

friche josaphat: lost & found?

(re)defining its fragments and boundaries



explore

define

look

react

reflect

contents

*brussels
railway tracks
green corridors
connecting
& separating*

explore

p1 green grasses of town

GREEN GRASSES OF TOWN

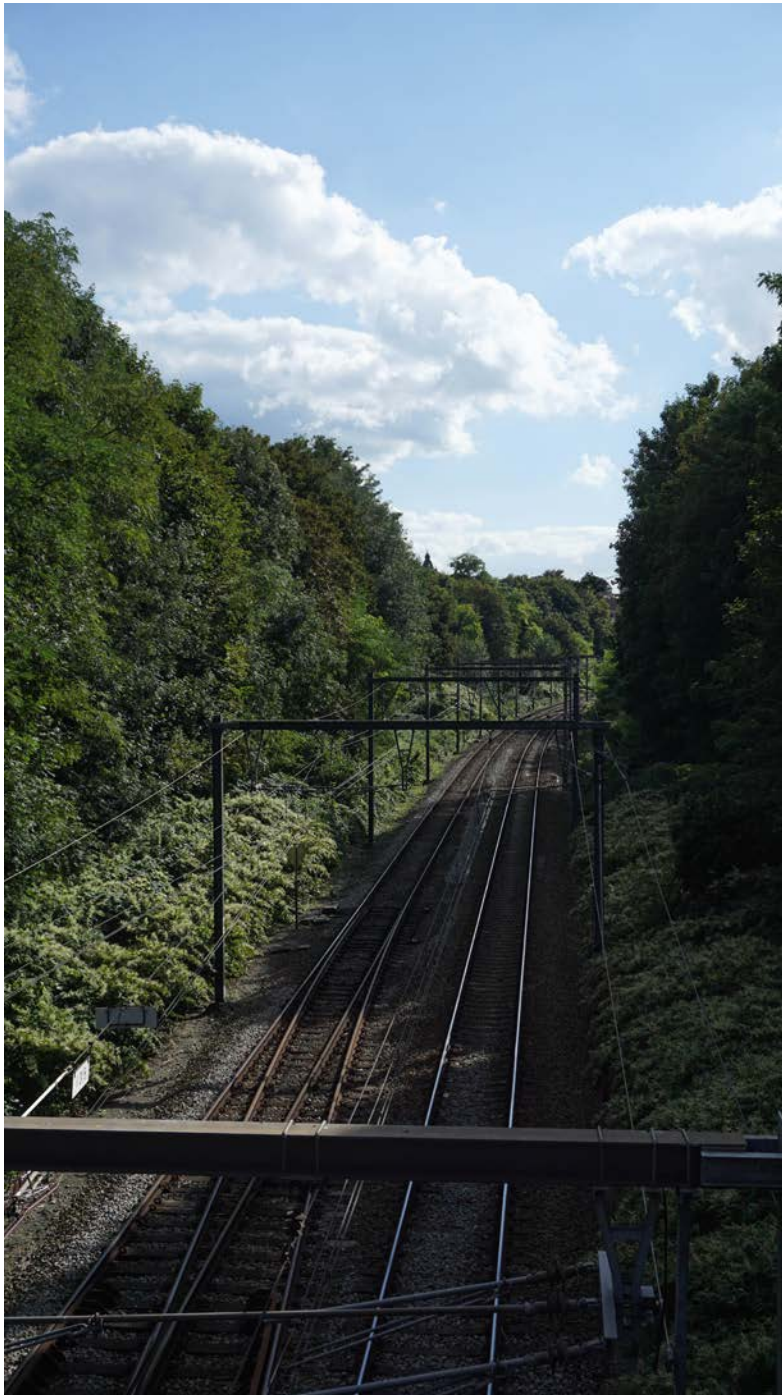
Many of the railway tracks in Brussels were constructed in the place of the retired river, the Senne. The historic path of the river can still be seen in the city, its long, curved strokes pierce through the dense and linear built fabric of the city. The footprints of these infrastructure pathways are deeply historically and spatially embedded in the city, not only connecting but also separating various parts of the city.

As Brussels urbanized, the need for more green spaces in the city became increasingly important. Some of the first infrastructural projects tackling greenery in the city were the grand gestures of King Leopold II, wherein large avenues and grand monumental parks were constructed. Today, there is little space left for such large green spaces in the city, instead residual spaces within the urban fabric, such as abandoned plots, vacant sites, or land surrounding train tracks, have become important sites for small-scale green infill projects. Often, infrastructural, economic, or societal changes cause these residual sites to appear. Many examples of these spaces in Brussels, such as Tour & Taxis, The Delta Triangle, and Parc Maximilien, are the result of such transformations and changes.

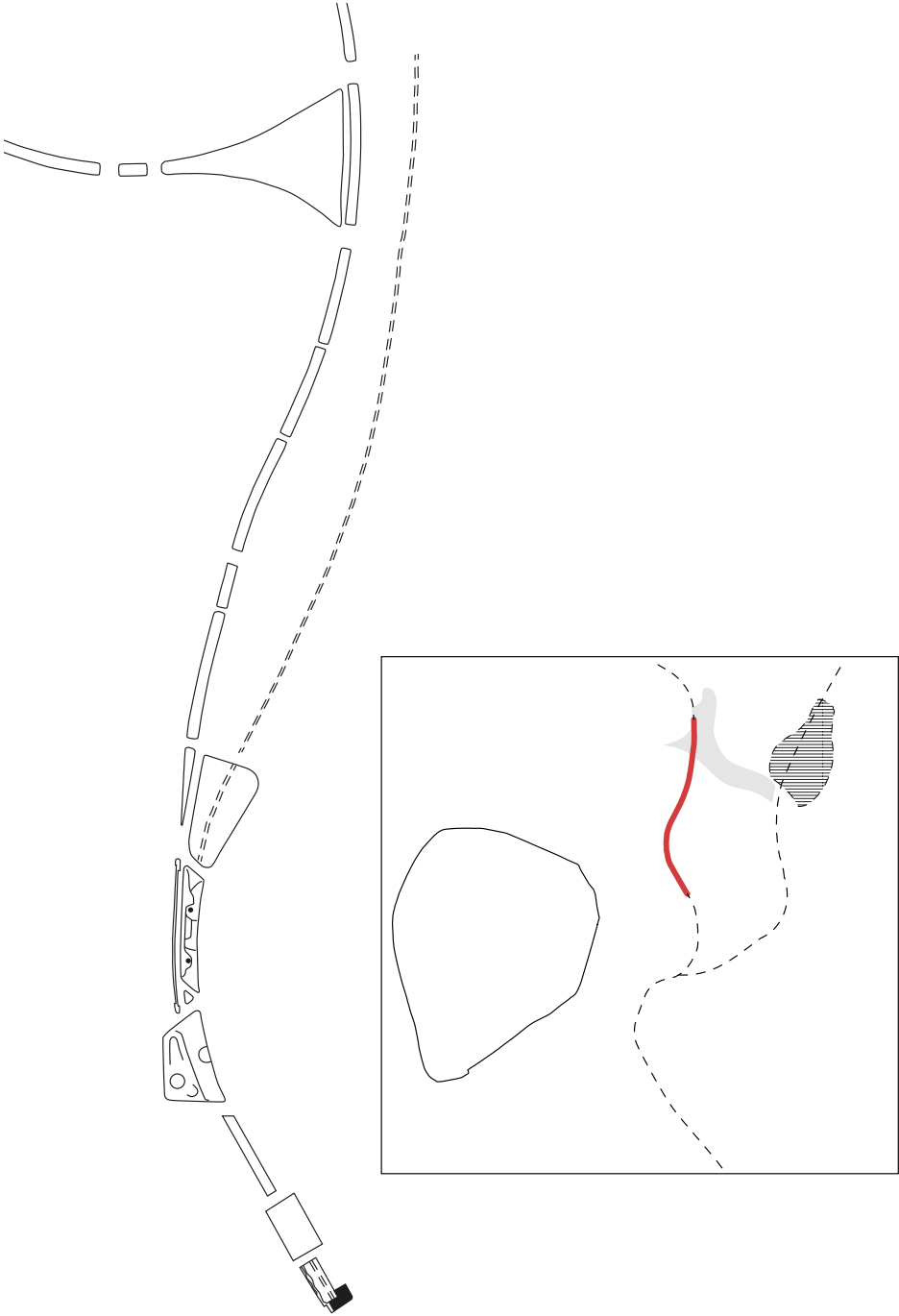
The site of focus for the Urban Architecture studio is an abandoned marshaling yard, colloquially known as La Friche Josaphat, a twenty-four-hectare area of industrial wasteland in the neighborhood of Schaerbeek, to the north-east of Brussels. After its closing in 1994, the railway infrastructure was dismantled and the land was left neglected to the elements, allowing it to transform into a field of wild nature. Cutting through the center of the friche is one remaining train track, servicing a Suburban Regional Express Rail train. The track cuts the site in two, with the eastern side housing numerous industrial functions, as the west remained untouched allowing nature to flourish.

La Friche Josaphat can be considered one of these residual spaces. Its redundant industrial function, as well as its proximity to railway tracks, creates a difficult landscape to transform, its difficulty opening opportunities for use as a green space. The size of the friche is significantly larger than residual spaces already appropriated in Brussels, leading to debates and controversies relating to the needs of man over those of nature, where to build and where to green, and the meaning of community in the modern city.

The research of Green Grasses of Town analyses the transformation of a train line that runs along Avenue Paul Deschanel, to the west of the friche, as an abstract case study. The analysis focuses on the historical transformations as well as social and spatial attributes of the track.



explore



PAUL DESCHANEL AVENUE

The area of analysis is a green parkway that runs along the Avenue Paul Deschanel, to the West of La Friche. The Avenue Paul Deschanel tells a complex history of infrastructural change, top-down planning decisions, and urban expansion. Throughout history, the avenue has undergone numerous interventions and reinventions, always to improve the spatial environment of the area. This leads to a case study not only on the material changes of the city but also on the ideological and methodological changes to urban planning throughout history.

In the 1850s a railway was built between Gare du Nord and the Brussels-Luxembourg station. Following the construction of the train line the city expanded rapidly along the track, and eventually, the tracks became a growth barrier for the city, causing densification of the urban fabric along the west side of the train tracks. Alongside this, the number of level crossings with the tracks led to congestion and numerous casualties. By the 1860s plans were made to develop parts of the Maelbeek Valley. The Maelbeek River was a tributary of the Senne, which was covered in the late 1860s due to health and sanitation concerns at the time. It also ran alongside the train line built in the 1850s. The Maelbeek, a much smaller river, was redirected underground and channeled through a sewerage system.

In response to the safety and spatial concerns of the train track, in 1895 it was decided to relocate the tracks to the location of the now-drained Maelbeek River. The Maelbeek valley was excavated to lower the tracks, eliminating the need for level crossings, and connecting the east of the tracks to the rest of the city. This resulted in a displacement of the tracks by 30 meters to the east. As a result of this relocation, many existing streets had to be altered or cut off, causing many irregularities in the urban fabric. At the location of the former railway tracks a residual space emerged, on which the Paul Deschanel Avenue was constructed.

Over time, parts of the newly relocated tracks were gradually covered, resulting in a nearly fully underground train line, and new public spaces atop. Along Paul Deschanel Avenue an interesting dynamic between tracks, greenery, and the road has been created; the greenery and the tracks converge, diverge, and stack, in places the uncovered tracks cause an impermeable wall in the street, whereas in others the open parks seamlessly unite both sides of the street. At the end of the road, the tracks disappear, completely underground, and seamlessly integrate into the urban fabric. The urban terminus is marked by a reused train station, now known as the Jazz Station.

Originally a left-over space the Avenue Paul Deschanel, and its development over time, is a revealing case study on the implications and differences of top-down planning versus the reality on the street. The spatial analysis of the avenue is done as a sequence throughout space -splitting the avenue up into 7 parts, researching the historical layers embedded in the urban fabric. Each research area is then analyzed according to 5 themes.

THE 7 PARTS

- 1 *Av. Paul Deschanel North*
- 2 *Railway Fringe*
- 3 *Av. Paul Deschanel South*
- 4 *Sq. Armand Steurs*
- 5 *Bd. des Quatre Journées*
- 6 *Felix delhaye Sq.*
- 7 *Jazz Station*



THE 5 THEMES

1 *Urban*

A focus on the effects of the infrastructural changes on the urban fabric: Have new streets or squares emerged? Have any functions been changed?

2 *Barriers*

A focus on the barriers regarding the specific parts of the avenue: How are certain areas demarcated? What parts are more exclusive or inclusive? Are there any rules? What role does the topography play in defining barriers? How is greenery used to divide spaces?

3 *Greenery*

A focus on the greenery along the different parts of the avenue: What types of green? When was it planted? How is the vegetation maintained? What function does the green have? How does the green impact the experience of the space?

4 *Architecture*

A focus on the architecture that is present adjacent to the avenue: What types of buildings? What do the facades look like? What heights do the buildings have? What functions do the buildings have? When were they constructed? How do the buildings impact the avenue?

5 *Users*

A focus on the users of the avenue: Who uses the avenue? What traces are left by its users? How is space appropriated? What modes of transportation can be detected? How is it used? As a passageway or as a place to stay?

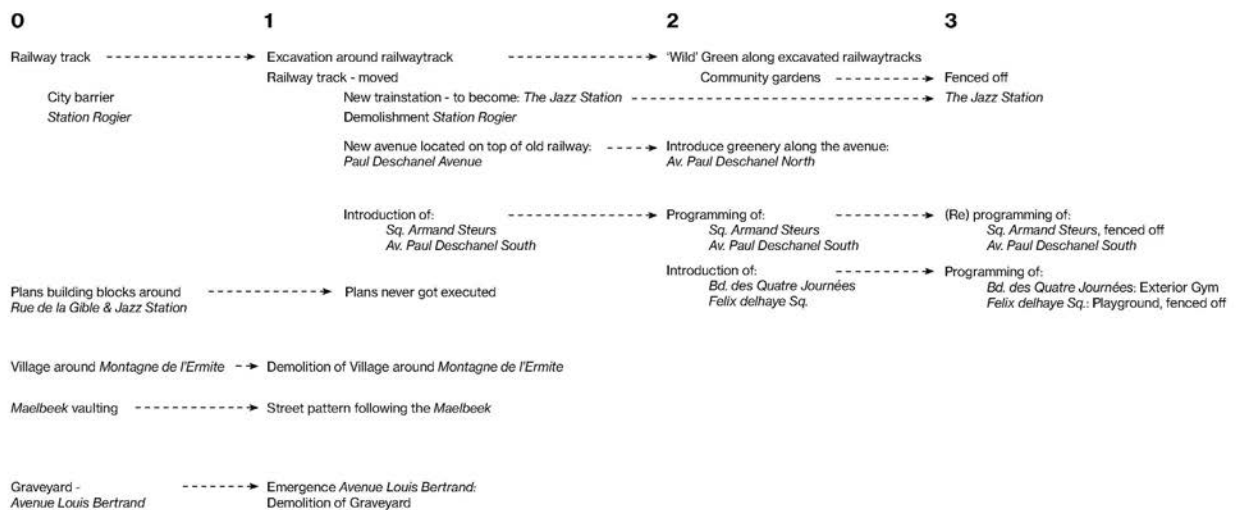
THE 4 TIME FRAMES

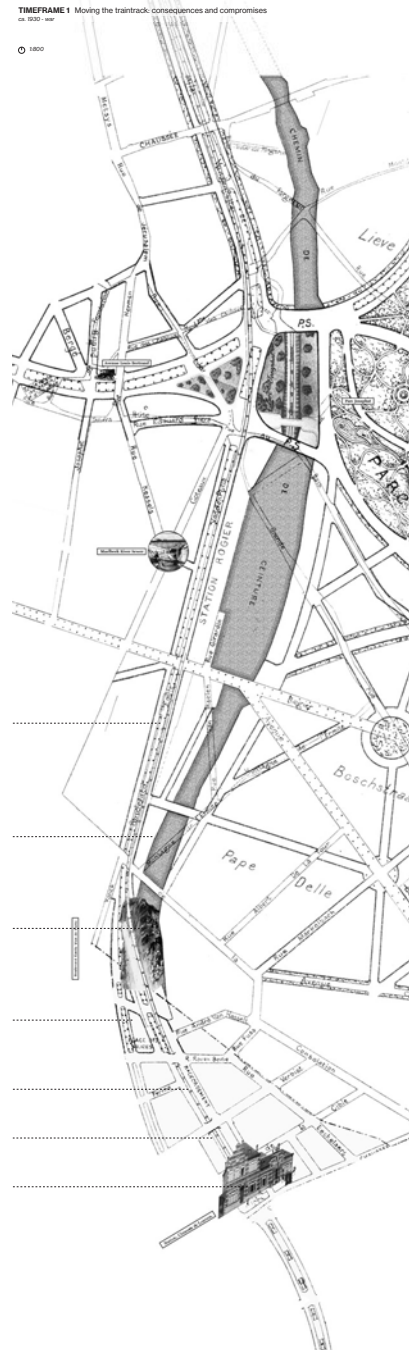
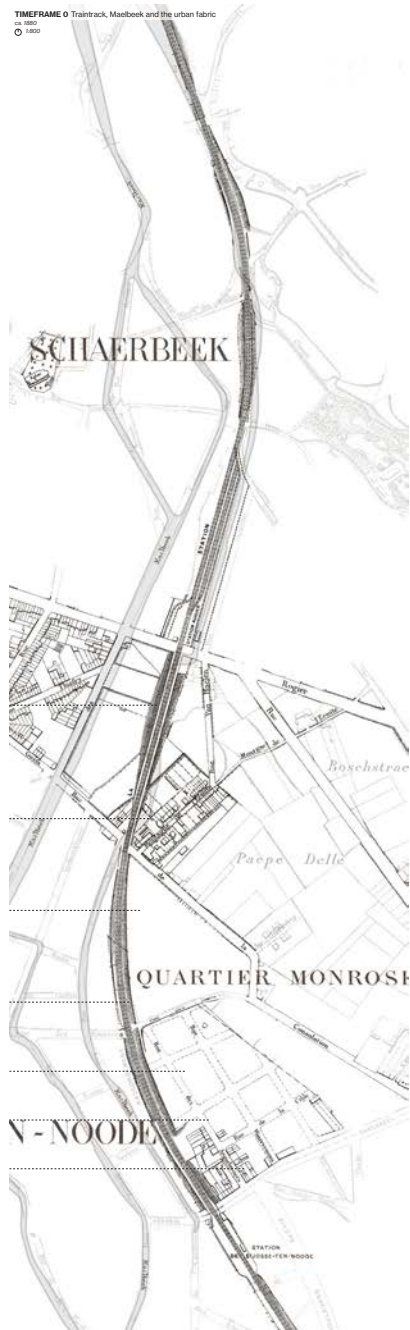
0 *Traintrack, Maelbeek and the urban fabric*
ca. 1880

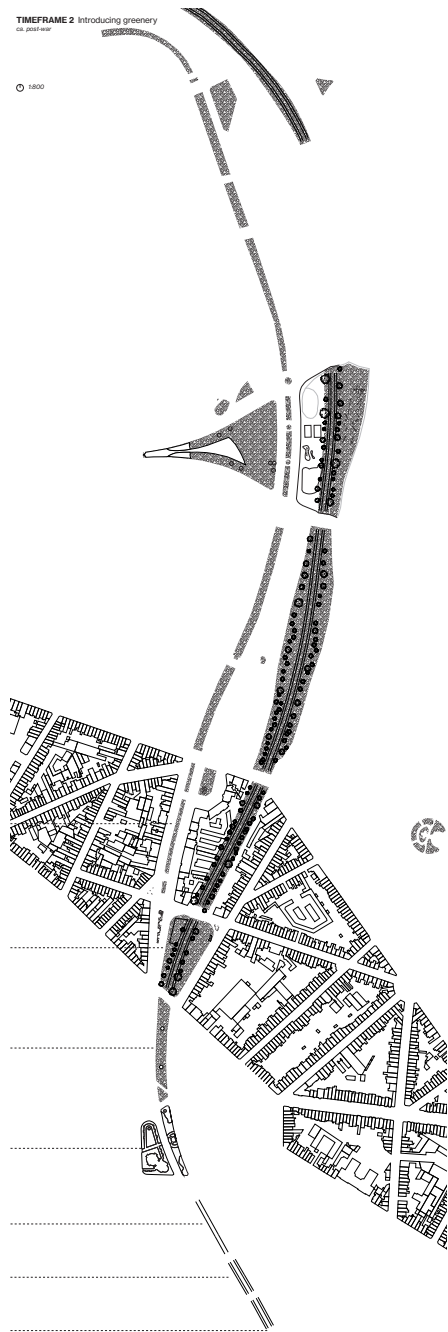
1 *Moving the traintrack: consequences and compromises*
ca. 1930 - war

2 *Introducing Greenery*
ca. post-war

3 *(Re)programming Greenery*
the present









0 Suburban horizons

Traintrack, Maelbeek and the urban fabric
ca. 1880

A section displaying the broadening of the horizon, showing the wide landscape of the sculptured Josphat Park next to the train tracks, accompanied by small recreational interventions, and the tall residential building on the empty grass field. Unveiling the contrast between the suburb and the concentrated high-rise structure.

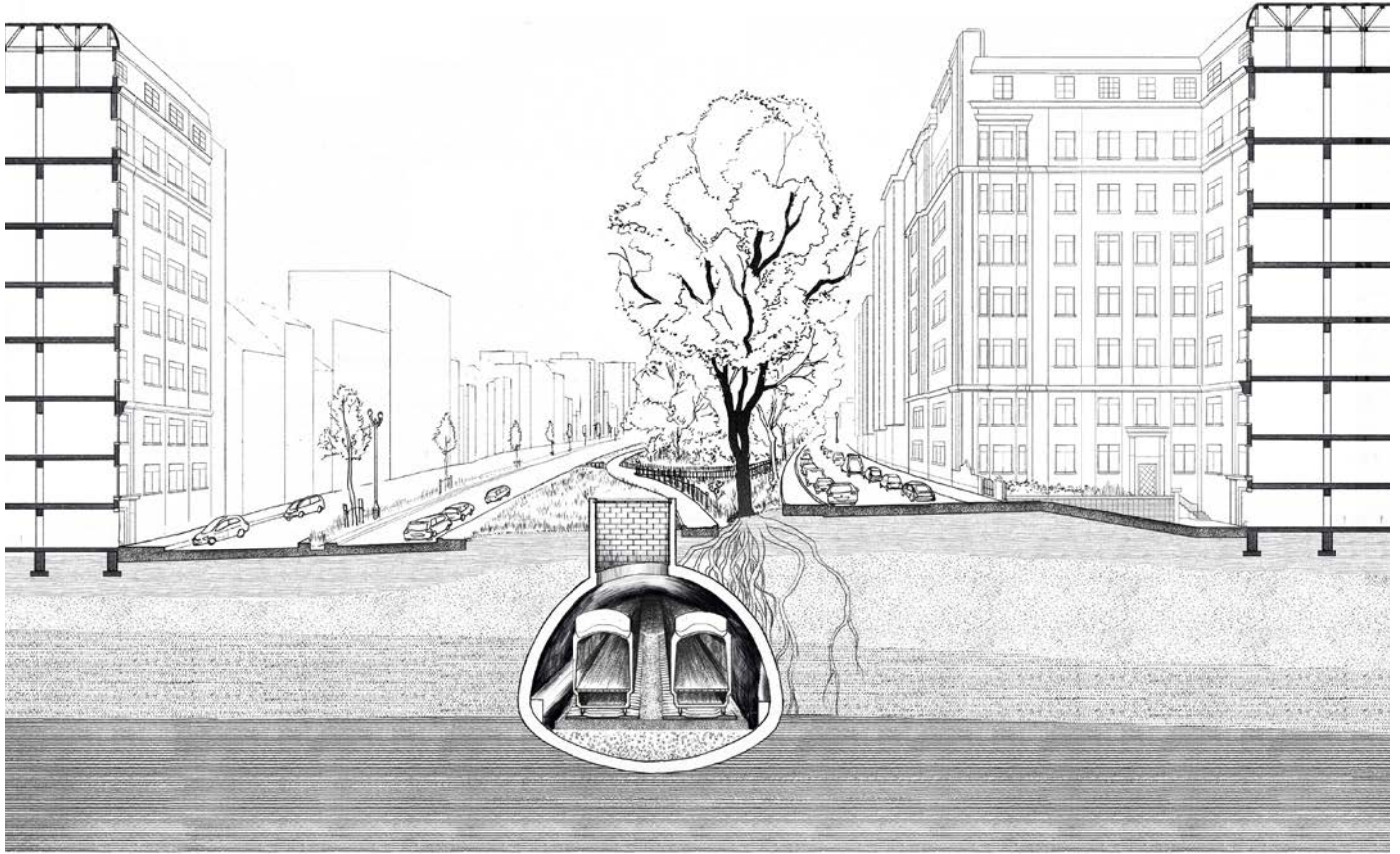


1 *Infrastructural foundations*

Moving the traintrack: consequences and compromises

ca. 1930 - war

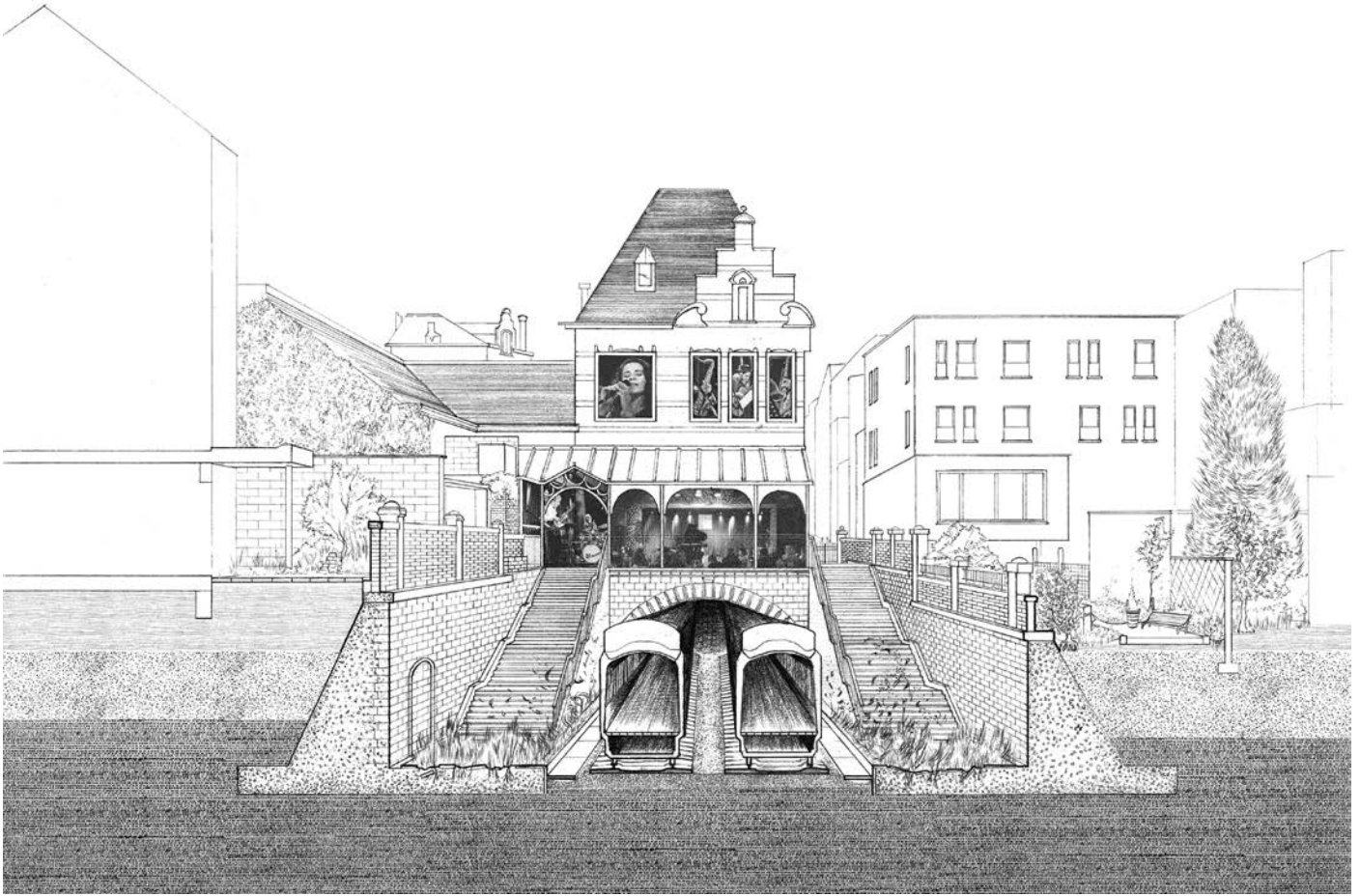
A section showing the effects of early infrastructural foundations on the current urban fabric. The vaulting of the Maelbeek River, introducing a sewage system, and planning the Avenue on top. The excavation, the burial of the train tracks, and the bridging of the tracks, allowing the city to grow beyond the old railway border. As the speed of the train became incompatible with the once suburban neighborhood, fences were built along the new railway to exclude public access. This no-man fringe along the railway tracks led to the emergence of 'wild' nature.



2 Superimposing train tracks

Introducing Greenery
ca. post-war

A section showing the landscaping on top of the underground railway tracks and the mysterious wells, which are actually the ventilation shafts of the tunnel. The big trees are utilized to create a buffer border between the adjacent high-density housing. Displaying the utilitarian mindset of greenery being used more as a tool in urban planning, rather than it relating to a larger ecological system.



3 *Revitalizing the station*

(Re)programming Greenery
the present

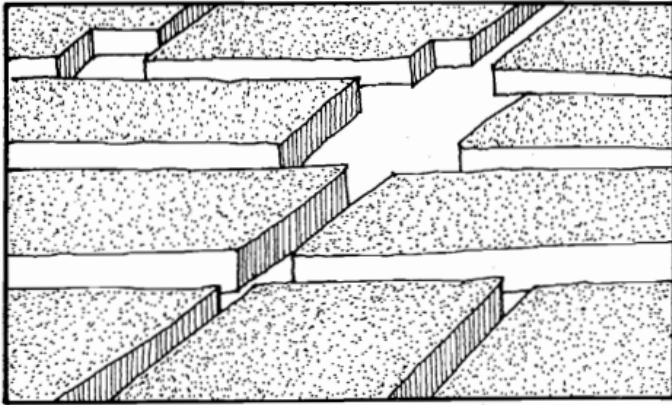
A section displaying the revitalization of a heritage building: the old train station being transformed into a 'Jazz station', exemplifying the reprogramming of existing buildings in the city. However, the train platform was abandoned due to the reprogramming. The railway tracks remain exposed while the proximity between the train and the houses evokes a feeling of possible danger. The fencing segregation creates a void in the backyards of the adjacent neighborhood.

urban fragmentation
lost space
(dis)connection

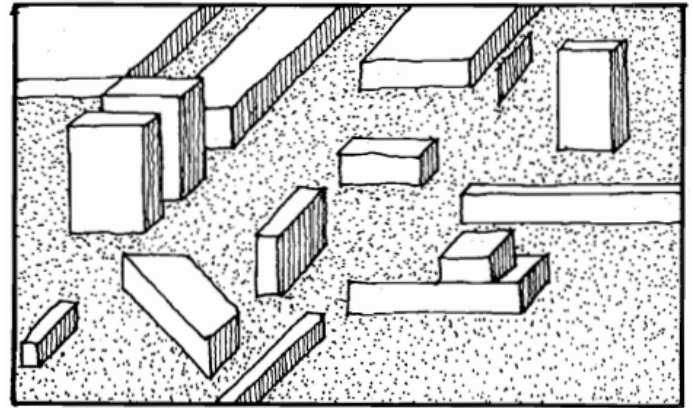
define

p2 personal research

define

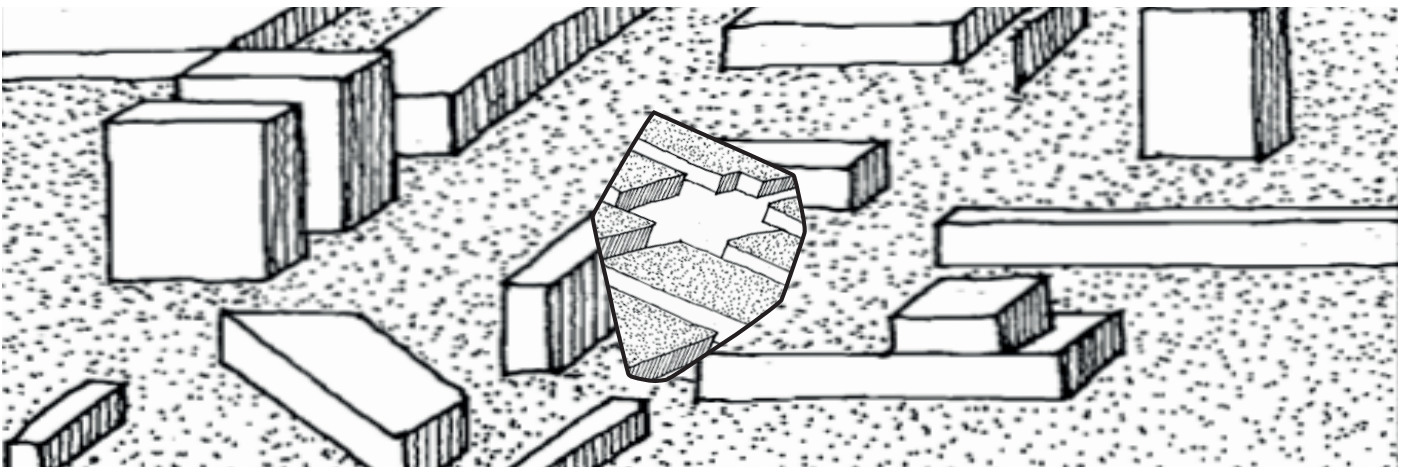


Traditional City Form

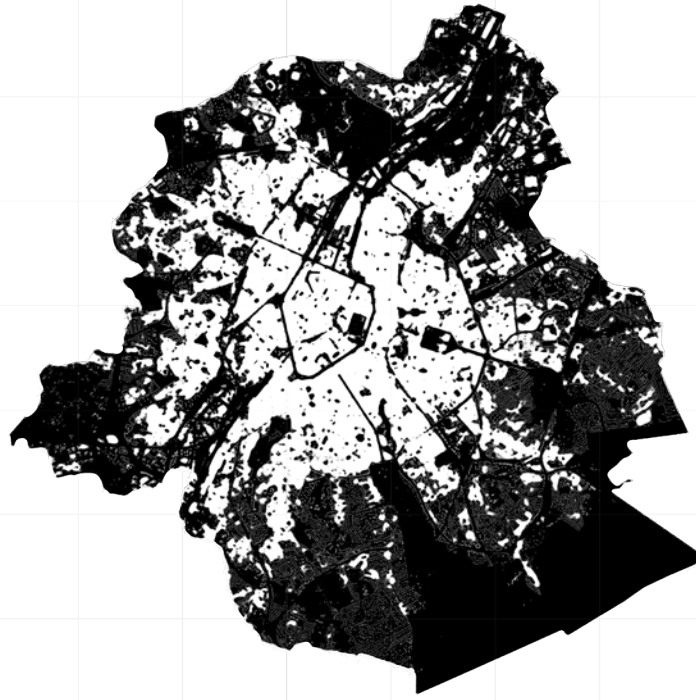


Modern City Form

the traditional city, where a well-organized system minimized the existence of lost spaces. the design of streets, squares, parks, and public spaces seamlessly integrated with individual building designs.



modern city form, expanding beyond its walls into open space. a new spatial structure: leaving undefined exterior spaces, structureless voids.

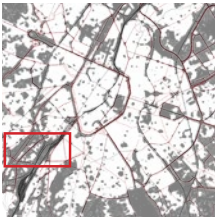


the modern city, now highly fragmented, their fringes extending beyond the old city walls, typically made up of disconnected areas of built land broken up by pieces of open space.

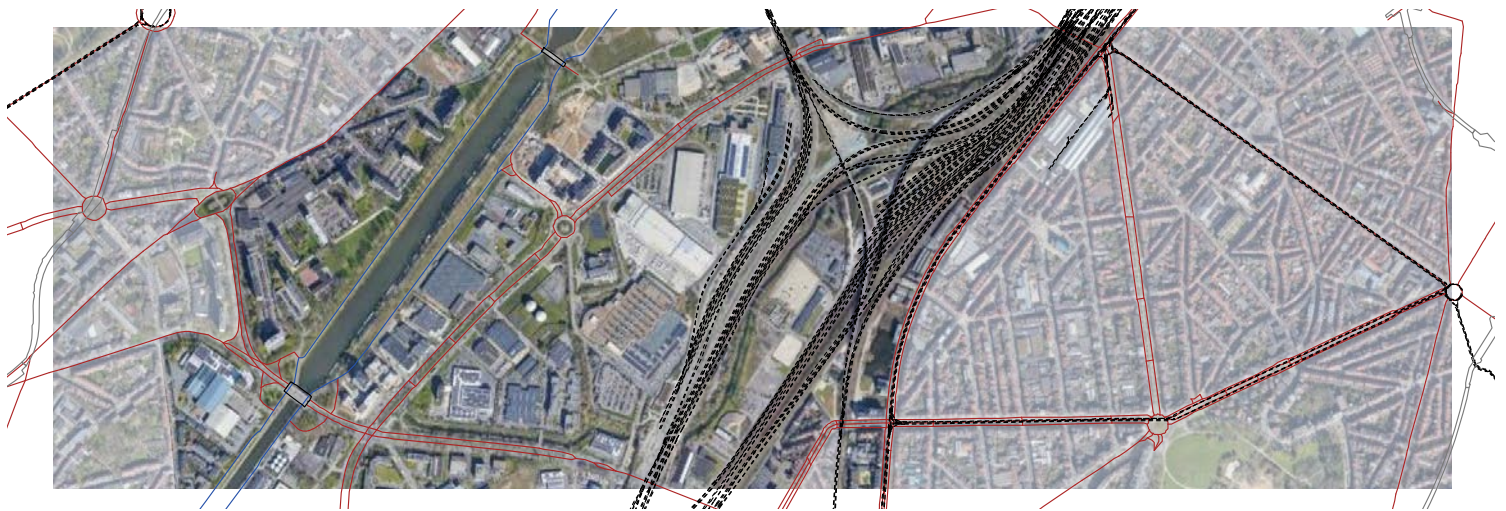


the modern city, now highly fragmented, their fringes extending beyond the old city walls, typically made up of disconnected areas of built land broken up by pieces of open space.

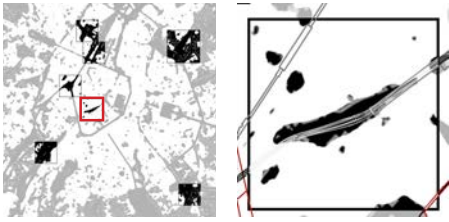
define



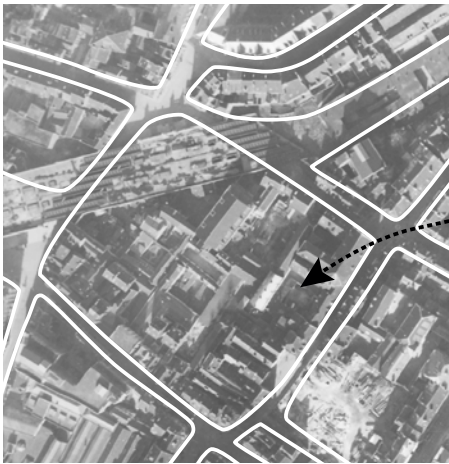
lost spaces are undesirable urban areas in need of redesign, *anti-spaces* that make no positive contribution to their surroundings or users. These spaces lack clear definition and fail to connect to its adjacent elements.



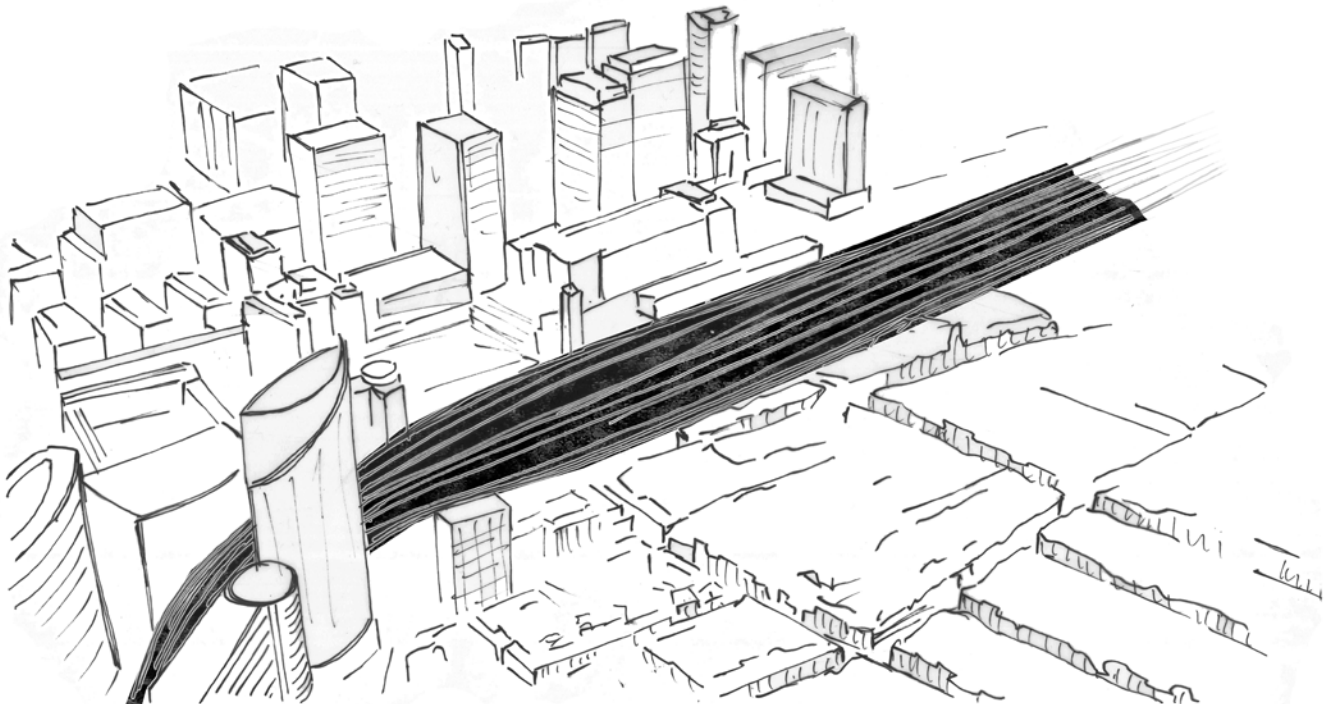
lost spaces exist along highways, railroad lines, and waterfronts, where major gaps disrupt the overall continuity of the city's structure.



brigitte street; lost space next to traintracks, transformed into small public squares

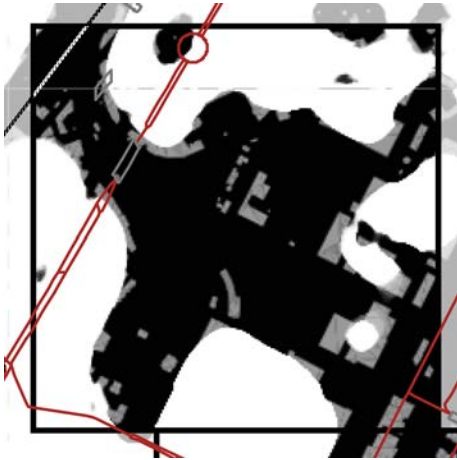


massive lines of infrastructure that divide neighborhoods otherwise connected. connection on the large-scale creates disconnection at the community level.

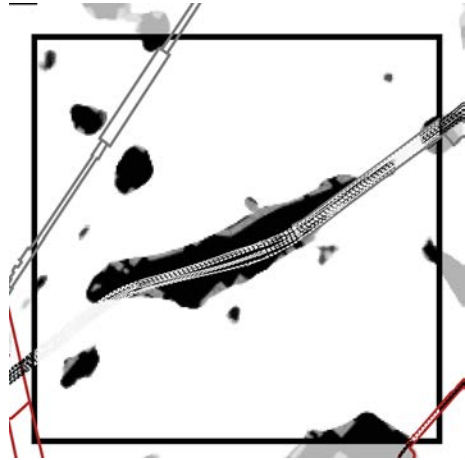


massive lines of infrastructure that divide neighborhoods otherwise connected. at brussel-noord trainstation the traintracks separate two strongly disconnected neighborhoods from each other.

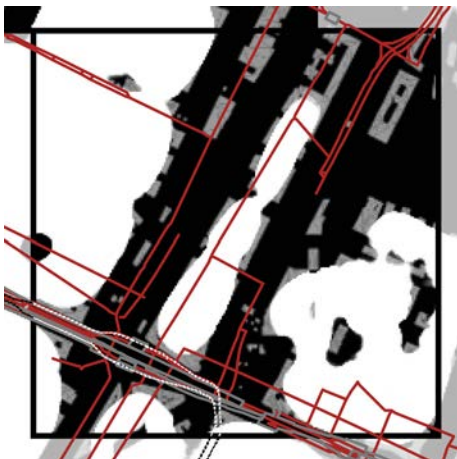
define



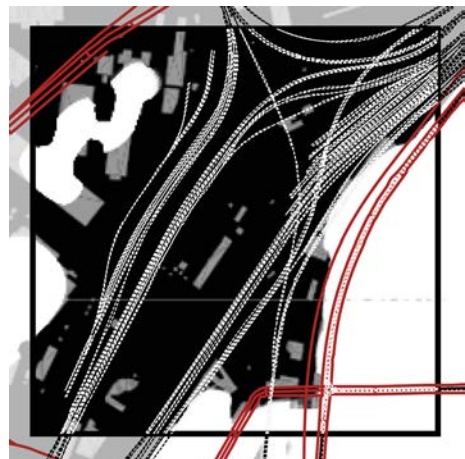
1 tour & taxi, old marshaling yard, transformed into public space and housing



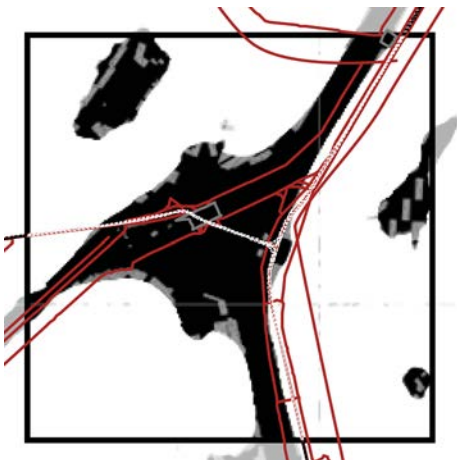
4 brigittine street; lost space next to traintracks, transformed into small public squares



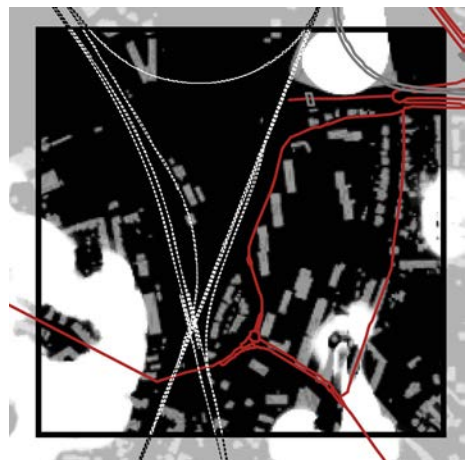
2 maximilian park; old train station, transformed into community farm



5 marais wiels; lost space in between highway intersections; transformed into public space / wetland



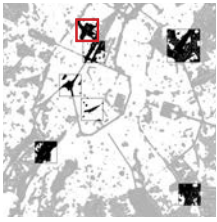
3 ninoosepoortpark; lost space next to highway intersection; transformed into park



6 delta triangle, lost space at train and highway intersections, transformation housing planned



define



tour & taxi



1



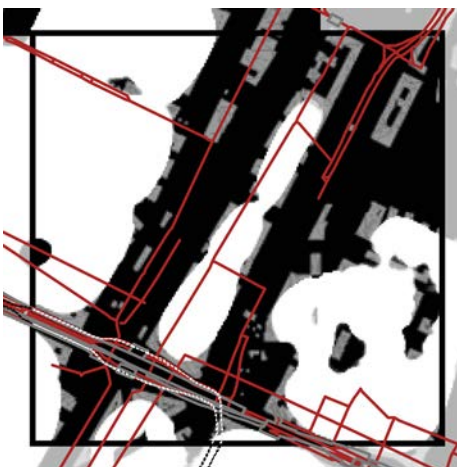
former marshaling yard



public space and housing



maximilian park



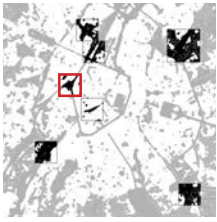
2



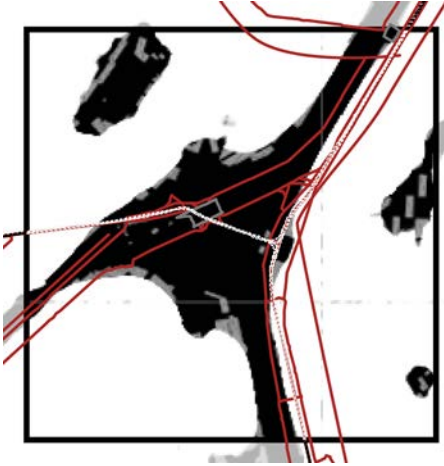
old trainstation



community farm



ninoosepoort park



3



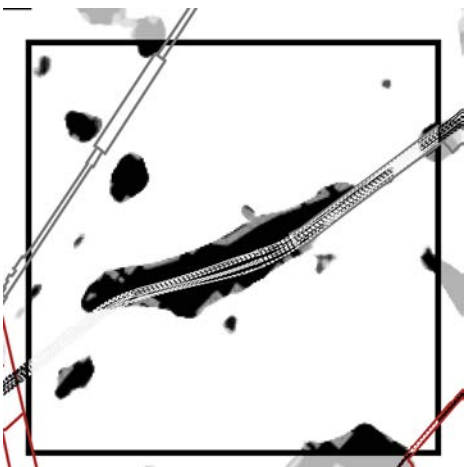
car road intersection



park



brigitinne street



4



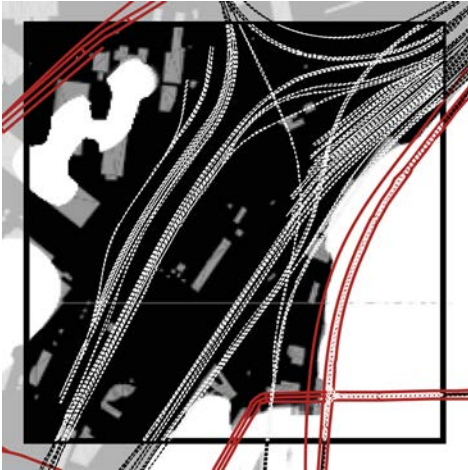
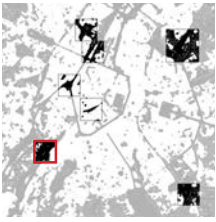
train tracks



public squares

define

marais wiels



5

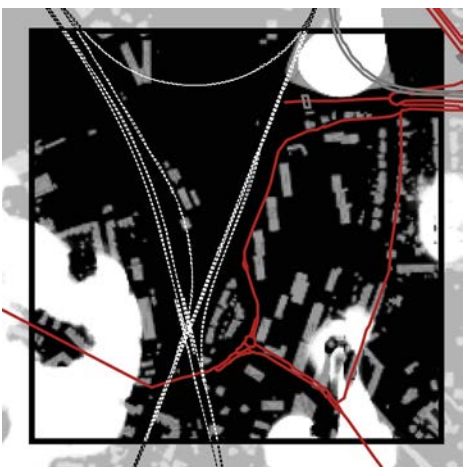
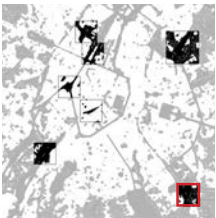


highway intersections



public space / wetland

delta triangle



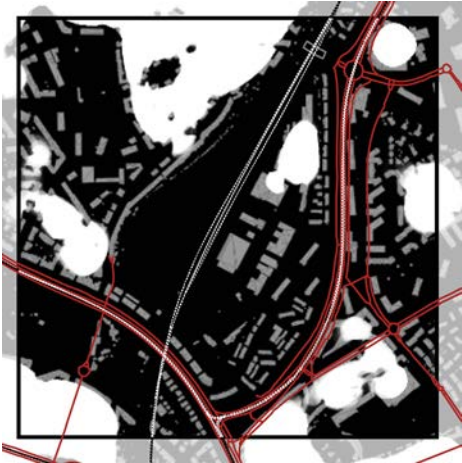
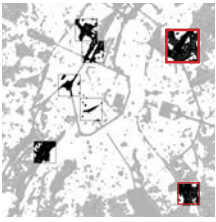
6



train and highway intersection



transformation housing planned



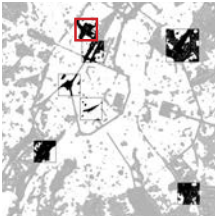
7



former marshaling yard



... ?



tour & taxi, old marshaling yard,
transformed into public space and
housing



lost spaces are often under national or provincial/state government control, and therefore are detached from community and neighborhood-level dynamics. they seem like no man's land.

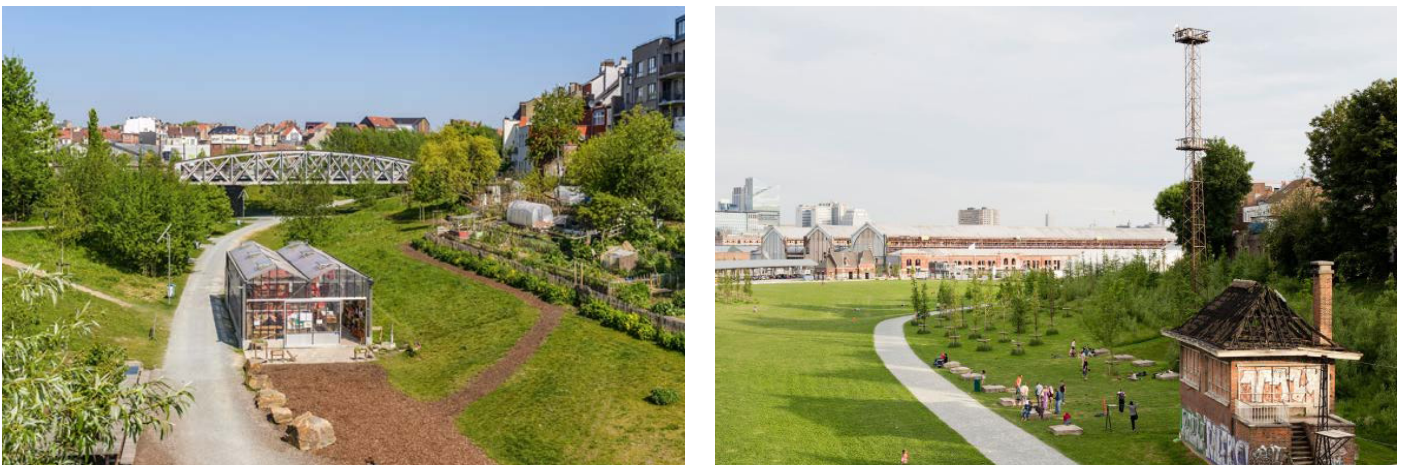
lost space as an opportunity
friche josaphat

look

p2 personal research



lost spaces present opportunities for urban development and creative infill. *lost spaces* as potential connectors, capable of reintegrating the fragmented elements of the urban fabric.



lost spaces present opportunities for urban development and creative infill. *lost spaces* as potential connectors, capable of reintegrating the fragmented elements of the urban fabric.



friche josaphat isolated from its surroundings, a fragmented open space in the spatial structure of the expanded city. big contrast between untouched nature and the urban surroundings.

look



friche josaphat posing the duality of its isolated character: oasis or wasteland? strength or weakness?



friche josaphat a place that people should be able to enter and use respectfully: give the space a sense of purpose to the neighbourhood.

look



friche josaphat a place safely bordered off by the train tracks cutting through.



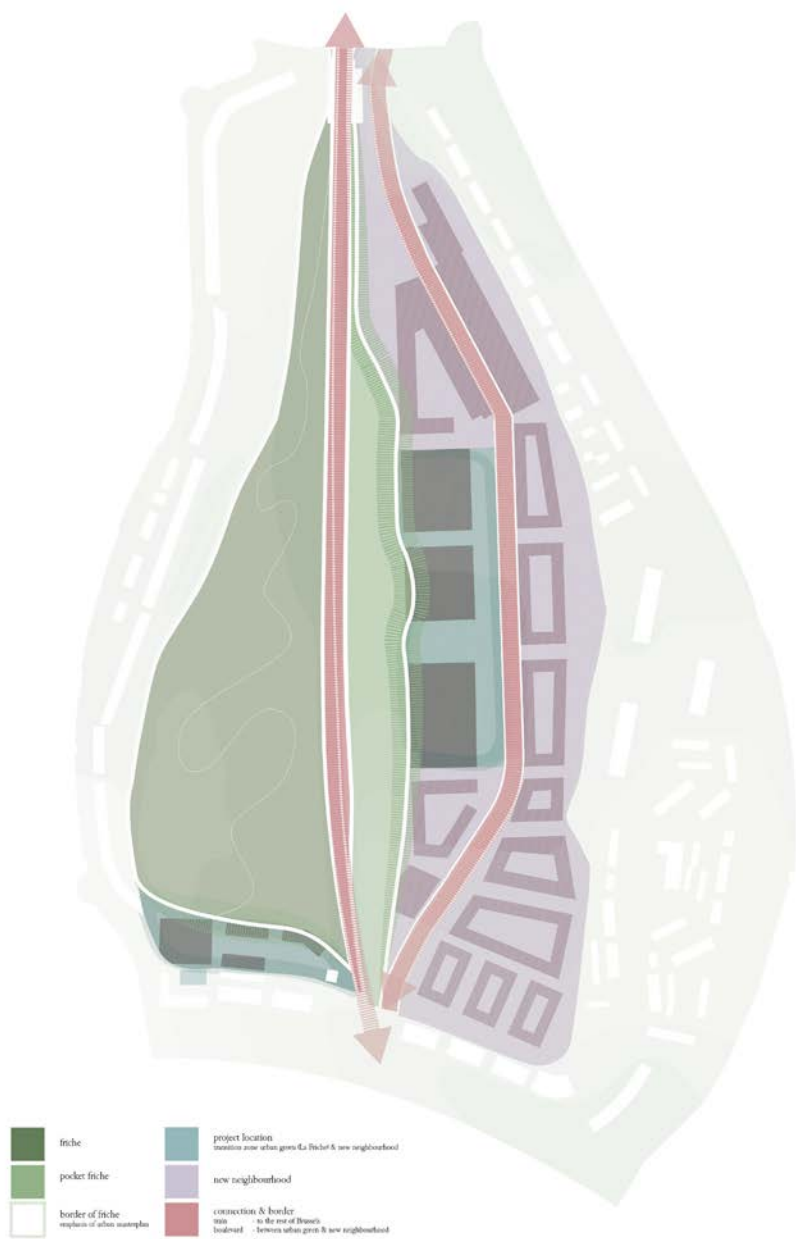
friche josaphat a place that can be entered on its south west corner. however, not that inviting, yet?

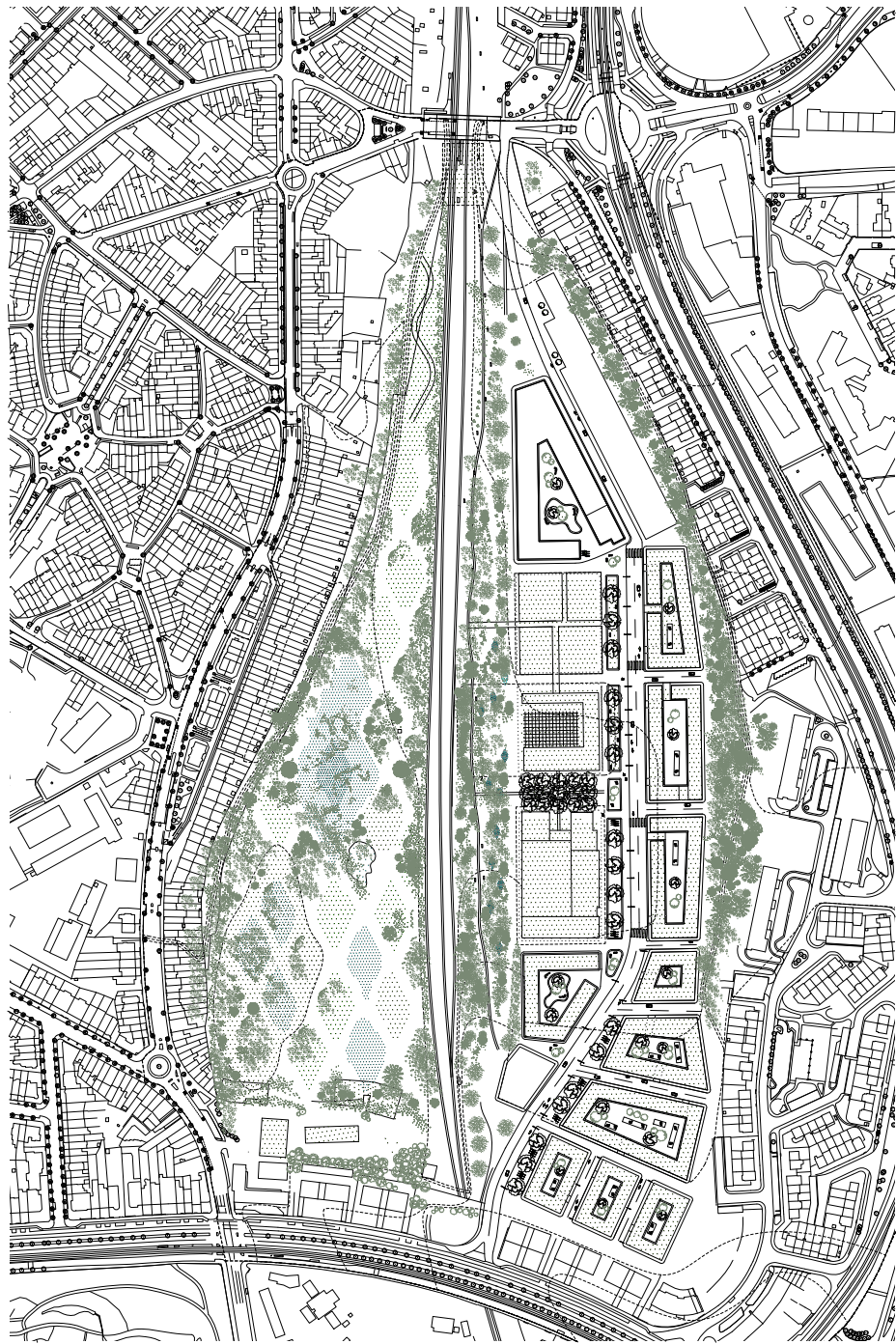
friche josaphat
as a found space

react

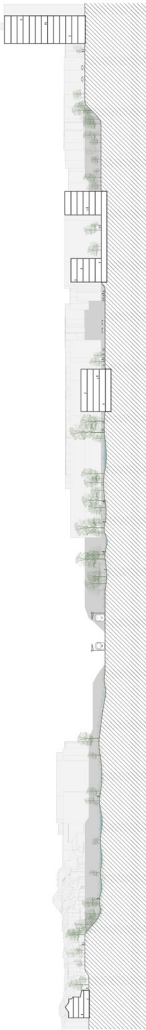
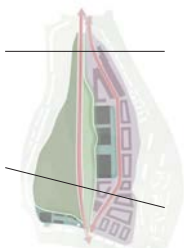
p2 masterplan

react



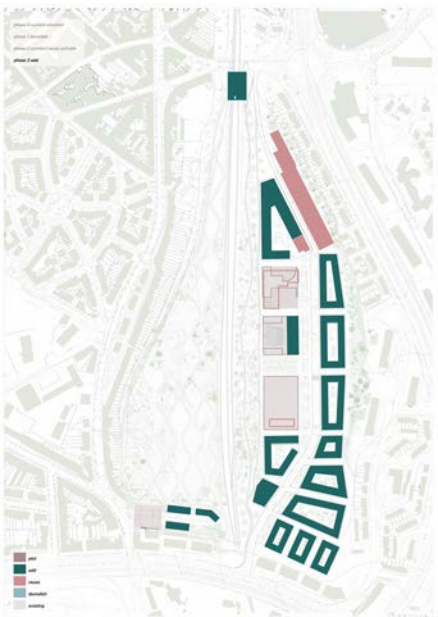
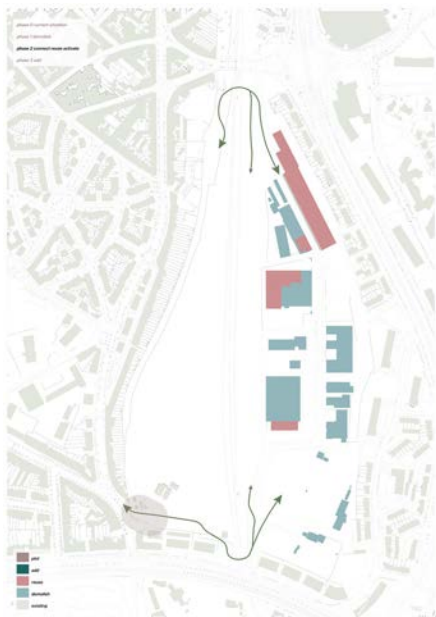


react





react



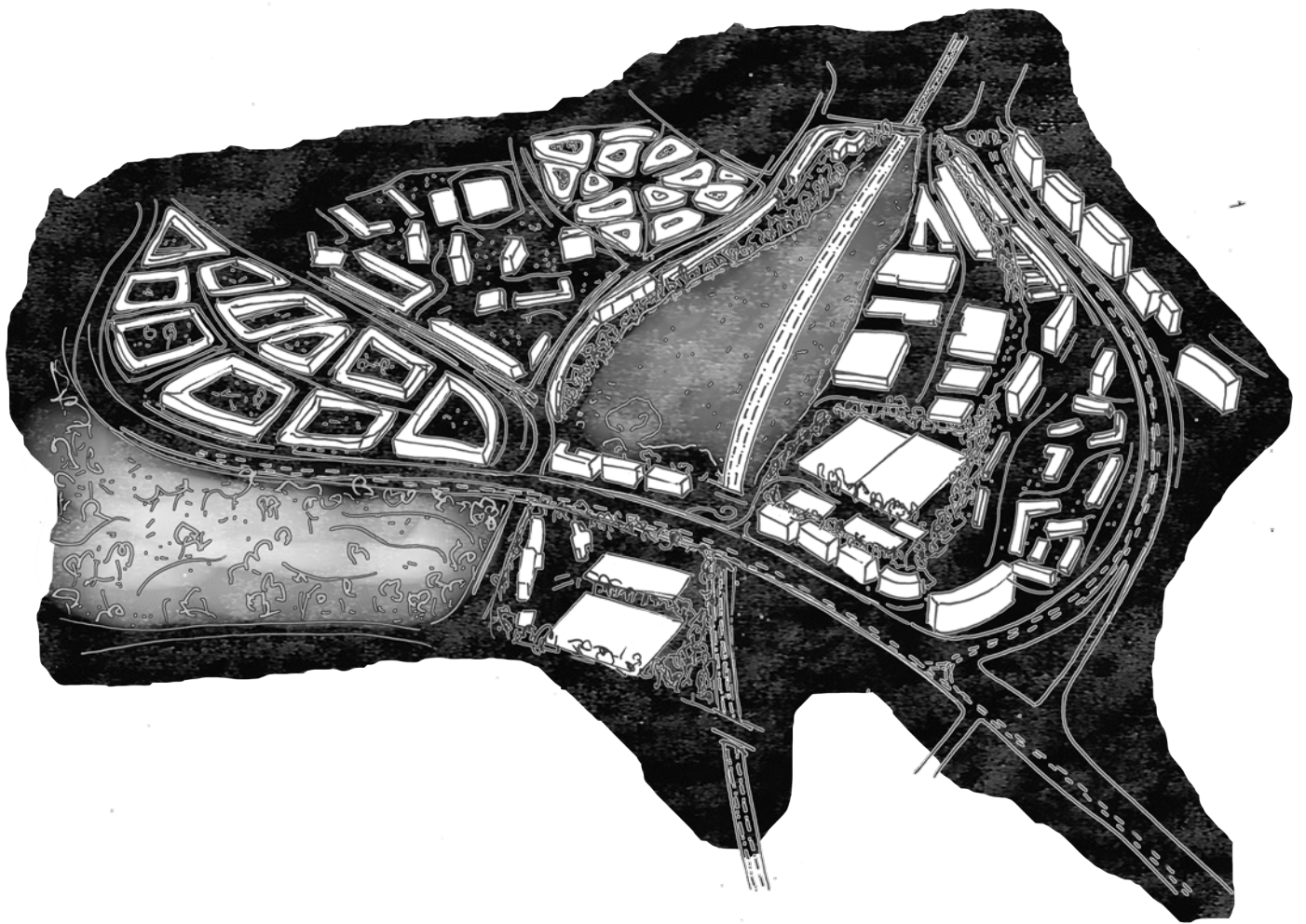


friche josaphat
as a collage of fragments

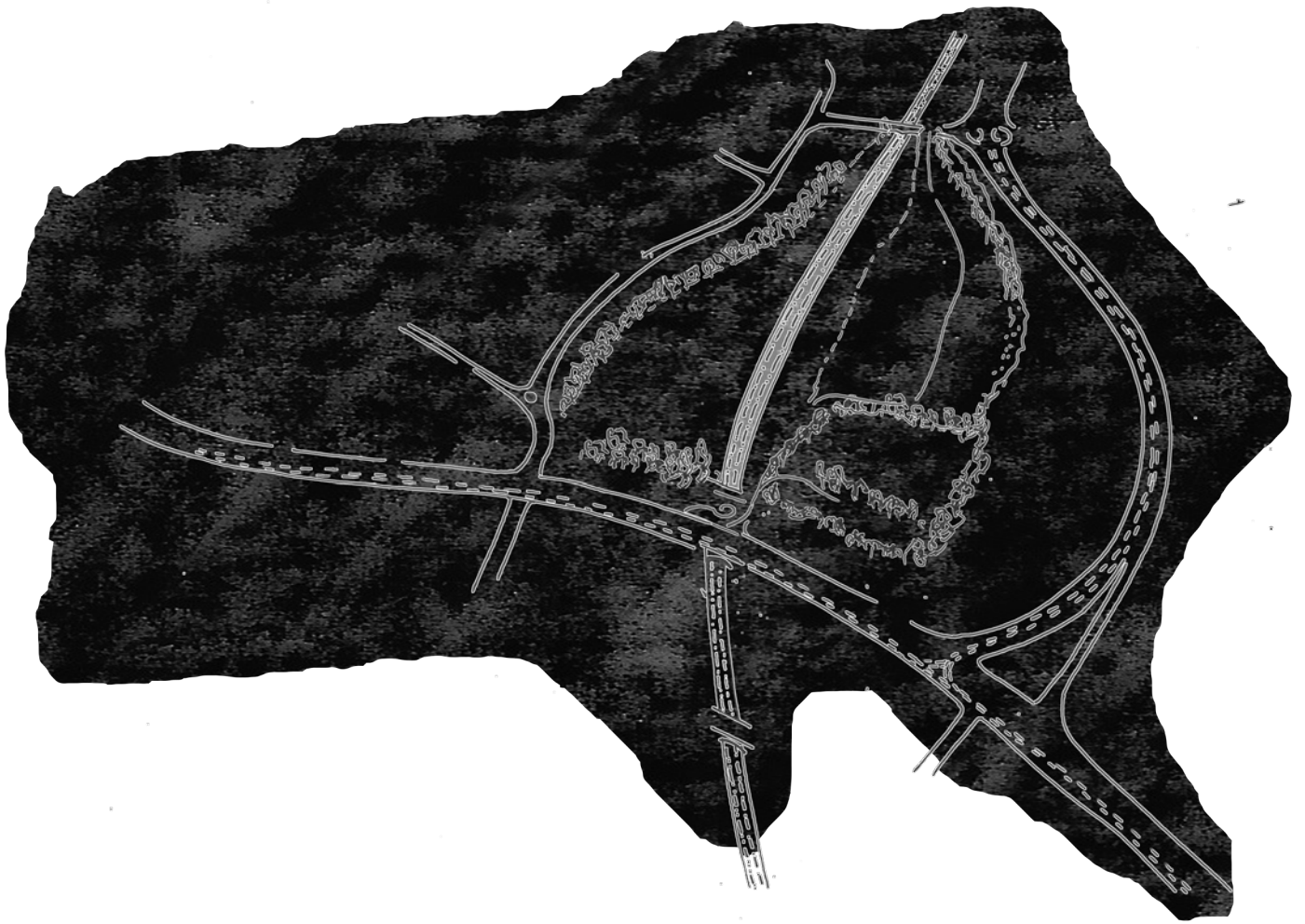
look

p2 personal research

look

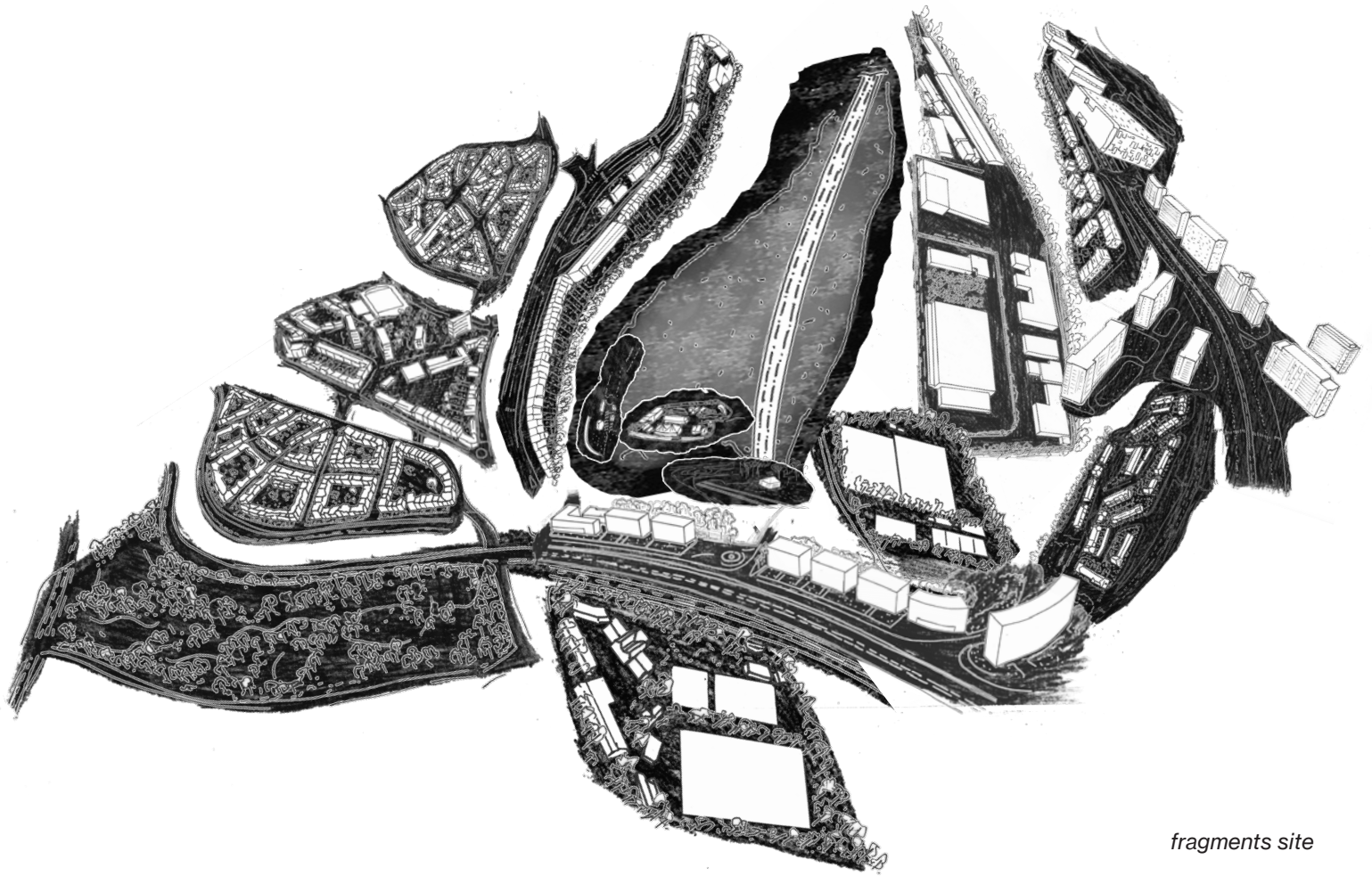


fragments friche josaphat



borders

look



fragments site

1

topography and tree line: no visual connection to friche

small apartment blocks with back gardens

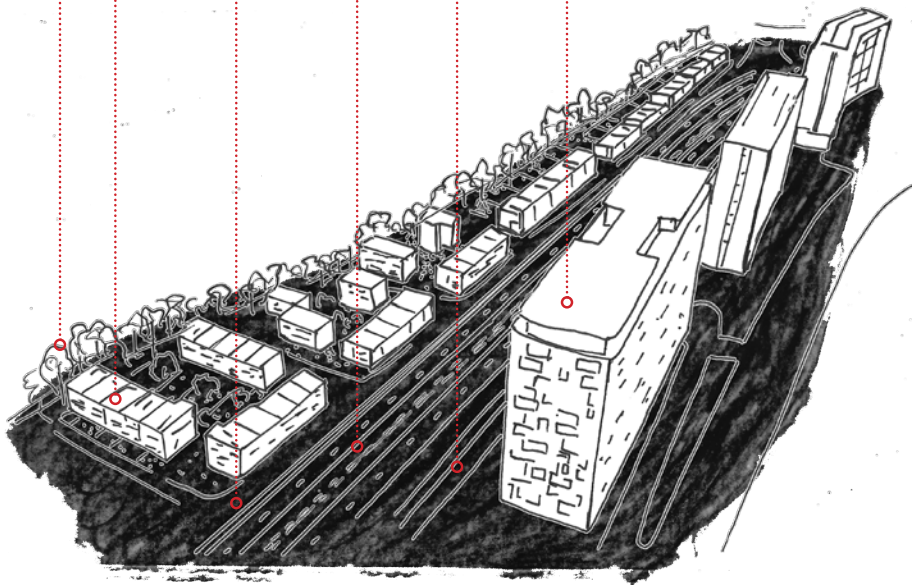
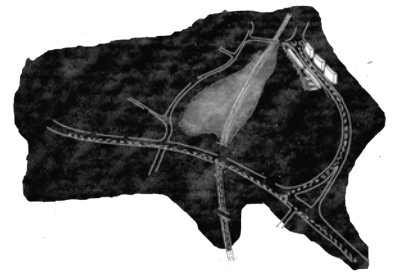
access road oasebinnenhof with parking

big traffic road avenue leopold III cutting through

access road pentathlonlaan

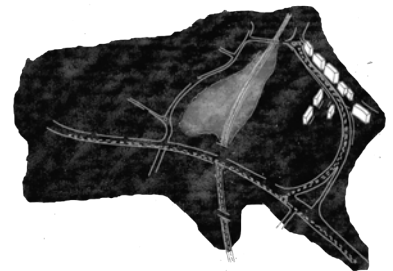
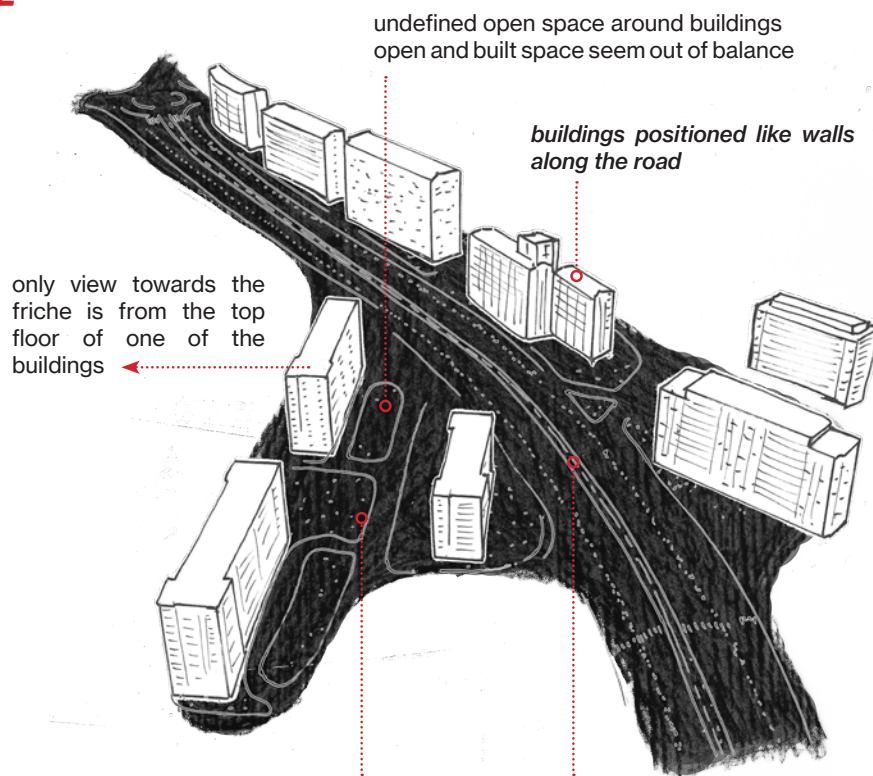
big residential towers

big contrast between the facing building blocks



oasebinnenhof

2



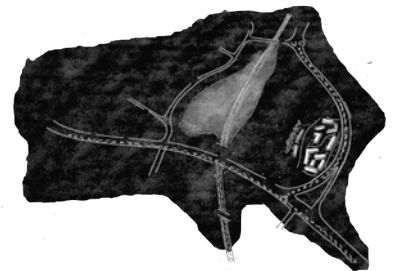
some green around buildings and parking, not really 'usable' green

big traffic road avenue leopold III cutting through
car lanes, tram, bus, barely any pedestrian crossings
still readable as one fragment, due to similar
architecture and building heights

avenue leopold III

3

topography and tree line: no visual connection to friche

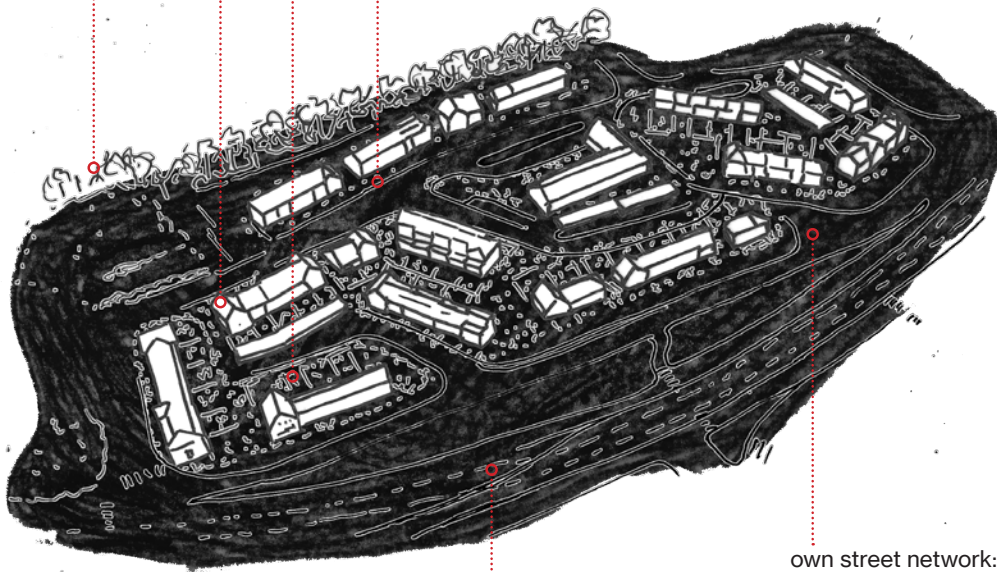


housing neighbourhood

back and front gardens

parking spots in front of houses

feels like separate village, disconnected
from adjacent residential towers

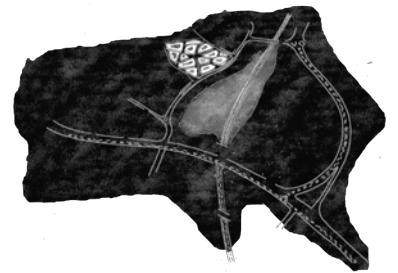
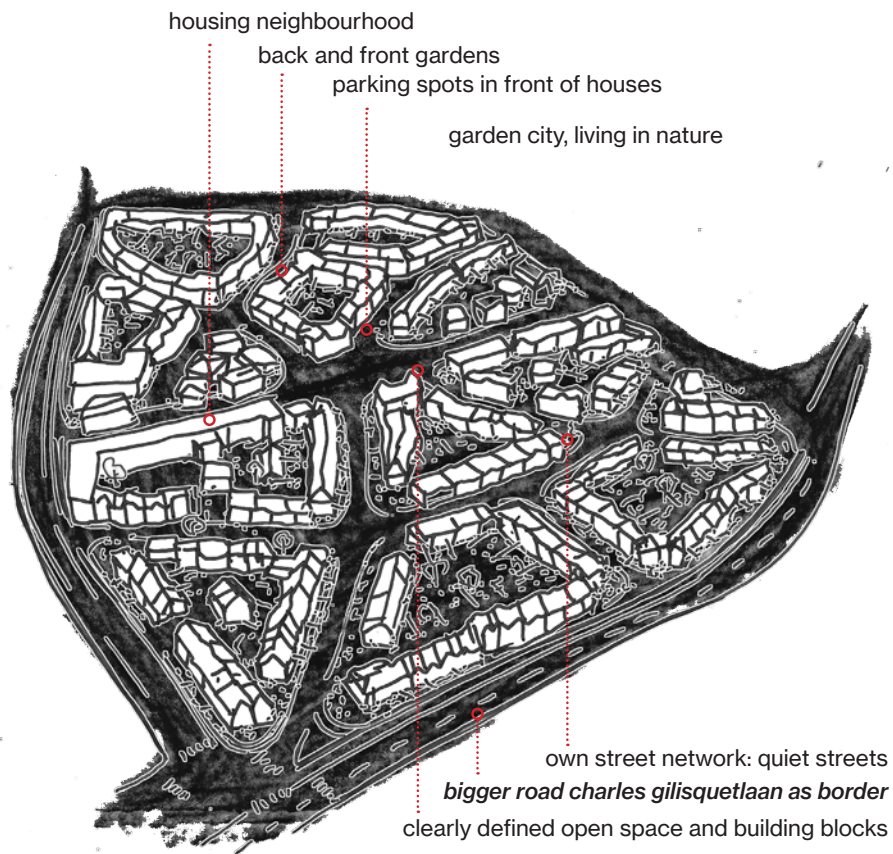


own street network: quiet streets

big traffic road avenue leopold III as strong infrastructural border

bloemtuinenlaan

4



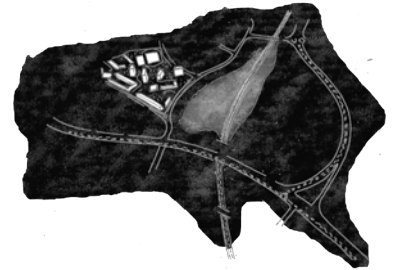
garden city terdelt

5

undefined open space around buildings
open and built space seem out of balance

sports fields surrounded by trees

albert park at the heart of the block

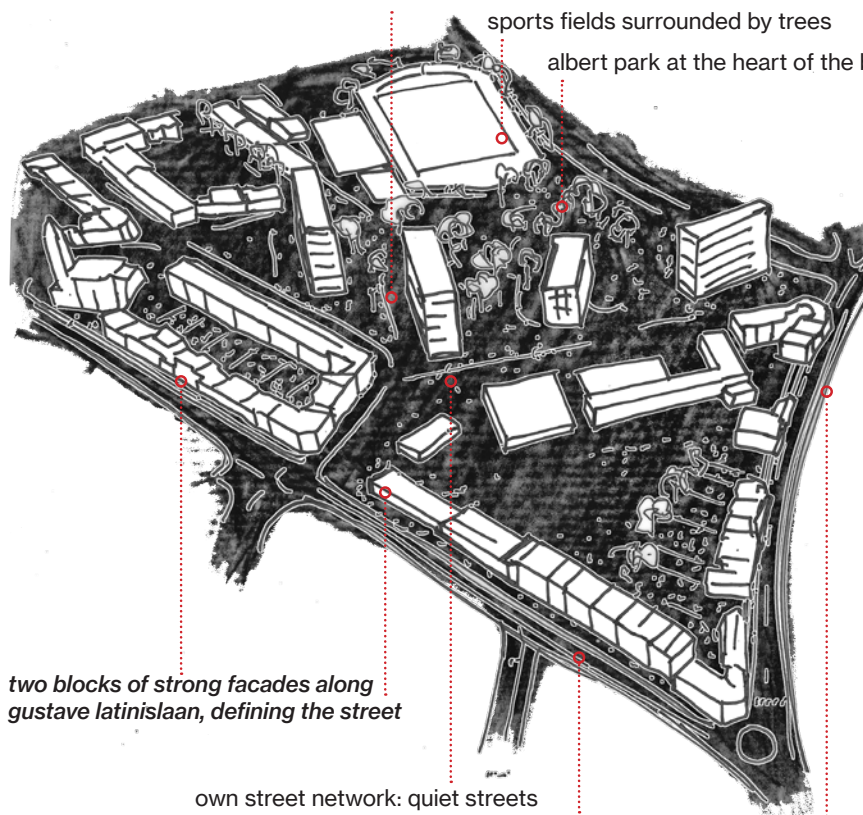


two blocks of strong facades along
gustave latinislaan, defining the street

own street network: quiet streets

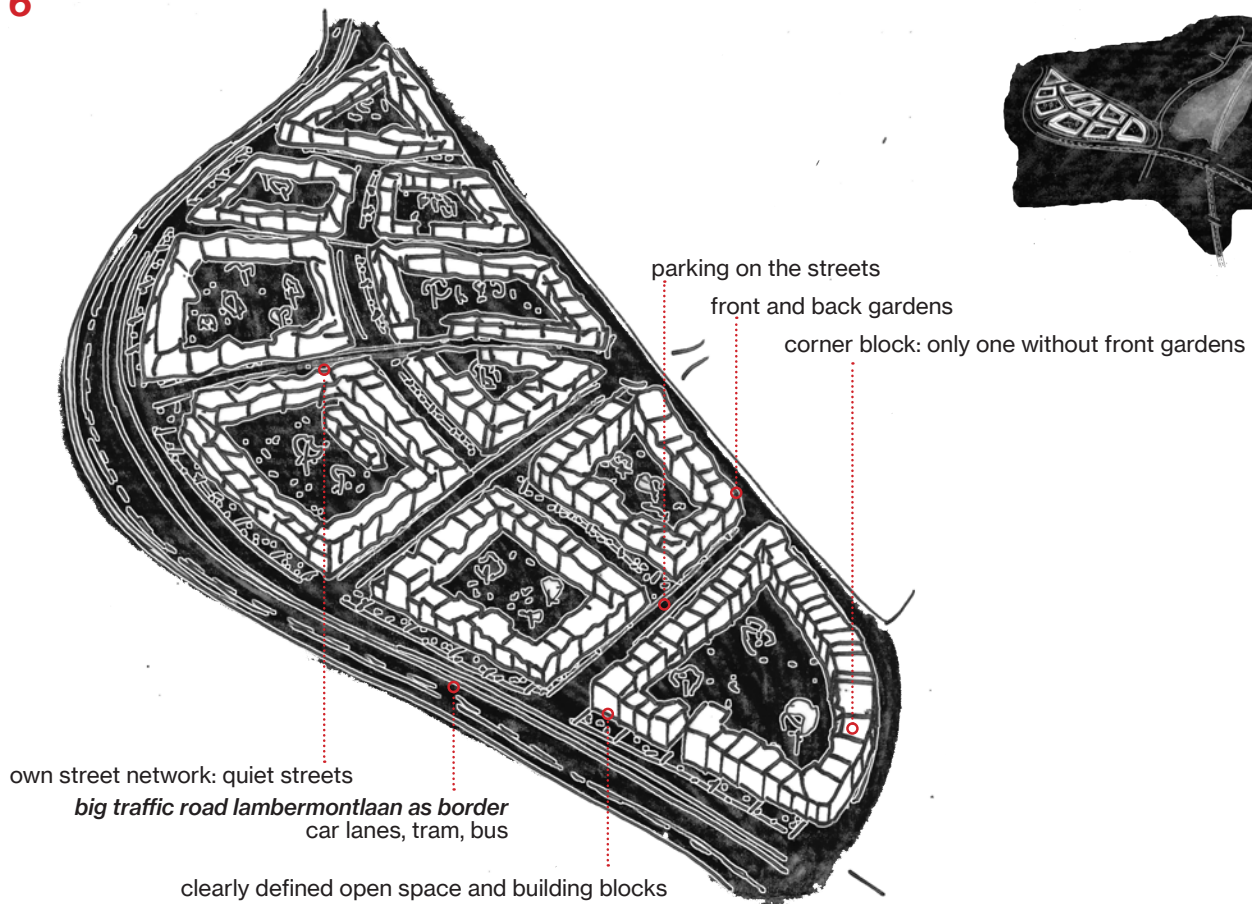
gustave latinislaan as border

charles gilisquetlaan as border



terdelt

6

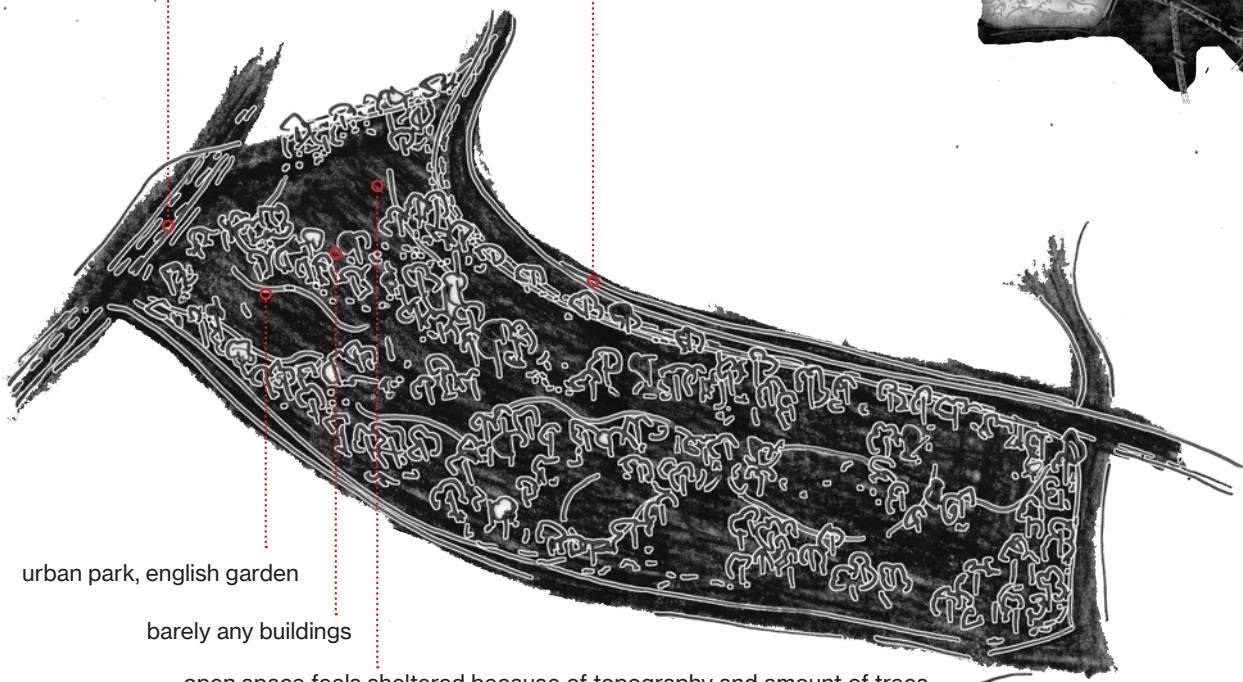
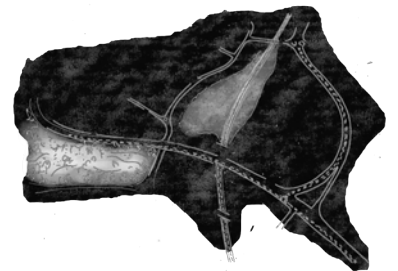


quartier des fleurs

7

traintracks as border

big traffic road lambermontlaan as border
car lanes, tram, bus



urban park, english garden

barely any buildings

open space feels sheltered because of topography and amount of trees

josaphat park

8

sports fields surrounded by trees: hidden away

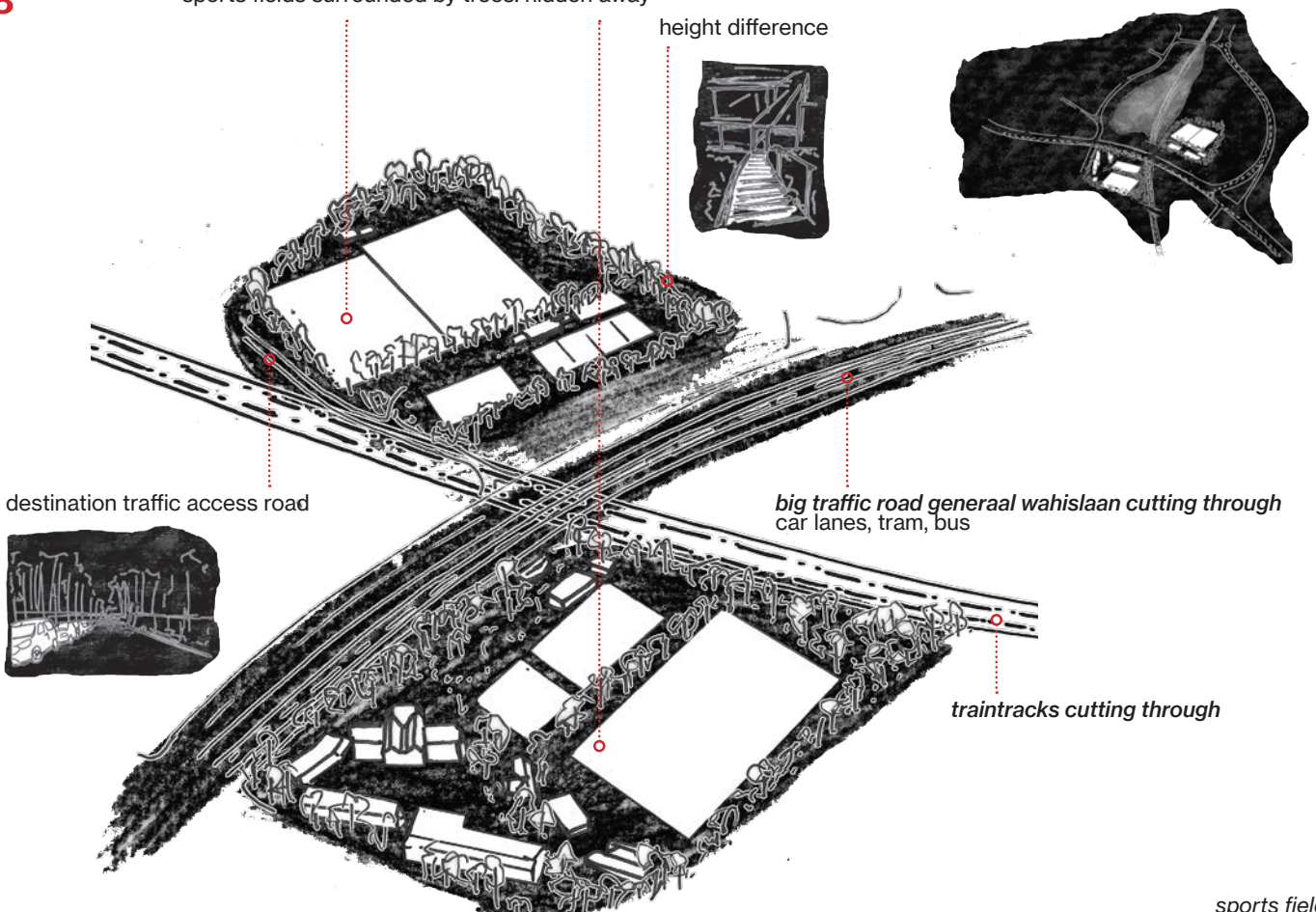
height difference

destination traffic access road

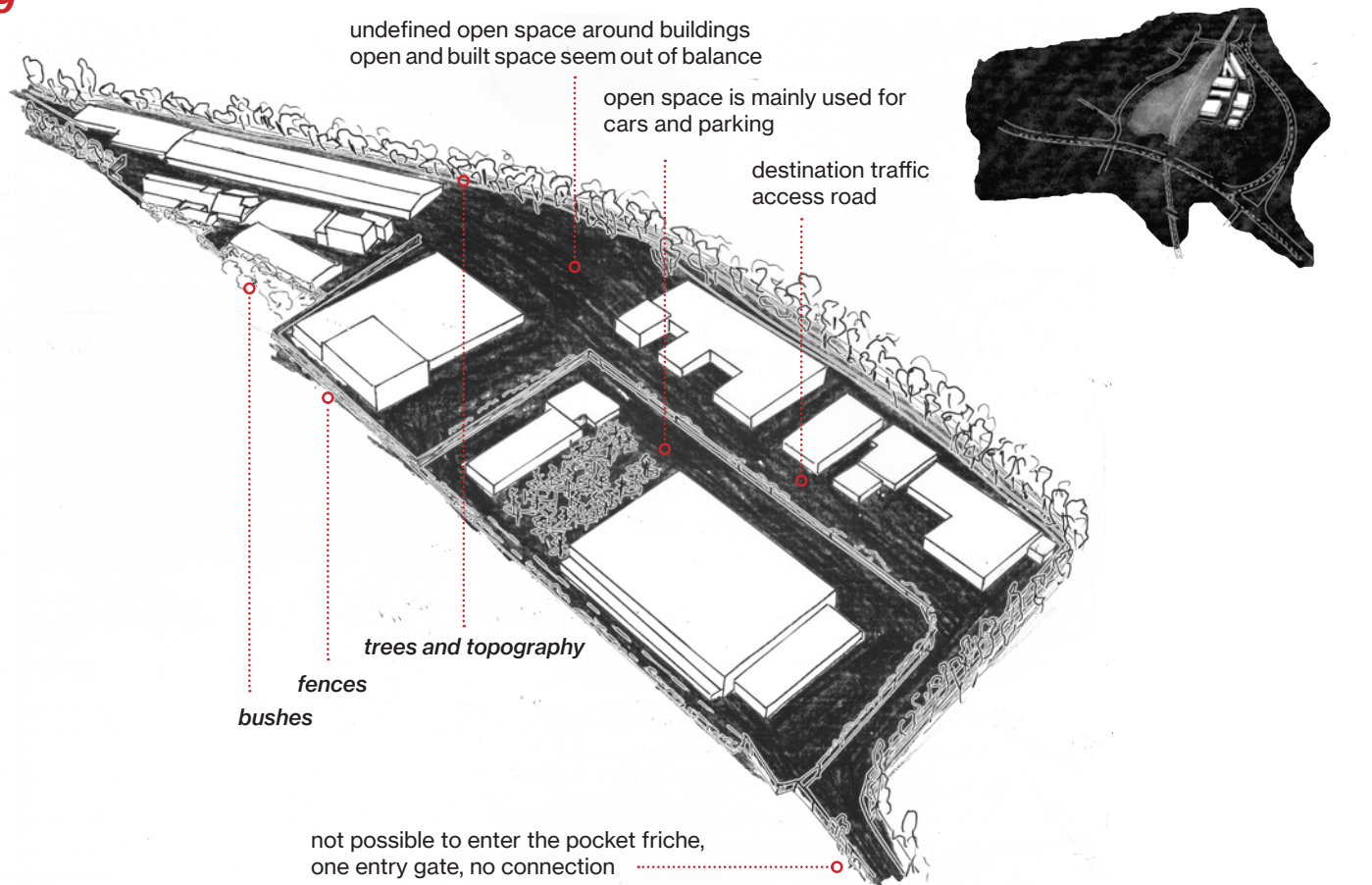
big traffic road *generaal wahislaan* cutting through
car lanes, tram, bus

traintracks cutting through

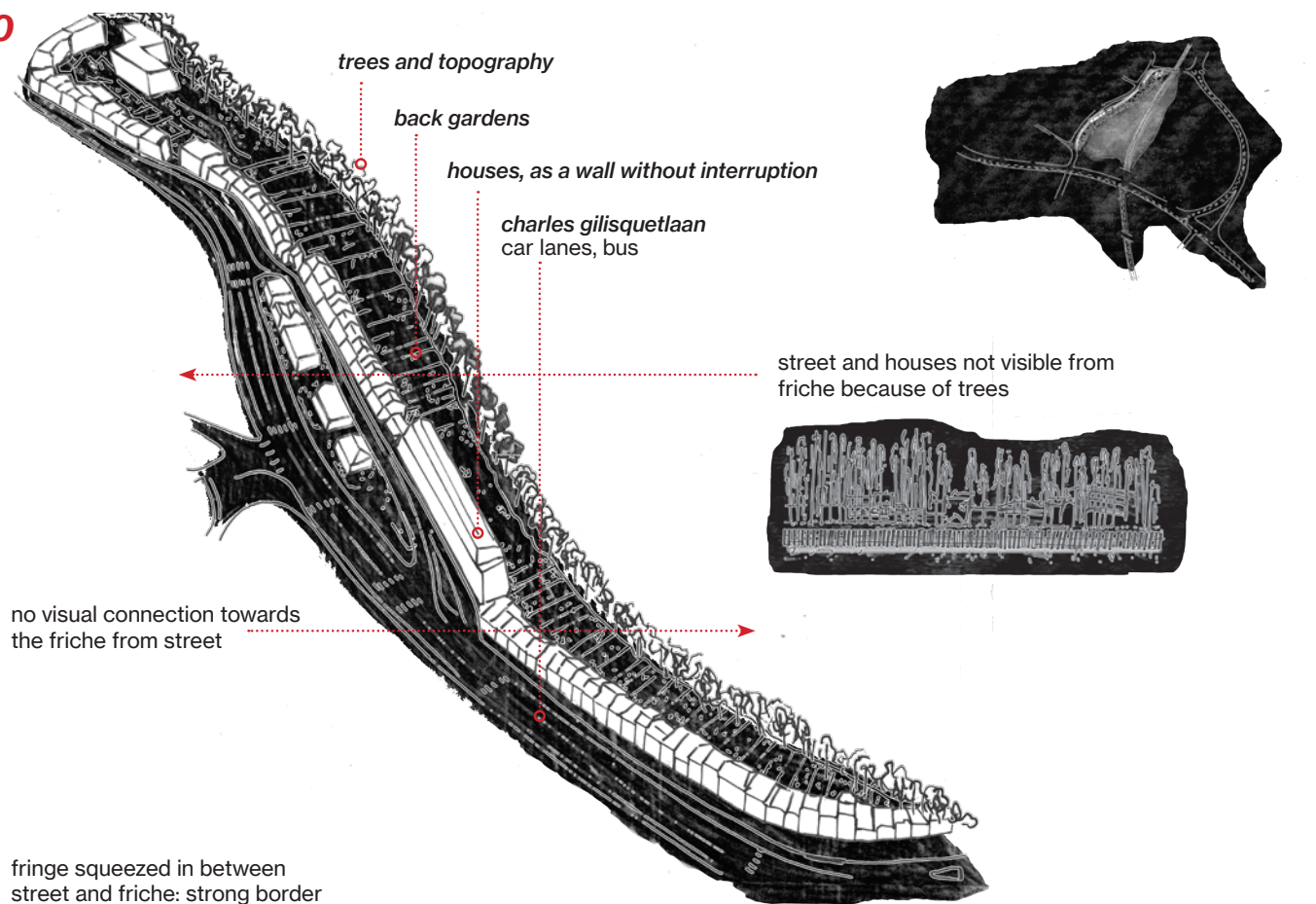
sports fields



9

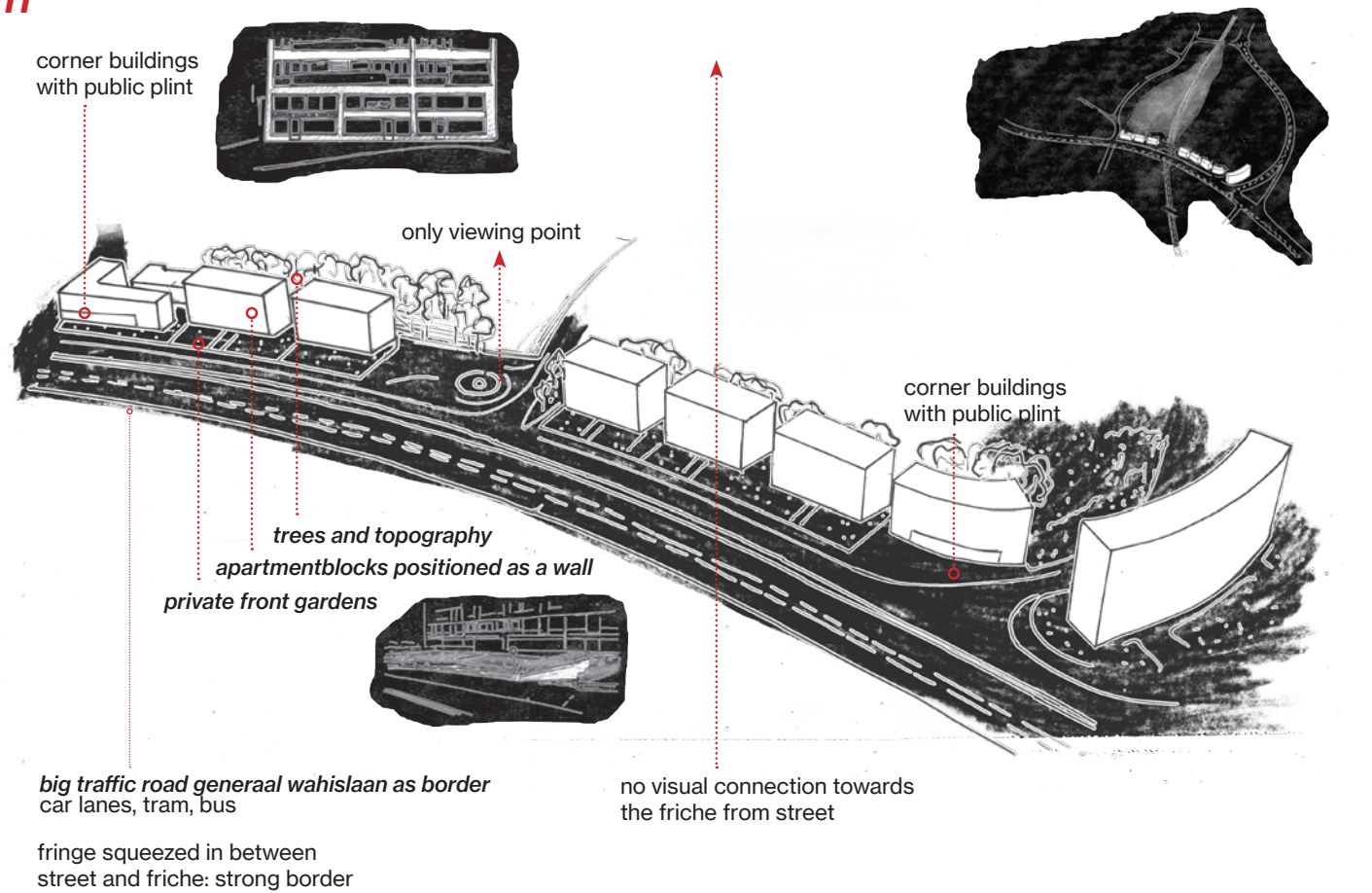


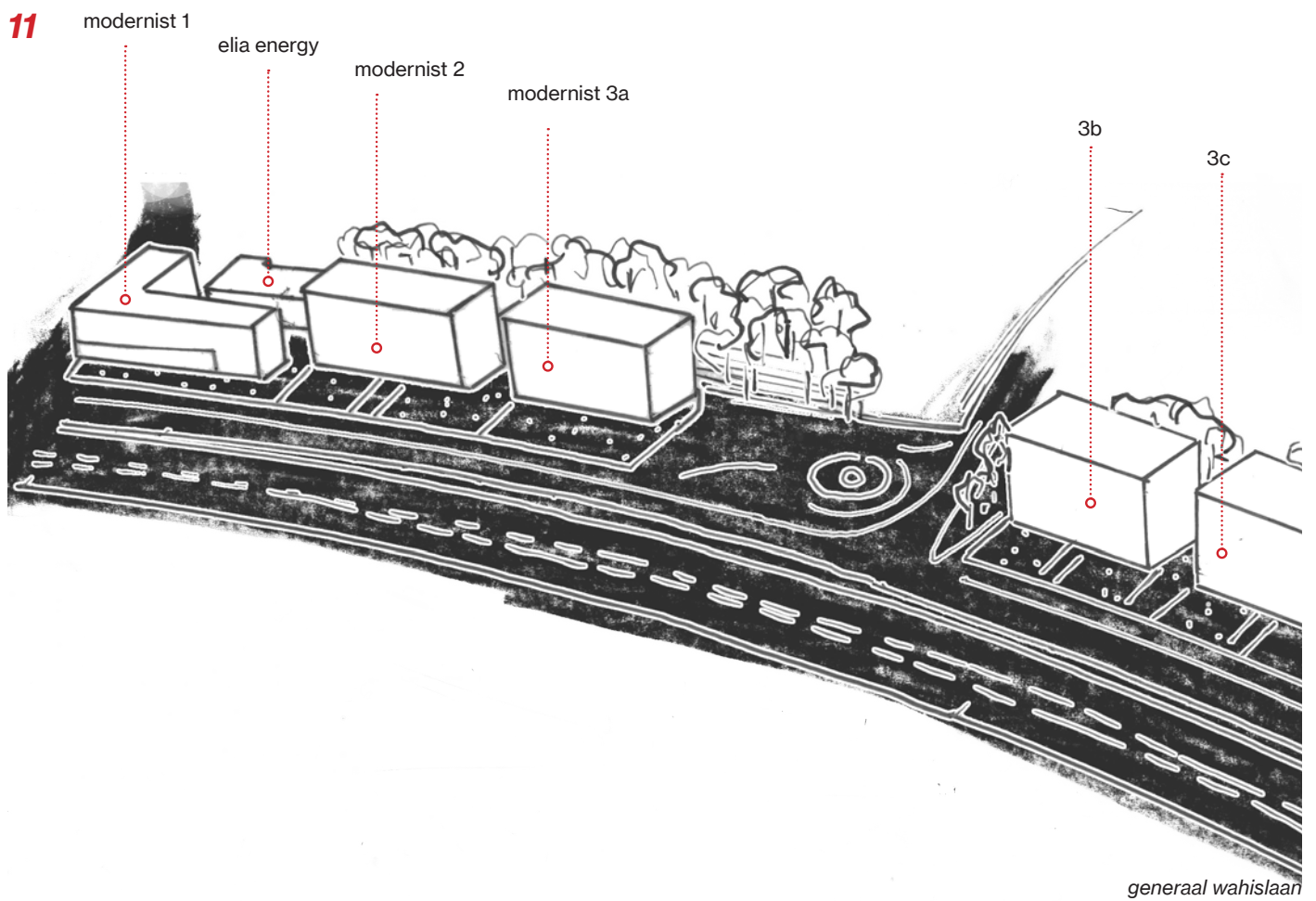
10



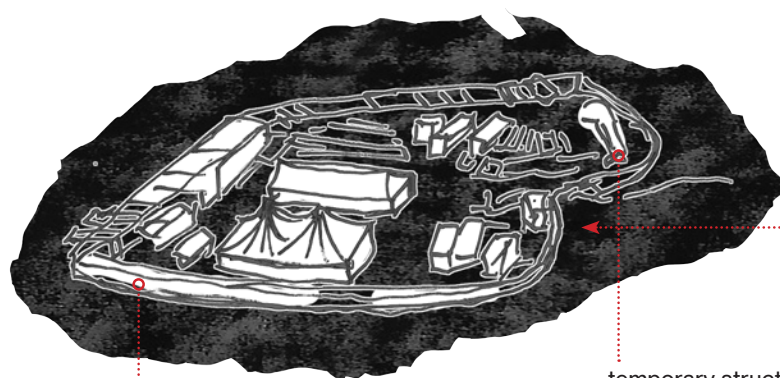
charles gilisquetlaan

11





12



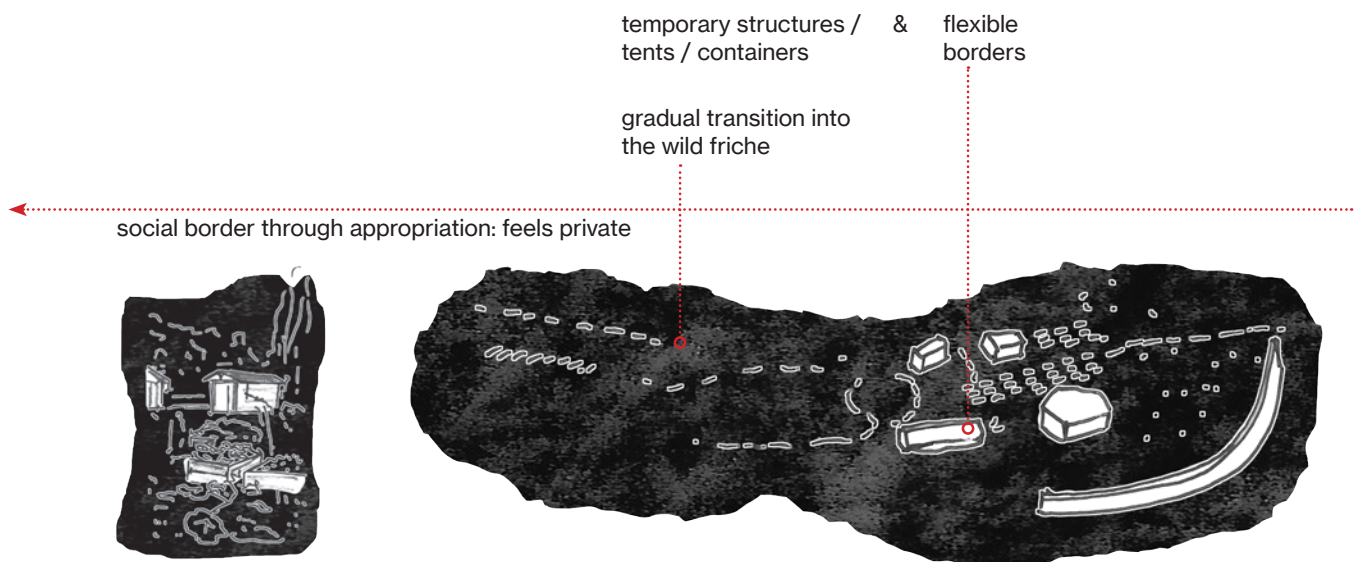
in the friche; but
surrounded by fences

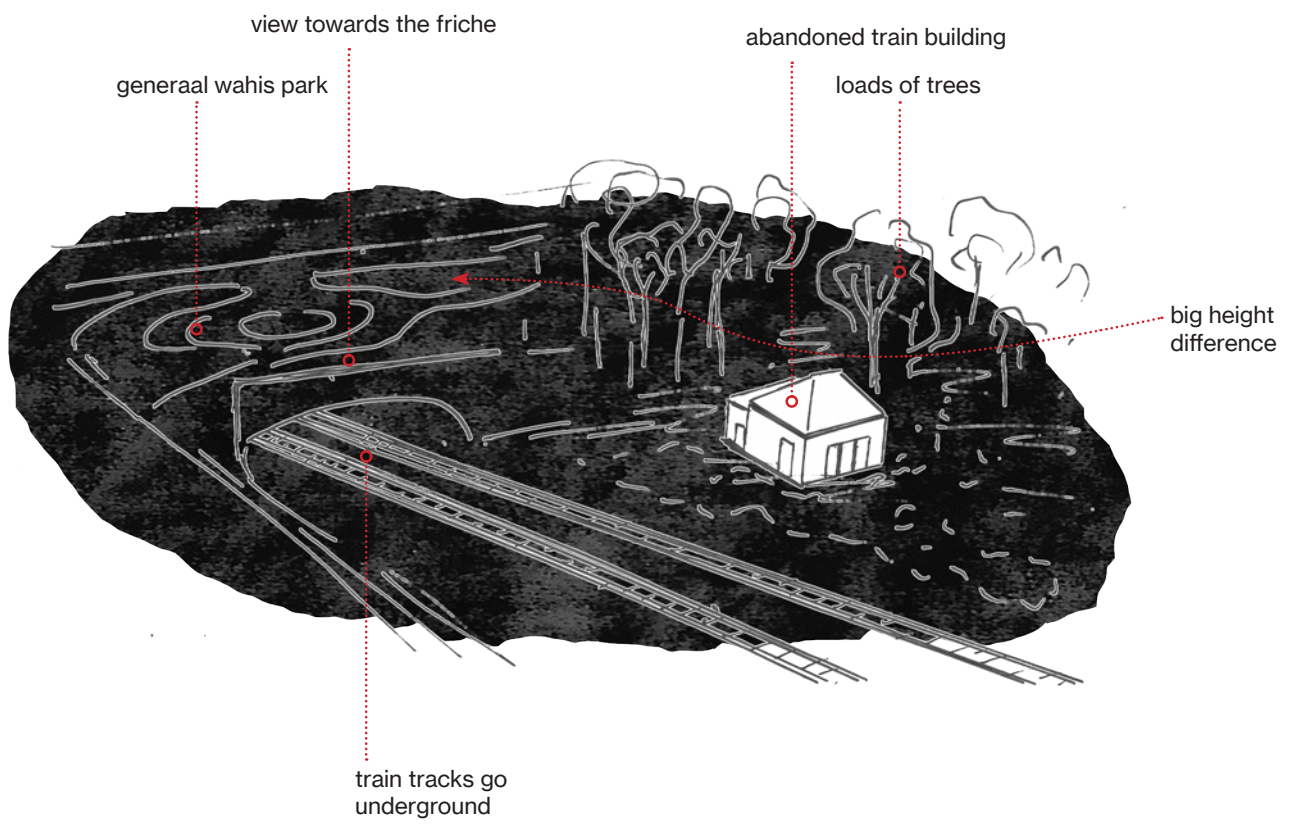
temporary structures / & flexible
tents / containers borders

attracts people in, makes
more people aware of the
existence of the friche



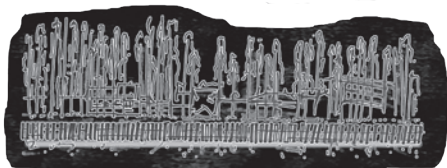
theatre



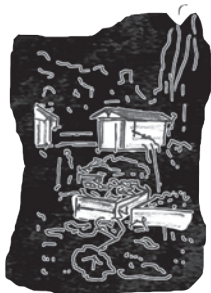


generaal wahispark and old train building

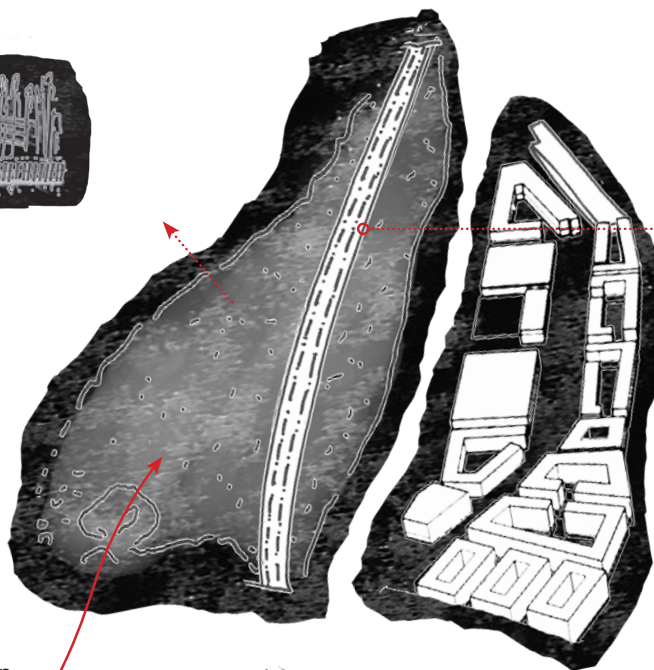
15



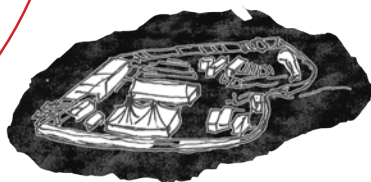
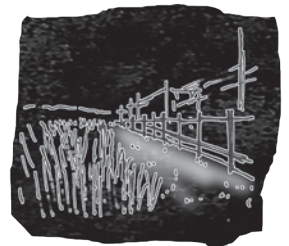
street and houses not visible from friche because of trees



social border through appropriation:
makes you aware of the space you
are entering



train tracks as a strong
border keeping the dense
new neighborhood and
the wild friche separated
from each other



something that attracts people in:
make the friche more well known

the wild friche

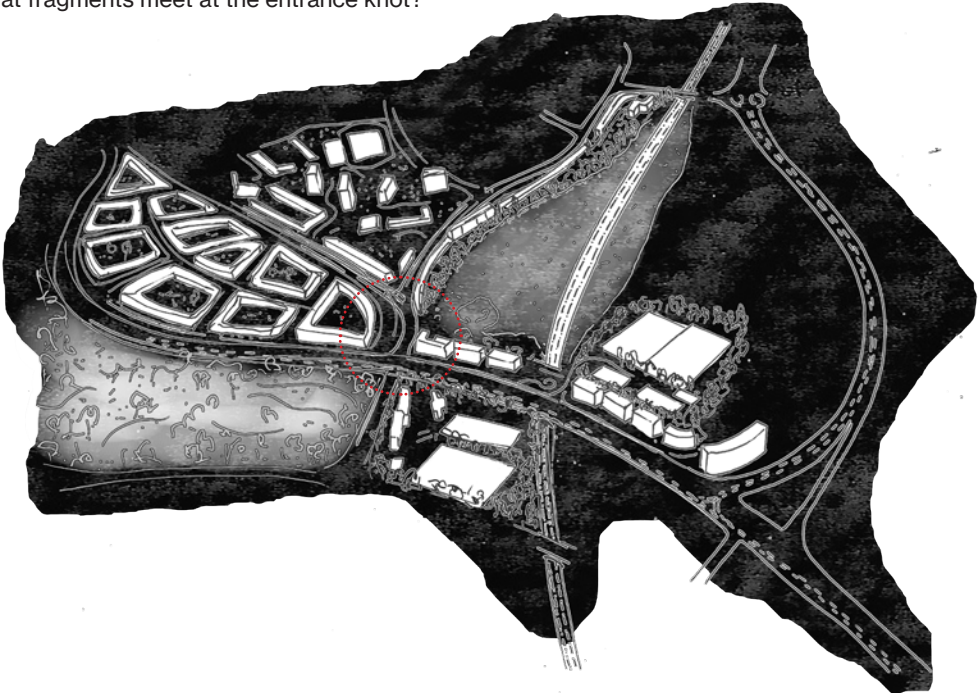
friche josaphat
redefining it's borders

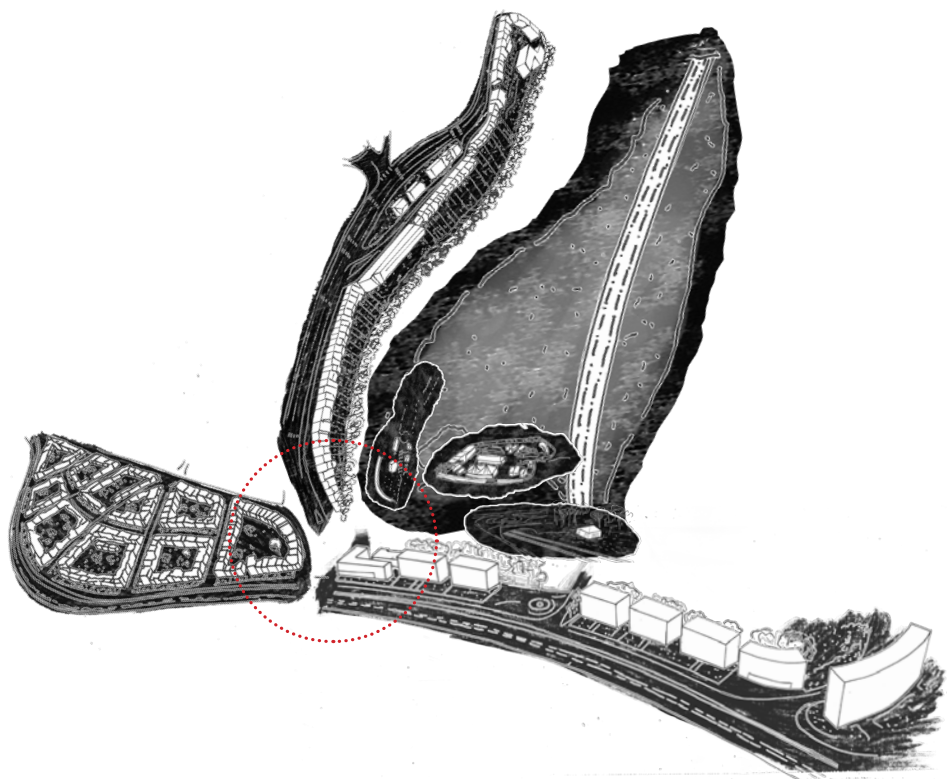
react

p2 personal design proposal

react

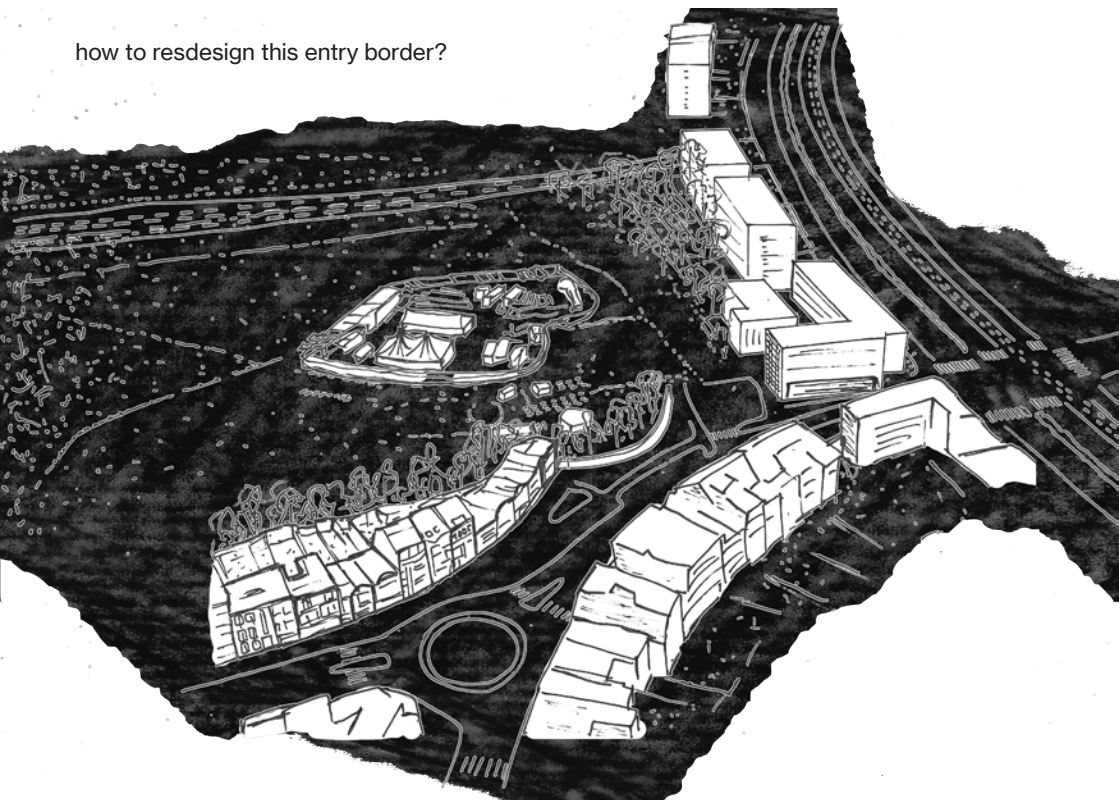
what fragments meet at the entrance knot?

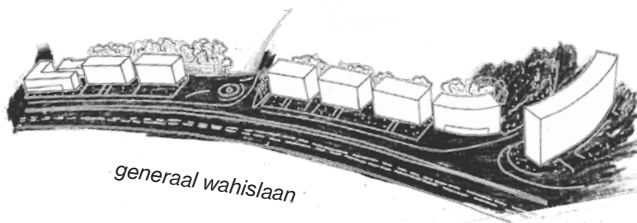
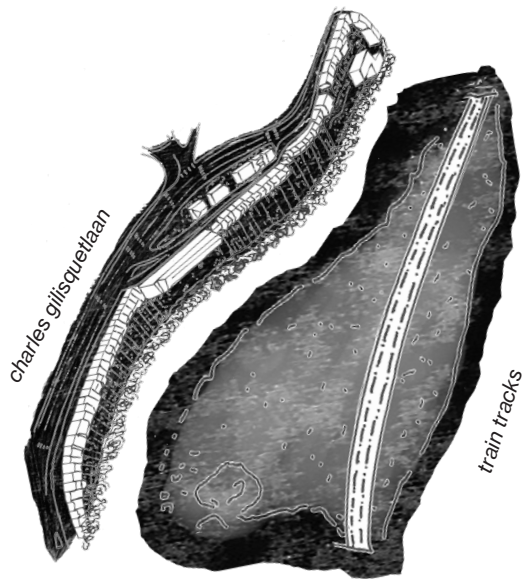




react

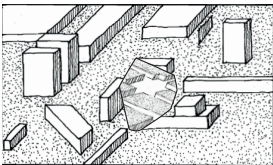
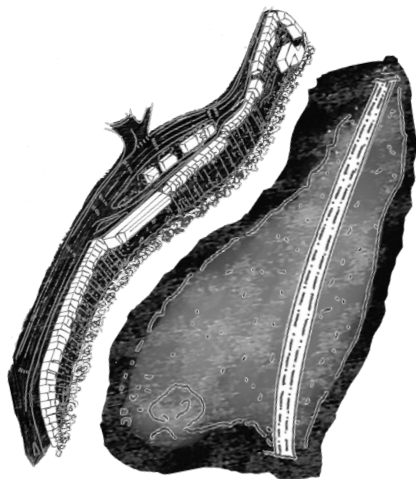
how to redesign this entry border?



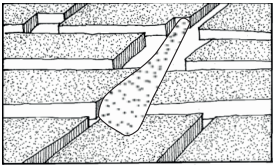


the 'walls' around the friche

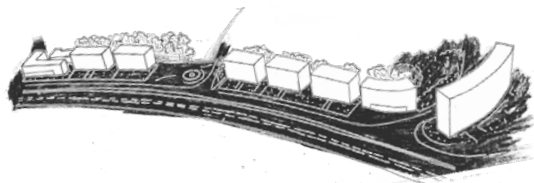
react



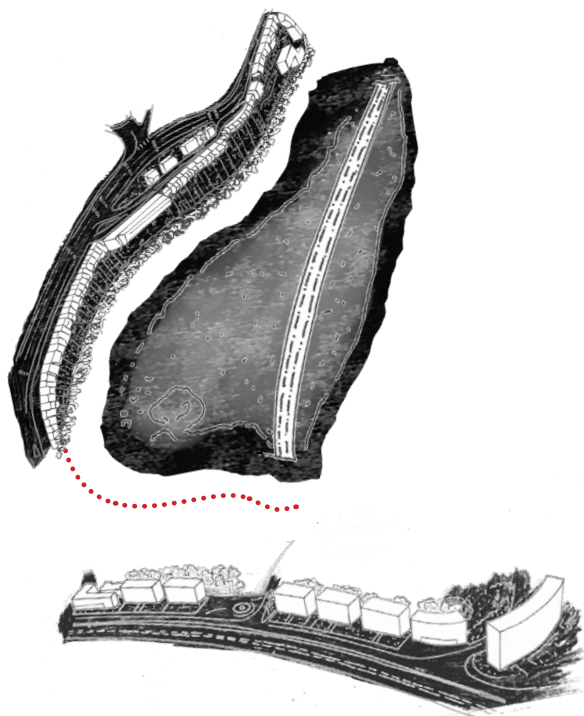
*densely built within walls
open space around*



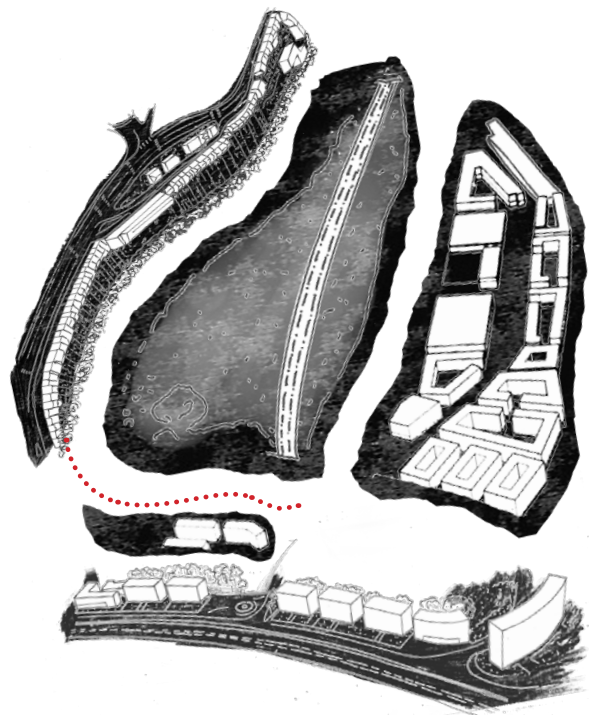
*open space within walls
densely built around*



inverse city wall concept



propose new south 'wall'



*and densify outside of the 'friche walls'
protecting the inside as an open space*



invites you in, attracts attention

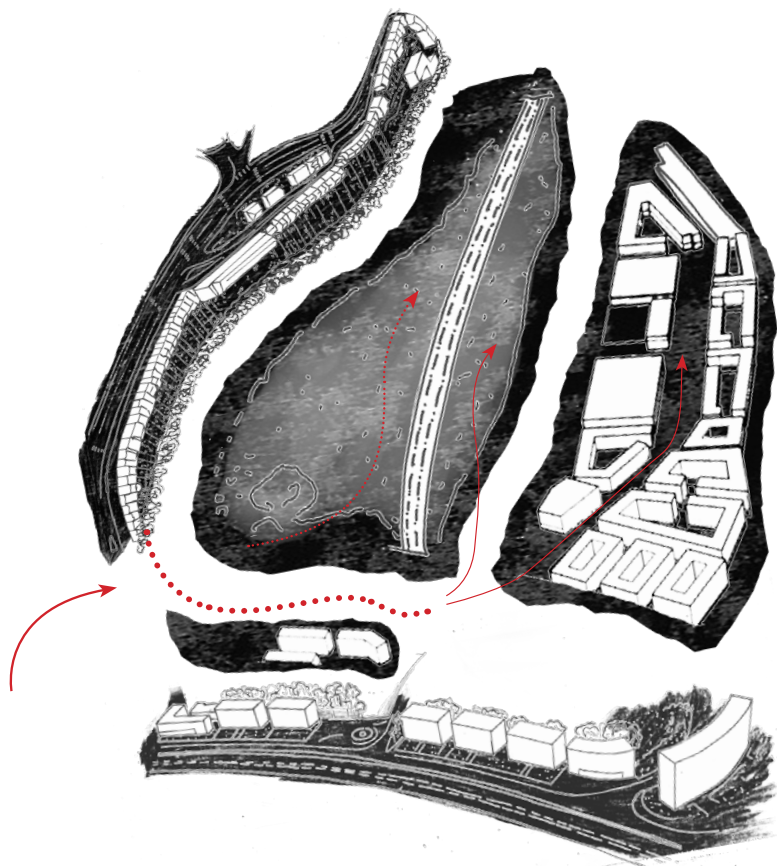


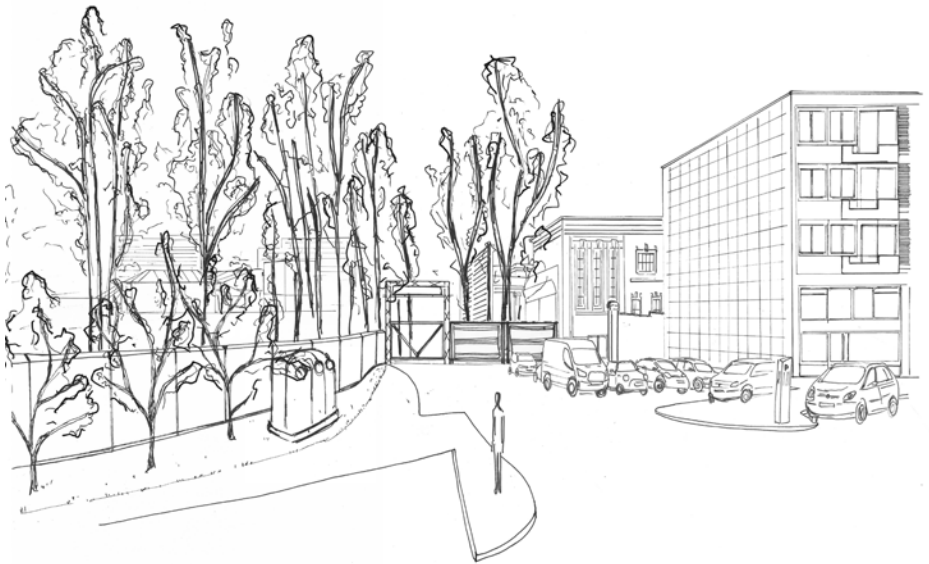
creates a sense of awareness and respect



... and shows or lets you enter the wild friche

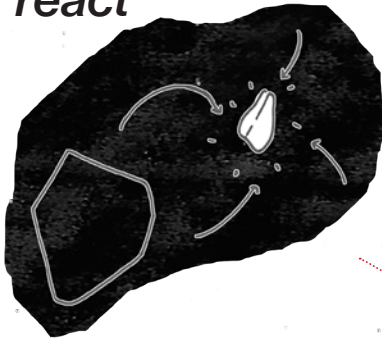
react





what could this new entrance look like?

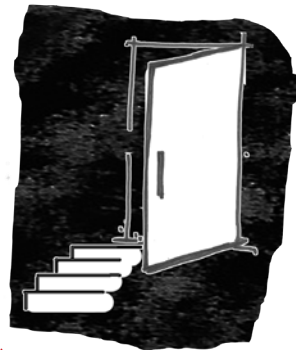
react



to maintain the isolated character of the space



*give a sense of purpose to the space
to the people in brussels and those living
around the friche*

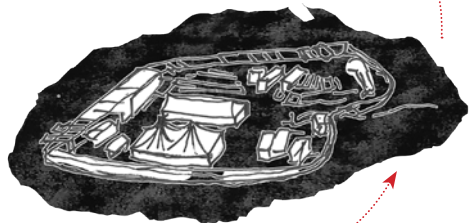


but, creating a bit of a threshold

attract

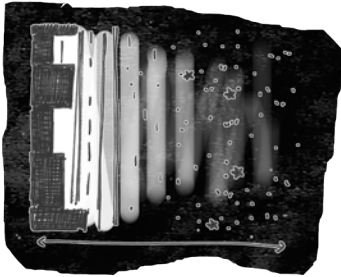


attract and invite more people in



like the theatre does now

while entering...



moving through a transitional zone:
from dense city to wild open friche



through social control by the
safekeepers of the friche

guard

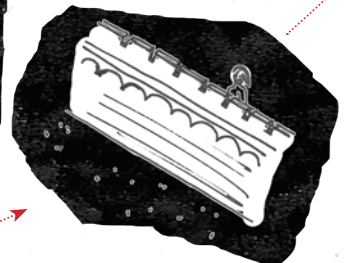


making you aware of the space you are
entering: creating a sense of value and
respect towards this biodiverse oasis

educate



do you actually enter?



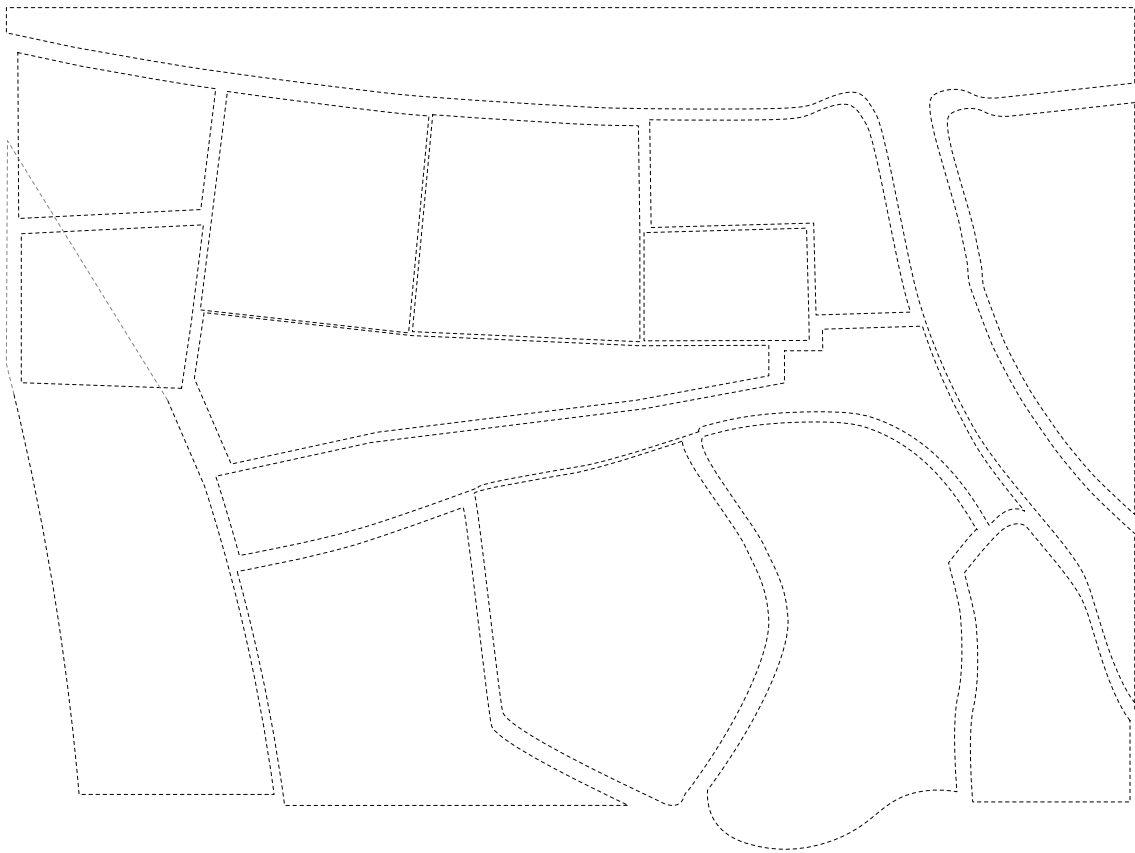
or is a visual connection enough for you?
... and do you continue your route

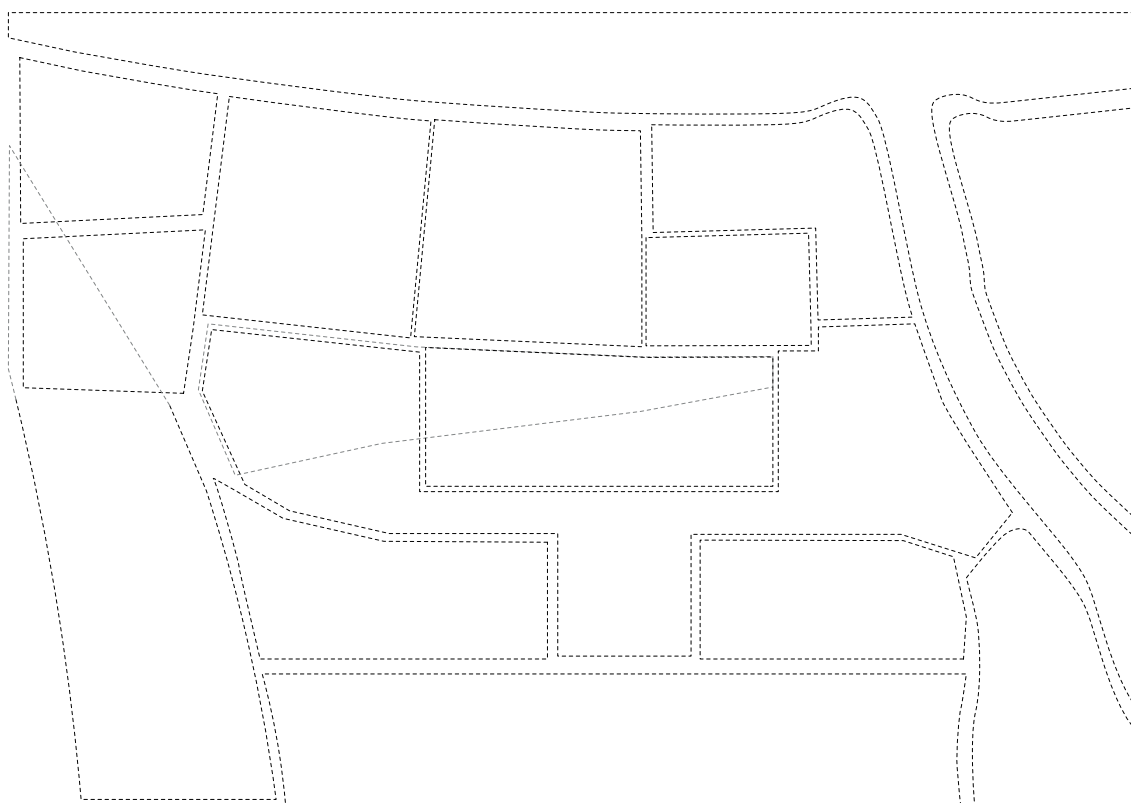
the entrance as a puzzle

look

p4 personal research

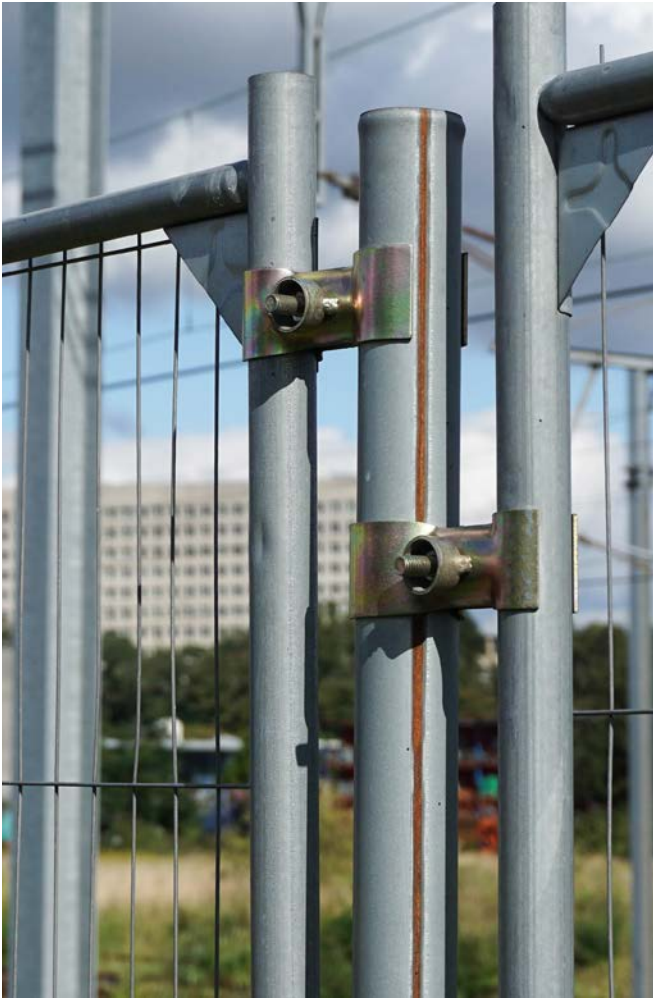
look





look



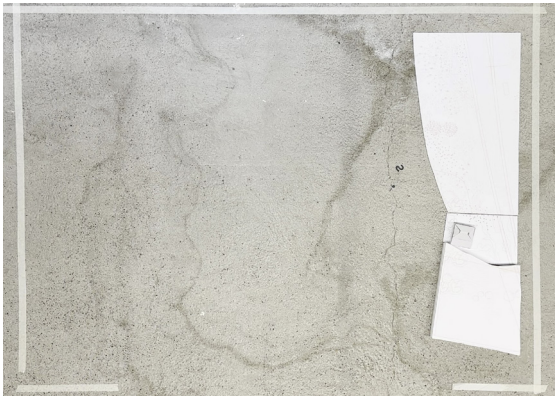


look



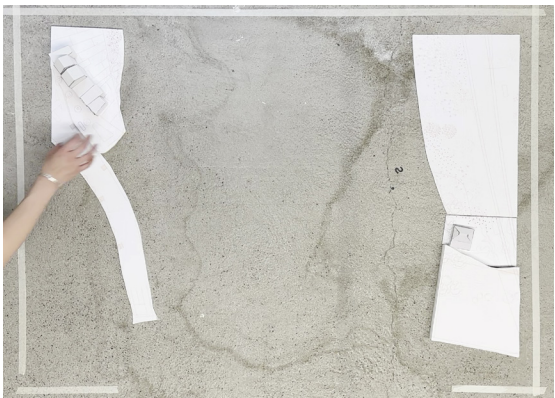
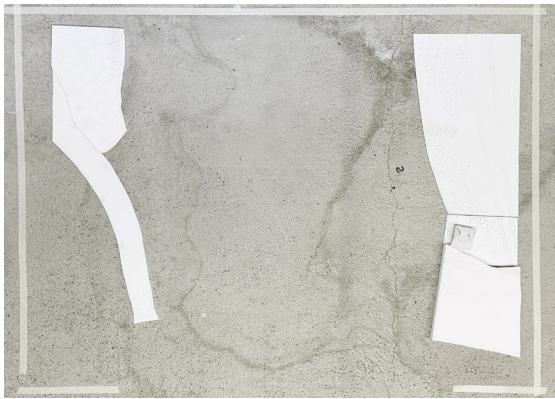


look



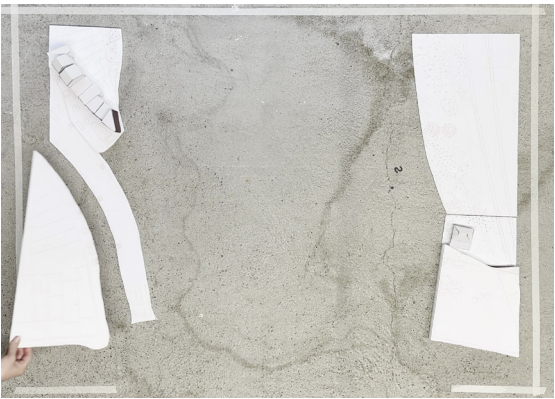
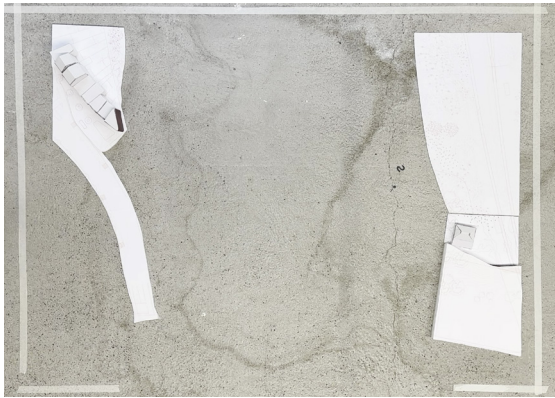


look



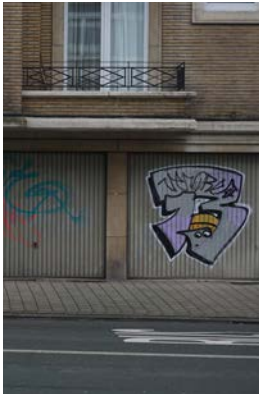


look





look





look





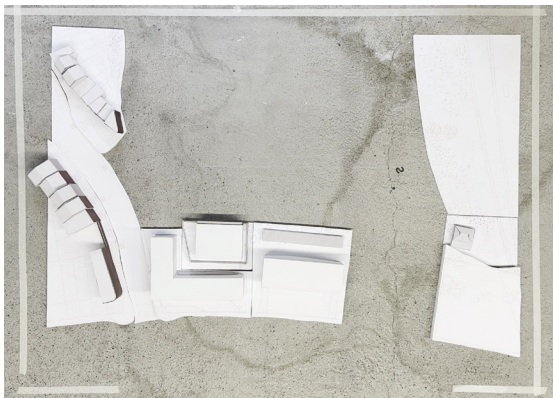
look





look



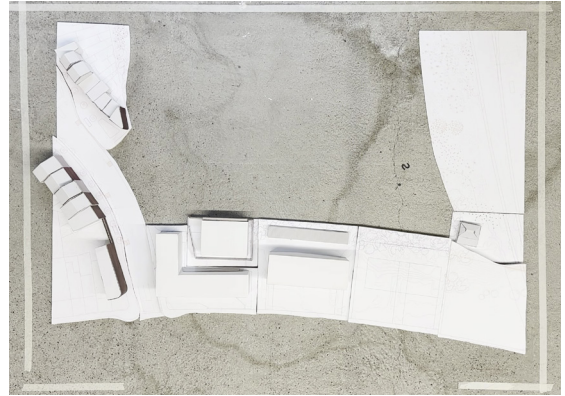


look



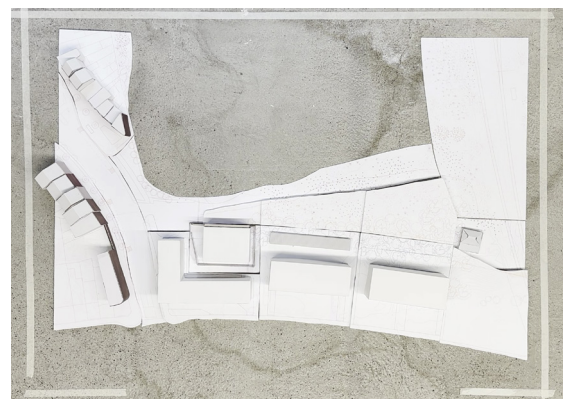
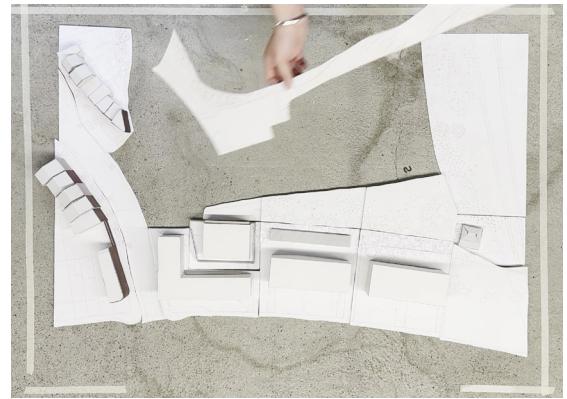
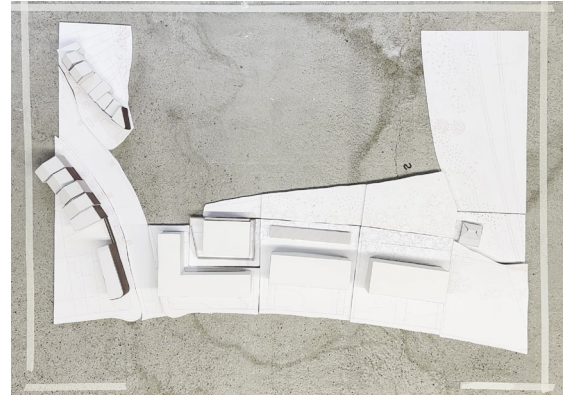


look



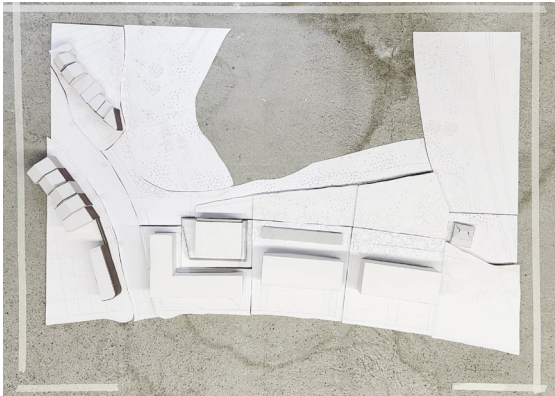
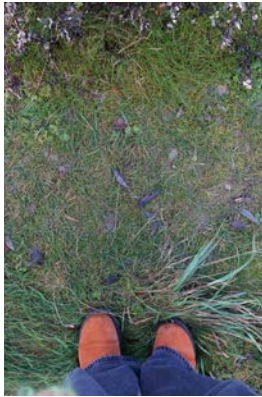
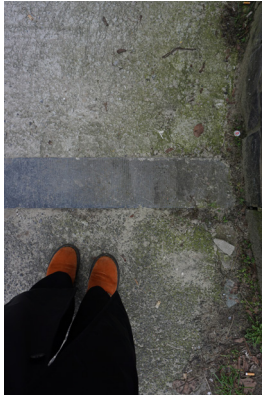


look





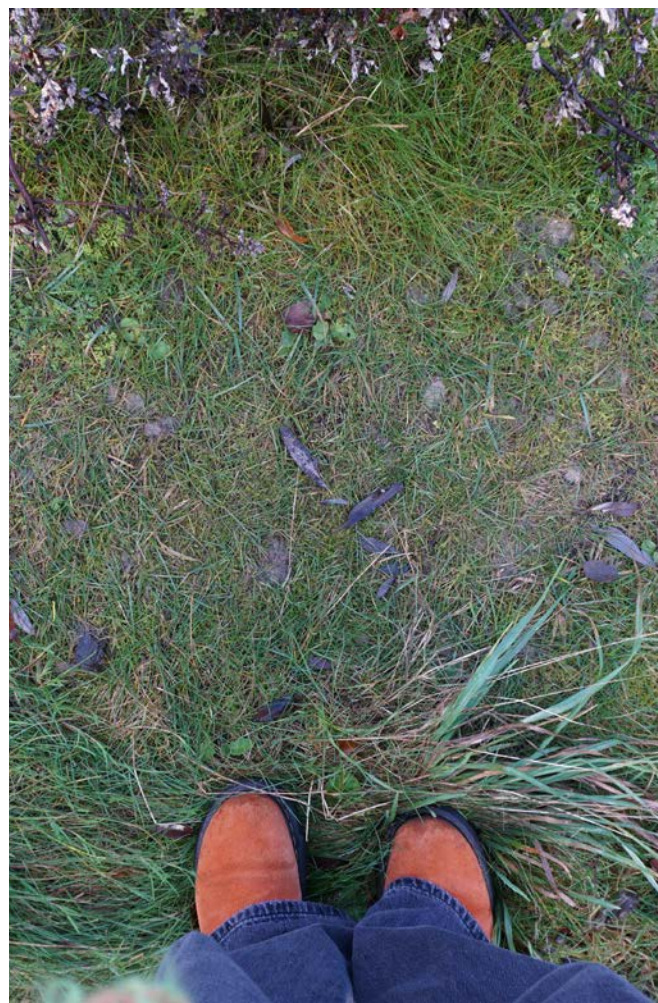
look



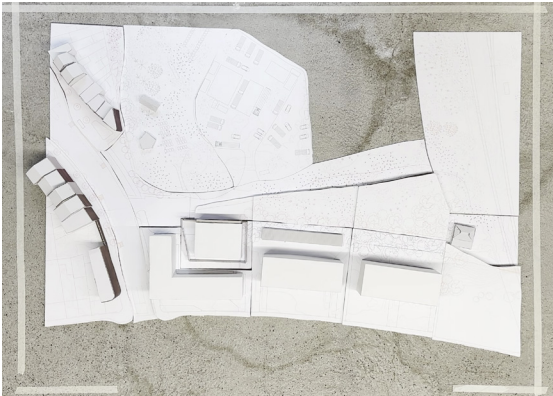
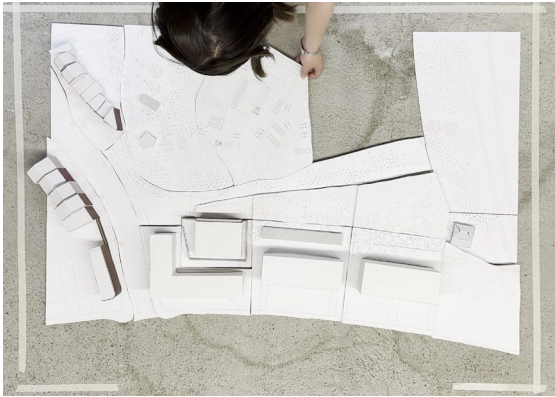


look



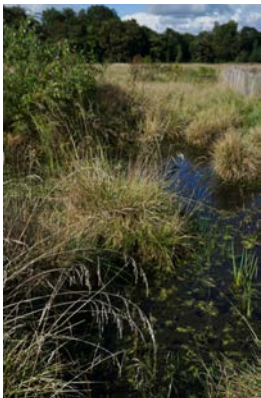
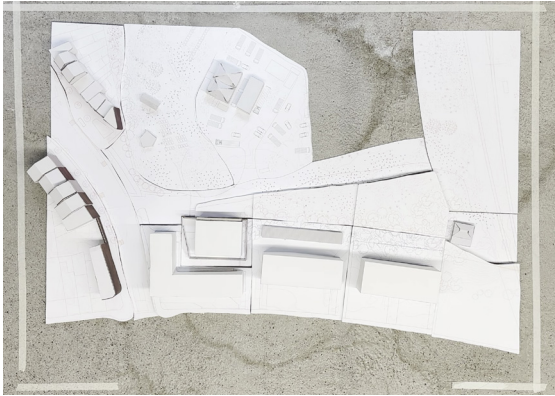


look





look



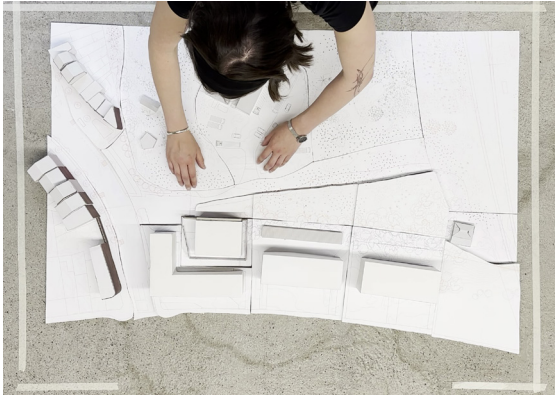


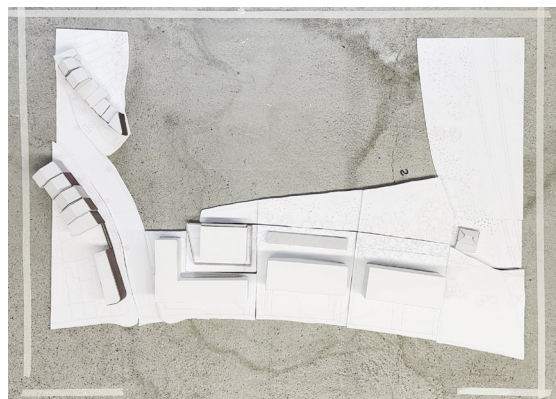
look



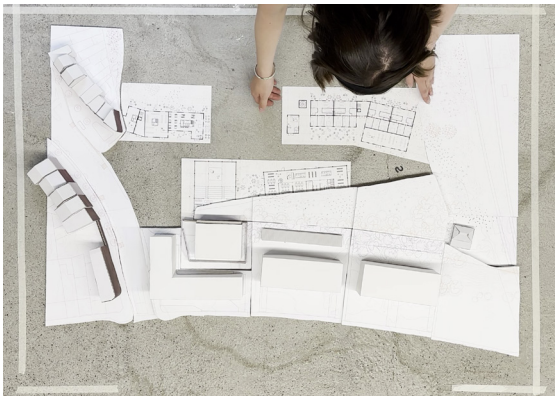
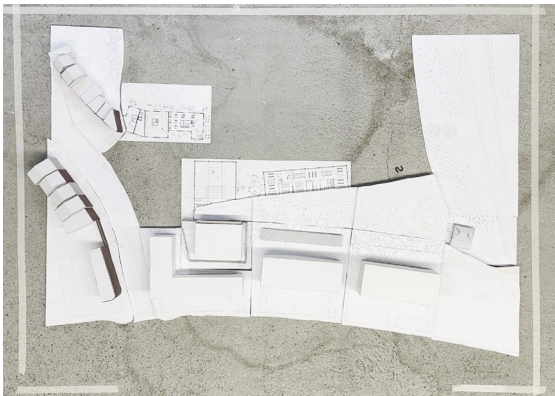
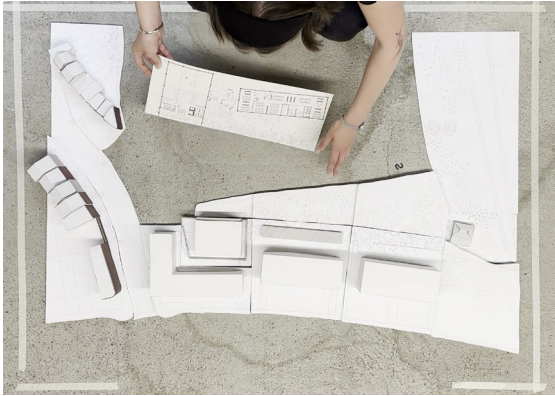


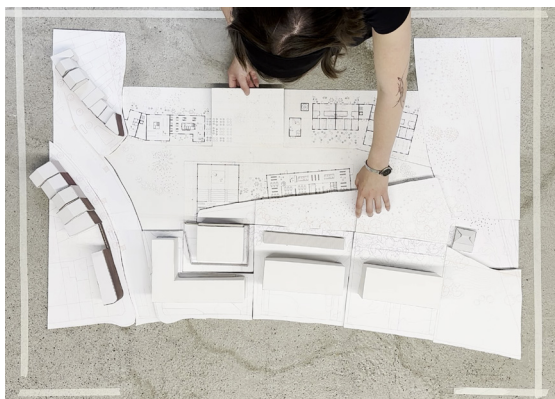
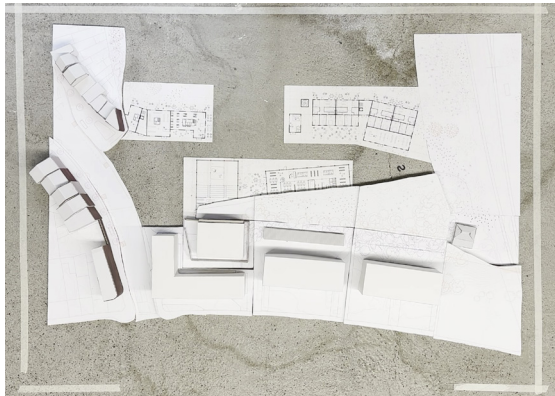
look



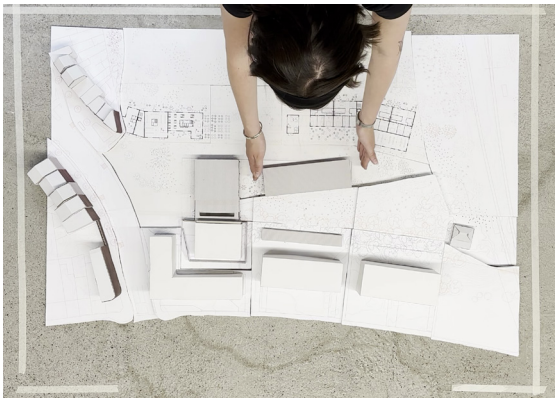
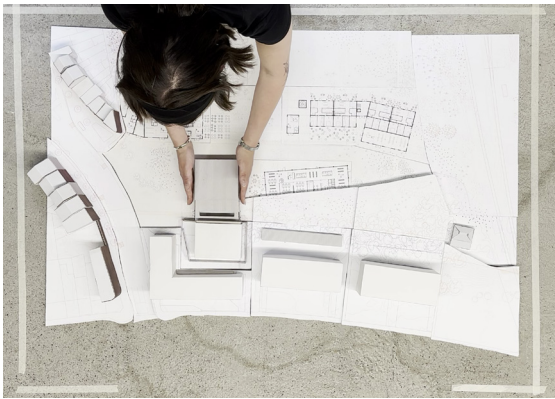
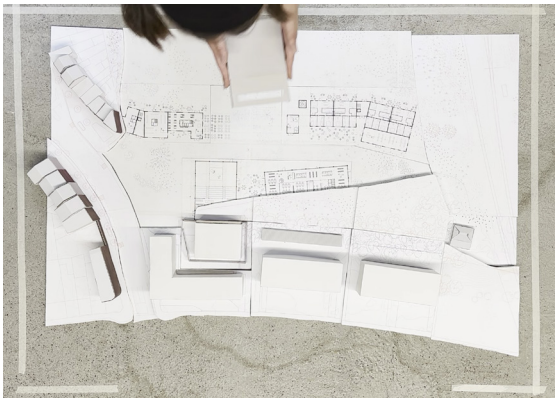
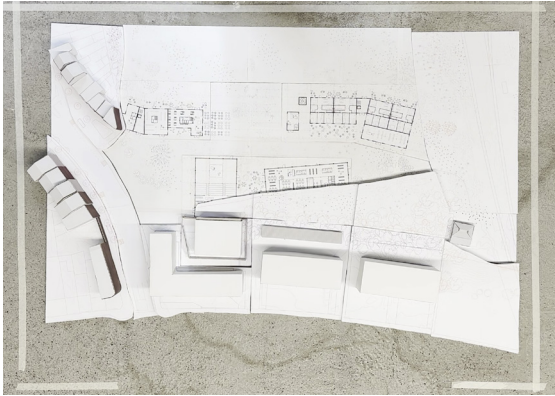
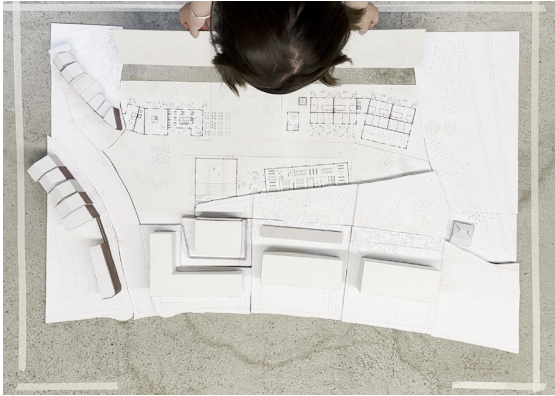


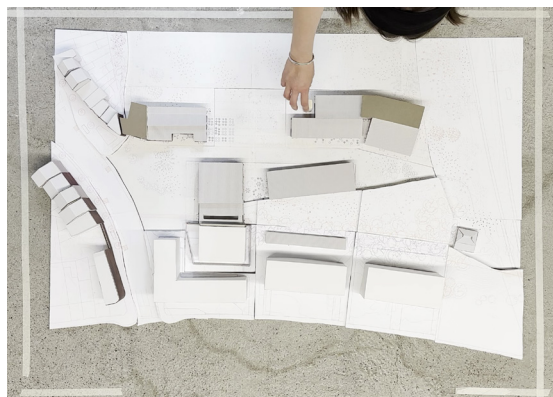
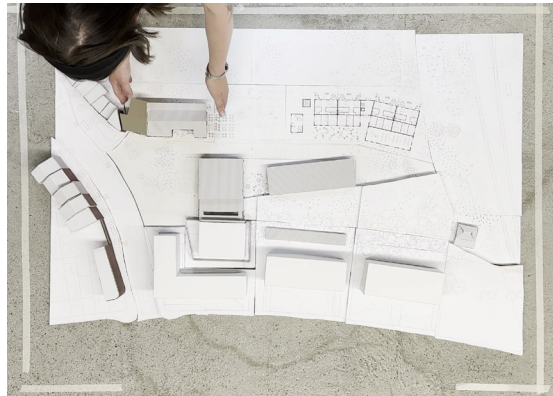
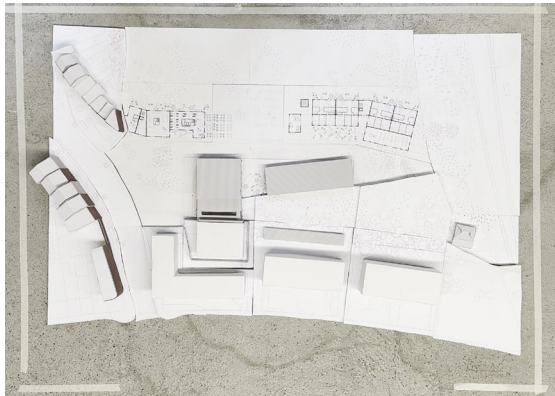
look

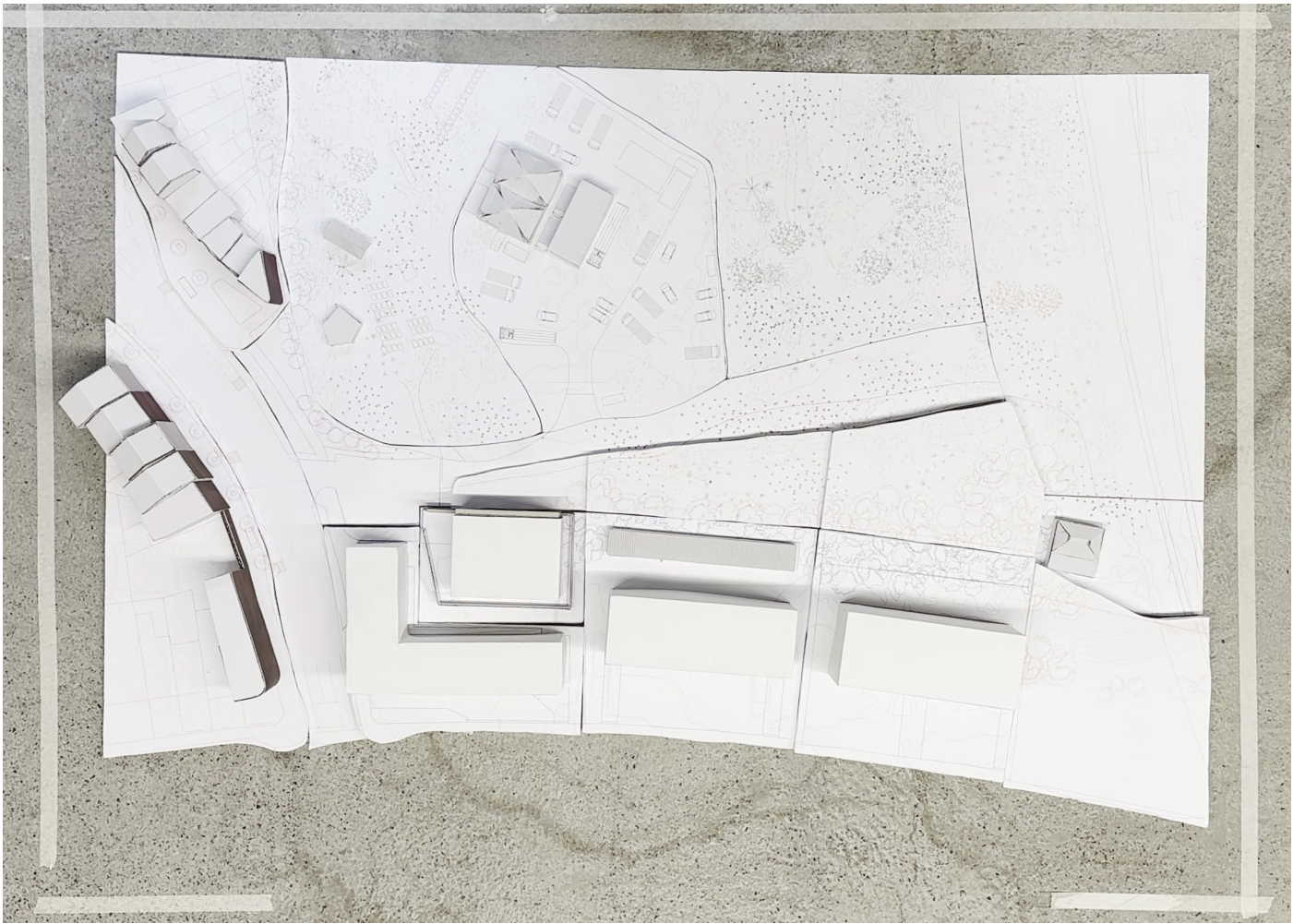




look







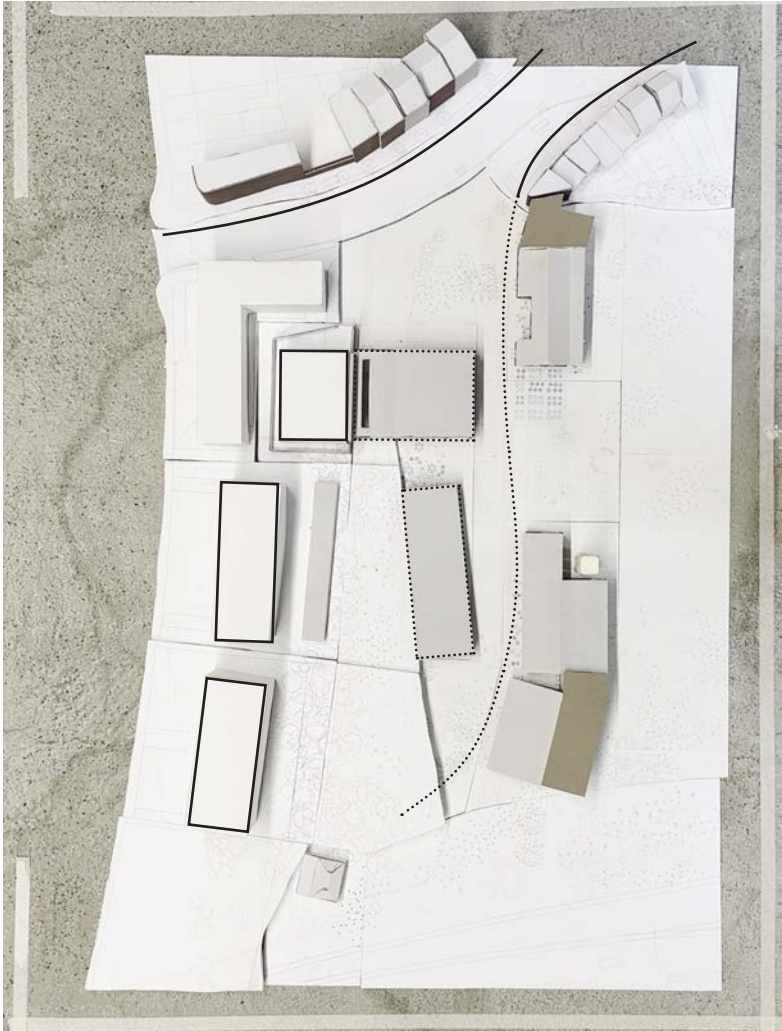


react

p4 personal design

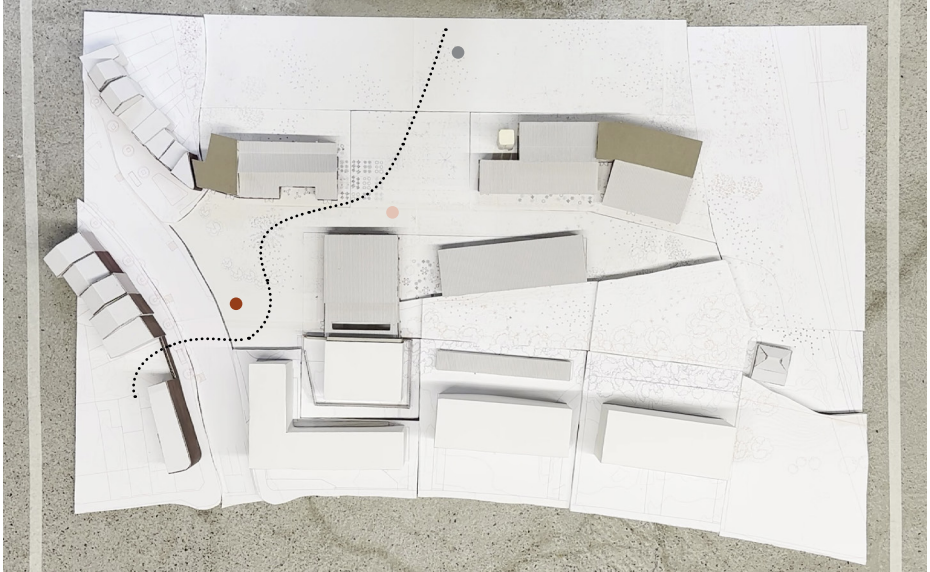
retain: scale geometry and composition volumes



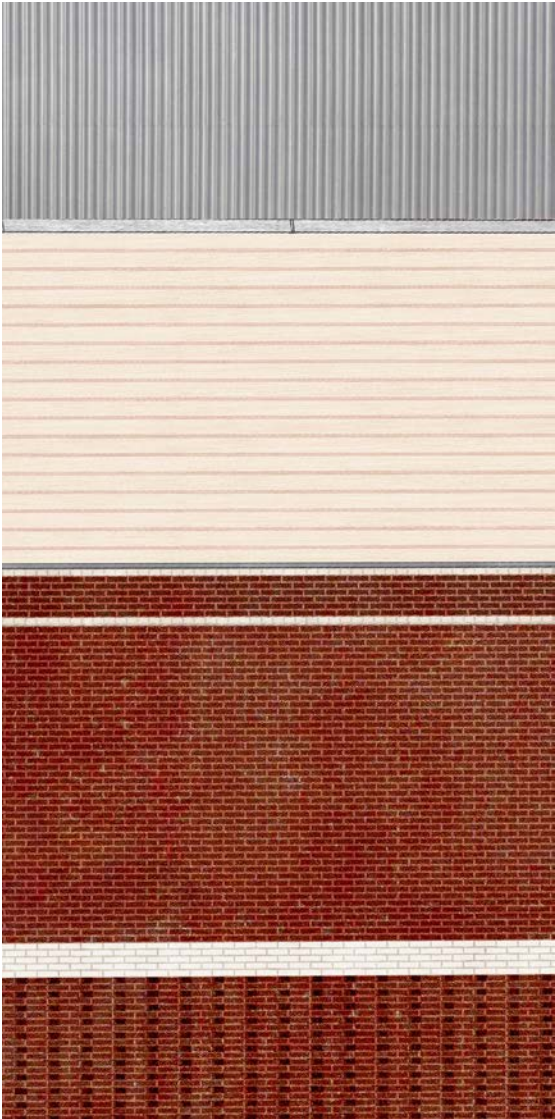


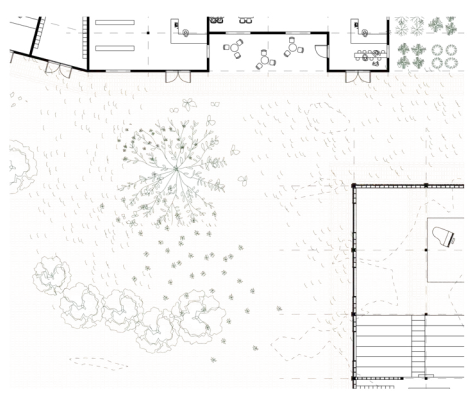
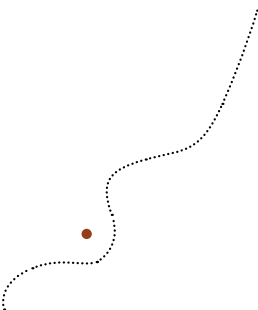
***retain:** gradient materialization built and unbuilt*



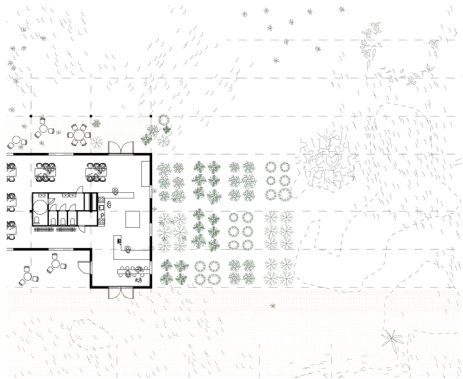
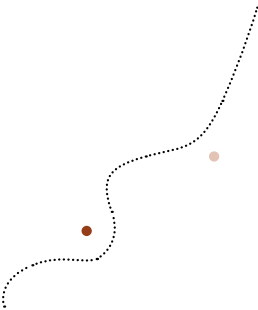


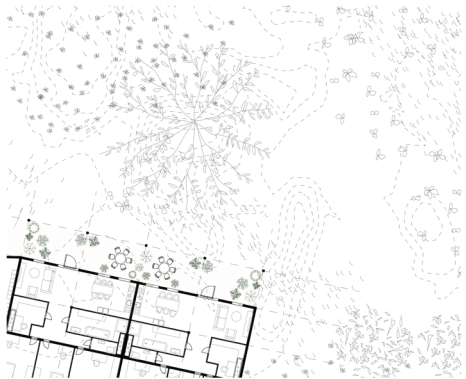
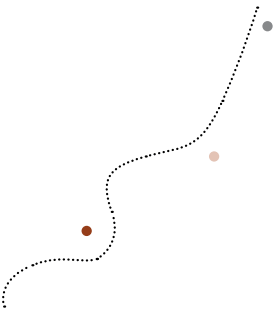
***retain:** gradient materialization built and unbuilt*



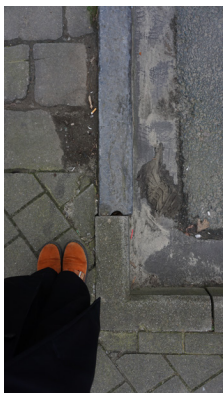


retain: gradient materialization built and unbuilt





***retain:** gradient materialization built and unbuilt*



represent: what used to be



community garden

*light weight wood
structures*

a place to meet





the theatre

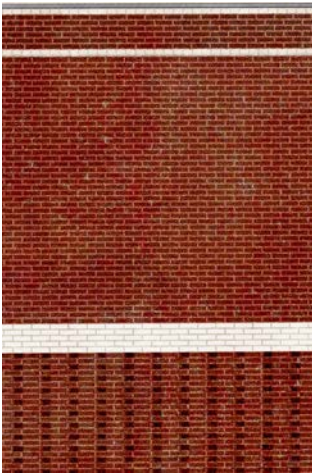
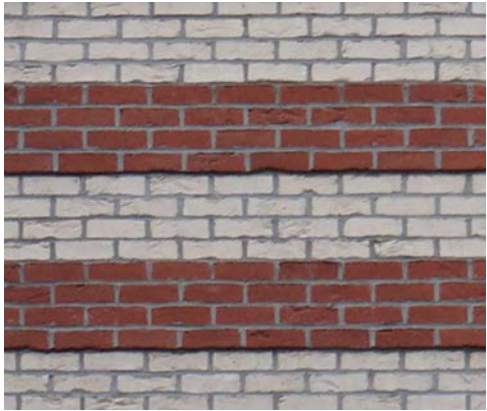
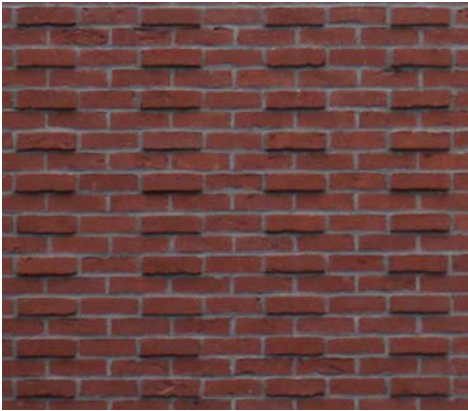
eye catcher

a place of attraction



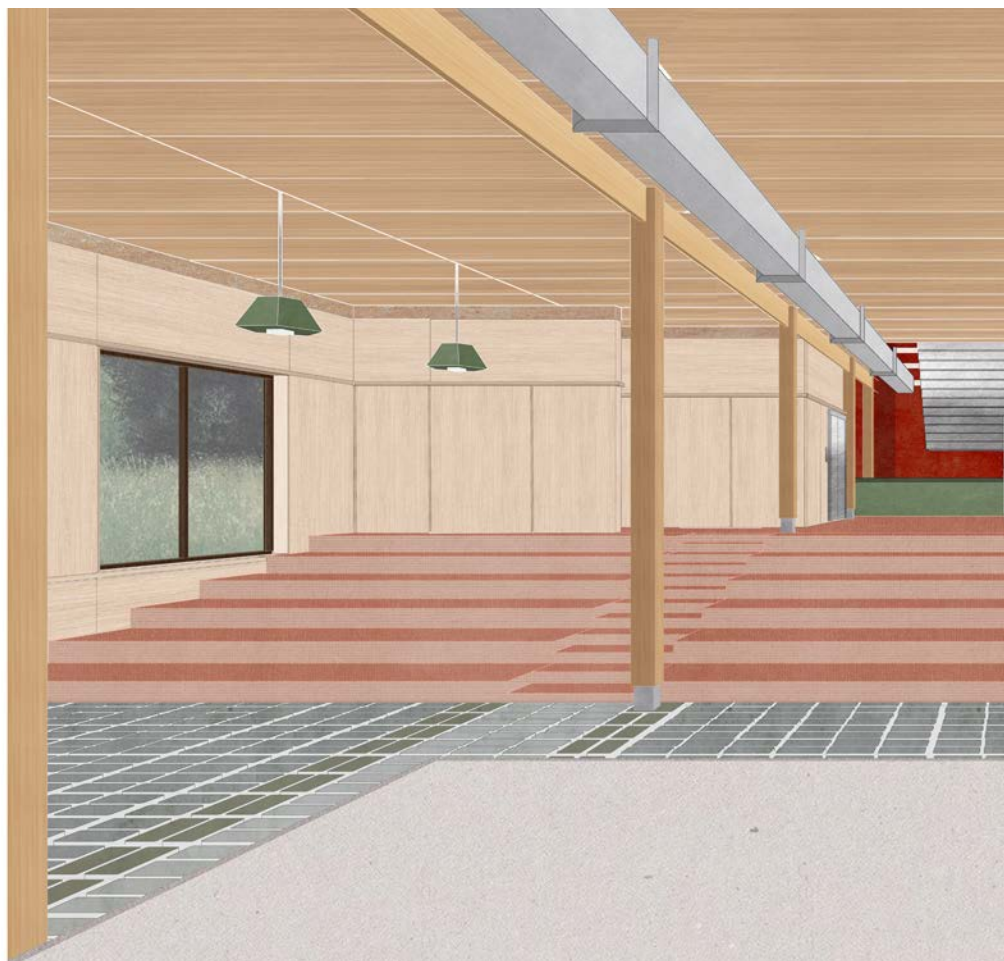
reshape: brick facade

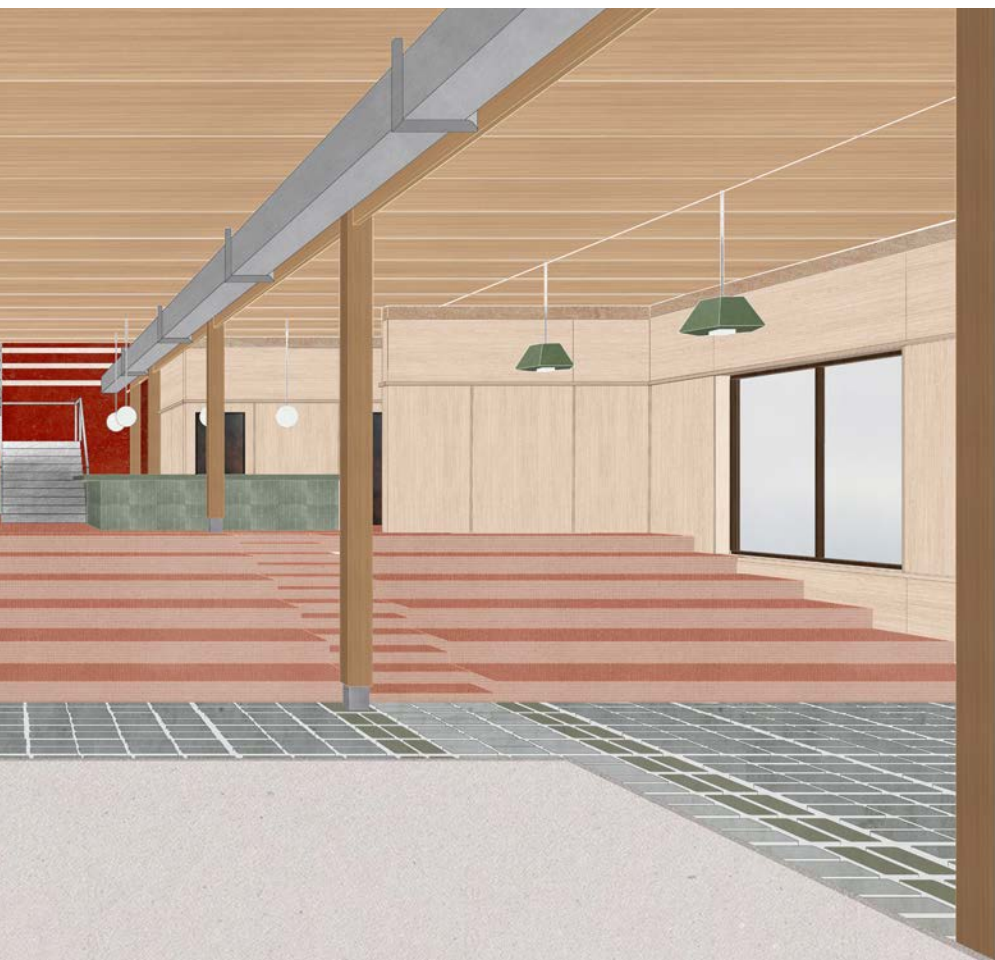












reflect

urban architecture
23/24 graduation

My process of research and design of the past few months can be structured through the acts of defining, looking at and reacting to. It has been a continuous dialogue between defining and looking at certain topics or problems and consequently reacting to my findings through the development of for example the masterplan for the design site, my personal design proposal for P2 and the further architectural and technical development of the project for P3 and P4.

The process started in September when I worked on the P1 presentation in collaboration with 4 other students, Anna, Max, Jacky and Jaron. This first assignment helped us get to know Brussels and the design site through the topic of 'Green Grasses of Town' looking into the patches of urban green scattered throughout Brussels. This research introduced me to the topic of left over spaces that emerged in the dense built environment of Brussels. This caught my interest and I continued my personal research on this topic. I looked into lost space and urban fragmentation, specifically in Brussels.

Simultaneously together with Frieke, Eline and Michalina, I worked on a Masterplan for the design site (Friche Josaphat), formulating our ideas about the site, on masterplan scale. Personally I think this assignment was not really what I expected to be doing during my architecture graduation studio, since it felt more like an urban planning assignment. However, looking back at it, I do think that it was very useful to first look at the site on a larger scale, to consequently zoom in on your own specific site and project. I think the masterplan offers a good grip to develop your own project within and functions as something to fall back on if you have to rethink of why you are doing what you are doing.

For P2 I presented my research and design proposal, but unfortunately I had to take a retake. Even though that everything was clear (at least in my head), I learned that I had to focus more on the visual communication of my research and project and the necessity of this in order to properly communicate your findings and ideas. Reflecting back on this I completely understand why my retake was necessary. My personal research remained very abstract and somewhat theoretical and was mainly focused on the city scale of Brussels. For my resit I was asked to approach my research more like field work, and ground this abstract and large scale research by zooming in, more focused on the design site.

I defined the topics I was talking about more clearly and analyzed the design site through these topics. I looked at the site as a lost space in an fragmented urban fabric and analyzed the Friche as a collage of fragments all with their own characteristics. By doing this, my research really helped me inform my design, instead of them being two separate elements. This resulted in a much more grounded design proposal for my P2 retake.

After P2 we continued the process by further developing our design proposal. I mainly worked by drawing plans by hand and making a paper site model to further develop my design. I never really used to work analogue a lot, but I really enjoyed the ease and speed in which you can test and communicate your design iterations. However, I did notice that at some point it became necessary for me to put things into the computer, since I noticed that working analogue prevented me from working precisely. This counterworked me from developing my project into more detail.

For My P2, my research was still floating a bit and was approached from an birds eye perspective. I proposed to continue my personal research by zooming in even more and analyzing the site from an (human) eye level perspective. I went to Brussels to capture and analyze my personal design site in even more detail looking at for example details, tactility, materials and colors that caught my attention at the site. I looked at the fragmented site as a puzzle, made up out of different pieces. How do they fit together? Do they even fit together? I analyzed the ambiguities of the different fragments, where do the pieces differ from each other, and where do they come together? Do they meet in massing or materialization? In the rhythm or colors of the facades?

My design project developed itself into being a multi sited project, consisting out of several buildings. I developed and designed my project with a similar approach as I had for my research. I approached the new buildings as being new fragments that were added to the site and focused on the different buildings that were already present at the site and looked for ways to relate to them, in order to bring them together and create a connection through the architectural characteristics of the 4 newly proposed buildings / fragments. Through design I looked for ways to relate to the existing and implement new features.

During this period we were introduced to the BT tutors and were expected to also take the technical aspects into account. Personally I think that during the early design stages I had quite some difficulty with working on my research, architecture and building technology all simultaneously. I have had several weeks that I tried doing all three of them, which resulted in achieving barely anything. I struggled with this a lot, and I think that looking back at it, it would have been important for me to prioritize and focus on one topic at the time instead of wanting to do all three of them.

The multi sited nature of my design again challenged me to spread my focus not only onto research, BT and Architecture, but now also for 4 different buildings. It became clear that I would not be able to fully work out all buildings into detail and after discussing this, decided on working into detail on just two of them. The other two buildings follow a similar approach and a general masterplan idea for these buildings is developed, but they are not completely worked out into detail.

For P3 we were expected to make a façade fragment model, which forced us to materialize our design and really zoom in a few scale levels. At this moment I think I was still working on 1:200 scale on my design, and suddenly we had to make this façade fragment 1:33. At first it was a bit of a challenge, but I do think that it was very useful to really force us think in more detail about our project and take the next step. The feedback during P3 was really useful, having two guest critics look at our projects. This made us think about how to briefly capture and explain our projects, getting back to the core of it. For P3 I did a first exploration on a way of relating to the existing architectures present at the site. The façade fragment is part of one of the buildings present at the site. The model explores how the new buildings could relate through materiality, color and scale to the existing building.

Now, in preparation for P4, I have been trying to structure and organize my on site observations in relation to my design decisions, and have been looking for ways to properly represent and communicate my research and design relationship. I have been working on an analytical model, representing my vision on the fragments at the site, their characteristics and how the newly proposed buildings interact with each other, but also showing how they relate to the existing.

I think the result of my research could be described as an exploration of a possible way to react to a site very fragmented in character. Fragmented on different scale levels: the site being a lost space, a fragment, in the city fabric. On a smaller scale, zooming in, the design site is also made up out of different fragments, pieces, all unique in their architectural expression or different due to the natural features that are present. Through my research and design I explored how to position a project in such a fragmented site? While this might feel contradictory, I explored how by adding new pieces, connections can be made through architectural characteristics and by adding new functions to the site where people from the city and surrounding neighborhoods can meet.

Reflecting on the studio in general I really appreciated the amount of group work and the many excursions we have had. This caused for the Urban Architecture studio to become a close group (of friends) and allowed us to get to know each other professionally but also personally. I want to thank my tutors for all their help and guidance throughout the project. I felt like it was very helpful to brainstorm my ideas together with my tutors and it also helped me to put all the pieces of my design, research, and building technology together. So thank you very much!

