

# PROGRAMME

## MIXED USE DEVELOPMENTS

Mixed-use environments have existed throughout most of human history, and it was in the past determined by the need for walkability and the scale of the human body. This pattern changed radically with the invention of the car which opened up the possibility for 'unlimited' mobility and thus large separation of functions. However, in the later years these monofunctional modernistic developments have proved to be unsuccessful, creating urban structure spread and a car-based society reliant on fossil fuels.

The need to develop more sustainable cities has reopened the necessity for dense and mixed areas where living, working, playing and shopping again can take place within a walkable radius. It has also intensified the discussion around more efficient public transportation solutions that can substitute the use of private cars while keeping the high levels of mobility required by the modern citizen.

This whole process aims for a reorganization of the city from monofunctional entities into more multifaceted urban spaces with high levels of integration.

Our goal for Sluppen is to create a self-sustaining interaction point, a city within the city, where urban, economical and social diversity merge to create a viable and attractive district.



### TOTAL AREA

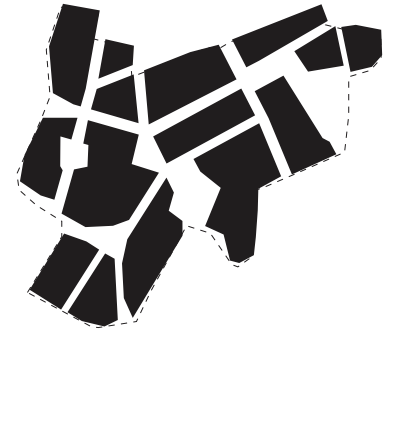
830.000 m<sup>2</sup>



GROUND 540.000 m<sup>2</sup>  
FOREST 290.000 m<sup>2</sup>

### CHOSEN SITE

540.000 m<sup>2</sup>

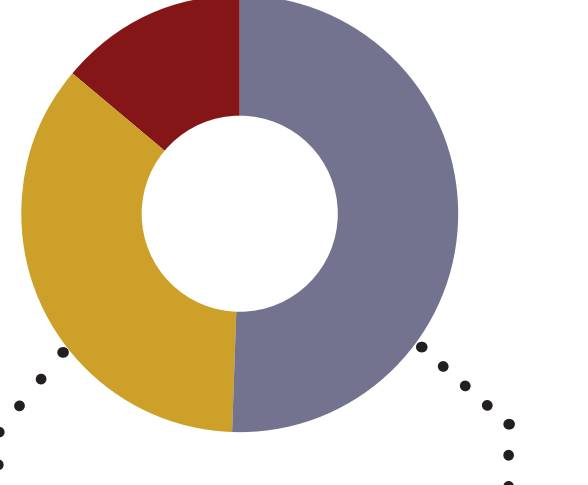


PLOTS 363.000 m<sup>2</sup>  
OPEN 177.000 m<sup>2</sup>

### FOOTPRINT



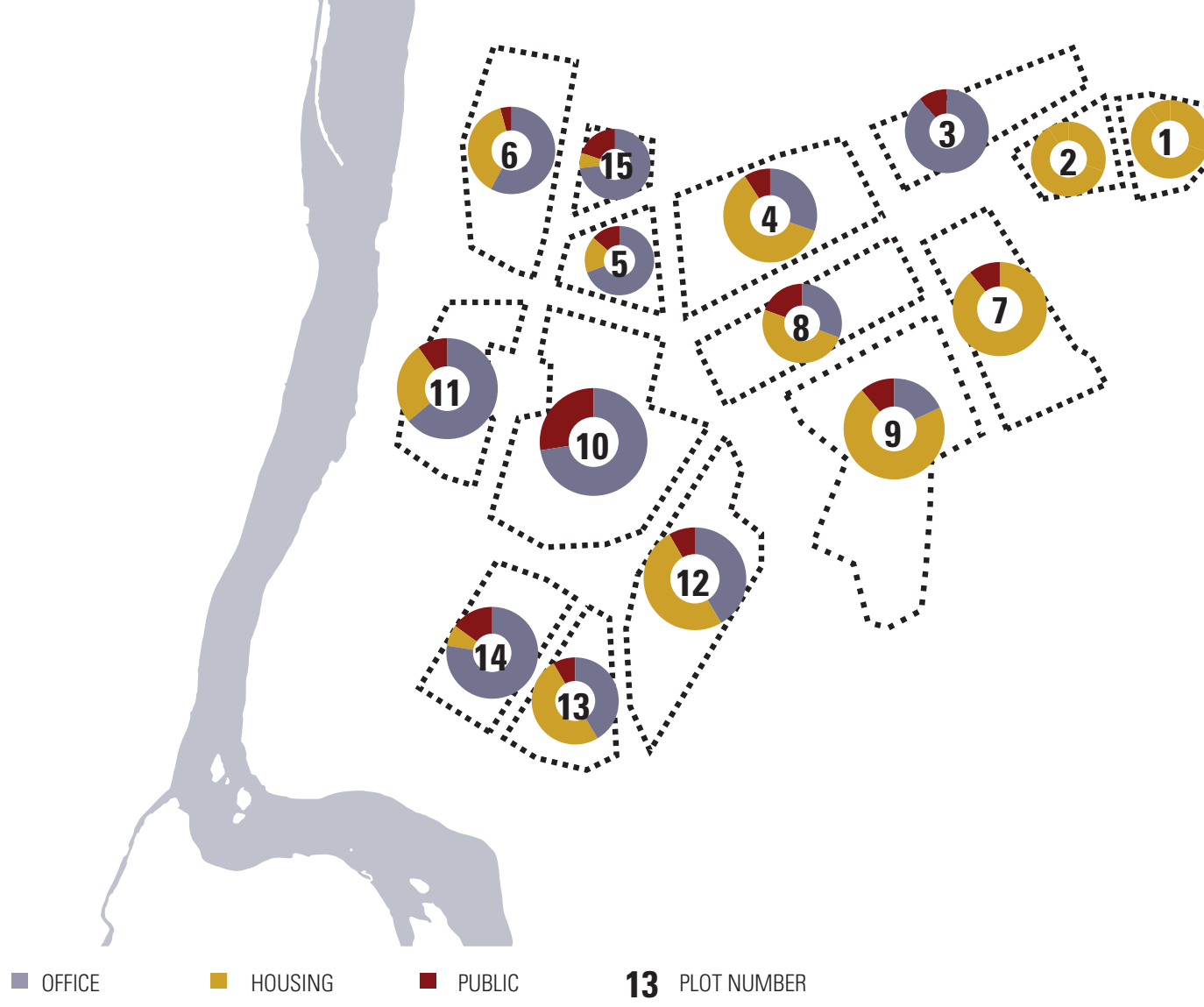
FOOT PRINT 155.880 m<sup>2</sup>  
OPEN 384.200 m<sup>2</sup>



OFFICE 50 %  
HOUSING 35 %  
PUBLIC / SERVICES 15 %

25 M<sup>2</sup> PER PERSON  
25 M<sup>2</sup> WORKPLACE

8500 RESIDENTS  
12.000 WORKERS



Plot	Total	Office	Housing	Public	Plot Number
1	10000	5000	5000	0	1
2	10000	5000	5000	0	2
3	10000	5000	5000	0	3
4	10000	5000	5000	0	4
5	10000	5000	5000	0	5
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VERTICAL PROGRAM DISTRIBUTION - AXONOMETRIC

### LAND USE AND PROGRAM DISTRIBUTION

Sluppen's central location calls for as a dense urban district with high levels of mobility. A coherent distribution of the plots, taking in consideration the permeability of the area and the relation location (programme), and a high FAR (Floor Area Ratio) are the main strategies to safeguard the functionality of the district and create a sufficient flow of people.

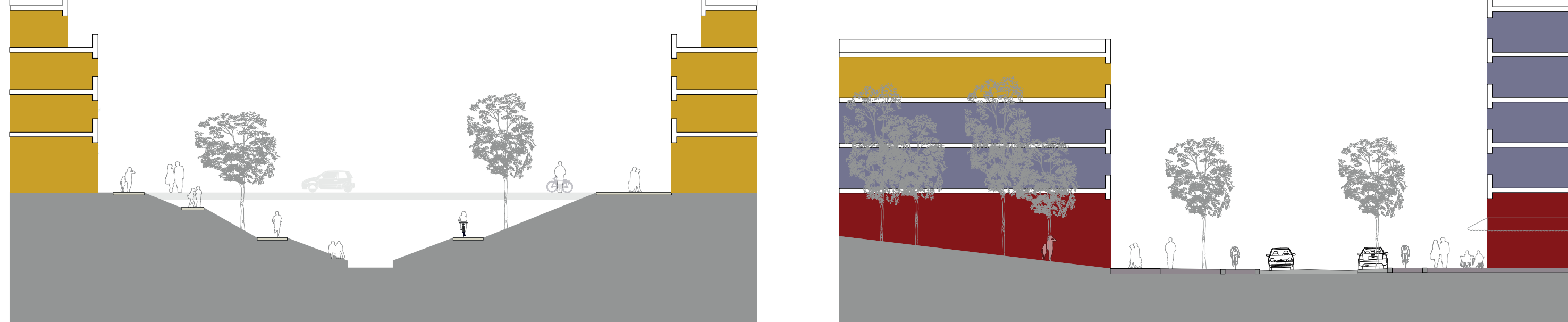
### TOTAL DISTRIBUTION

### LOCAL DISTRIBUTION



E - E

B - B'



G - G

D - D



C - C

A - A

F - F

### EXISTING ZONING

As a result of the monofunctional program of office and production activities, Sluppen is an introverted homogenic area with clearly defined users, activity times and urban structure. Activity time is reserved to indoor areas during office hours leaving the site empty during the rest of the day.

The urban tissue features low buildings, extensive parking lots and low quality public spaces, discouraging the use of outdoor areas and reinforcing the image of a 'no man's land'. On the other hand, the potential it has to become a central point is great, taking in consideration it is located along a primary road and surrounded on the north west by residential areas in Nidervoll and Nardo.

### PROGRAMME

Sluppen will become a dense, sustainable and vivid district with a mixed program of offices, residential units, commercial activities, public services and recreational areas.

This conglomeration of functions will attract a varied type of users and encourage social interaction, creating life throughout the day and making it attractive both to live and work in the area. Having all the necessary services at walking distance will make it easier for residents and visitors to function without the use of private cars. All necessary activities such as delivering children at the local kindergartens, walking or taking the bus to work, eating at the local restaurants, and buying groceries can be done within a limited radius.

The heart of the neighborhood, featuring the traffic node, becomes the busiest part of the district and has therefore a predominant business program with office areas on the upper floors and commercial activities at the ground level. Residential areas, on the other hand, are located closer to natural areas such as the Fredly creek, Smådal forest and Nidvå river. This will ensure a higher degree of privacy as well as quality recreational spaces. The transition between these two areas should happen as uniformly as possible.



### PUBLIC ACTIVITIES

The present Sluppen is a foreign place for most people, even those who live close by. Restricted industrial compounds and office buildings does not really interact much with the local community. However, the Sluppen of tomorrow should be an open and inviting district full of public activities and services. Different surfaces of the city spaces allow for different kinds of outdoor activities, while a dense community, and a busy traffic junction enables a broad spectrum of public facilities. Sluppen is primarily a local alternative to the city centre; however, the accessibility for both car and bus makes it an option for cultural happenings for all of the city.

Today Brattara is being launched as the new 'grand hall' of Trondheim with venues such as a Rockheim, Clarion Congress Hotel, a public food park and possibly a new art gallery. Brattara is, however, and will probably always be a quite inaccessible location as long as the train station is at its current location. Brattara is currently activated by the northern bypass road, where no bus routes travel. Sluppen appear to us as a much more sustainable solution. Here, there is too the flexibility to establish quite voluminous public venues, however in a more central and accessible location.

