

HS359 BORAS (SE) - Weaving together



View towards St. Sigfrids along pedestrian green-blue route

A knowledge and creative driven productive neighbourhood, our proposal for Gässlösa, weaves a dense urban environment, attractive through its range of urban qualities, integration of environmental and natural considerations, flexible in implementation and adaptable in nature, safeguarding long-term sustainable use of land, water and physical environments, from an ecological, social and economic aspect.

Entrances to Gässlösa are marked on the predominantly commercial urban trails Druveforsvägen and Varbergsvägen, through landmark buildings, whose height is related to the surrounding urban context and visual relations to the ones in Centrum. The highest building, a mix of commerce, services, offices, accommodation and green public space, is proposed at the two urban trails' intersection, across the new school.

The green stretch along Viskan connects the heathlands to Centrum. A proposed pedestrian and cycling bridge over the railway, a green, partially shared, street along Ålandsgatan connect the green trail infrastructure. An East-West green stretch is proposed along the resurfaced former Viskan course connecting Furberg and its treasured small mixed forest to Göta. The resurfaced waterway also links the revitalized remaining industrial buildings and their proposed public squares, designed as open-air sculpture galleries.

Accessibility to the city centre is eased through the proposed-to-be-widened KIK underpass connection to Druvefors in the north. To encourage use and ensure pedestrian safety, commercial functions, preferably open 24/7 should be inserted as well. The underpass ceiling and blind walls could be decorated with murals creating a literal underground art exhibit. Along the two urban trails and the waterway the proposed paths connect the surrounding cycling, pedestrian and trail infrastructures. As over 50% of the site was not covered by public transport two new stations were proposed along Druveforsvägen. Proposed road sections maintain the driving lanes intact but introduce bioretention swales and tree lines, wide pedestrian and bike lanes.

