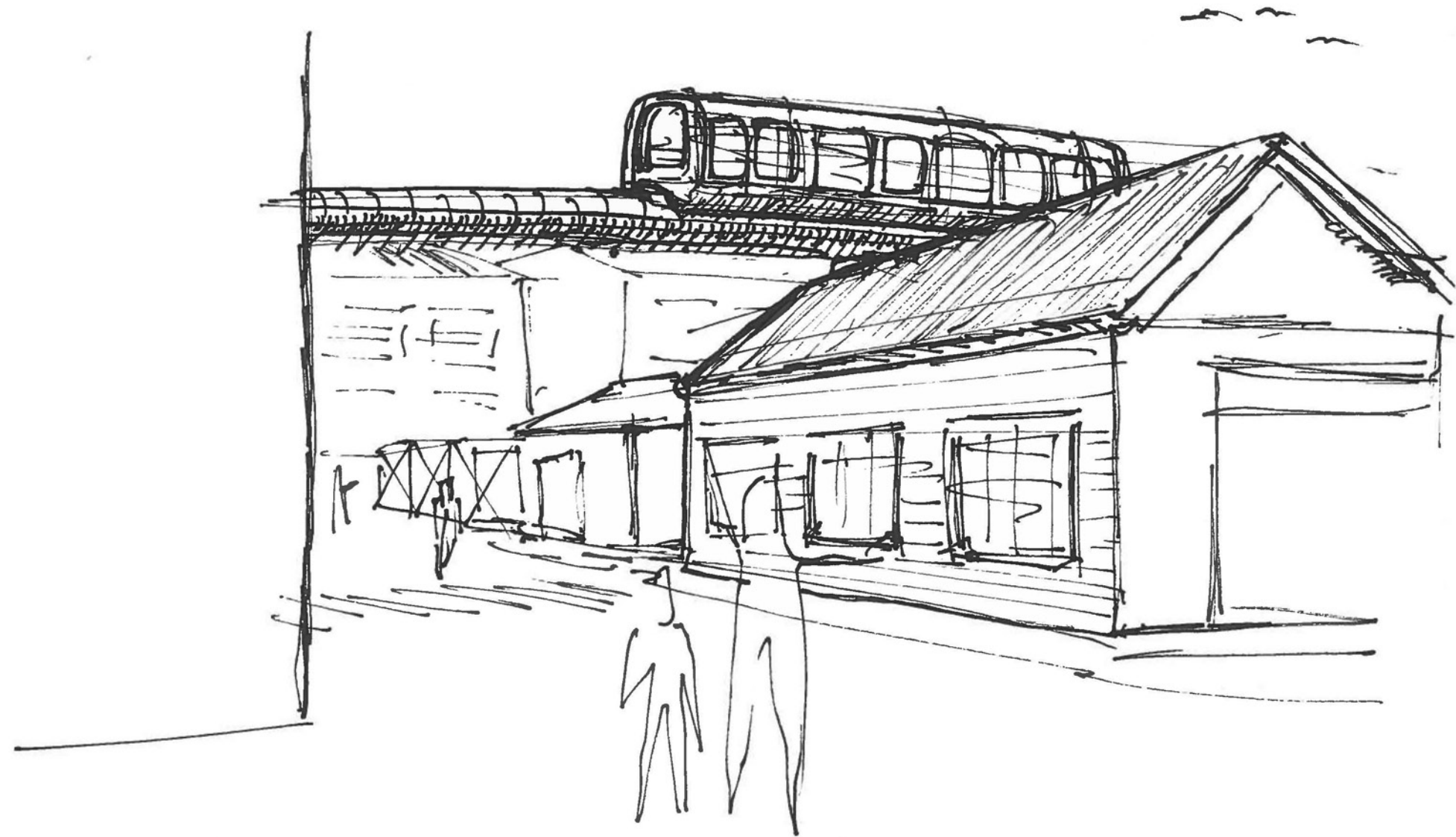
Exploring residential possibilities. Two levels.



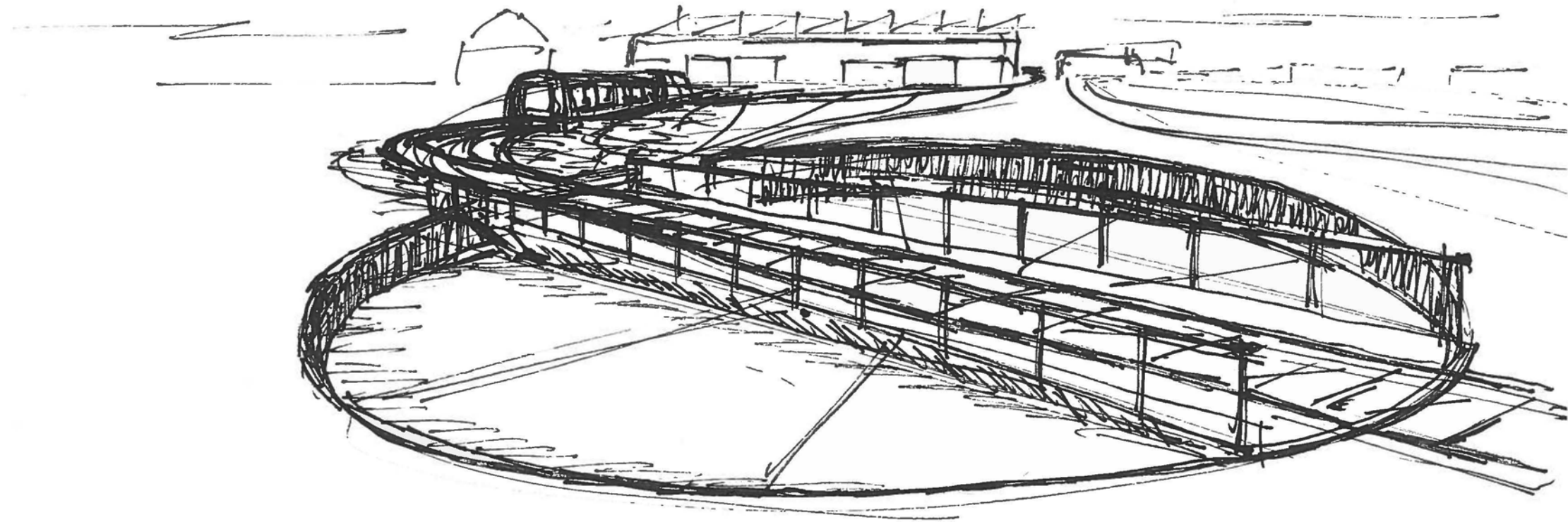
Exploring residential possibilities. Two levels.



Hand drawing. New public transport at the site.



Hand drawing. New public transport at the site.



Hand drawing. The turnable at the east end of the site.