

# STICKING TOGETHER

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## HORIZONTAL PLANNING

### SCOPE

Järfälla's urban development like other municipalities within Sweden and internationally emphasize vertical landmarks over horizontal landmarks. This urban development approach is being highlighted among the cause of Järfälla's fragmented neighbourhoods, urban gaps and lack of social cohesion between its residents.

TRENDS:  
VERTICAL  
LANDMARK  
PLANNING

BARKARBYSTADEN  
CREATING A NEW IDENTITY  
WITH VERTICAL LANDMARKS  
WITH CONCENTRATED  
ATTRACTION OF RESOURCES

ROUTES WITH INTERSTITIAL  
SPACES ARE DISRUPTING  
THE POTENTIAL OF  
HORIZONTAL LANDMARKS

FRAGMENTATION AND  
ISOLATION OF ALREADY  
EXISTING COMMUNITIES.  
LESS ATTRACTION OF  
RESOURCES

## CONTEXT

### 1 STRENGTHENING CONNECTIVITY IN URBAN MOBILITY SYSTEMS

#### BREAK BARRIERS

Physical barriers like the motorway, the railway, imposing/obstructing buildings  
Mental barriers built on perceptions of parts of Järfälla

#### CREATE NEW LINKS

Recover a sense of proximity, connect neighboring areas  
Emphasize the use of active mobility for a direct contact with the urban environment

#### TIE TOGETHER WITH ROUTES

Establish vibrant, walkable routes as landmarks across Järfälla  
Use bus lines to allow movement in every direction

### GOAL

Asses and enhance horizontal connectivity within Järfälla, while emphasizing new routes as horizontal landmarks which offer opportunities for copresence, activate social interactions, structure people's mental maps of Järfälla and foster cohesion and shared experiences.

## STRATEGIES

### 2 CREATING MULTI-LEVEL LIVING CIRCLE AND ALTERNATIVE ROUTE OPTIONS

#### FORM A NETWORK OF ROUTES

Connect the routes to expand the network of attractive, human-oriented, pedestrian paths

#### DEVELOP A HORIZONTAL LANDMARK

Generate a shared understanding of the network structure and the geography of Järfälla, shaping the mental maps of residents

#### ESTABLISH THE ROUTES AROUND ACTIVITIES

Determine the locations of the routes so they give access to available activities, sports facilities, schools, playgrounds, art monuments, historical heritage, shops, workplaces

### 3 REACTIVATE URBAN INTERSTITIAL SPACES FOR PLACEMAKING

#### REACTIVATE NEGLECTED OR RESIDUAL URBAN SPACES

Use interstitial spaces to develop spatial functionality along the pedestrian routes

Create new public spaces through both temporary and long term solutions, employing flexible and experimental placemaking strategies

Plan recurring activities to generate habits, culture and sense of meaning to those spaces

### 4 ESTABLISH A COMMUNITY PARTICIPATION MECHANISM

#### IMAGINE THE HORIZONTAL LANDMARK THROUGH PUBLIC CONSULTATION

Survey the needs and aspirations of the residents, giving a voice to different groups

Involve residents in the creative and decision-making process, collecting feedback regularly

#### ENSURE A CARE AND MAINTENANCE SYSTEM WITHIN THE COMMUNITY

Make the process of sustaining the developed routes and places a part of daily life in the community, a collective participation, which helps strengthen the community's sense of belonging

## THE TOOLKIT

The toolkit evaluates which streets, public spaces and human-scaled interventions can bring to life the horizontal landmark effect, assessing the optimal locations for the routes network and the appropriate planning efforts being carried-out to deliver the desired social cohesion and the equitable distribution of resources effect.

## INVESTIGATION & GRADING

#### STRATEGY 1

Road network connectivity  
Public transport accessibility  
Bicycle accessibility  
Walkability

#### STRATEGY 2

Mental map usability  
Multiplicity of options and complementarity of available activities  
Integration with daily life needs and activities

#### STRATEGY 3

Utilization of vacant spaces  
Number of interstitial spaces with development potential  
Flexibility and experimentality of surrounding spaces

#### STRATEGY 4

Activated public engagement channels  
Participation rate & inclusive representativity

...& other criterias

## IMPLEMENTATION