

10)
Destination : a development plan for public space in the small historical town of Waxholm, Sweden

by
Peter M. Brockman, Jr.
Bachelor of Arts, Architecture
University of California at Berkeley
June, 1985

Submitted to the Department of Architecture in partial fulfillment of the requirements for the degree of Master of Architecture at the Massachusetts Institute of Technology
June, 1994

© Peter M. Brockman, Jr. 1994. All rights reserved.

The author hereby grants to M.I.T. permission to reproduce and to distribute publicly paper and electronic copies of this thesis document in whole or in part.

Signature of Author

P. M. Brockman, Jr.
Peter M. Brockman, Jr.
Department of Architecture
May 6, 1994

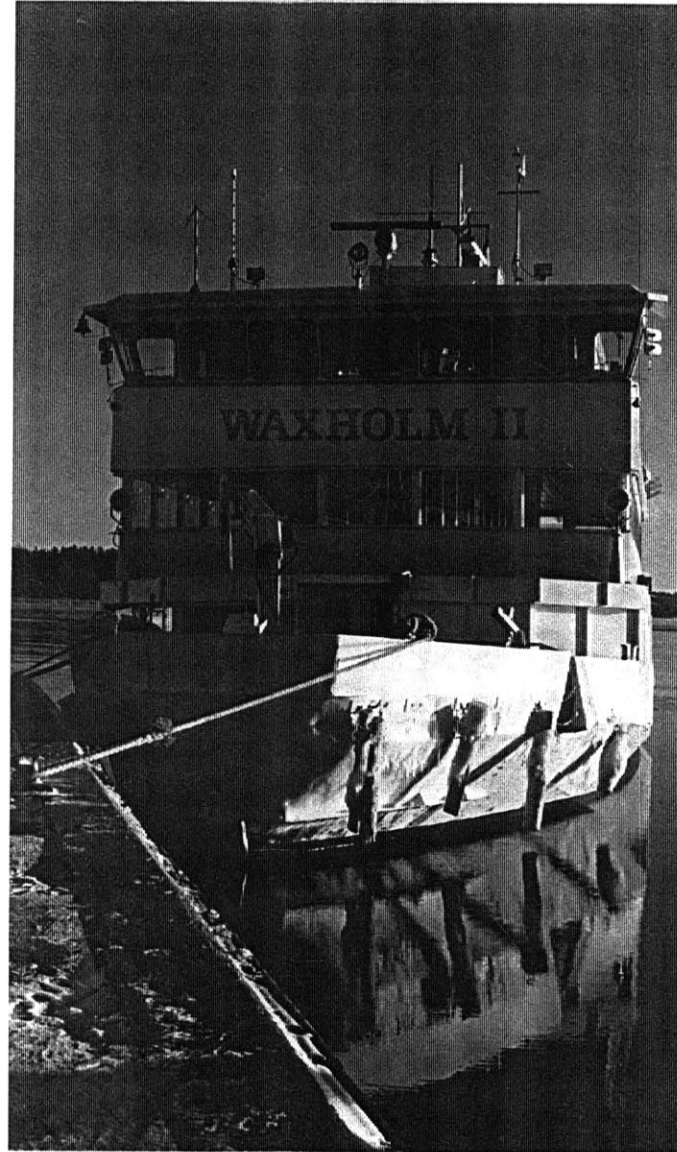
Certified by

Rosemary Grimshaw, M. Arch.
Rosemary Grimshaw, M. Arch.
Assistant Professor of Architecture
Thesis Supervisor

Rosemary Grimshaw, M. Arch.

Accepted by

Rosemary Grimshaw, M. Arch.
Chairman, Departmental Committee on Graduate Students



Rotch

MASSACHUSETTS INSTITUTE
OF TECHNOLOGY

1 A 100A

Destination : a development plan for public space in the small historical town of Waxholm, Sweden

by
Peter M. Brockman, Jr.

Submitted to the Department of Architecture on May 6, 1994
in partial fulfillment of the requirements for the Degree of
Master of Architecture
at the
Massachusetts Institute of Technology

3

Abstract

Small towns offer a type of community different than that of large metropolitan areas. The ideals of this community are deeply rooted in its history and culture. However, the current state of small towns in general, not only in America but also in Sweden, has been transformed dramatically during the last several decades. Advancements in technology, dependence upon the automobile and the introduction of the shopping mall, have resulted in the decay of the physical and social qualities which defined these places.

The public spaces of small towns, characteristically the ***Town square*** and ***Main street***, historically have been thriving places for social interaction and places which contributed to the sense of community pride and identity which every resident could understand. Unfortunately, these are the areas which have been affected the most.

This thesis project is intended to study the past, current and future state of the small town and its major public spaces, and propose, through a series of interventions, to create good quality public spaces in the form of clearly defined destinations along and at the end of the historical paths. The revitalization of these spaces, through a method of continuation of traditions and history, are vital to the future success of these places and should promote a renewed sense of community, a sense of participation and contribution to a larger whole : the town.

Thesis Supervisor : **Rosemary Grimshaw, M. Arch.**
Title : Assistant Professor of Architecture

Acknowledgments

Three people

Rosemary Grimshaw
for motivating -
work, work and more work
and
her dedication to her students

Jack DeBartolo,
a.k.a. **JD3**
for so many ideas, thoughts
and encouragement's
thanks

Bengt Åhman, Stads Arkitekt,
Waxholms Kommun
för sin tid, råd, och funderingar.
Tack!

And also my thesis readers for their time & interest

Dennis Frenchman
Andrew Scott

Thank you

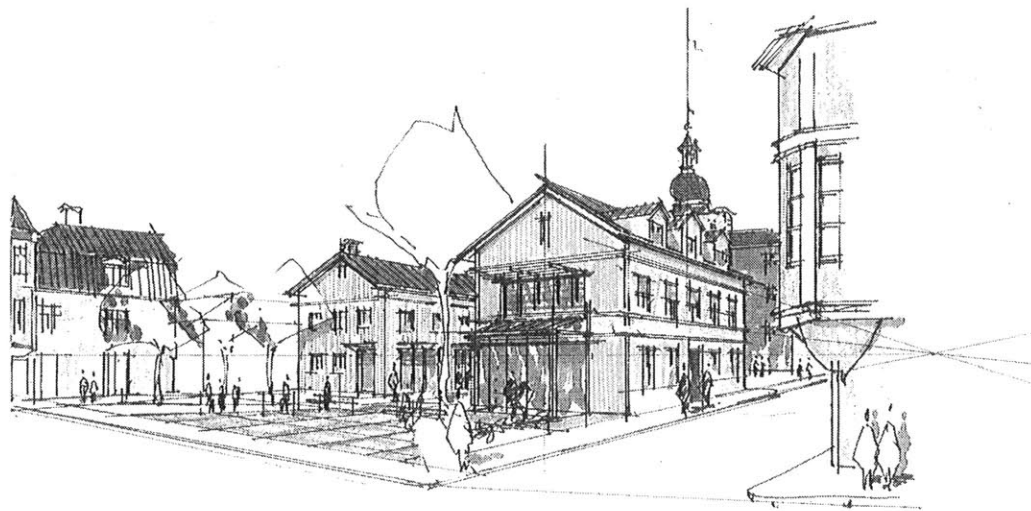
Table of Contents

Abstract	pg 3
Acknowledgements	pg 5
Introduction	pg 9
Chapter 1	pg 14
<i>A brief History of Waxholm, Community & Wholeness</i>	
Chapter 2	pg 29
<i>Maps: how they inform, Site Analysis,</i>	
Chapter 3	pg 49
<i>The Cultural Waxholm, seasons & festivals</i>	
Chapter 4	pg 61
<i>The Master Plan, 5 Sites for Intervention</i>	
Chapter 5	pg 103
<i>Waterfront Theater & Town Square : Site 1, The Design</i>	
Chapter 6	pg 139
<i>The New Maps, Urban Analysis, Achievement</i>	
Chapter 7	pg 159
<i>Good Place Making, Community and Building in Waxholm</i>	
Bibliography	pg 163
Credits	pg 165
About the Author	pg 167

Introduction

The State of Place

Introduction



NY YORK MANHATTAN
PMB
-2/21-9

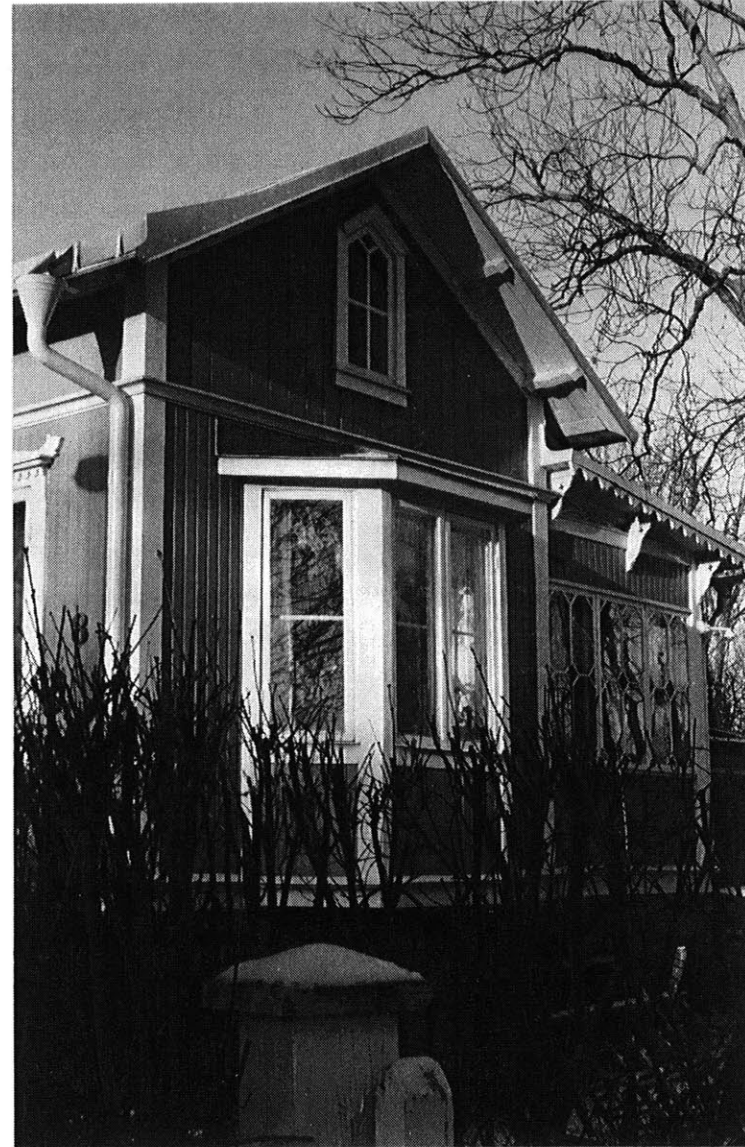
Sketch - Future Image from Waxholm, Community & Place

Commitment to Socially Responsible Architecture

Before coming to MIT in the summer of 1992 I had lived and worked in Sweden for about 5 years. During that time I became exposed to much of what is Swedish ; traditions, culture, history, social values and much more. In order to understand more about Scandinavian culture I traveled, I made lunch time excursions, day trips, weekend trips, vacation trips, and field trips. After a while I even became tour guide for many of the relatives and friends who visited me in my new life and new environment.

Quickly, I realized that a very different and very interesting situation existed in Sweden, something which I, having grown up as a Californian, had never really experienced before, at least not as a citizen nor as a resident. The fact was that suburbia, in the ways by which we Americans define it did not really exist. There was either Stockholm or "landet " : the country, and there was something in-between, something very attractive; the small towns. They were everywhere. Small settlements on the water, at a lake, in the mountains, out in the forest. But they all seemed to have something in common. These places were communities, places where people lived as individuals, but lived together, as a group with a common identity and pride.

Image from Waxholm, Home from 1700's

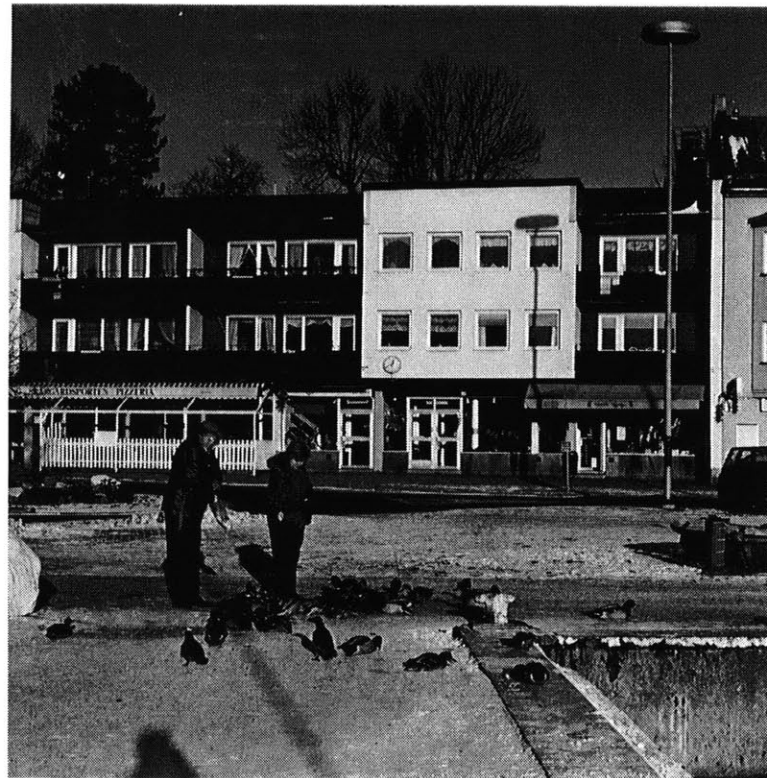


Most of these places are old by comparison to American towns, even by New England standards. There is a sense of tradition and continuation of those traditions that make a history, a living history. However, there was something missing in a lot of these places. Upon arriving in one of these many towns I had looked for the types of places which might help to tell the story of this town and its reasons for being. I looked for these **destinations** often in vain, they had been changed or deleted. The paths that connected these places together were forgotten or unclear.

The old town squares or main streets were usually converted into outdoor shopping malls during the 1960's and 1970's. Most public places were uneventful, monotonous, and deserted after 5 p.m.. Often I left these places feeling cheated and sorry for the people who must live in these places. Sorry because the reason they had chosen to live there had been replaced by suburban concepts: individuals as individuals Their sense of community, their sense of community pride and membership, their sense of contributing to the community has been taken away from them.

That's when I decided that something can and must be done to bring back that sense of what a small town is : a lot of individuals contributing to a bigger whole.

For these reasons I have chosen to look at a town which has the potential of being one of the most genuine and whole places around the Stockholm Area. Upon many visits to Waxholm I had wandered through its many alleys and streets looking for destinations, public spaces where I could discover tradition, history and its culture. After a while I did manage to find some of these types of places, but they were all too few and far between. The places "to go" didn't exist. The places to watch and be watched, to participate, were not there. Therefore this work is intended to explore possible interventions that may restore, and revitalize the sense of community that each individual wants to have.



View of the building designed for a town two hundred miles away but inserted into Waxholms most visible intersection. 1960's

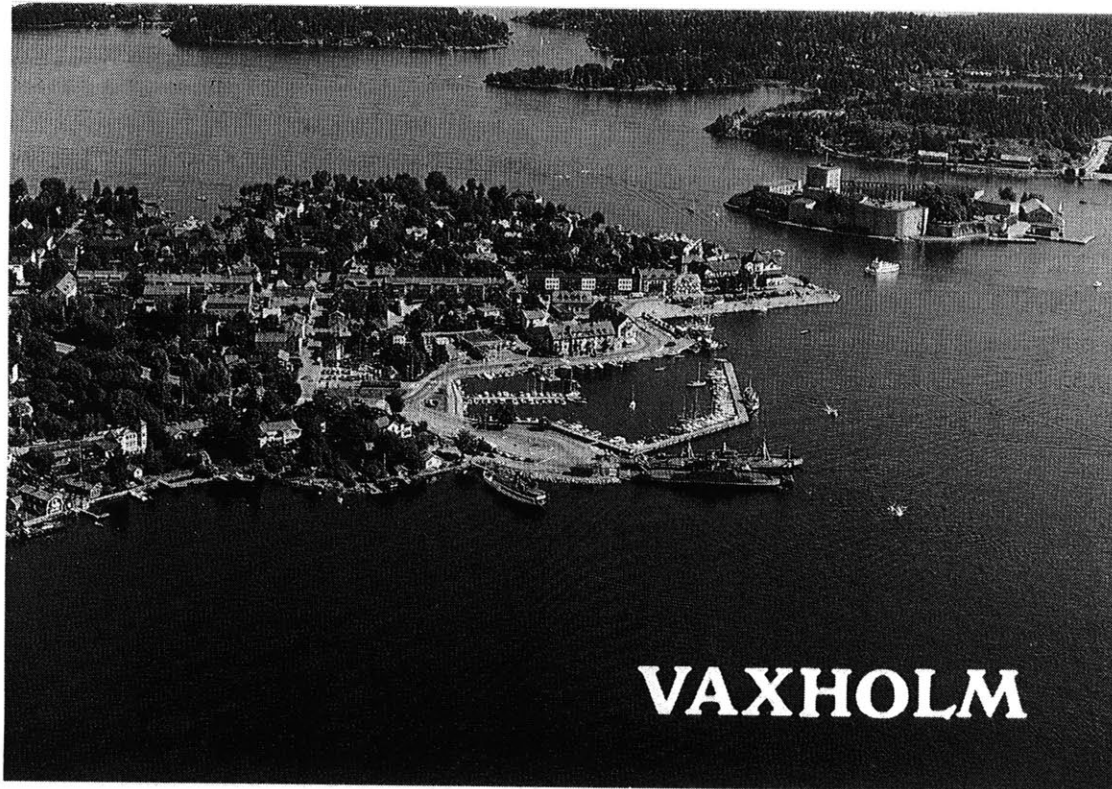
Chapter 1

Wholeness

A brief History of Waxholm
Community & Wholeness

Chapter 1

15



Postcard

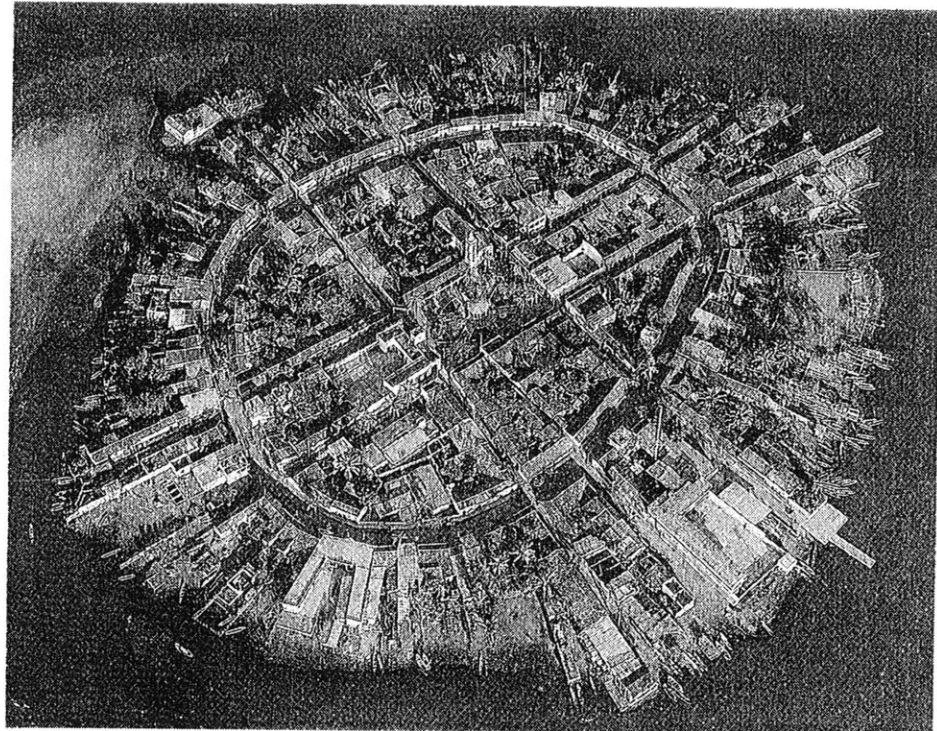
Aerial View of Waxholm island in Stockholms Archipelago

Wholeness

The notion of community or town evokes images of people, places, civic buildings, schools, shops, restaurants, parks. Also, one imagines gatherings at a town square for example, or a parade down main street. These evocations, to most, are reminiscent of a time and place gone by, the past.

17

However, many even today move to a small town in search of something, a feeling, a sense of belonging to something bigger, something important, something which they can relate to and be proud of belonging. This type of participation is what makes individuals into a single entity, a community, a town, a whole.

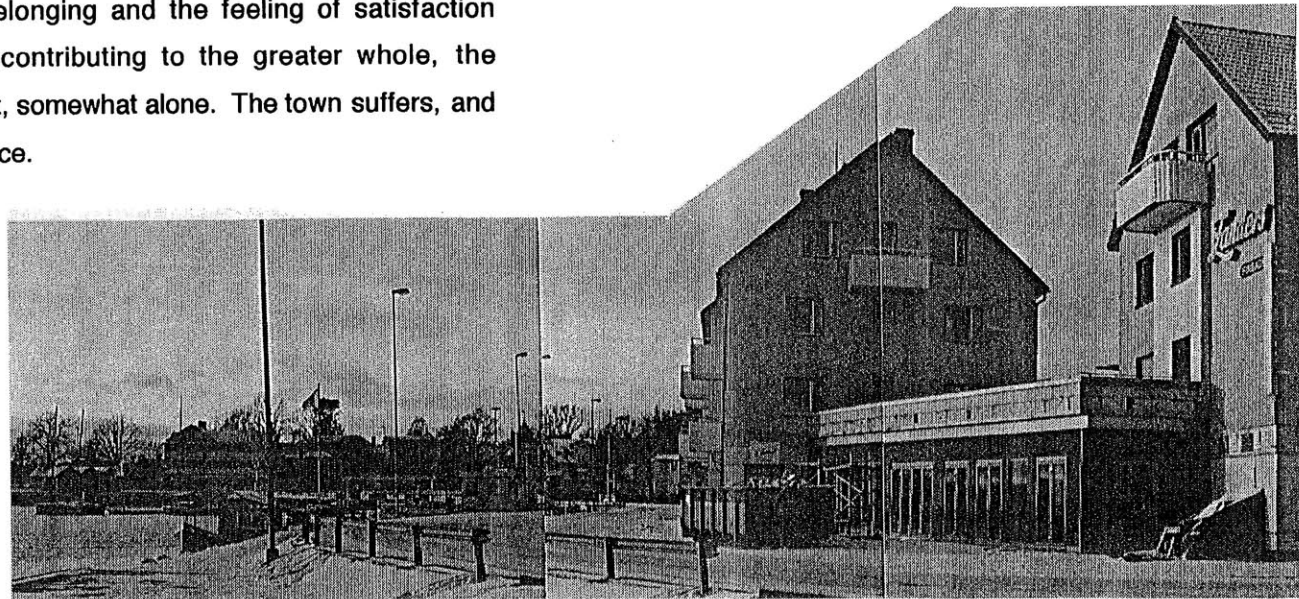


Mexicaltitlán, Nayarit,
an island town : individuals, meeting place in center.
Saber Ver, nr 11, July-August 1993, pg.74
Photo : Michael Calderwood

Waxholm, is this type of place, a town comprised of individuals living and working together as a community. Most functions associated with a town are in place and working fairly well. However, due to an unfortunate race to expand in the 1960's and 1970's, many of the key elements which are vital to the making of a community had been changed, destroyed and forgotten. Most of the public spaces have become unrecognizable and unusable. The changes made during this time have stopped the continuation of tradition and history. Hence, a need to remedy this situation, to allow the town to continue its tradition of a community for individuals is necessary.

18

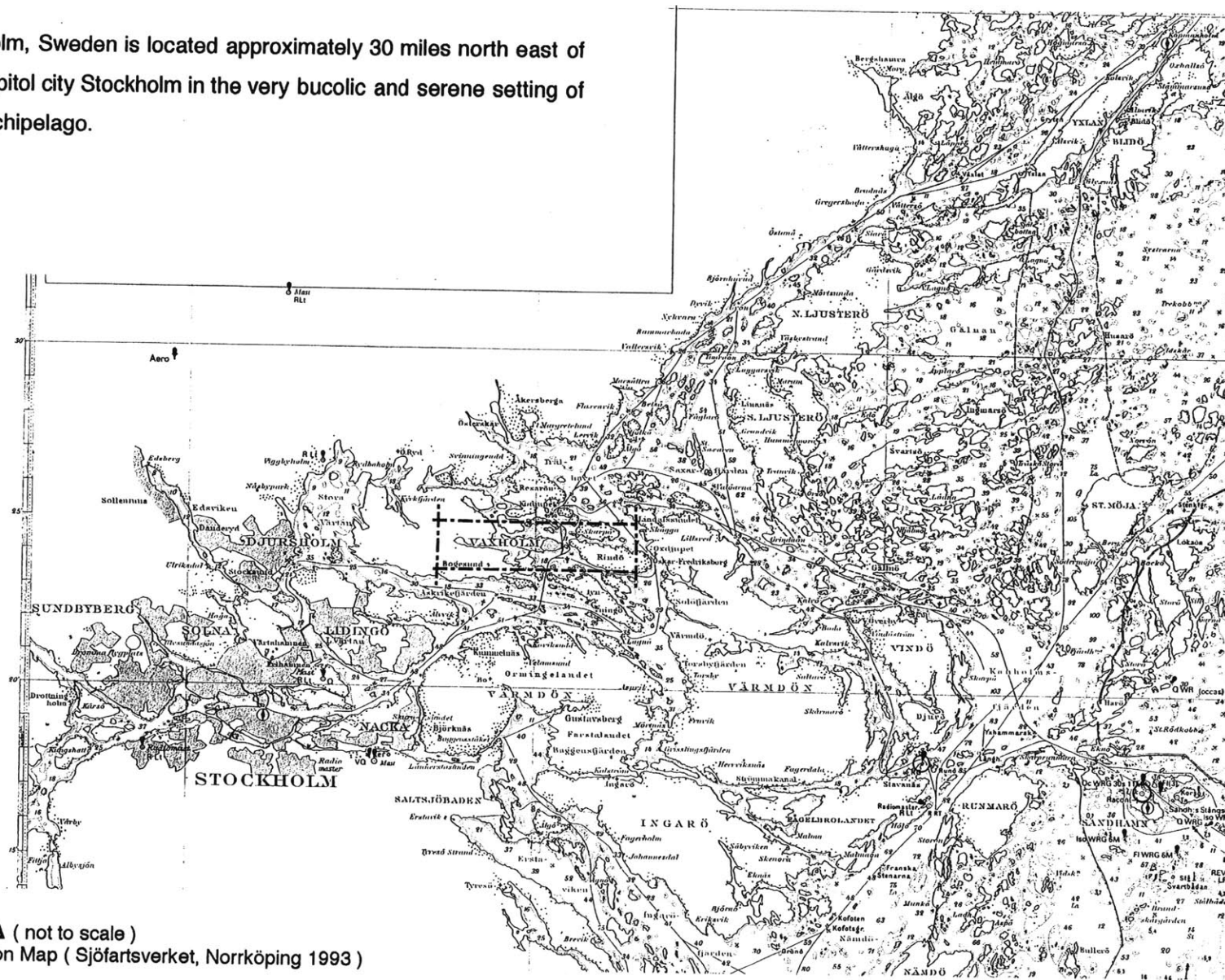
Without this sense of belonging and the feeling of satisfaction residents receive from contributing to the greater whole, the individual is somehow lost, somewhat alone. The town suffers, and the individuals pay the price.



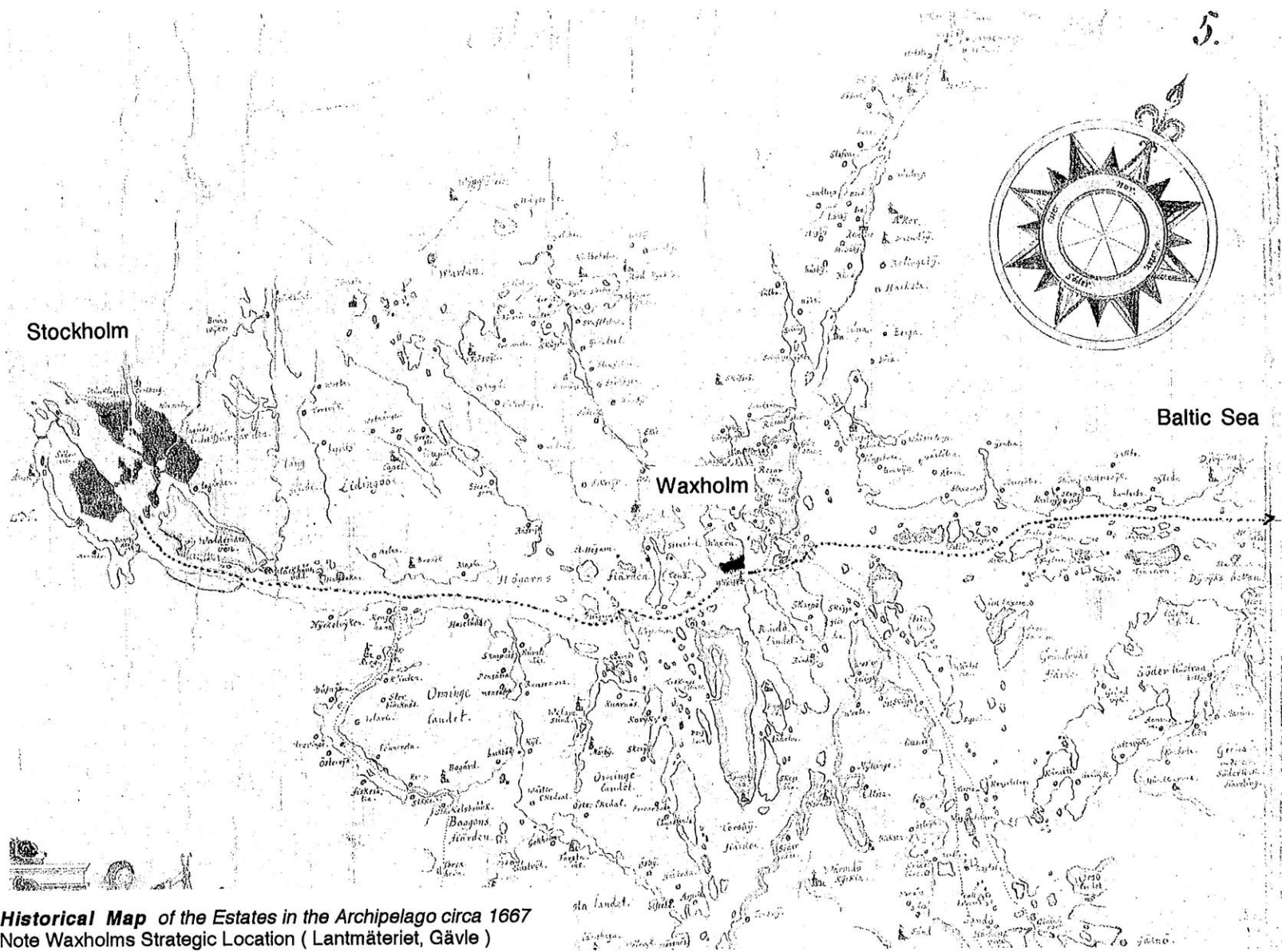
Waxholms waterfront - public space and edges ?

A brief history of Waxholm, Sweden

Waxholm, Sweden is located approximately 30 miles north east of the Capitol city Stockholm in the very bucolic and serene setting of the Archipelago.



North Δ (not to scale)
Navigation Map (Sjöfartsverket, Norrköping 1993)



Historical Map of the Estates in the Archipelago circa 1667
Note Waxholms Strategic Location (Lantmäteriet, Gävle)

The Town

Historically, Waxholm played a very important role in protecting Stockholm from invaders from the Baltic Sea during the late 1500's up until the early 1800's. Waxholm is strategically located at one of only two sea route entries to the Stockholm area, hence during the formation of the Swedish Empire, then King Gustav Wasa, commissioned a fortification to be built in order to defend this entrance from the Russians.

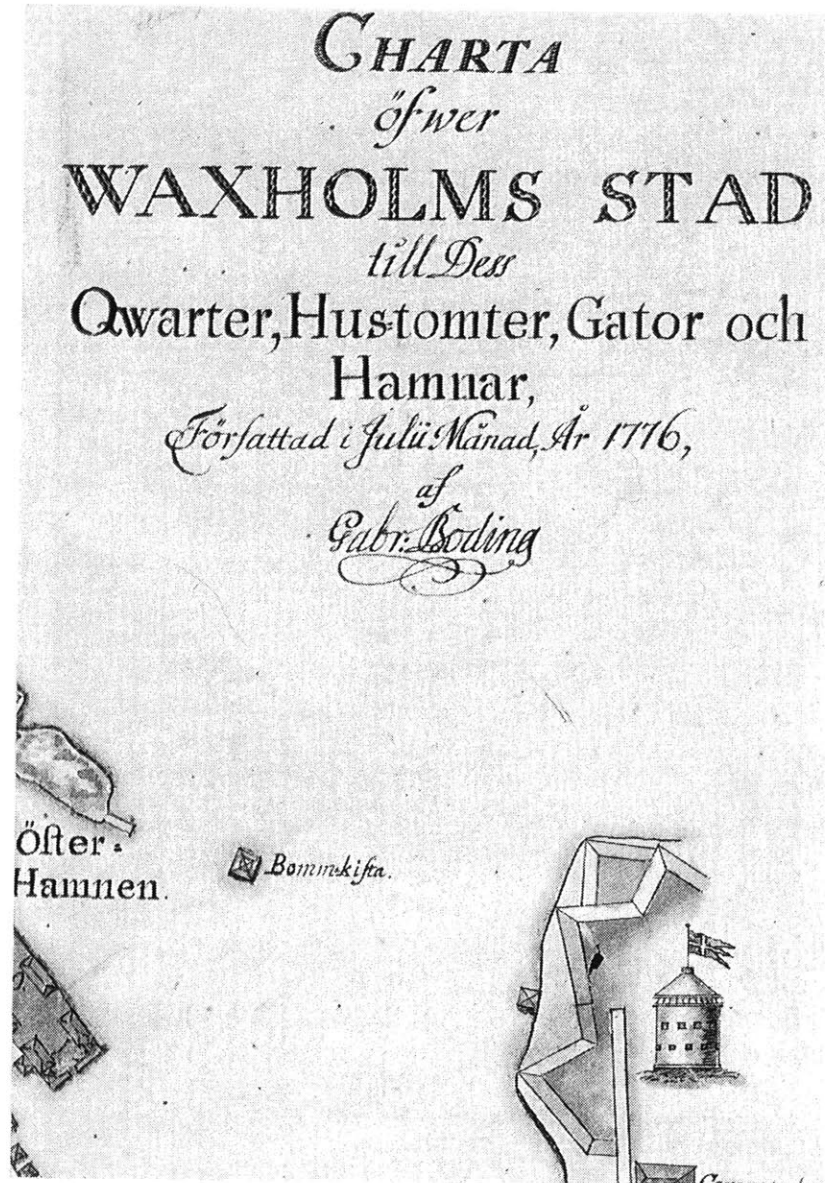
(Source : General Plan for Vaxholm, County, pg.. 8-13)

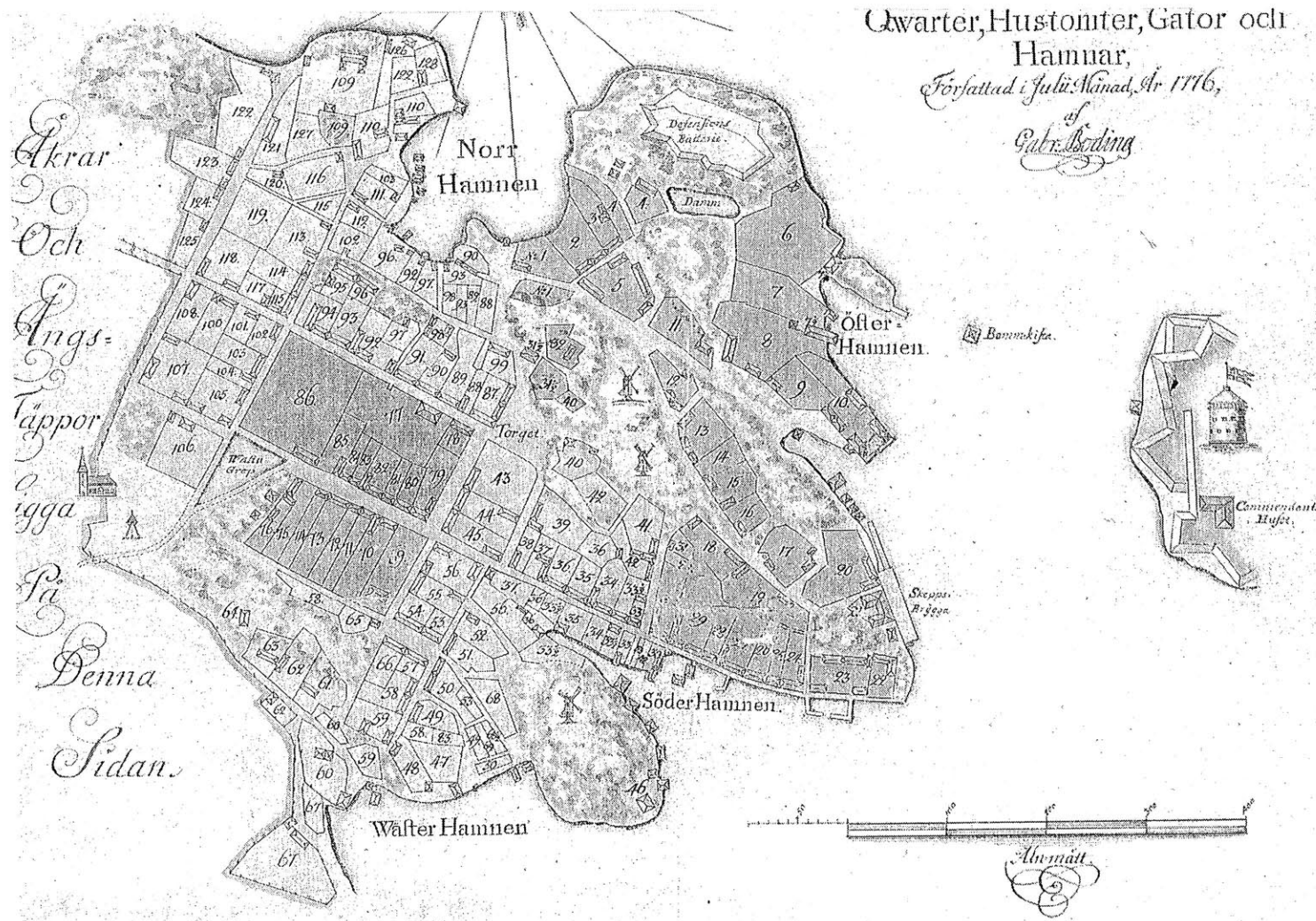
Sometime during the middle part of the 1600's Waxholm officially became a town. Due to an increase in Russian invasions the population grew and activity at the fort increased. During that time building occurred on the Waxholm island, mostly in the form of private residences for officers and their families. It was at this time that the current street layout, church building and harbor development occurred.

(Source : General Plan for Vaxholm, County, pg.. 8-13)

Town of Waxholm, year 1776

One of the first official documents over Waxholm (Lantmäteriet, Gävle)





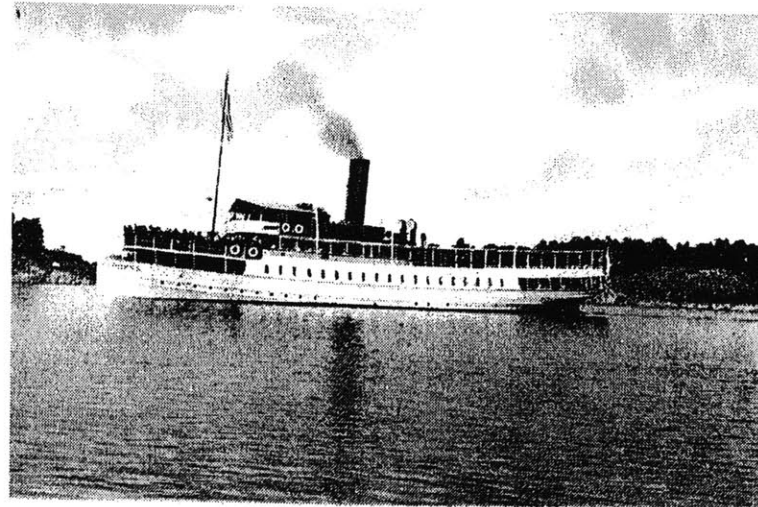
Historical Map of the Town of Waxholm, circa 1776
Note Waxholms Street grid and city lines(Lantmäteriet, Gävle)

Military Town to Summer Paradise

For almost three hundred years Waxholm has been an important and strategic site not only for protecting Stockholm, but also for developing the way in which the Stockholm Archipelago is now used as virtual summer paradise for Swedes and vacationers worldwide.

During the late 1800's vacationers from Stockholm were finally offered the opportunity to public transportation to the island via the steam boat. Traffic increased and gradually Waxholm was transformed from a fort and military base to a summer home paradise by the water. Along with the permanent population, construction of summer homes began, and with it came the pubs, the hotel, the church and the civic buildings. Waxholm was becoming a town, a community.

(Source : *General Plan for Vaxholm, County, pg. 8-13*)



The steam boat **Express** from Stockholm, circa 1906
From *Waxholm på den gamla goda tiden eller...*, pg. 11

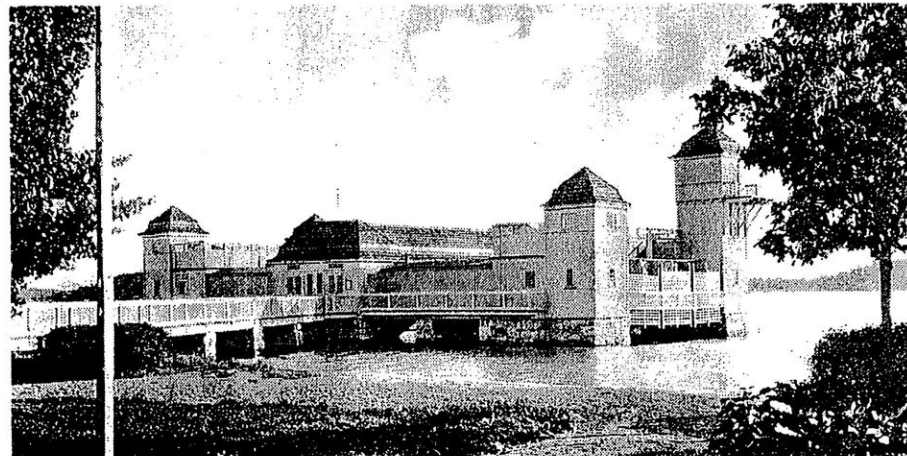
After the steam boat

The Waxholm of the Socialites

During the late 1800's and early 1900's Waxholm enjoyed a status of being the ideal summer paradise for Stockholm residents. The capitol city was beleaguered by disease, overcrowding and garbage. Waxholm offered those who could afford a holiday the ideal place to rest and relax by the then fresh and exhilarating water.

(Source : *Waxholm på den gamla goda tiderna eller...pg.52*)

The cold bath house and park on the north side of Waxholm
From *Waxholm på den gamla goda tiderna eller...pg. 53*



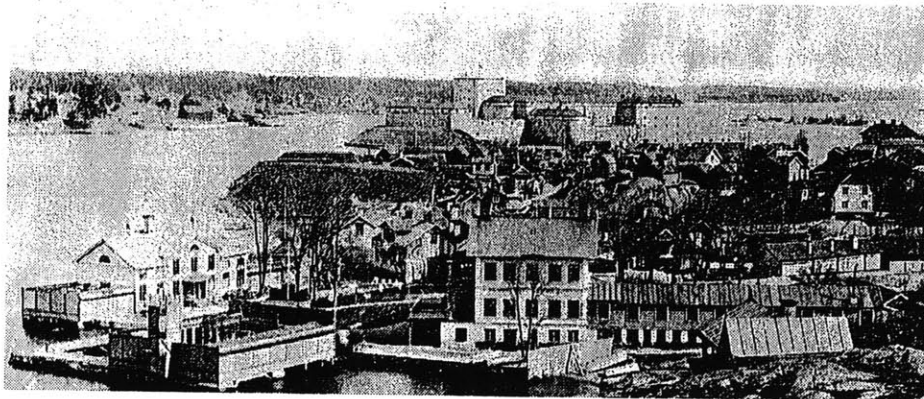
The cold bath house on the north side of Waxholm
From *Waxholm på den gamla goda tiderna eller...pg. 52*



300 Year Anniversary of the town of Waxholm
at City Hall Square
From *Waxholm på den gamla goda tiderna eller...*pg. 58

Waxholm : the Town

From its transformation from a place almost exclusively for the use of military personnel and their families to a place which became one of the most popular and enjoyable summer vacation spots of the Stockholm urbanites, Waxholm has indeed prospered and succeeded, however as the next chapter will illustrate in graphic form, many of the qualities which made this a town as wonderful as it was have been damaged, and are in need of intervention.



Waxholm as seen in 1884, with fortress in background
bath house, brothel and bar in foreground
From *Waxholm på den gamla goda tiderna eller...* pg. 58

Decades of politics, social reforms, and a technological evolution creating standardized housing and building methods have all been factors in the decay of the once was island paradise. But it is still living, still wanting to be a wonderful place, a community, whole.

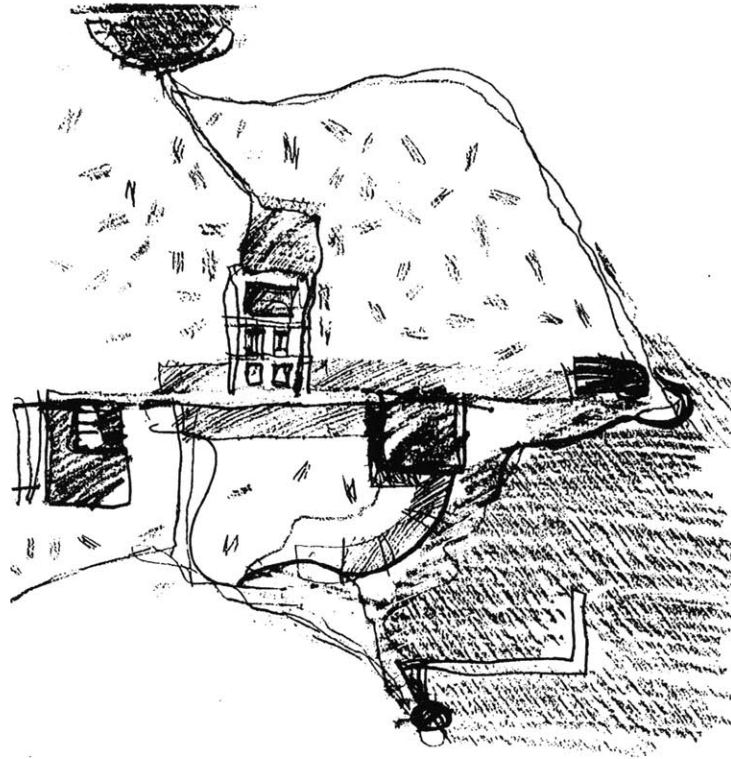
Chapter 2

Maps : how they inform

Chapter 2

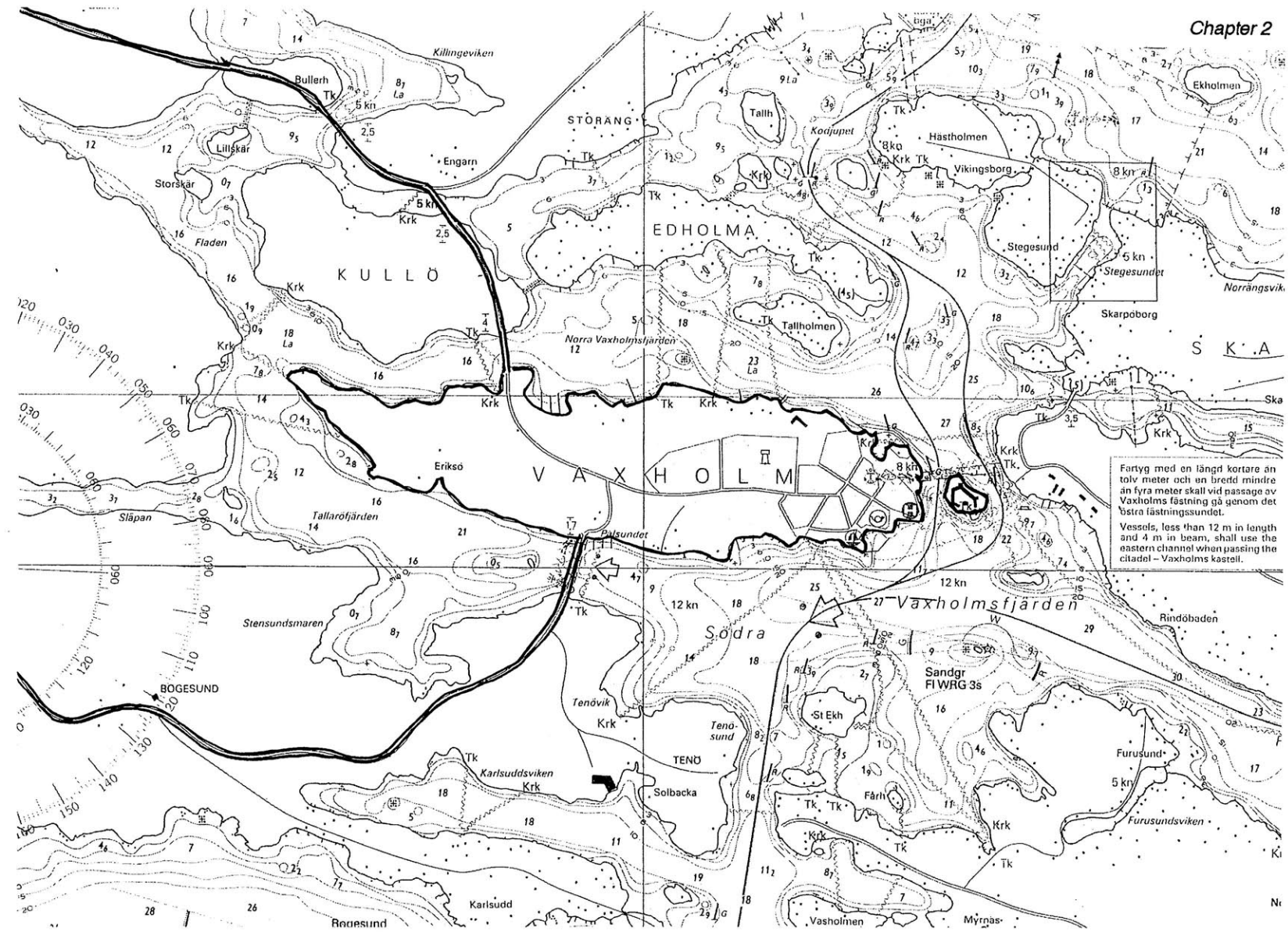
Site analysis

29



"this is the town"

Sketch while driving home from a Waxholm visit



Fartyg med en längd kortare än tolv meter och en bredd mindre än fyra meter skall vid passage av Vaxholms fästning gå genom det östra fästningssundet.
 Vessels, less than 12 m in length and 4 m in beam, shall use the eastern channel when passing the citadel - Vaxholms kastell.

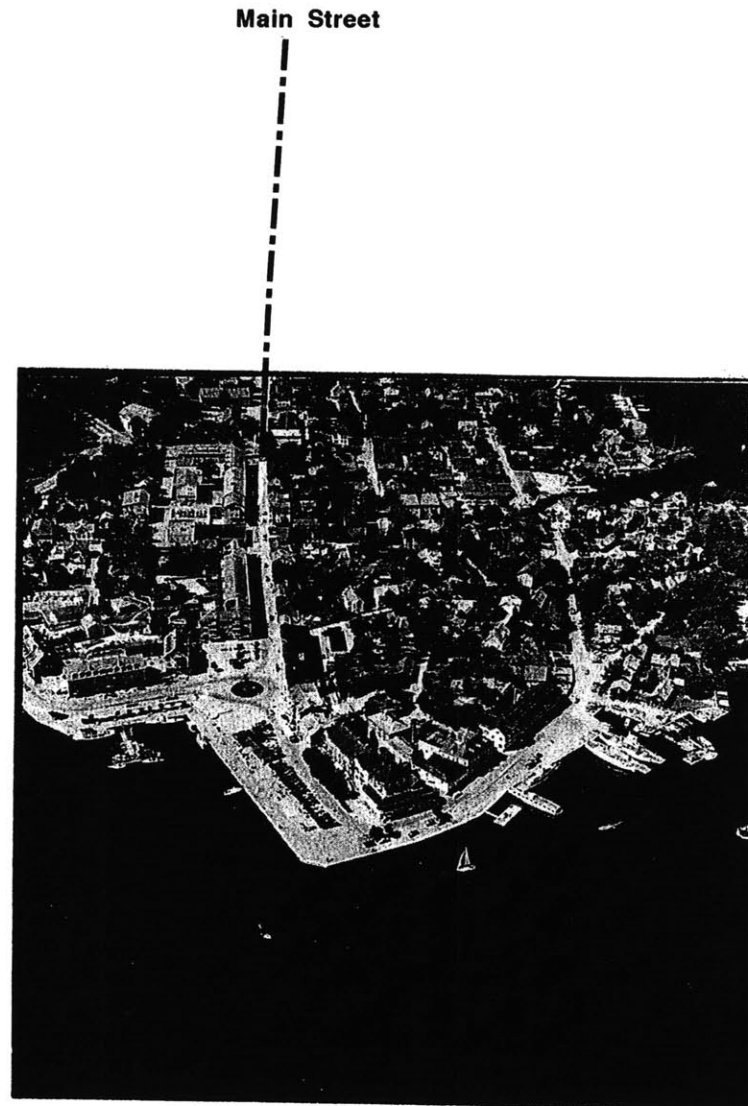
Waxholm island with new entrances marked (vehicular)
 Navigation Map (Sjöfartsverket, Norrköping)

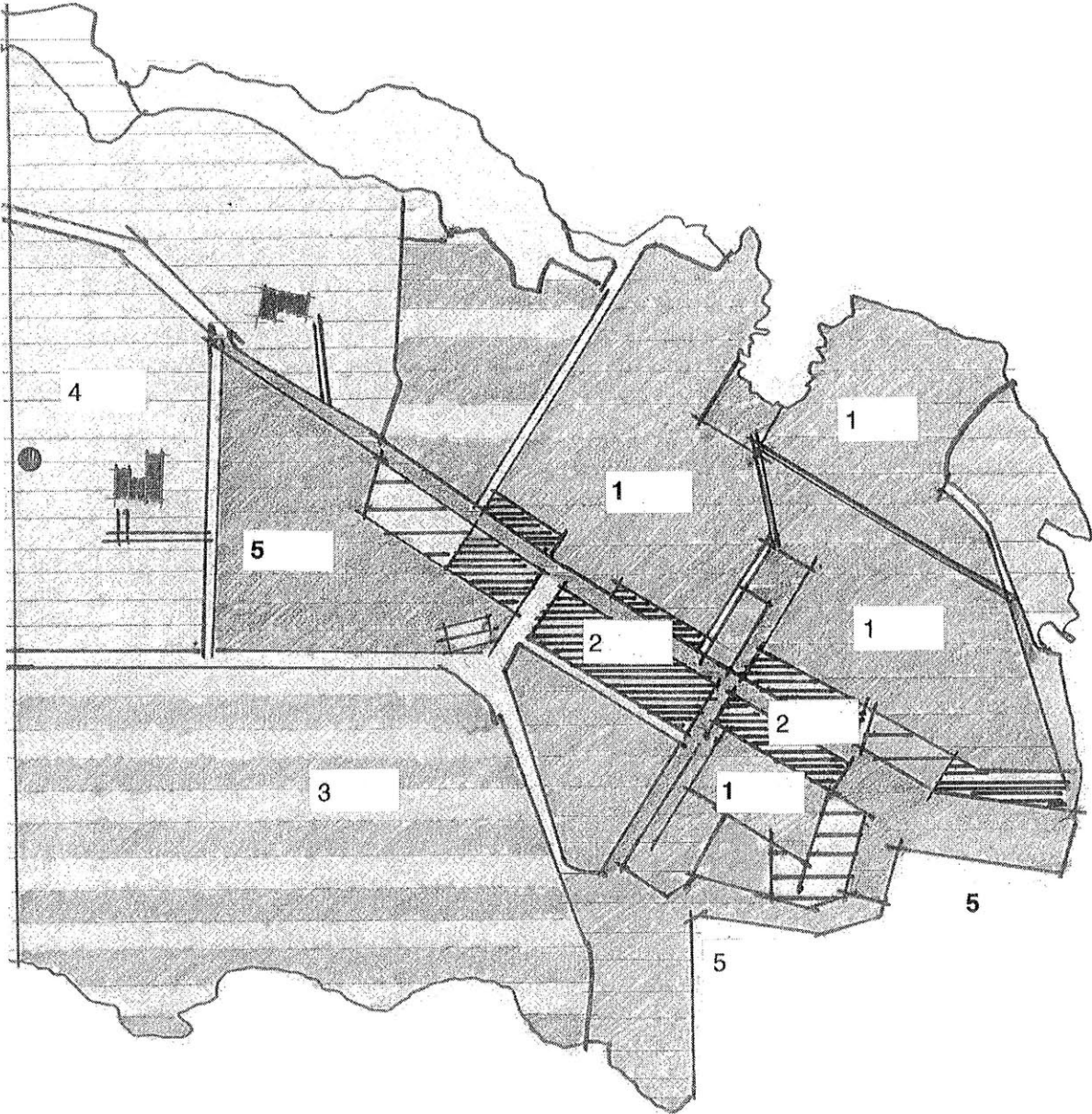
Waxholm Today

Today Waxholm is a community with approximately 5000 residents and intends to expand to circa 10,000 by the year 2010. The make up of the residents is diverse. Waxholm houses families, singles, artists, professionals and small industrial workers. The town has its own commercial area, civic buildings and schools. The amount of these are deemed adequate to support the population but due to construction of shopping centers outside of town, residents seem to prefer driving out to the freeway instead of supporting the local merchants. Hence, the towns retail and commercial spaces are dependent upon the large flow of tourists during the summer season.

Although visitors rarely spend the night here many boaters choose to use Waxholm as a base from which to start their summer sailing vacations. Nonetheless, according to my interviews with shop owners and employees, they cannot survive based only upon the three months of tourism during the summer.

*Aerial View of the South Harbor Pier, Hamngatan (Main Street)
and the historical North Hill residential area at right*
Photo : Lantmäteriet, Gävle





Sketch nr. 1
Areas as imaged and experienced, see page 33 for clarifications

Image and interpretation

The town is made up of different areas in terms of spatial relationships and building types. The way in which these areas are experienced and imaged is important in determining the towns characteristics.

The previous page (31) shows a diagrammatic sketch illustrating an experiential image of the different areas.

Clarifications to Sketch nr. 1, pg. 32

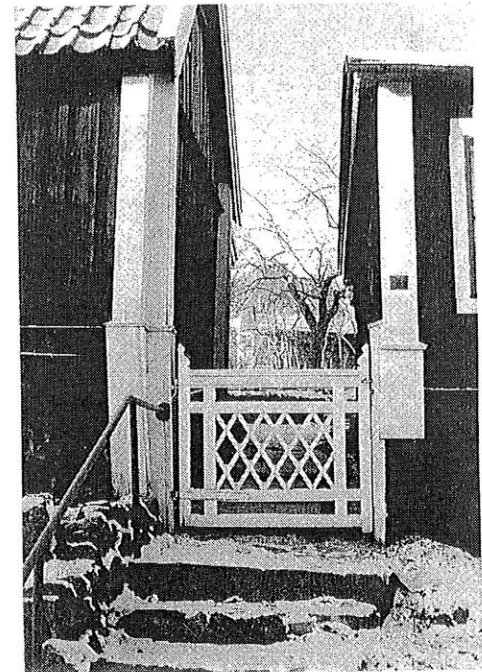
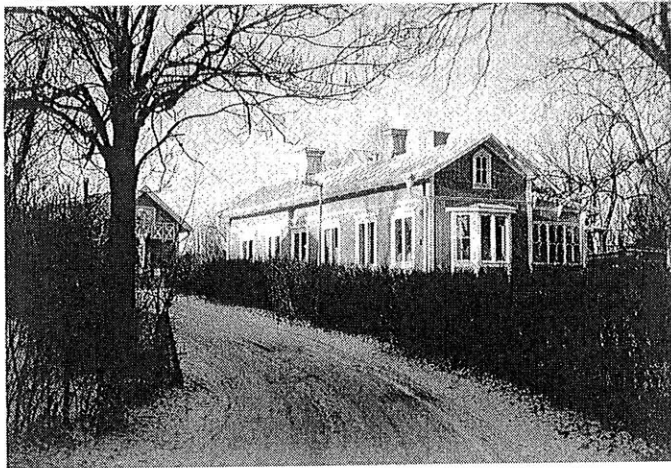
1. **Historical residential area**
(Houses from the 1600's +, considered the North side,)
2. **Commercial**
(two to three story bldgs. with retail and residential above)
3. **Residential**
(mixed; remnants from 1700's with after 1930's, mainly 1950's)
4. **Other mixed residential**
(mainly 1950's)
5. **Public Space**
(park and waterfront areas)

Photo of Waxholms working pier; Ferries from around the Archipelago



Images from each of the areas

1. Historical residential area



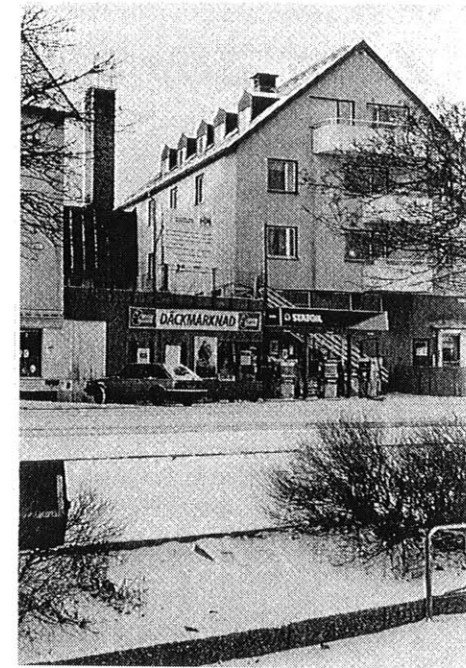
Photos of Historical Houses, North Hill Area

Images from each of the areas

2. Commercial

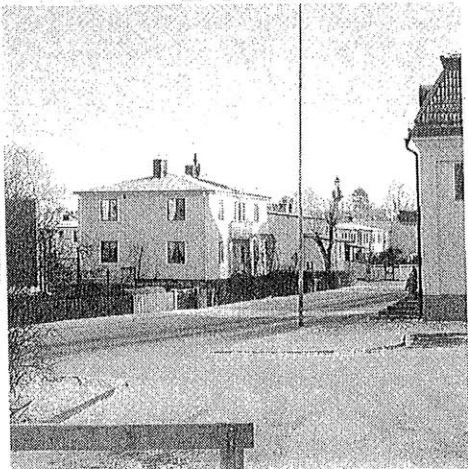
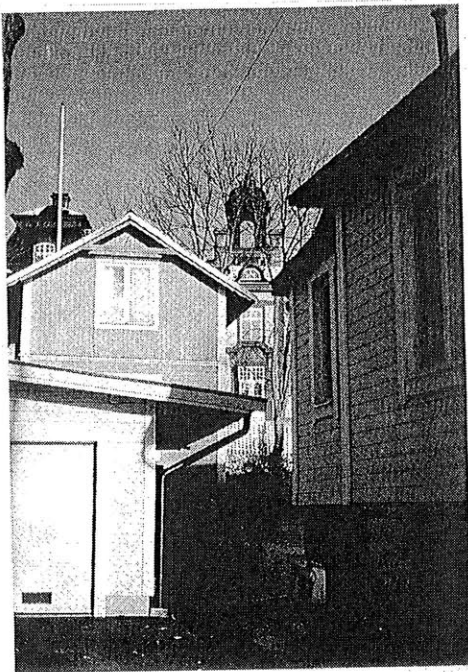


Södra Hamngatan, Main Street



Images from each of the areas

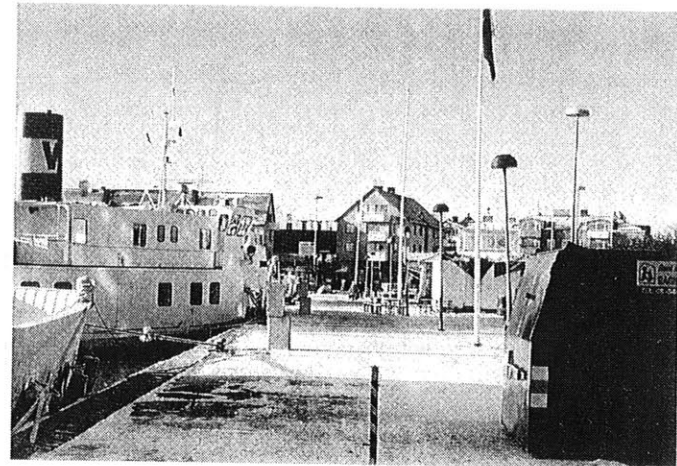
3. & 4. Residential / Mixed



Photos of Mixed Residential, 1880's, 1950's & 1980's

Images from each of the areas

5. Public Space



Photos of Public Space: Park and Waterfront

Maps of Existing Conditions

The following maps show the organization of certain elements which make up the network of the town :

Buildings (Figure Ground)

pg. 40 - 41

Commercial / Civic

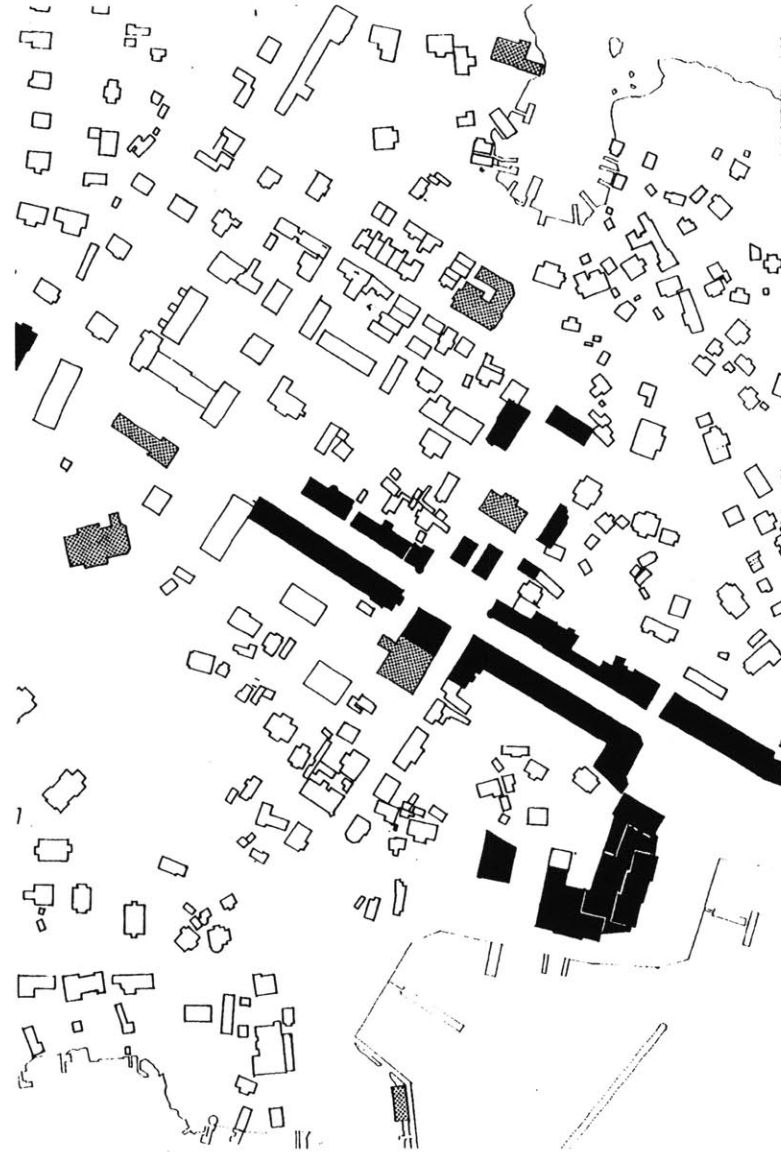
pg. 42 - 43

Public Space

pg. 44 - 45

Vehicular / Major / Secondary / Other Roads

pg. 46 - 47



Example of Mapping; Partial Map of Commercial and Civic at Major Node

Buildings (Figure Ground)



North Δ
Figure Ground Map, scale = 1mm = 5m

Buildings (Figure Ground)
Analysis and Comments

Clarification to Map pg. 40

A . The general fabric is clear and well laid out thanks to planning during the 1700's.

B. The larger buildings along the waterfront form a virtual wall against the water, this historically was not the way in which the town was intended. Originally, between many of the buildings, paths existed in order to access rear entries, the hill beyond, and to get light into the buildings and spaces during the long dark winter months. (Source : Site Observations)

C . This area has empty lots and a few strange building types that detract from the urban fabric, and make unclear edge conditions at the waterfront.

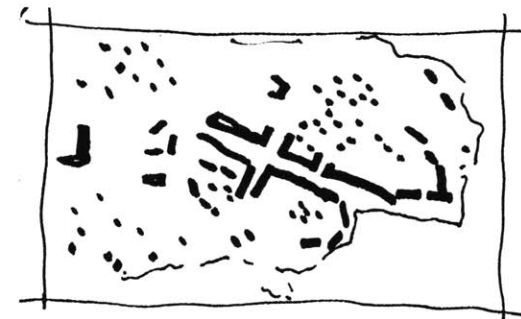
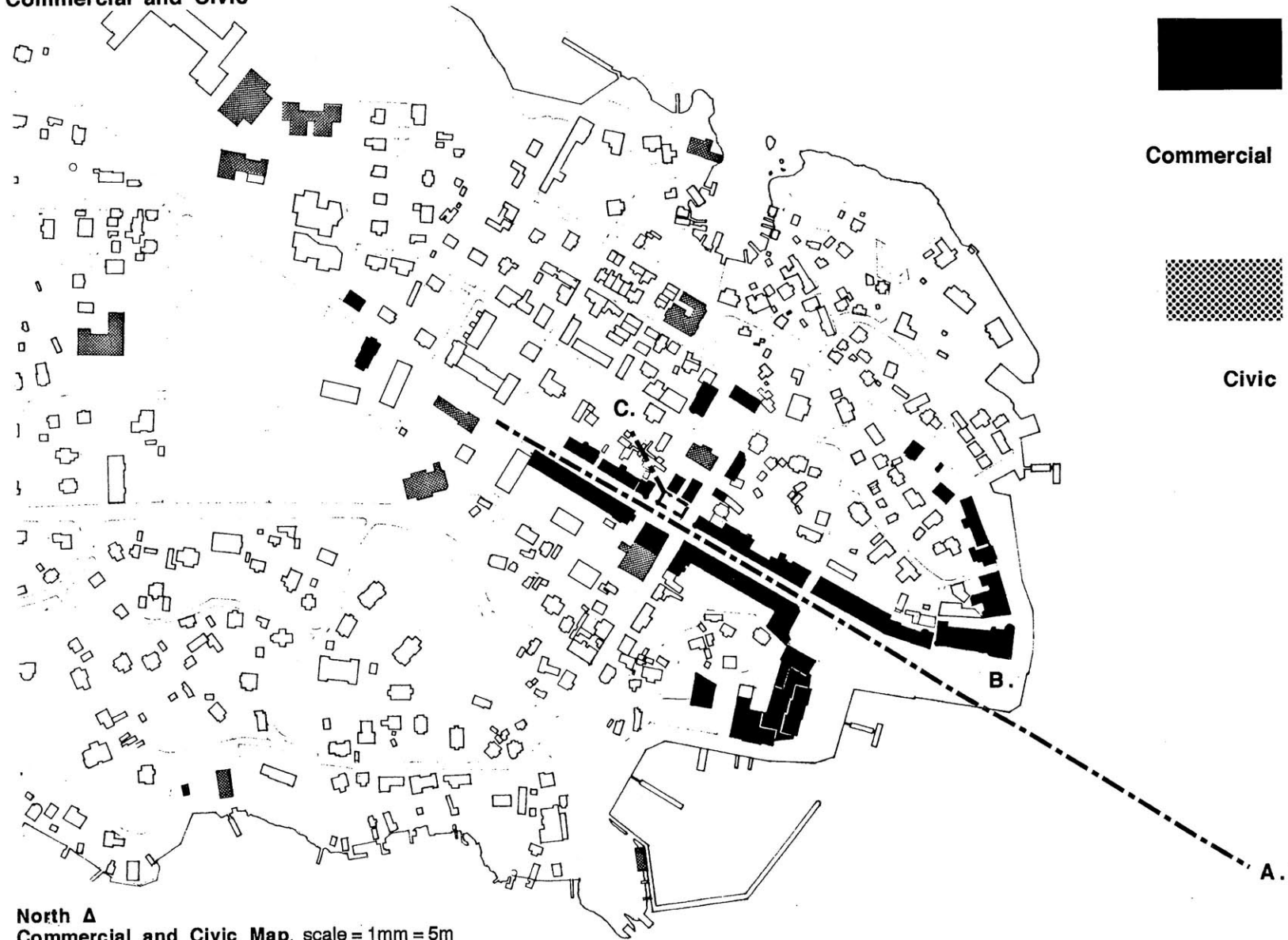


fig. ground.

Sketch Map of building types and massing

Commercial and Civic



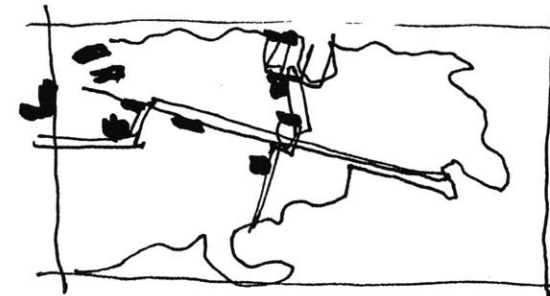
North Δ
Commercial and Civic Map, scale = 1mm = 5m

Clarification to Map pg. 42

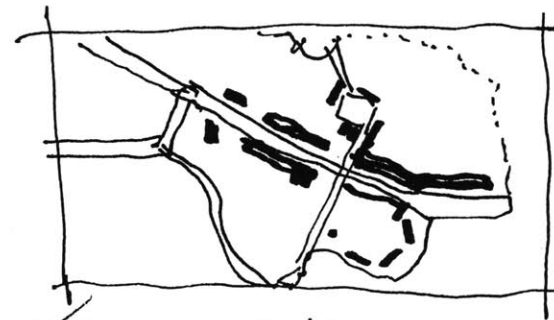
A. The commercial layout is very concentrated at Södra Hamngatan and at the intersection of the major secondary road.

B. The commercial at the end of the pier is however difficult to access, both for pedestrians and for vehicular traffic. Due to a lack of place and definition at the end of the pier, the commercial and retail spaces at this area are poorly visited.

C. The civic buildings are spread out along the major axes and clearly defined, with the exception of City Hall. An existing temporary building on Södra Hamngatan has detracted from the discovery of this place



▷ public, civic. bldgs -



✓ commercial bldgs. ←

Sketch Maps of commercial bldgs. & public/ civic bldgs.

Public Space



Public Space

North Δ
Public Space Map, scale = 1mm = 5m

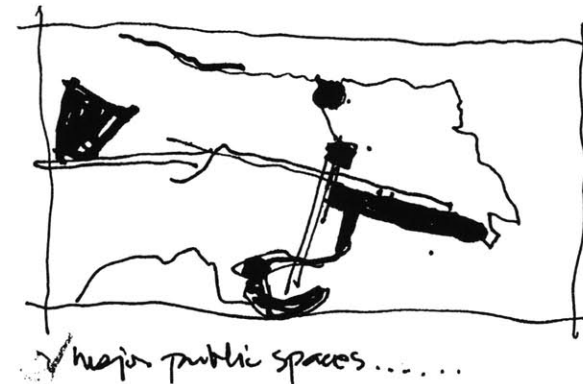
Clarification to Map pg. 44

A. The size of the public squares at the interior portion of the island are well proportioned and have clear and well defined edge buildings with retail, civic, and recreational facilities.

B. The path from North Harbor (1) via City Hall Square (2), should continue to another destination at point (3), however this area is the ill defined and poorly programmed area which needs attention.

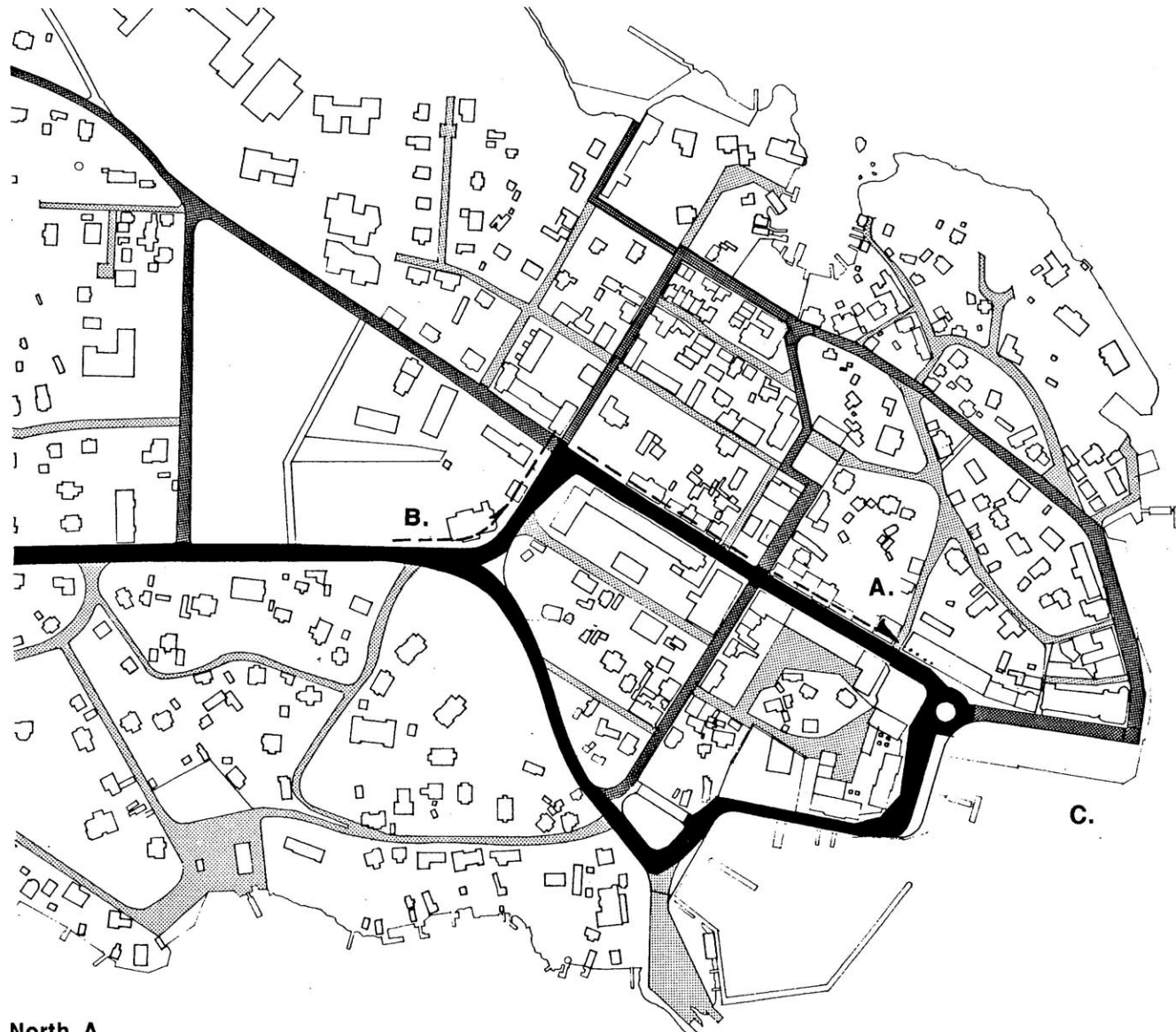
C. The clarity of the path between the public places along the main street, Södra Hamngatan, could be reinforced at a clearly marked park entrance (4).

D. The extension of the South Pier has created a large open space without definition. It is too large and poorly programmed, hence it is very difficult to inhabit, nor call a public space. This area is the place which people will recall as being Waxholm, therefore this area should be looked at very closely and in detail.



Sketch Map of Public Spaces

Vehicular / Major / Secondary / Other Roads



Vehicular 46



Major



Secondary



Other Roads

North Δ
Vehicular/ Paths and Nodes, scale = 1mm = 5m

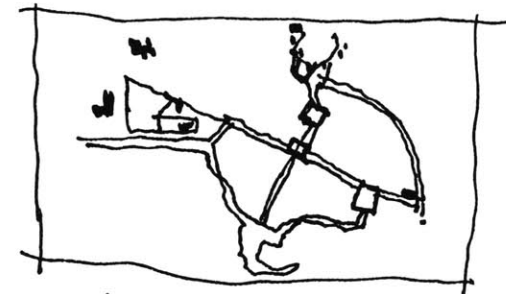
Clarification to Map pg. 46

A. The one way traffic on Södra Hamn gatan is taking away easy access to the commercial districts which effects the lack in visitation of the commercial and retail spaces in the area.

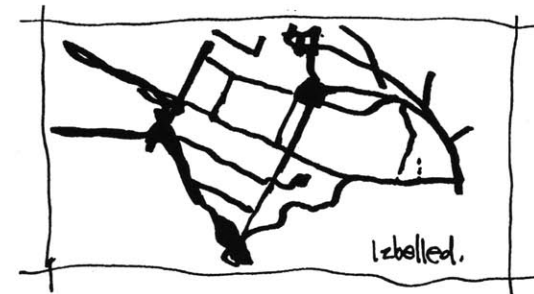
47

B. The initial vehicular access never allows for a quality discovery of the water and a panoramic view of the working pier area.

C. Parking along the waterfront is haphazardly organized and difficult to access due to the one way streets and turnarounds.



major paths, nodes.



labelled.

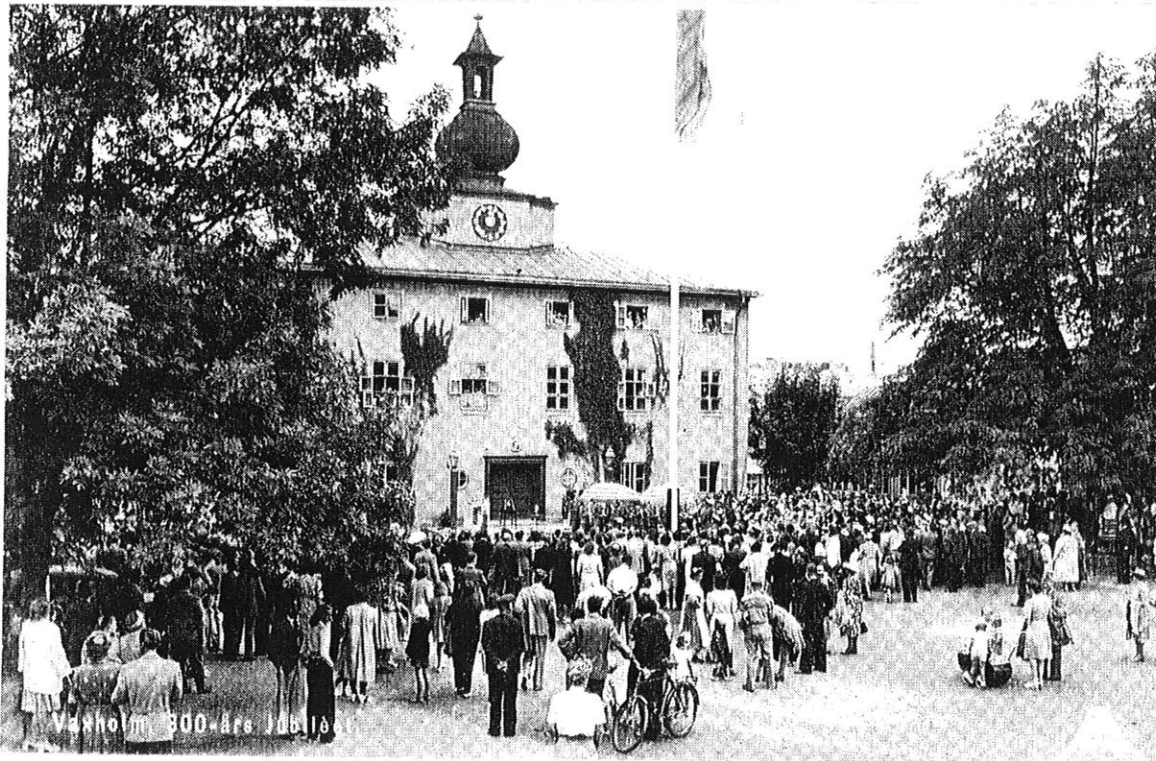
road patterns.

Sketch Maps of major paths and nodes, road patterns

Chapter 3

The Cultural Waxholm

Seasons and Festivals

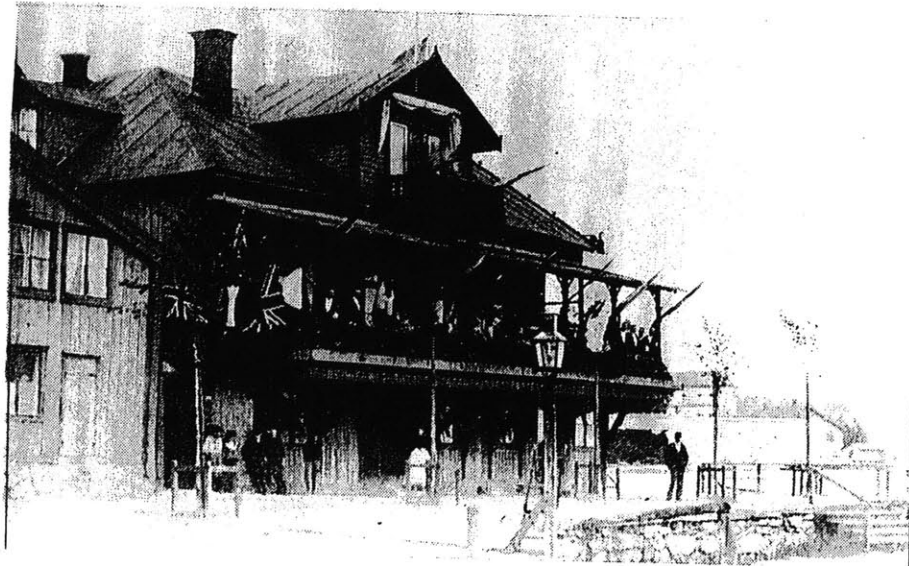


300 year anniversary at City Hall square, 1947
Photo from *Waxholm, på den gamla goda tiden eller...* pg. 58

The Cultural Future of Waxholm

Through a brief analysis of the historical and existing cultural and performing arts activities and locales for these events, it has become clear that during the last several decades the quantity of events, and the number of places for such, say theater, dance, art, music, etc., has been slowly approaching null.

Historically, after its conversion from military town to seasonal residential island town, Waxholm was one of the few places in the Archipelago for vacationing Stockholm residents to visit and enjoy theater, burlesque, music, an exhilarating pub life and all the pleasures of the water.



Waterfront site for shows, music, and drinking; late 1800's.
Falks salonger,
Photo from *Waxholm, på den gamla goda tiden eller...pg. 19*

Culture and the Arts in Waxholm - Today

To date Waxholms only real place programmed for entertainment, other than the local elementary school, is a movie theater adjacent to the public park. This theater seats no more than 70 - 80 persons, and is need of serious upgrading.

For a town with a population of circa 5,000 residents, and growing fast, this hardly seems an adequate means of supporting the needs of a diverse and complex population of families, professionals, artisans, historians and many more. The towns inadequacy in providing cultural and arts related places for its residents and visitors is indeed of major concern.



Waxholms movie theater on Södra Hamngatan, Main Street

Culture and the Arts in Waxholm - Tomorrow

During the interviews and meetings with town officials at the Chamber of Commerce and the City Planning Department, I realized that they too found it important to look at ways of encouraging more cultural activity. Unfortunately for Waxholm, this task will not be easily done. The site analysis showed that places for potential events or performances are certainly limited. Nevertheless, some activities and events are being held without physical buildings to hold them, but in order to achieve a good standard, this sort of event organizing will only benefit tourists and eventually eradicate even more of the quality of the small town which some Waxholm residents still enjoy but are slowly losing.



Harbor during a festival day ; Postcard courtesy up Upside, Stockholm

Some recent events

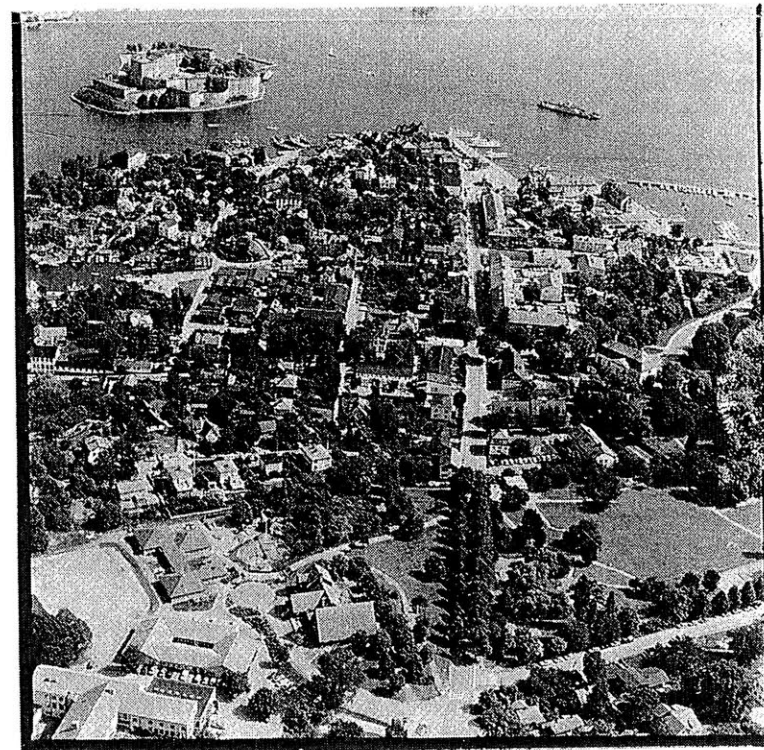
Opera Festival

During the past three years a private opera company has organized a short three day opera festival on the fortress island located in the strait directly across from the end of the south harbor. Each summer a temporary foot bridge connecting the town and the island is put in place for the three days of performance. This event has been semi popular and has the potential of becoming a permanent feature. Unfortunately, as noted above, Waxholm lacks rehearsal space for the group, and they may be forced to find another site for their festival.

Wood Boat Tour

Another event which has recently been introduced is the historical wood boat tour which arrives at Waxholms Södra Harbor every second summer. The wood boat tour has visited Waxholm three times to date and each new visit brings more tourists. This is a very popular event and, according to my interviews, is well liked by the residents.

The fortress island as seen from above
Photo : Lantmäteriet, Gävle



Strategy for development

Some cultural events do occur in Waxholm, although they seem to come and go rather than to grow and become traditions. Hence the strategy for the planning and development of the Master Plan portion of this work has been an effort to try to make places which may become home to some permanent cultural and festival like events

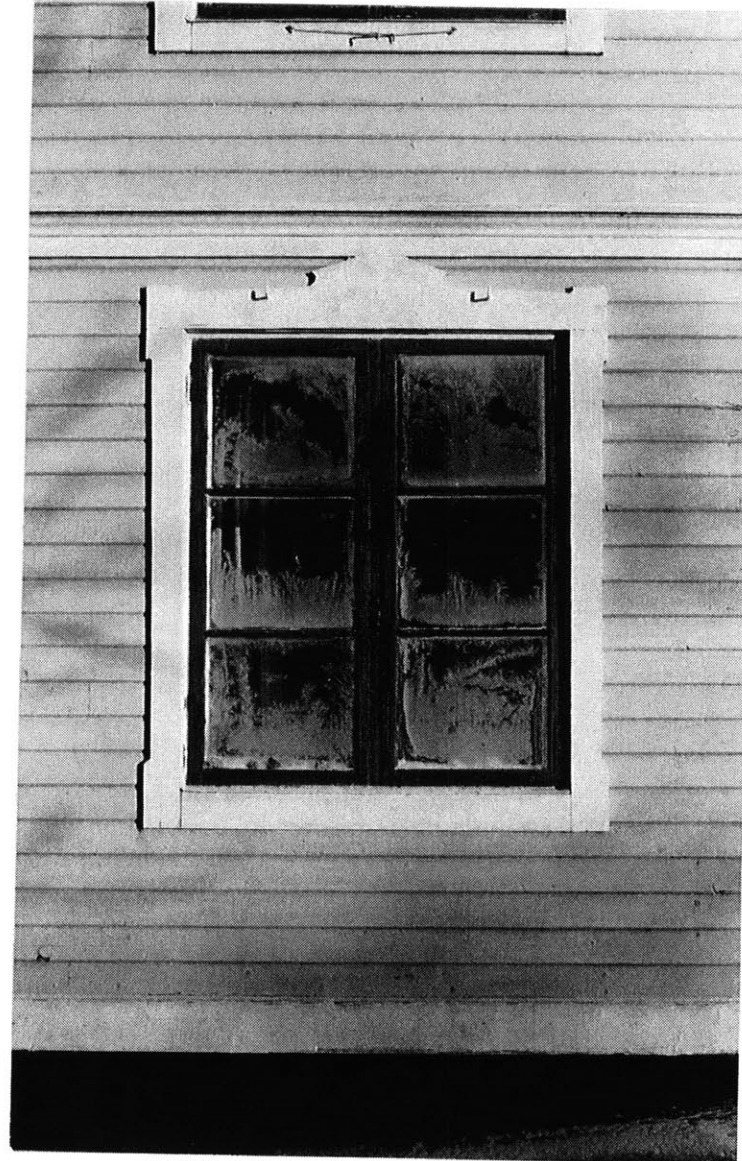
Certain requirements must be met in order to successfully implement even the smallest of the necessary interventions. For example, climatic factors play a major roll in determining the amount and timing of visiting tourists. Also, of major concern to the success of any development endeavor is the roll in which the intervention will play for the residents during the nine months of the year when tourists are surviving the cold and dark winters at home. Therefore, the following illustrates two scenarios for development of the Master Plan and its interventions.

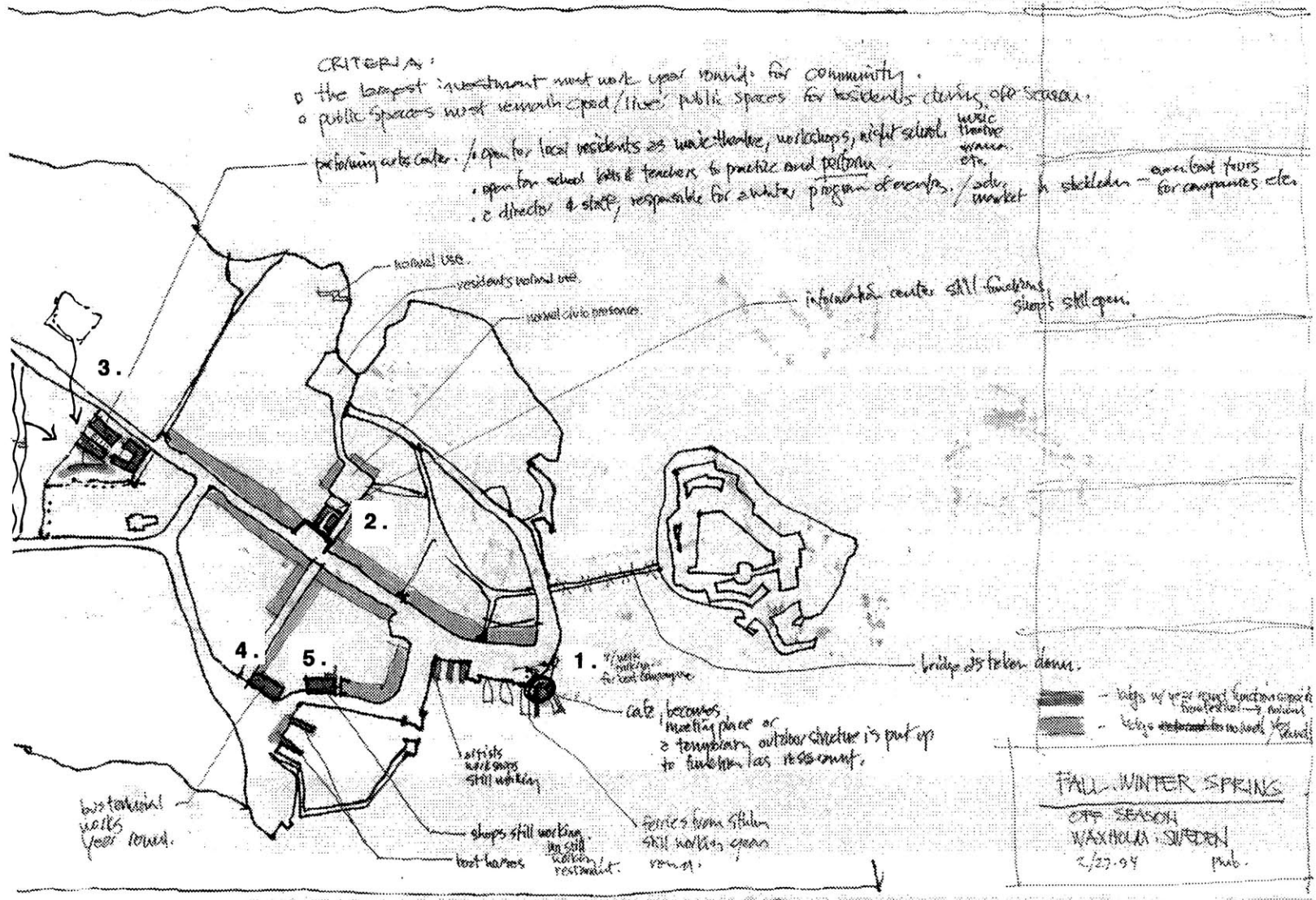
The first is the off season Plan - Fall . Winter . Spring

The second is the tourist Plan - Summer

The goal is to program, site, design, and re-establish good quality public spaces and other buildings which perform both for residents and tourists alike, year round - for a better whole.

Architectural Culture and Tradition to show visitors





Site Sketch and Comments of Site Plan for Fall, Winter, Spring Season

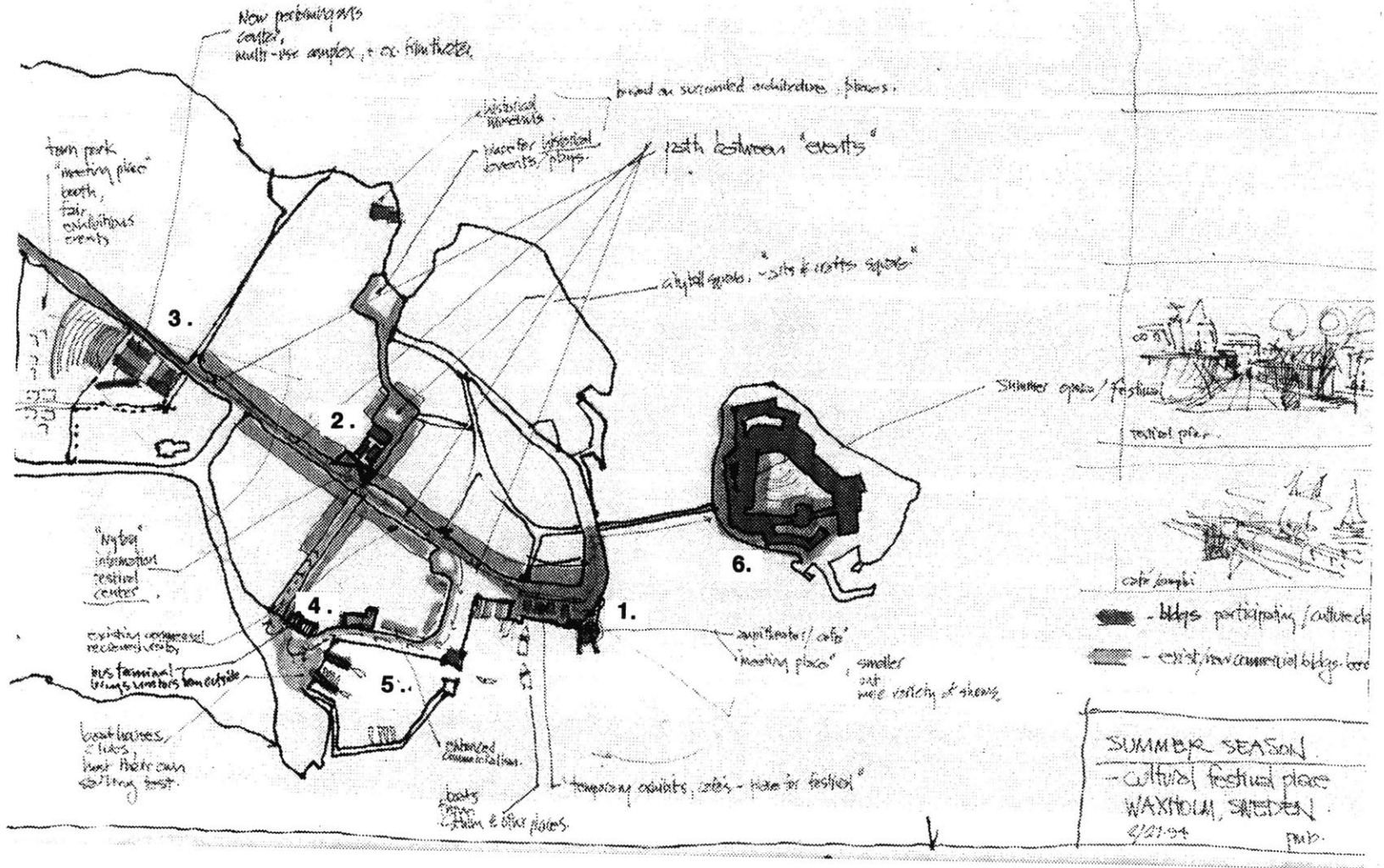
Off season Plan - Fall . Winter . Spring Season

Comments and Strategy

Due to the fact that much of the towns activities are dependent upon tourists and a summer season, the criteria for development must be strict in terms of demanding quality spaces and places for the residents which work year round. An investment for merely tourists and a short summer seasonal use would only detract from the unique qualities Waxholm has as a small historical town.

Clarification to Map pg. 56

- 1 . Activate the pier so that it can have a multi functional purpose, for example a small cafe. This will also enhance visits to that end of the pier and encourage discovery of the fortress.
- 2 . Make the place in front of City Hall a place for all.
- 3 . Place which serves the elderly population, schools and guests.
- 4 . Bus terminal close to public space, functioning year round, will help to activate and create a good public space.
- 5 . Construction of a place that should be retail, restaurant, and/or guest lodging. Will help define edges and activate the waterfront at this area.



Site Sketch and Comments of Site Plan for Summer Season

Tourist Plan - Summer
Comments and Strategy

Take advantage of the successes of the opera festival, wood boat tour and the Cultural and Historical Traditions still in place

59

An investment for tourist season is necessary to generate income for local merchants and businesses. The investments and interventions must be timed and planned in order to attract tourists, while at the same time contribute to the town as a whole the rest of the year.

Clarification to Map pg. 58

1. Activate the pier so that it can have a multi functional purpose, for example retail, cafe' and a performance area that may be a complement to the opera festival. This might be a waterfront jazz club or theater in combination with the hotel.
- 2 . Tourist Information Center to tell of events and places.
- 3 . Performing Arts Center which has a year round schedule of events, and capacity to open up to the park and be host to certain events in a park setting.
- 4 . Bus terminal close to public space, functioning year round, will help to activate and create a good public space.
- 5 . Guest Harbor Buildings constructed, docks and piers refurbished, Bed and Breakfast in place, with restaurant and shops. The boat club area could be host to its own special events during the festival days or other days according to a schedule of their own choice.
6. The Fortress island is source for many visitors during the festival days, if this were the generator of a Waxholm festival, the other sites would hold their own events, hence enhance activity in the center of town.

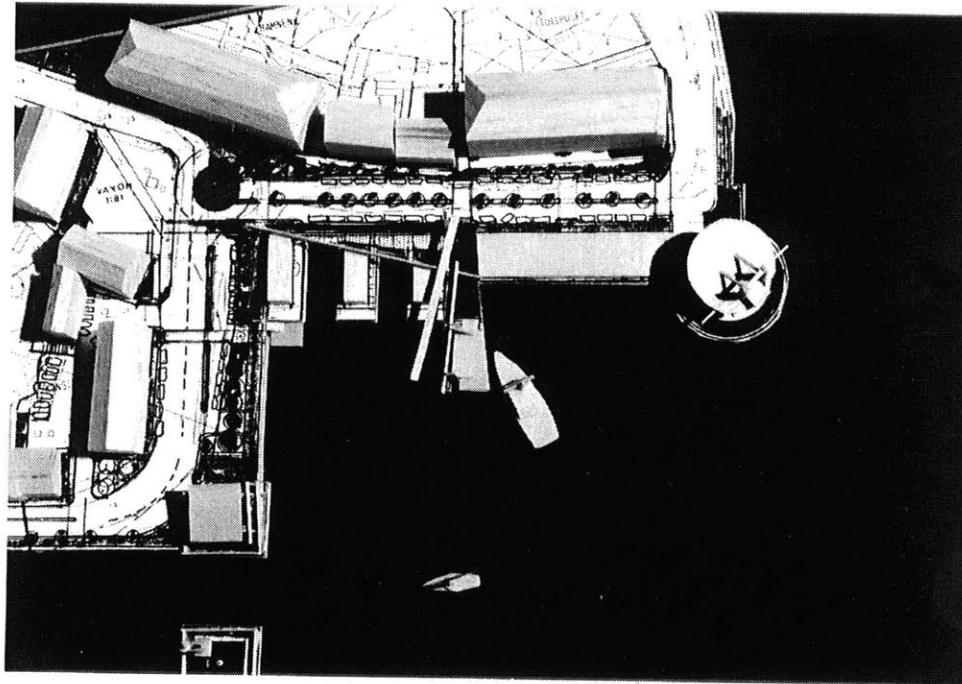
Chapter 4

The goal of planning

The Master Plan
5 Sites for Intervention

Chapter 4

61



Preliminary Site Design Model
The South Harbor Area with Boat Houses, Ferry Terminal and Amphitheater

The Master Plan

Based on all of the components of the site analysis, a general master was developed as a means by which future development may be guided. The intention of this master plan was not to create a perfect and or finished town, but rather to postulate over the possibility of the form of the town in harmony by making clear and well defined paths, places and experiences all working together to bring a wholeness to the town.

The beauty of a town is that it is always changing, always growing. The key to making this evolution a pleasant process is that each new addition, each new change, each new development is indeed intended to contribute to the town in such a way that its specific role creates a better whole, a better town.

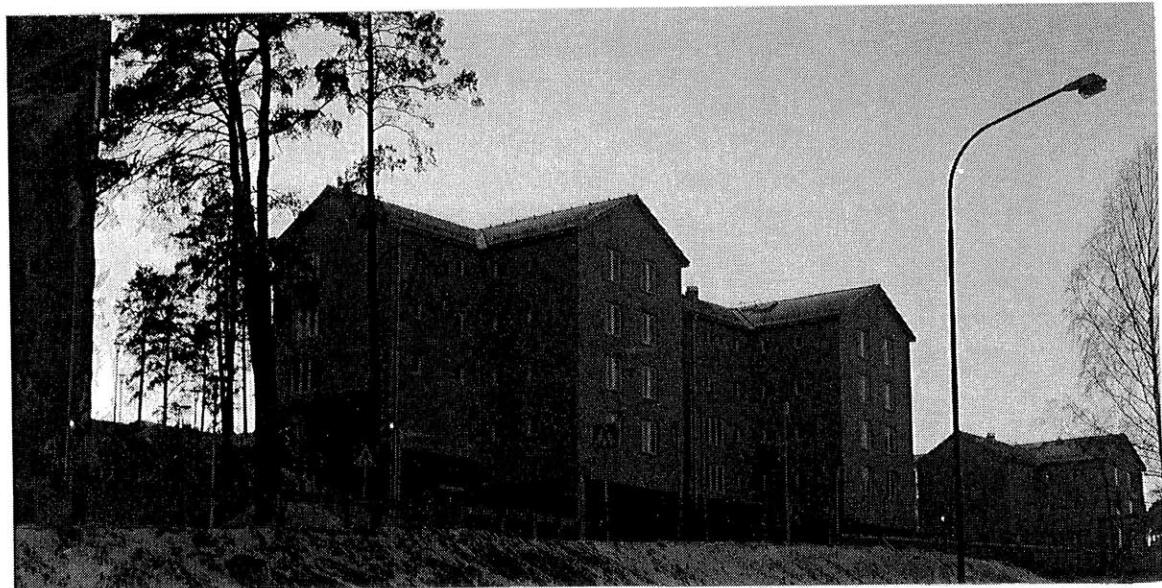


City hall clock tower and apartment building working in harmony

Community or housing ?

Unfortunately, of late, Waxholm has chosen a different approach to growth and change. Instead of development by means of adding and contributing to the existing, the town has chosen to grow in such a way that the additions are not connected to any part of the town, be it physically or experientially. The projects are outside both the towns formal limits and identifiable fabric. The residents of these places are certainly isolated from all that Waxholm was and is. The only means of accessing history, tradition, public space and community identity, is by automobile. They are neither residents nor participants of Waxholm.

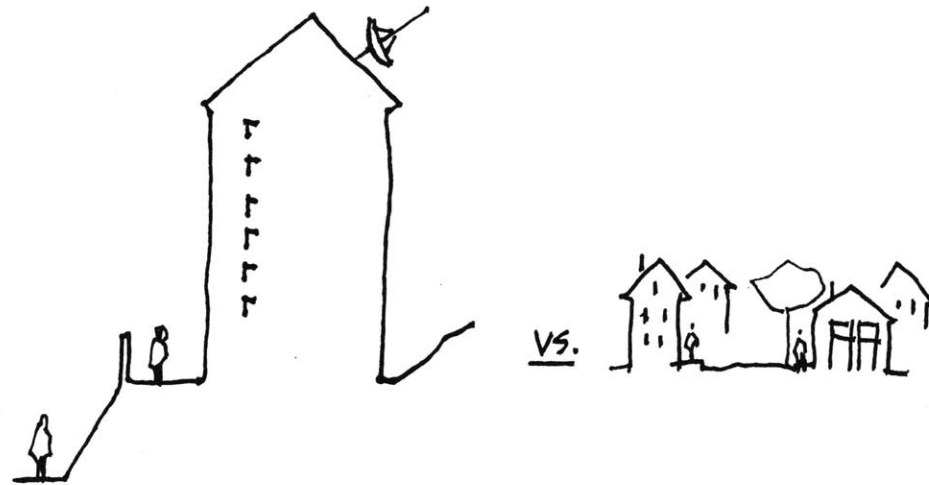
64



Current ways of development
Mass-produced prefabricated housing 5 miles outside of town

Growth

There is no sure way of avoiding this type of development which takes away the beauty and coherence of such a wonderful place as Waxholm. Nevertheless, to assure that this type of growth does not continue in its current state of mass-produced, standardized housing, a new master plan for Waxholm must be adopted. The continuation of this, or lack of continuation of town making, will be devastating to such a place as Waxholm. If this is allowed to continue the town of Waxholm will no longer be an ideal place for people to live or to visit. It will undoubtedly become mundane, anonymous, just like any other town, and possibly even abandoned over time. This is certainly not a goal worth striving after, is it ?



Sketch : Housing vs.Community

In order to build and develop

The following is a short list of generalities which have been considered as criteria for development. Each is, or has been a critical attribute for Waxholm and should be restored and/or continued.

Criteria

Paths

Destination

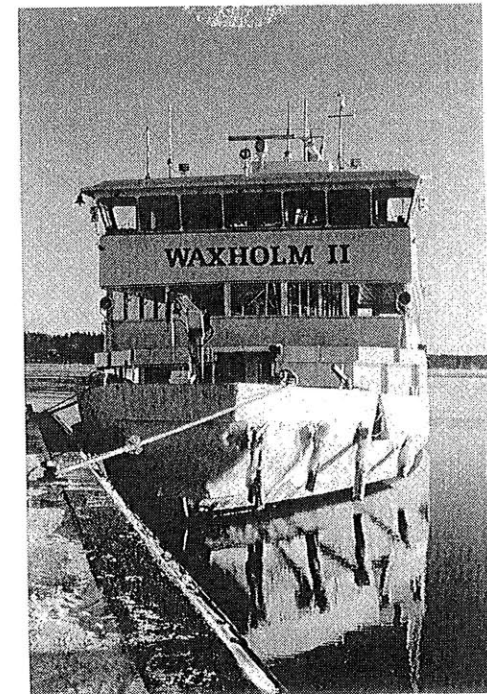
Public space

Tradition, culture & historical

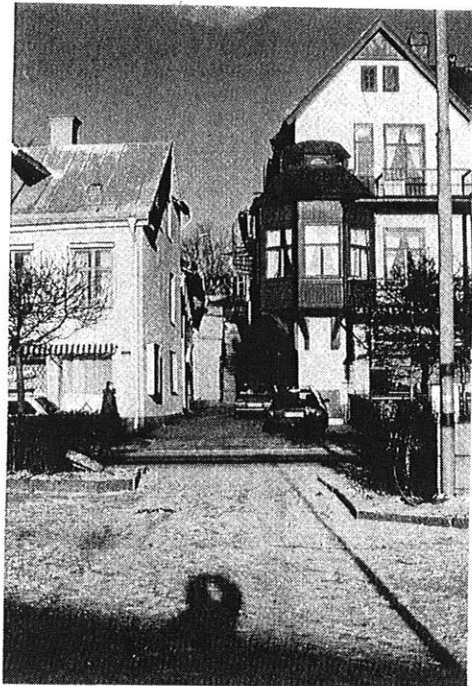
Functional, vehicular, activity, program

Architectural, modern yet based on certain traditions

Evocations of water and the aquatic



Modern day Ferry from Stockholm to Waxholm

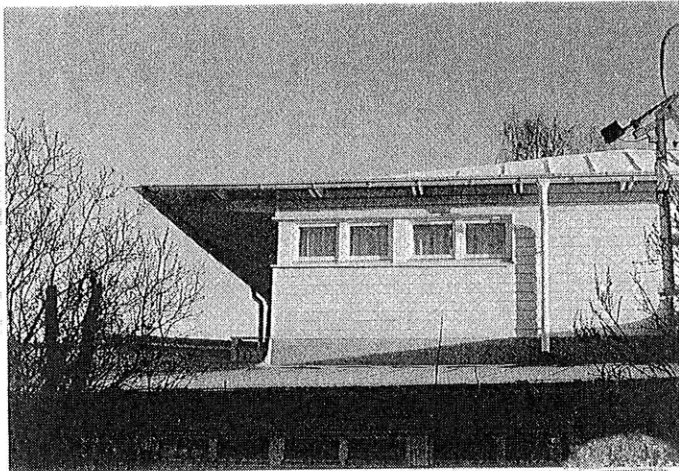


Paths *Stairway between buildings leading up the hill*

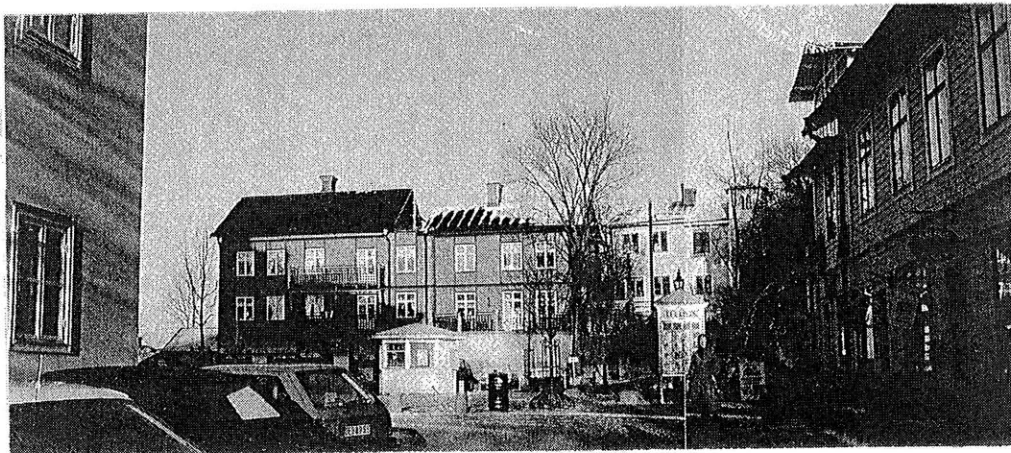


Public Space - *Waterfront Södra Hamnen, the South Harbor*

Some Images from Waxholm



Architectural *Old and New, hints from the past*



Destination *Historic City Hall Square*

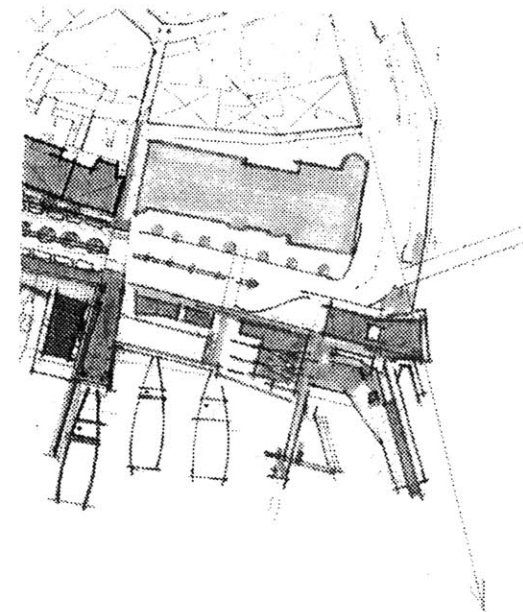
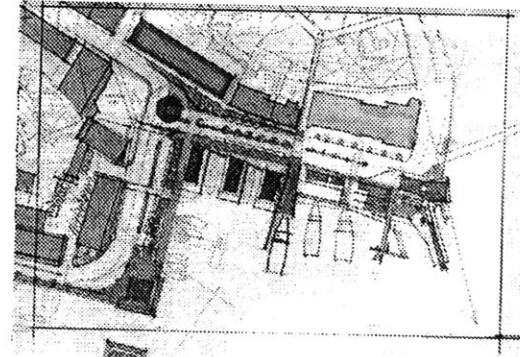
Proposal

5 sites for intervention

Each of the sites for intervention are illustrated to show possible development. In all cases each intervention is intended to perform at its specific site in terms of architecture, light, material, access and function, but also, equally imperative, each must fulfill criteria which will contribute to the town in such a way that it will improve the town as a whole.

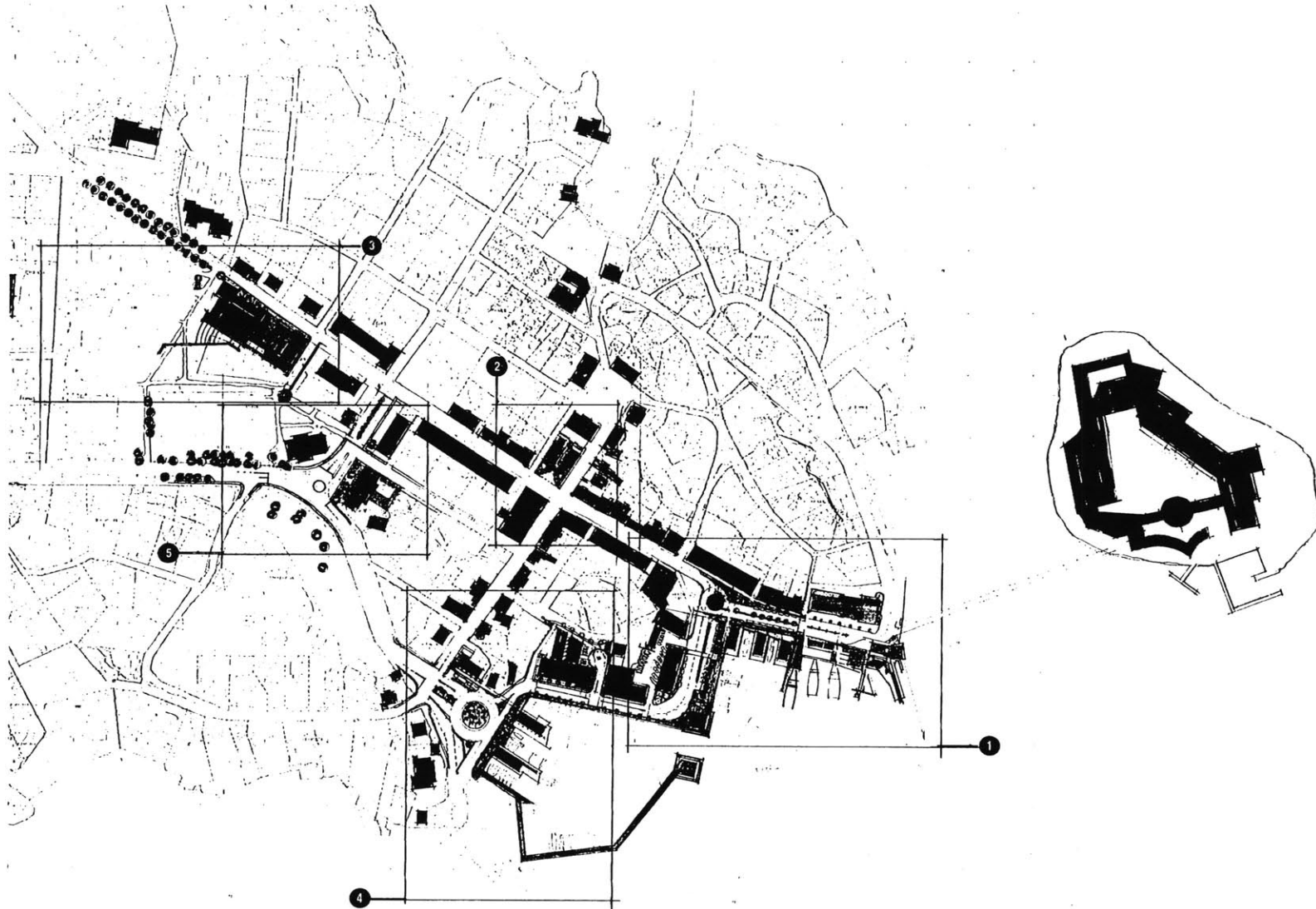
As shown earlier in Chapter 3, some of the sites are intended to enhance the realization of giving Waxholm a cultural status of a high standard. Each site, individually, should work and perform as a year round place with its specific programs, surroundings and user groups. Also, during the popular summer tourist season, each intervention is programmed in order to host certain festival like functions specific to its own interests.

Site sketches



Proposal

The Master Plan
The 5 sites



The Master Plan (not to scale)

Site 1***The Waterfront at Södra Hamnen***

With the expansion of the harbor and the destruction of edges, the harbor front has become too large and lost its potential for being a public wharf. Although it is still a working pier of sorts, it lacks any definition of being a public place. Therefore, the goal of the intervention of this site was to create first of all, a public place which would be the destination at the water, and to insure that this pier was for the enjoyment of all visitors, may they be in search of privacy, social activity or a combination of the two.

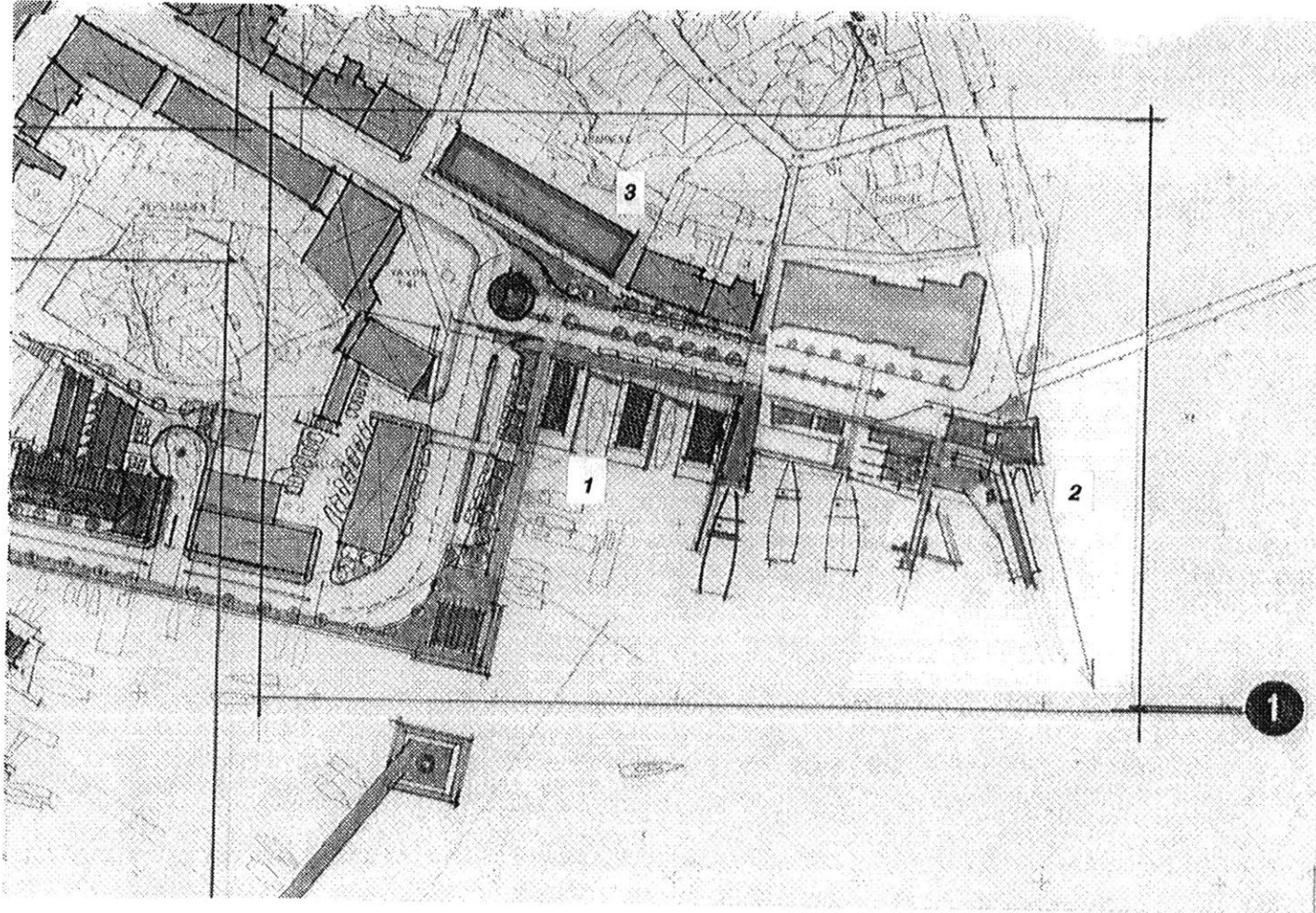
73



View of the Pier today
Open Space, ill defined, not a destination

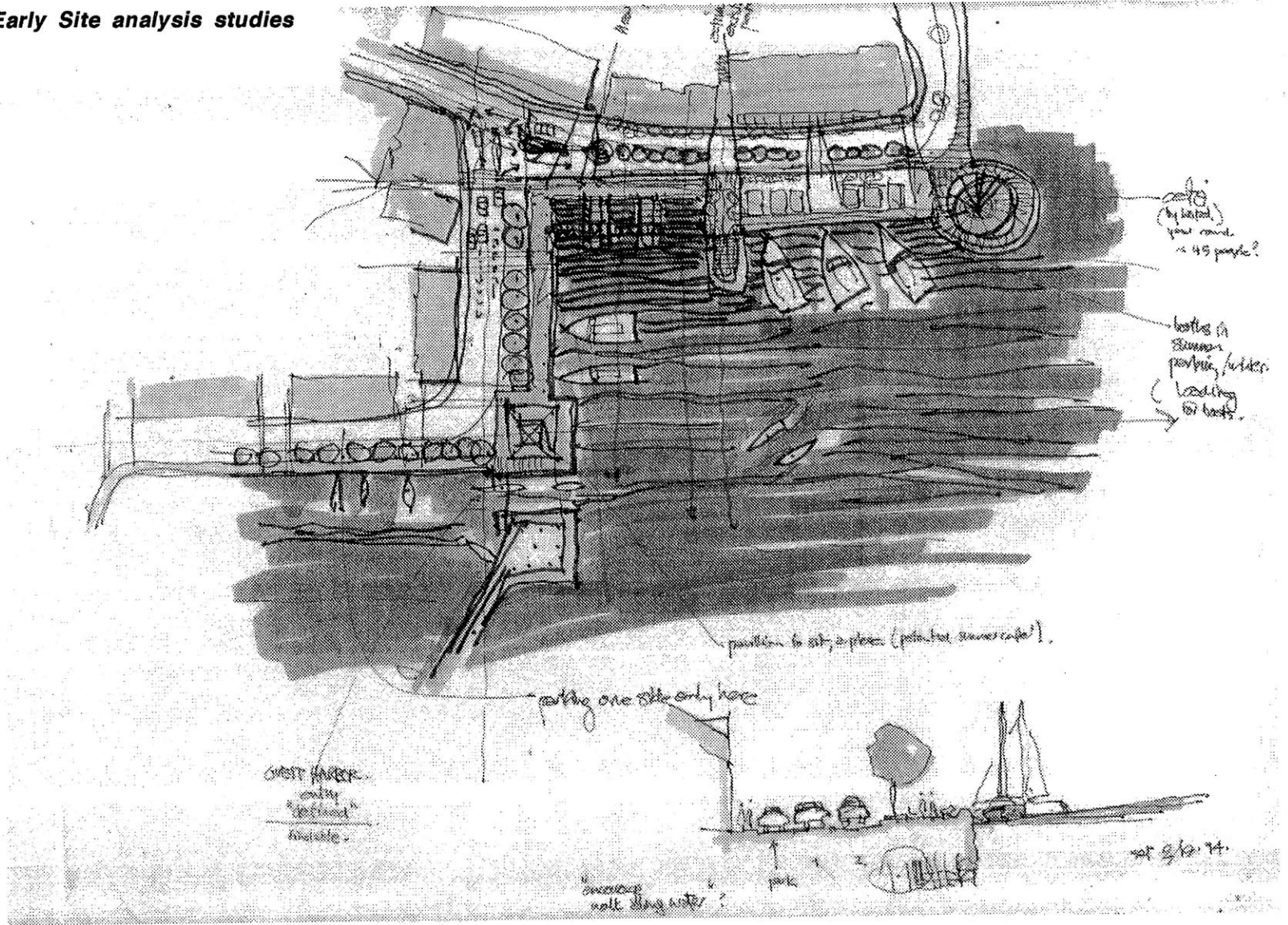
Site 1 - The intervention

- 1 - Re-establishment of boat houses, access to water perpendicularly,
- 2 - New waterfront theater and town square,
- 3 - Redevelopment of existing apartment building



North Δ
Partial Site Plan of Waterfront Area (Not to scale)

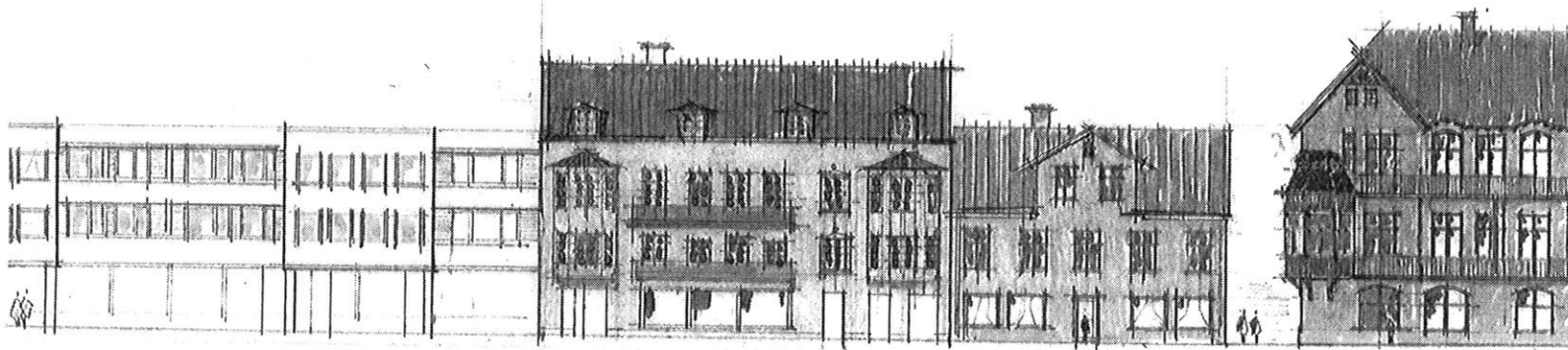
Early Site analysis studies



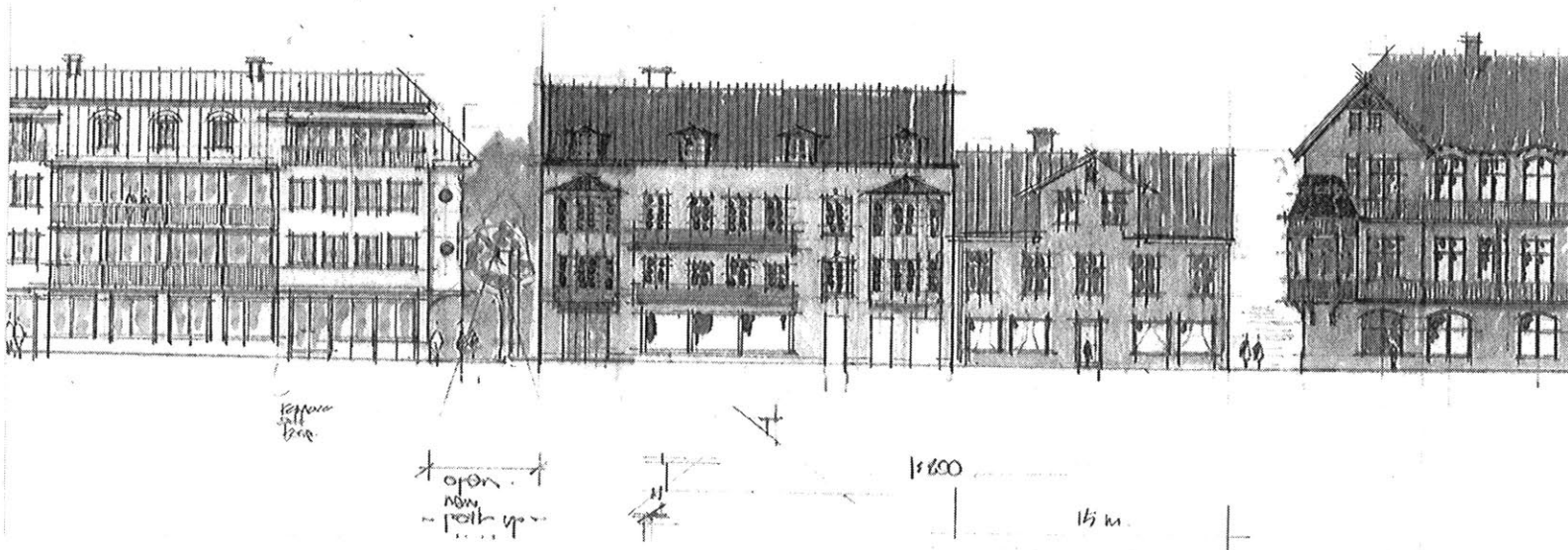
Site Plan Sketch of Waterfront Area

Site 1

Early Site analysis studies



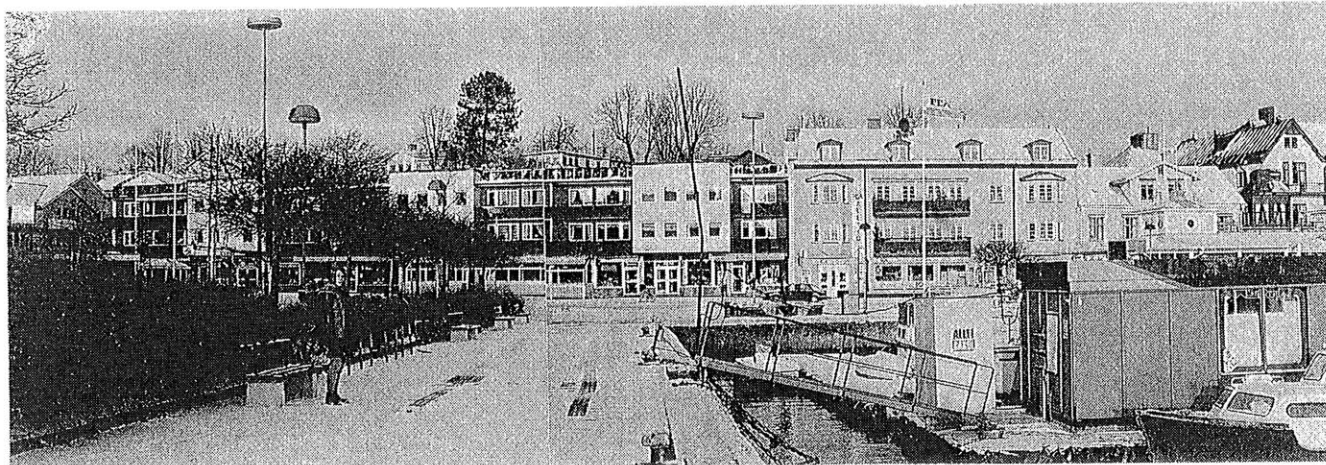
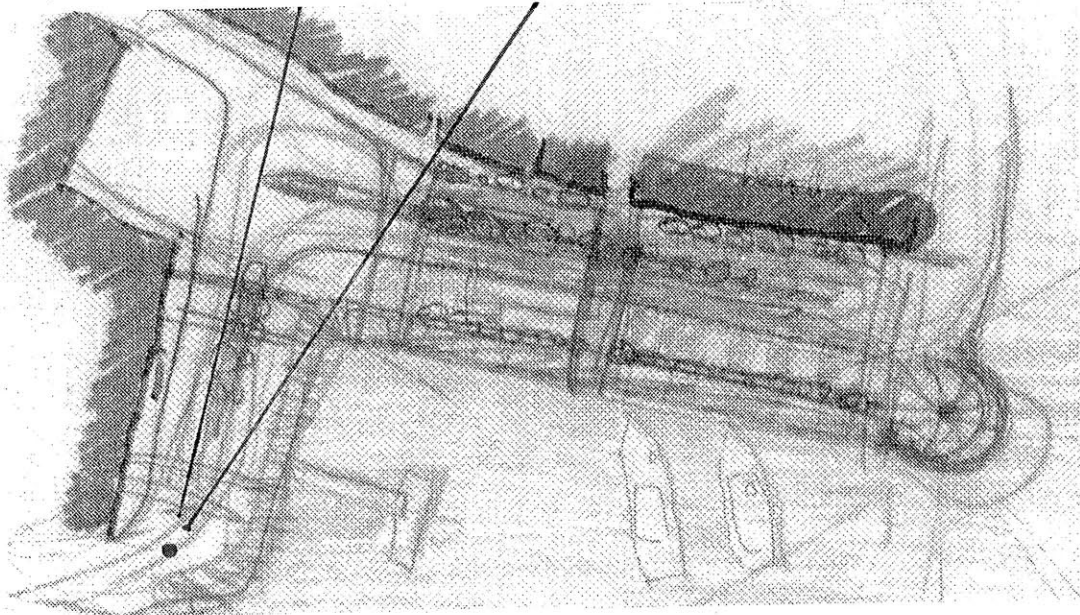
Existing street elevation



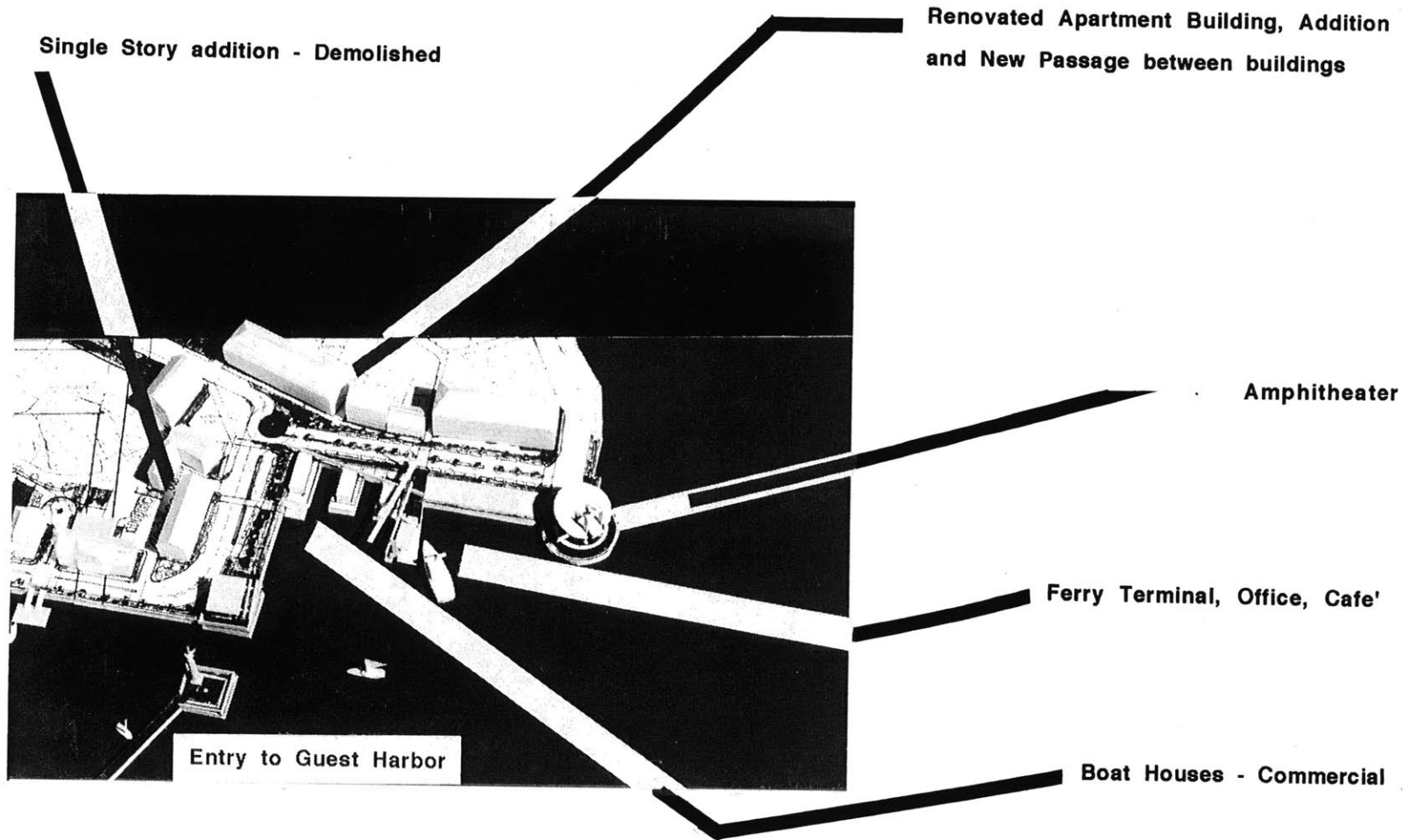
Proposed renovation - Addition

Site 1

Early Site analysis studies



Site Plan Sketch of Waterfront Area , with photo of first view as motorist



Sketch Model of Area

Site 1

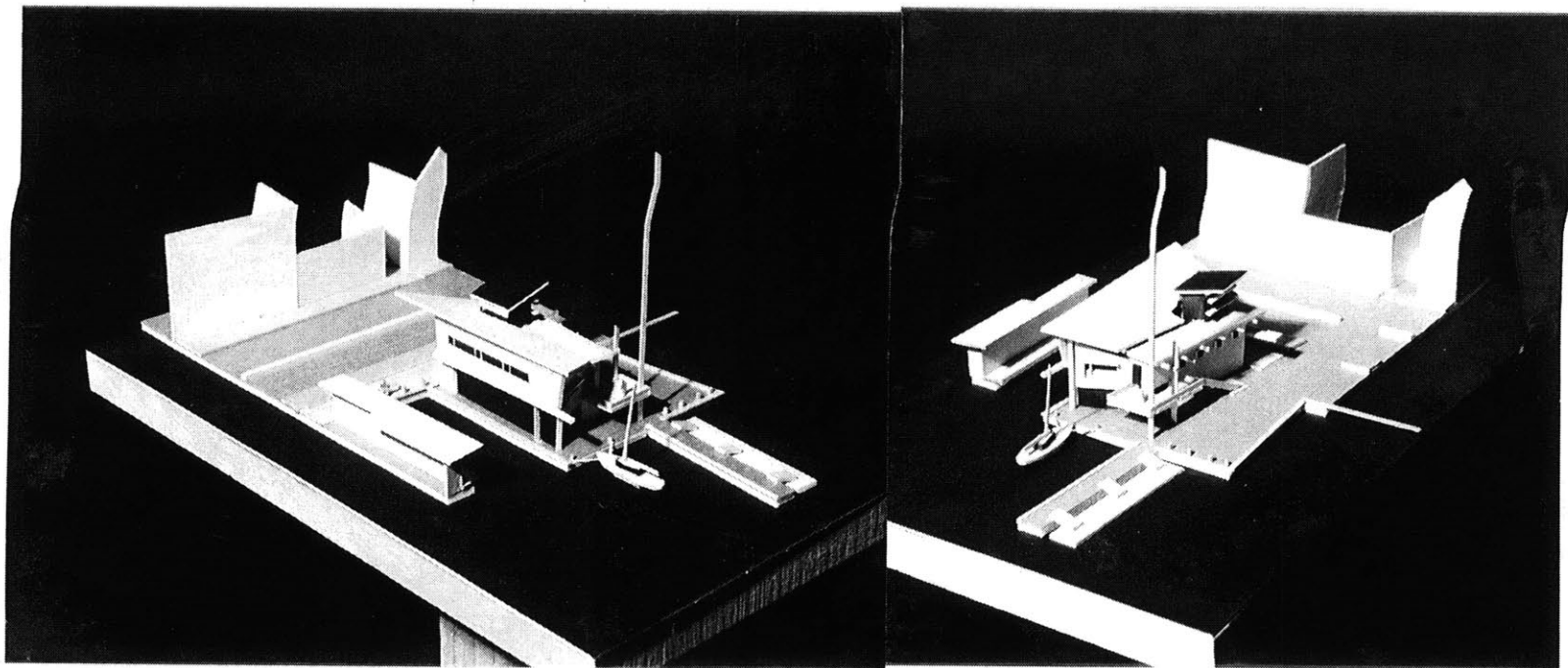
Chapter 4

Early Site analysis studies

80



Sketch of Renovated Apartment building at street level

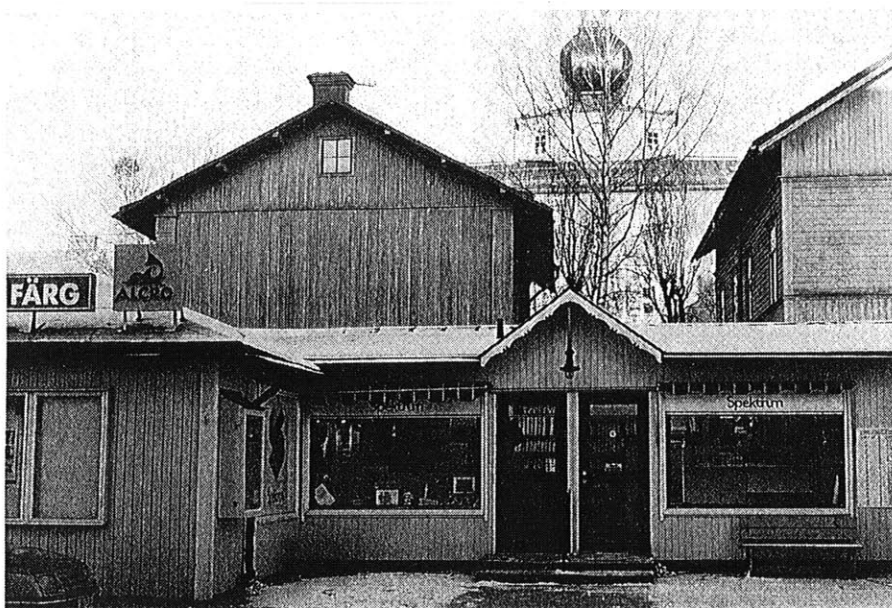


Sketch Model Photos of Ferry Terminal Building & Pier

Site 2

The historical intersection at the center of town

The potential for showing and leading people to the beautiful historic North Harbor via the town square at the City Hall has been totally taken away by the 1960's temporary building placed exactly in front of the place which would tell people the story of the City hall and its two wings from the 1600's.

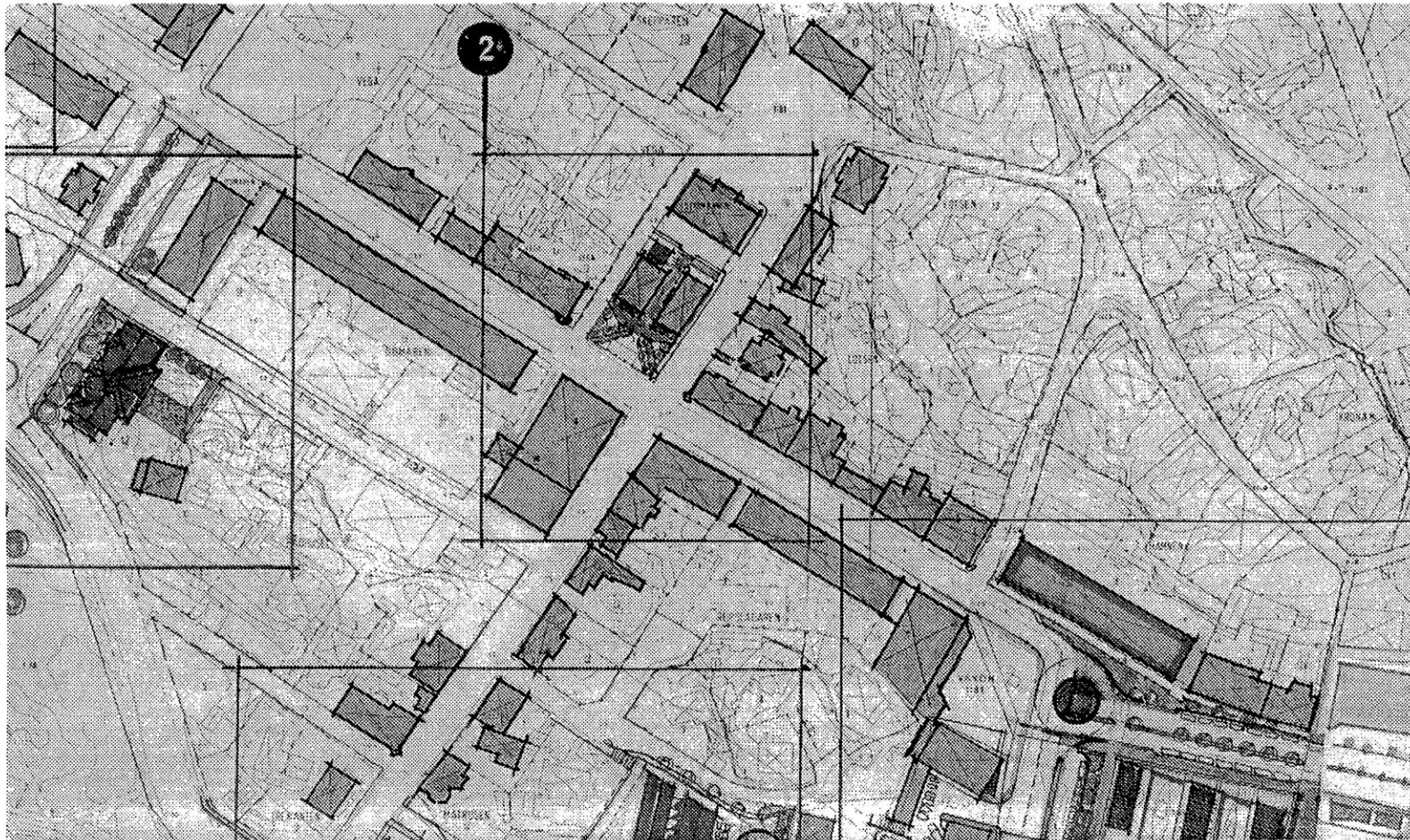


View of the existing condition

Site 2 - The intervention

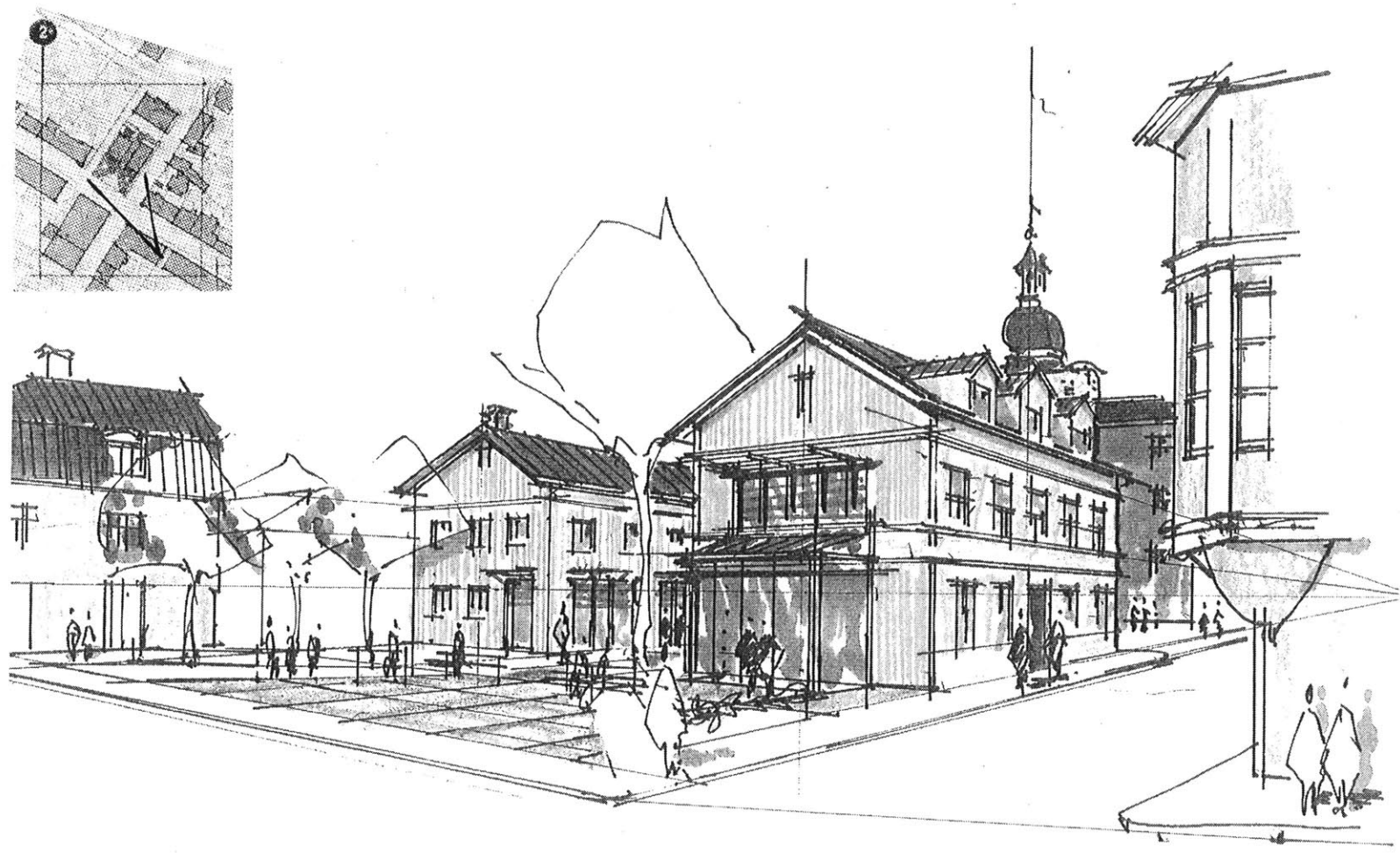
Nytorv

- 1 - The demolition of the existing temporary structure
- 2 - Public Space/ Park in front of the two City Hall wings
- 3 - New shops and Center for tourist Information



North Δ
Partial Site Plan of Nytorv Area (Not to scale)

Site 2 - The intervention
Nytorg



Sketch of Nytorg , Public Place, Entry to History

Site 3***The place to serve all***

The site is the place where the modern Waxholm meets the old city limits from the 1700's and several of the most important pedestrian paths in town. The site is also surrounded by the towns most diverse mix of building functions, including : commercial, elderly housing, schools, community recreational and daycare, the movie theater and a mix of residential areas.

The park is where every type of Waxholm resident comes together, hence the intervention must serve all of the above including the many visitors who may wander up Södra Hamngatan (Main Street) to the park.

87

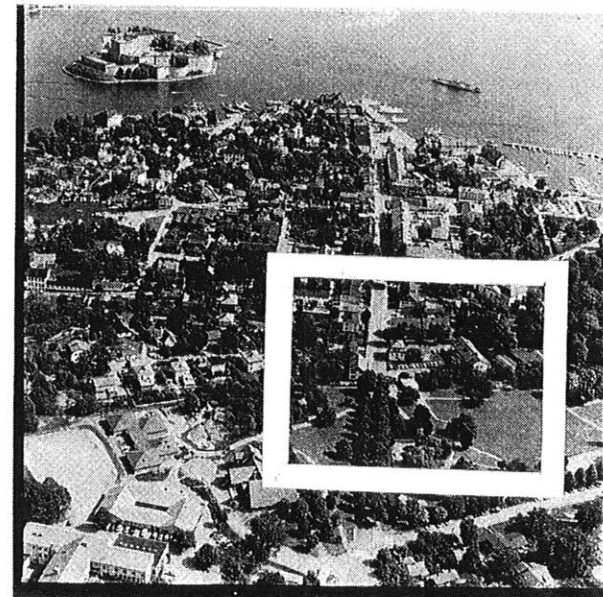
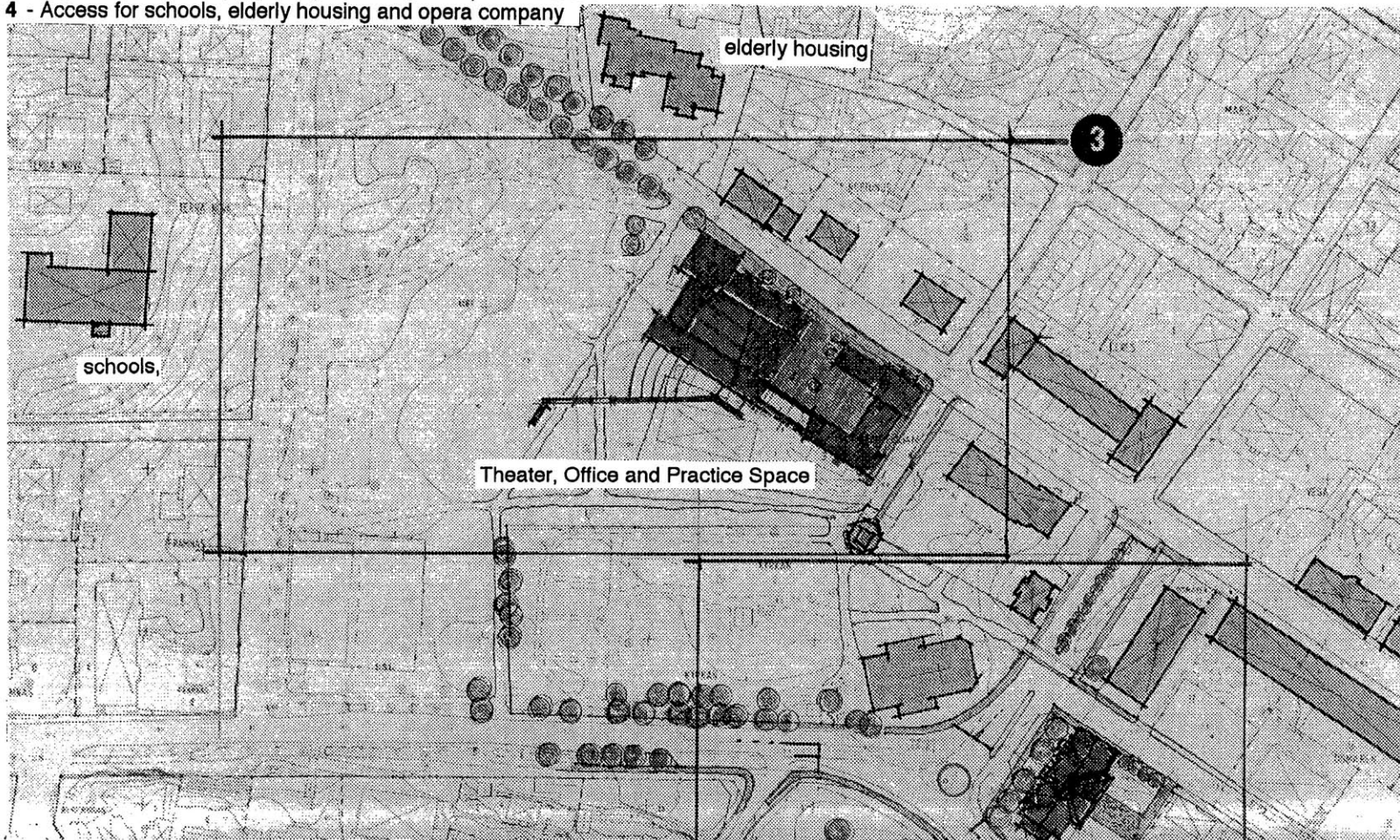
***Aerial View of the site***

Photo : Lantmäteriet, Gävle, Sweden

Site 3 - The intervention

Performing Arts Center

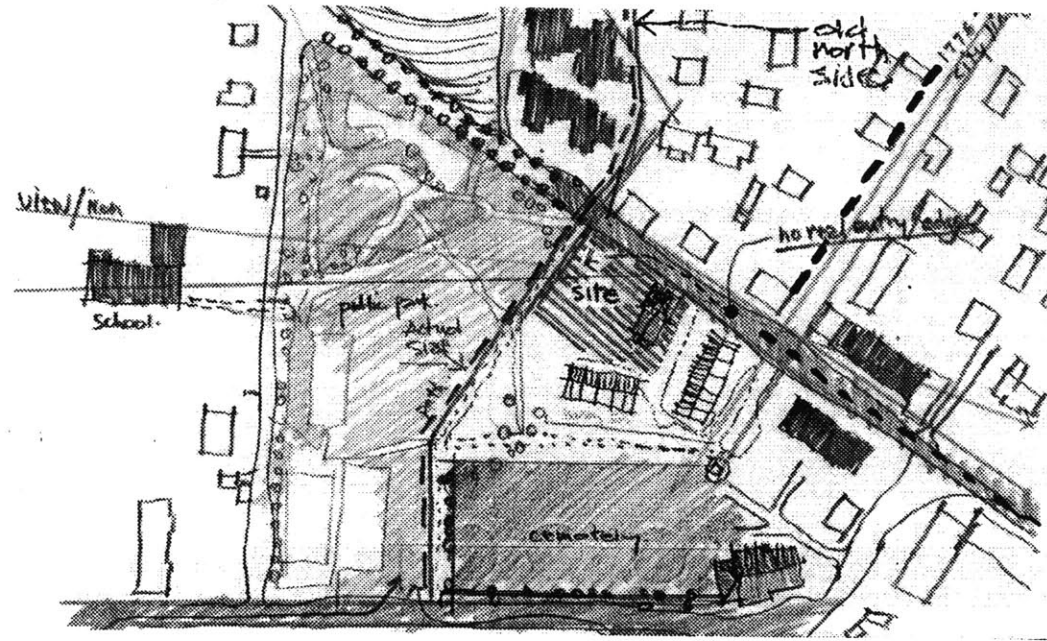
- 1 - Theater, Office and Practice Space
- 2 - Year round functioning capability
- 3 - Capability to open up against park for summer performances
- 4 - Access for schools, elderly housing and opera company



North Δ
Partial Site Plan of Park and Performing Arts Center Area (Not to scale)

Site 3 - The intervention

Performing Arts Center



Early Site Analysis of Park Area

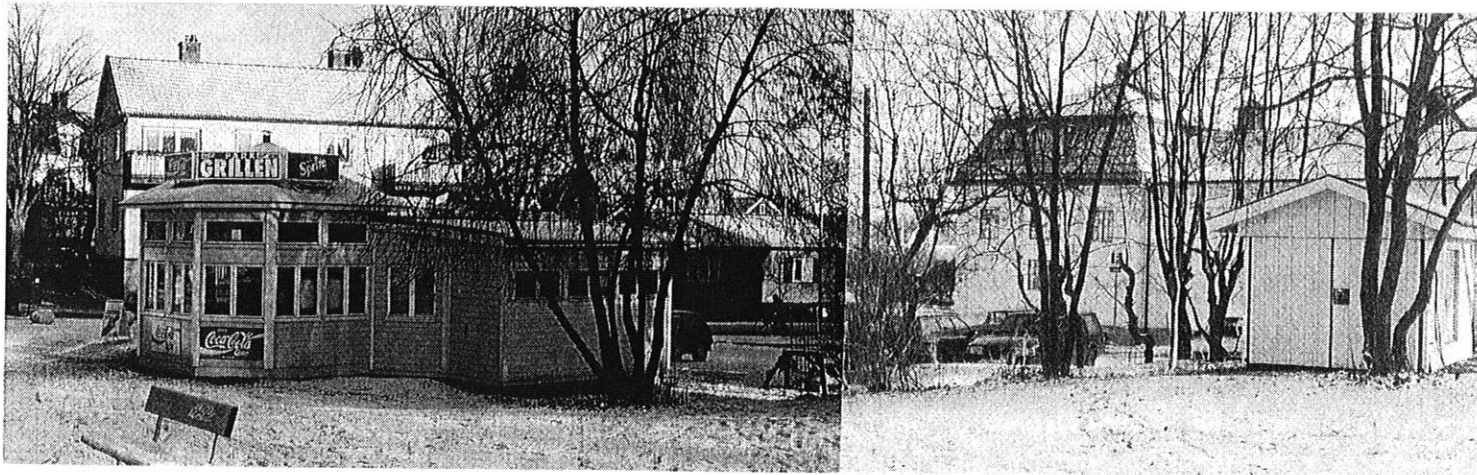
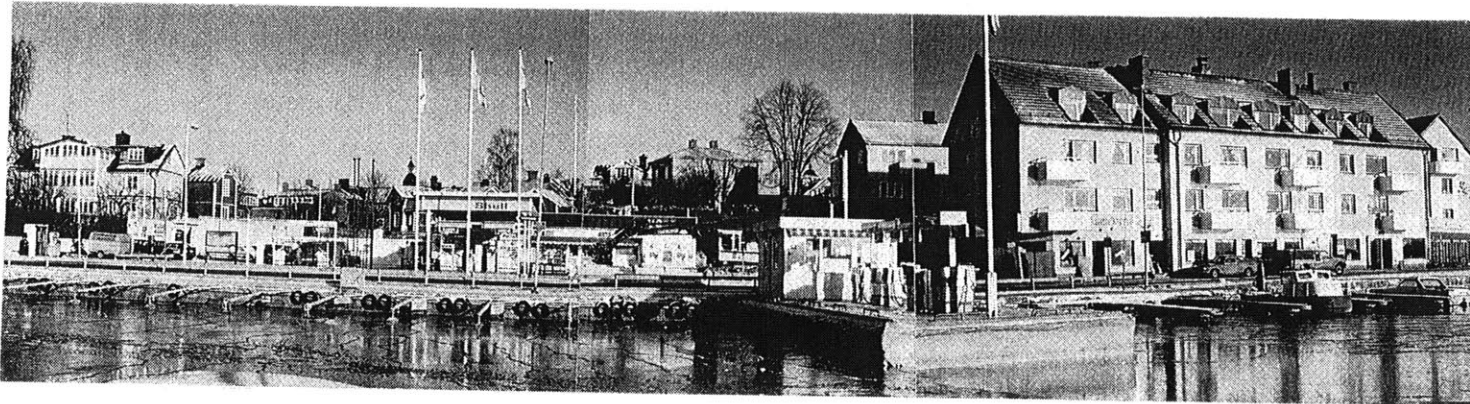


Photo of existing park edge condition, Movie theater in background

Site 4

The guest harbor area

The area is undefined and unused by pedestrians. The site has the potential to be the real first entrance to the town and the water. By redirecting traffic and restructuring Södra Hamngatan as a two way street, the visitor will be able to enjoy a series of experiences along the water while approaching the intersection of Södra Hamngatan (Main street) and the water. However the area is littered with a gas station, the sidewalks along the water front have eroded, the guest harbor is not connected nor related to the town, the apartment buildings along the curve have been connected by an unfortunate single story structure which totally denies people of viewing or accessing the hill behind. In general, this area is in need of serious redesign.

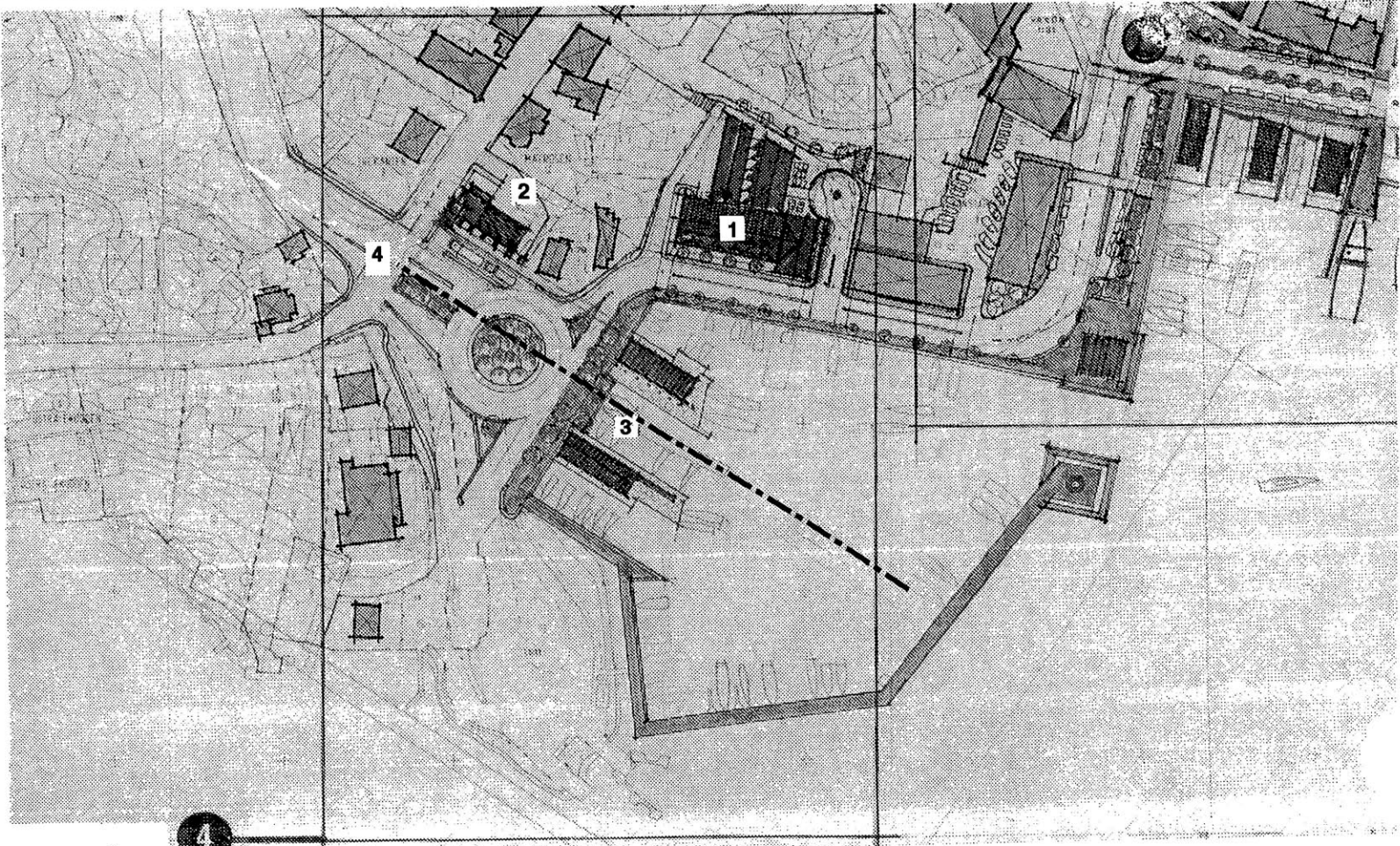


View of the harbor front and gas station - place?

Site 4 - The intervention

Multiple Projects

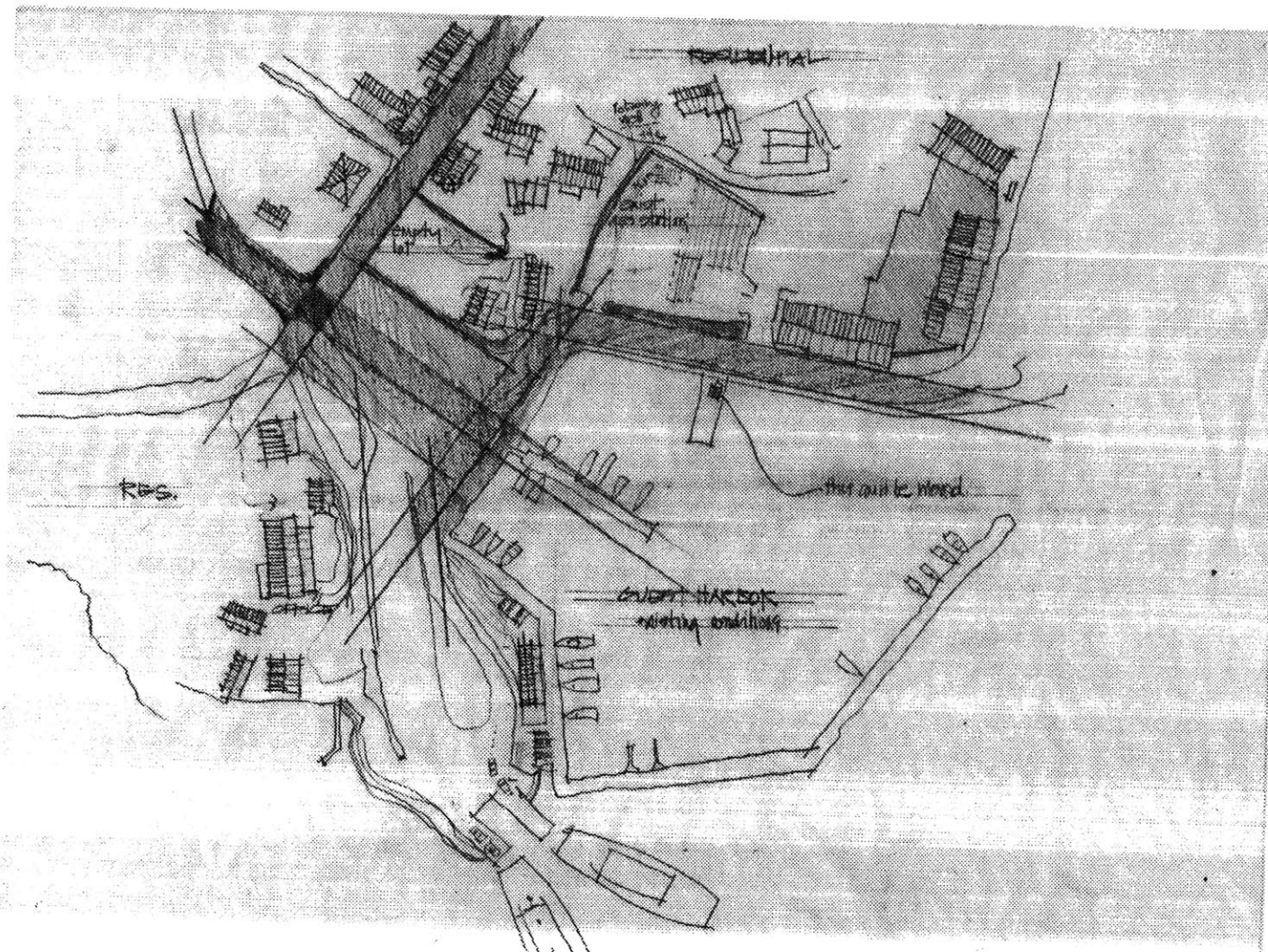
- 1 - Demolition of Gas Station, new Bed & Breakfast w/ comm. & retail
- 2 - Bus Terminal and Office at empty lot
- 3 - Boat Houses for Sailing Club and Community use
- 4 - Access / Entry to water re-aligned, landscaped, organized



North Δ
Partial Site Plan Sketch at Guest Harbor Area (Not to scale)

Site 4 - The intervention

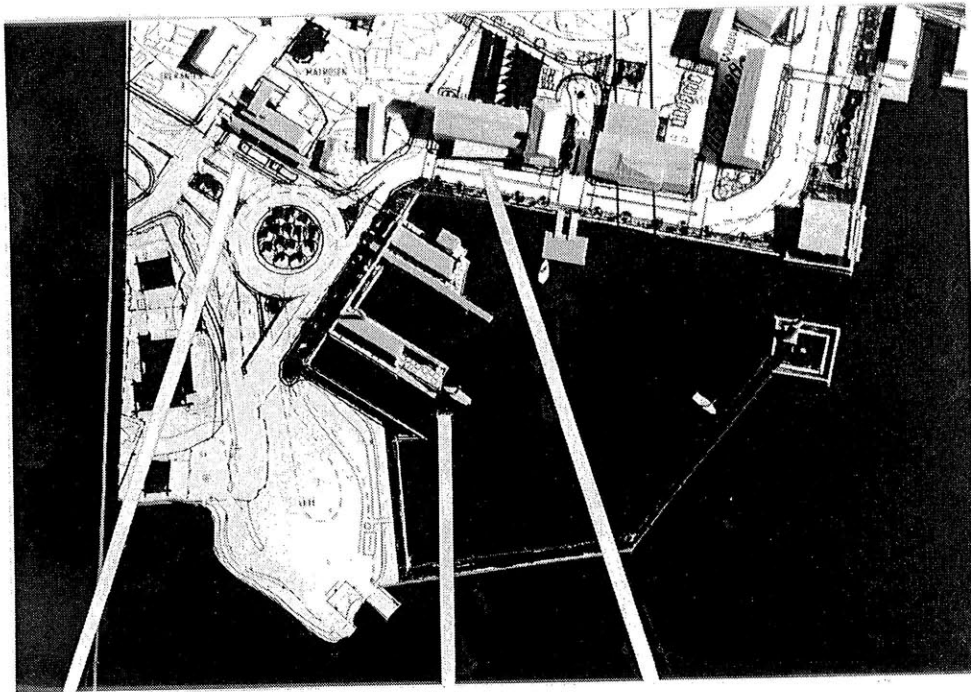
Multiple projects



Early Site Analysis of the Harbor Area

Site 4 - The intervention

Multiple projects



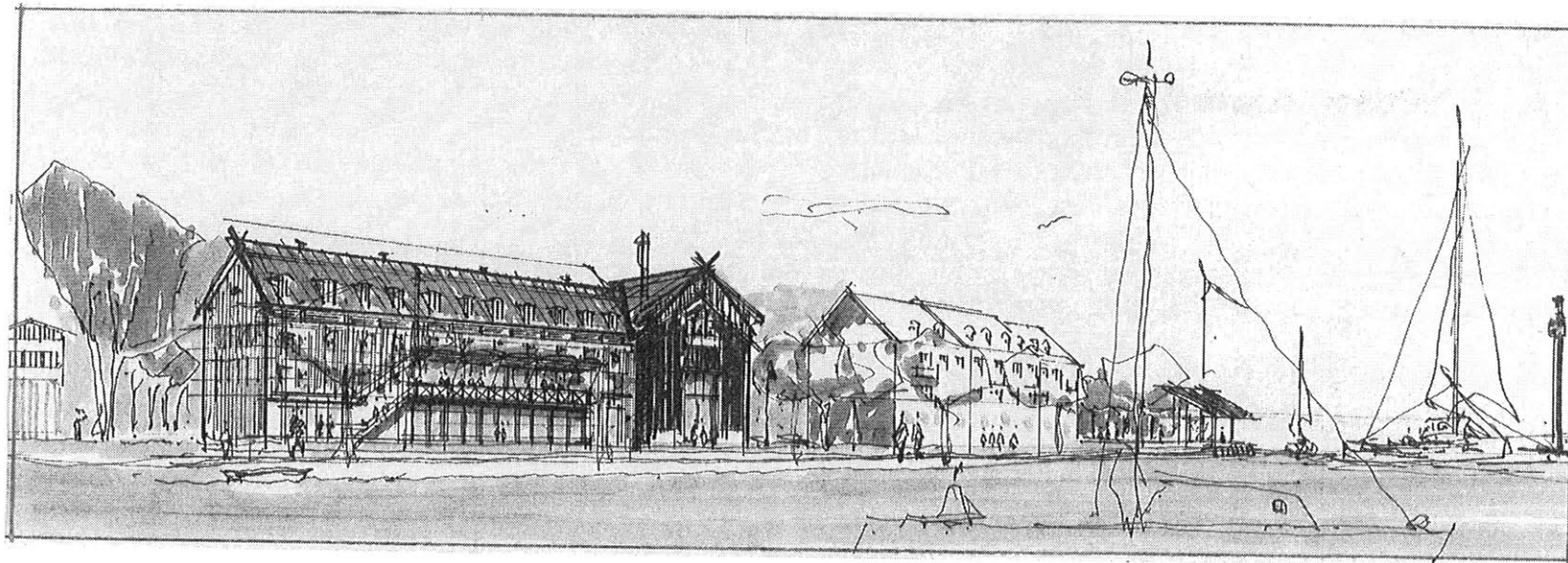
Bus Terminal

Yacht Club

Bed & Breakfast

Sketch Model Photo of Guest Harbor Area Interventions

Site 4 - The intervention
Multiple projects

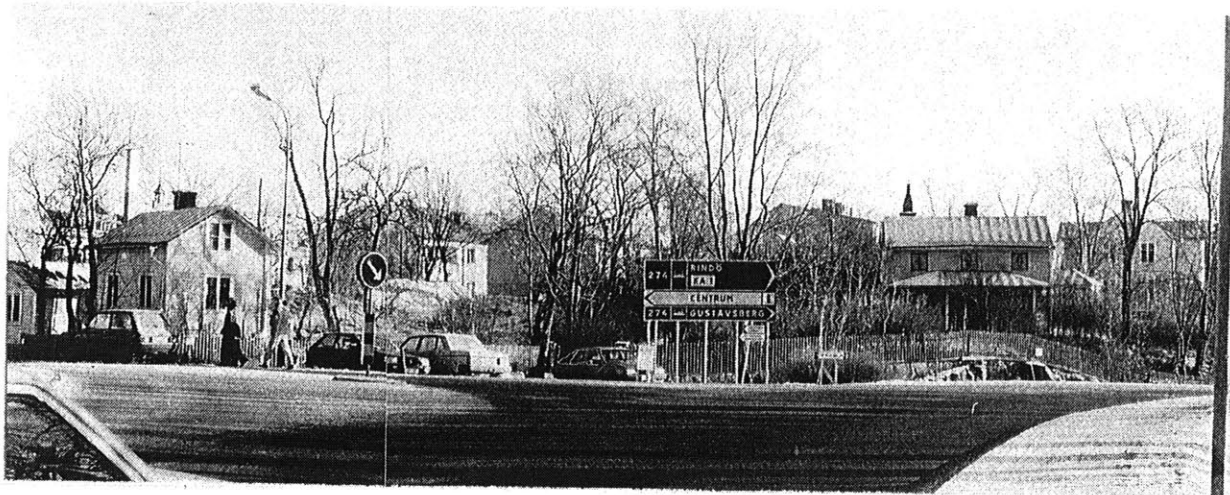


Sketch of Bed & Breakfast and Street from Guest Harbor Area

Site 5

The real entrance to Waxholm - by car

The intersection where one has finally arrived at the entry to the town of Waxholm. The site, although adjacent to the park, the cemetery and even the fantastic stone church, is not clear enough to inform the visitor of the importance of the place. One cannot help but feel confused. The place is need of serious programming, especially at the straight ahead viewpoint.

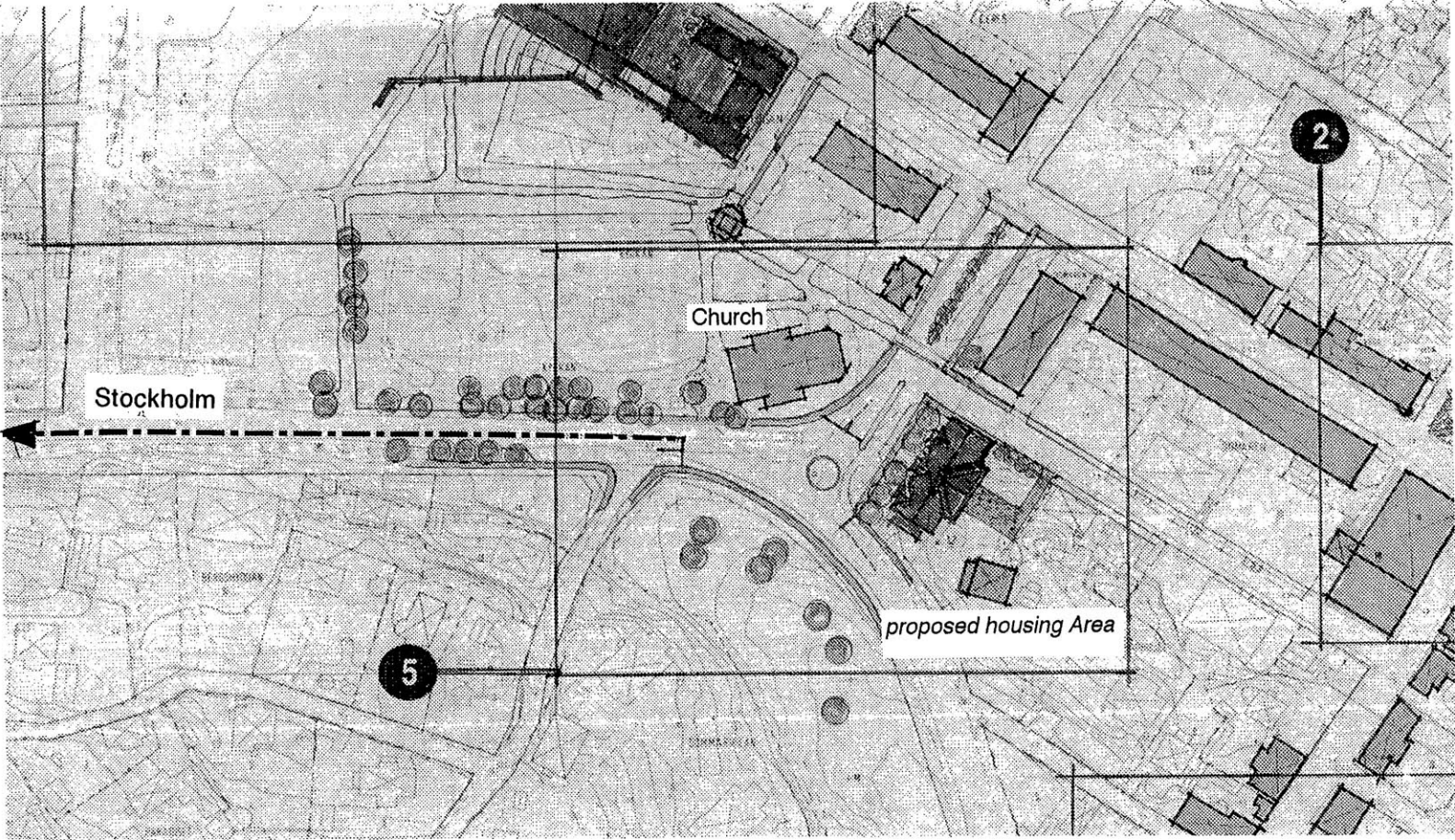


The entry view of Waxholm, which way to what?

Site 5 - The Intervention

Housing

- 1 - Make clear street edges
- 2 - Construction of 3 to 4 family housing units in one building
- 3 - Do not block views of Church from street approaches
- 4 - Access / Entry from rear courtyard



North Δ
Partial Site Plan at Church and proposed housing Area (Not to scale)

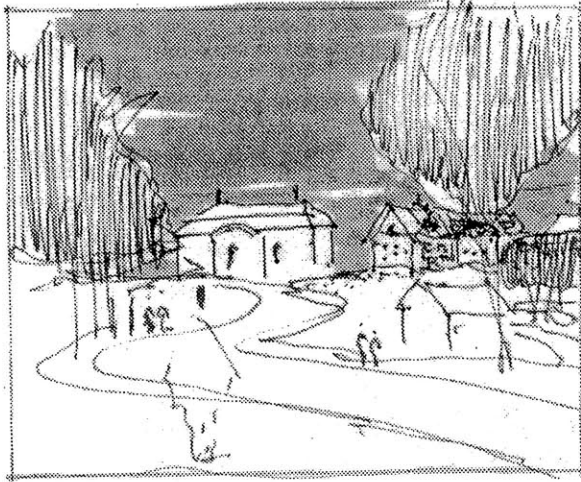
Site 5 - The Intervention
Housing



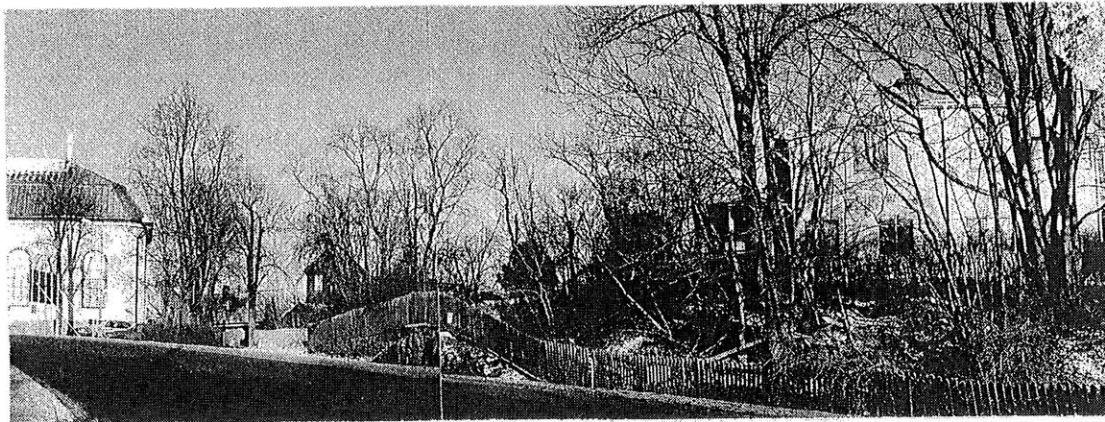
Early Site Analysis Sketch emphasizing views of Church

Site 5 - The Intervention

Housing

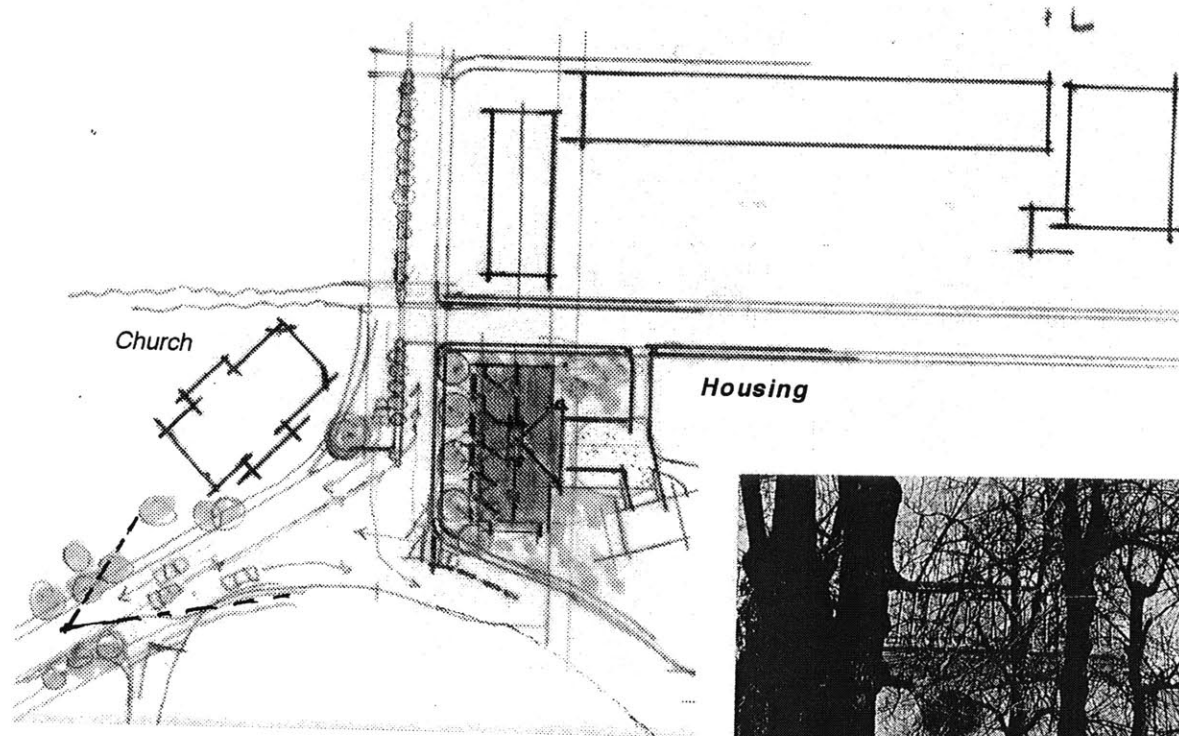


Sketch of church and new housing project



View of Church and site across the street

Site 5 - The Intervention
Housing



Plan sketch of final proposal and street alignment



View as seen approaching site

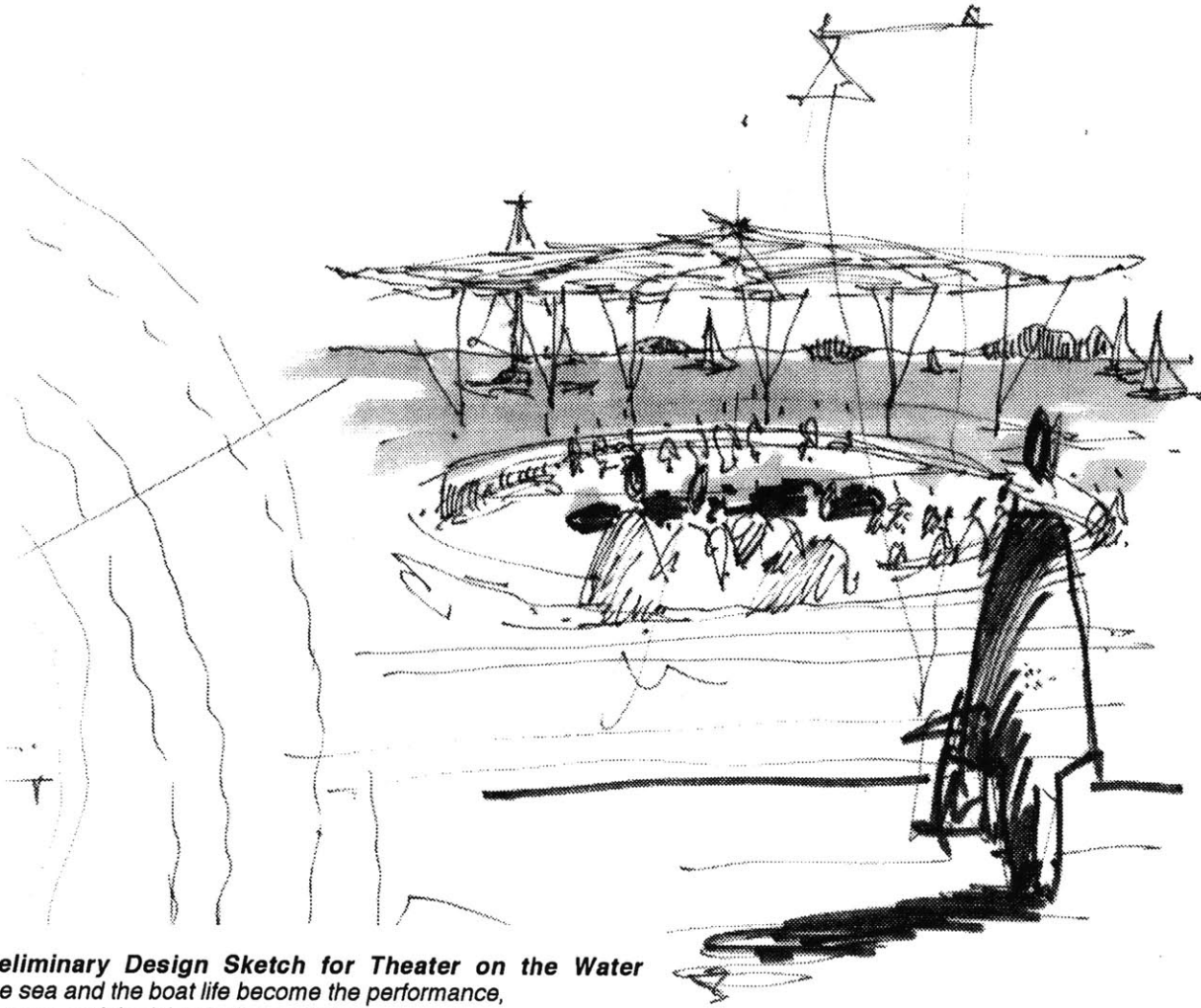
Chapter 5

Place making and building

Contribution to the whole

Chapter 5

103



Preliminary Design Sketch for Theater on the Water
*The sea and the boat life become the performance,
The sea and the islands the backdrop*

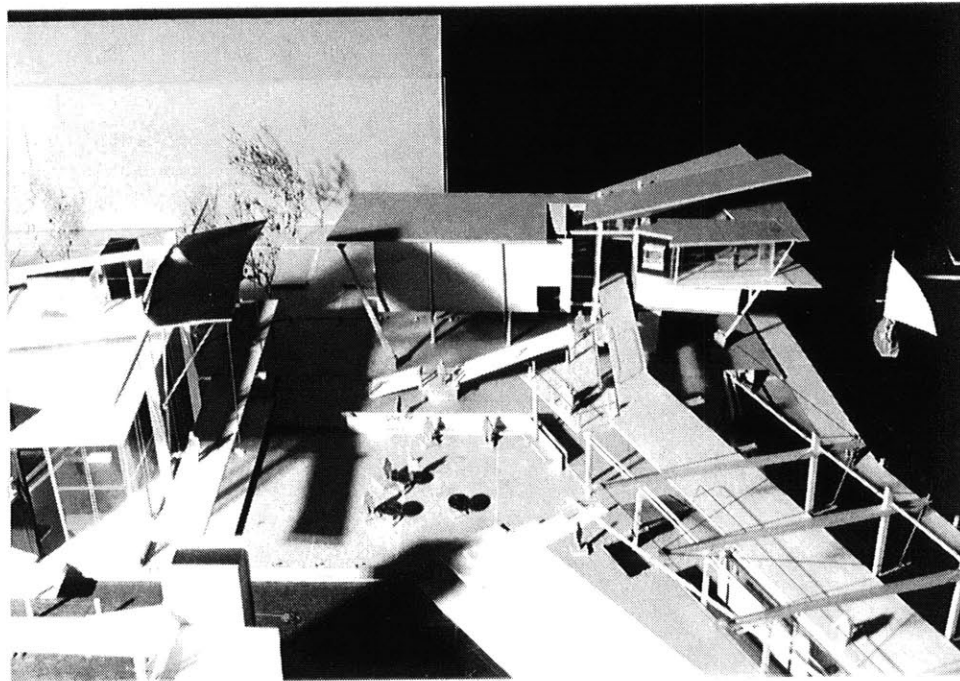
The Design

Waterfront theater & town square

Methods

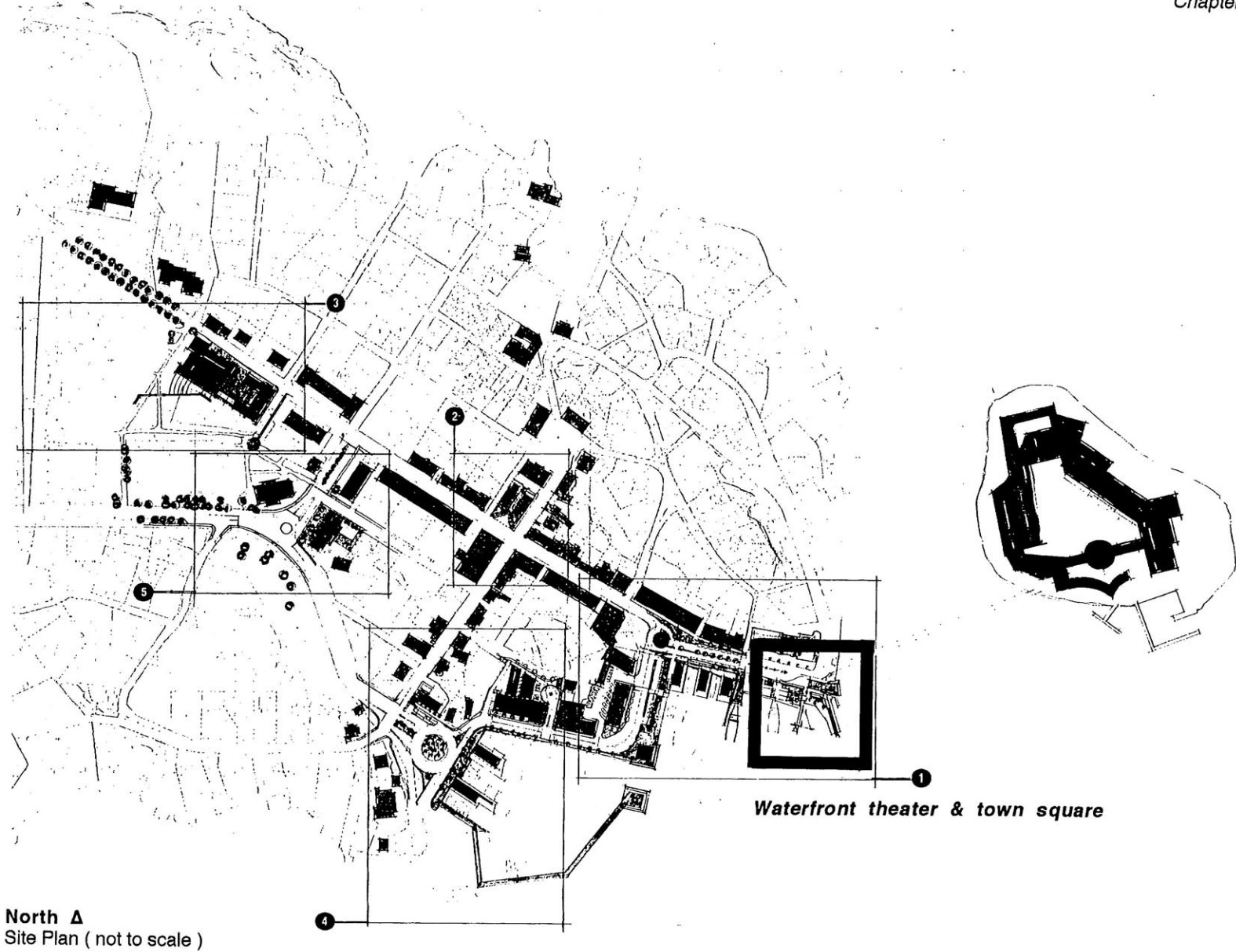
As mentioned earlier in chapters three and four, design criteria and design guidelines were established in order to assist in the design process. The lessons learned from the historical research and the urban analysis have been key in the development of the architectural design phase of the thesis project.

The following sections of this chapter are a documentation of the results of an applied design methodology using the hints and objectives of a continuation of cultural, historical, urban and architectural traditions. Once these rules were clear, the architecture was then based on site specific factors, such as the existing surrounding buildings, traditional building materials and an intention to use the structural systems typical for the aquatic environment and a marina setting.



Model Photo of Town Square at the end of the Pier

The Site



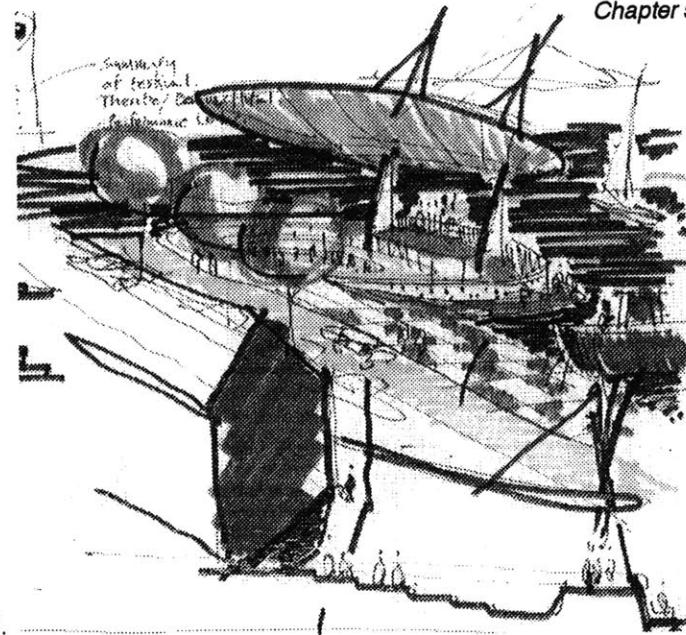
North Δ
Site Plan (not to scale)

Waterfront theater & town square

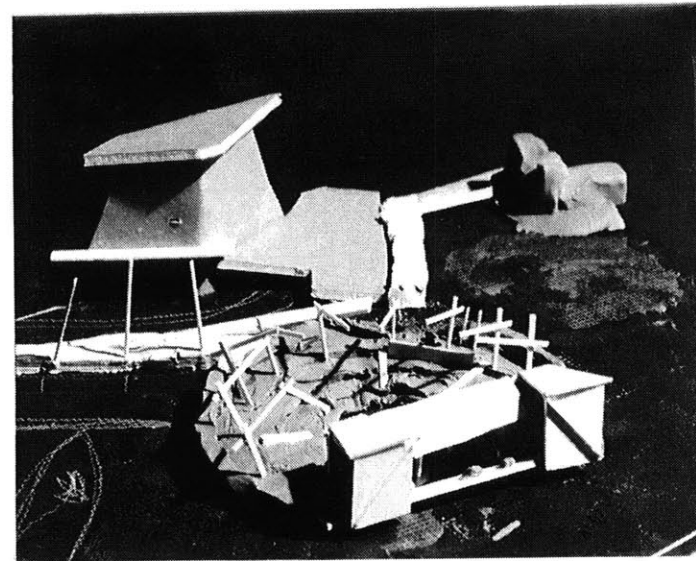
Early design concepts and ideas

Early in the design phase, the idea of the theater at the end of the pier had come about through the desire to build a destination which could celebrate the presence of the fortress, the boat traffic and enhance social activity. The initial site planning and programming began with an amphitheater on the water which would act as an informal meeting place during times when performance was in progress. The first theater design was circular in shape based on historical theater form and done so considering acoustics and views.

Also, the hotel at the end of the pier, has not been especially successful nor visited during off season times. It has rental spaces at the street level but these are very unsuccessful. Another motivation for activating the area in front of the hotel was to give visitors more reason to make this journey to the end of the pier, hence creating a greater potential for success of the existing retail and commercial spaces. But most importantly, to make a node which is experientially connected to the series of spaces along the main street route : a place, a public space.

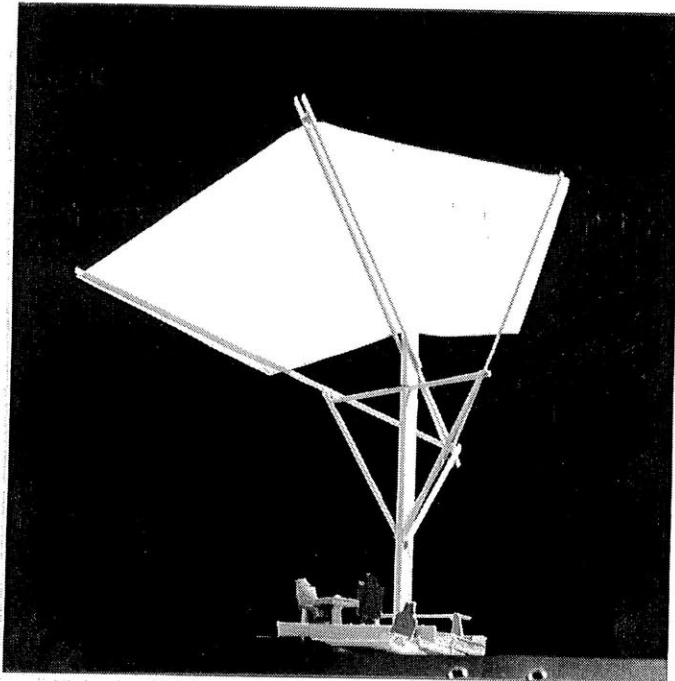


1.

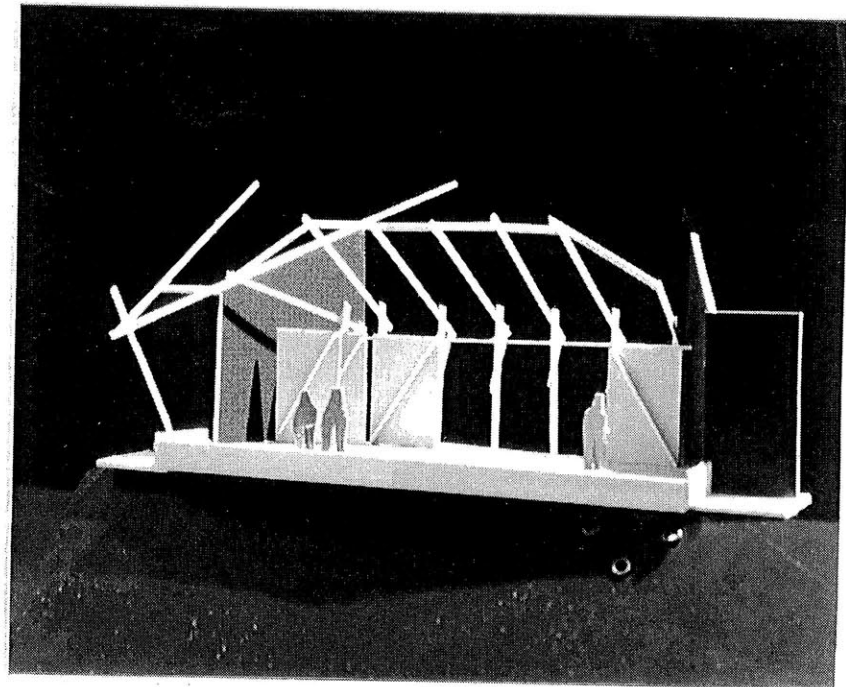


2.

1. Preliminary sketch of the outdoor theater on the water.
2. The theater as a pier and dock, conceptual model

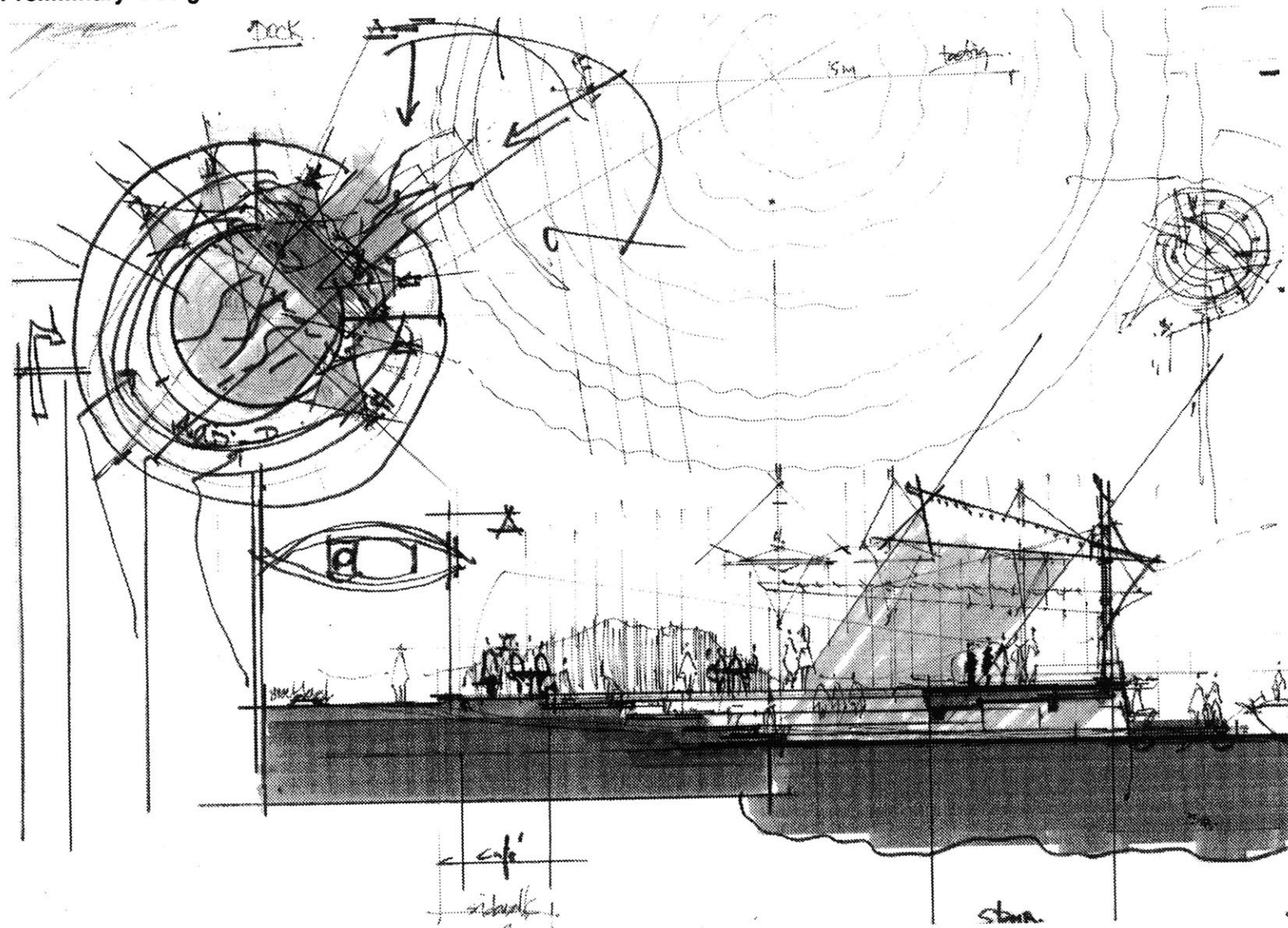


Conceptual Canopy Structure,
Sail up at sea, during performance
Sail down; mast, cables, spreaders, : like sailboats at harbor

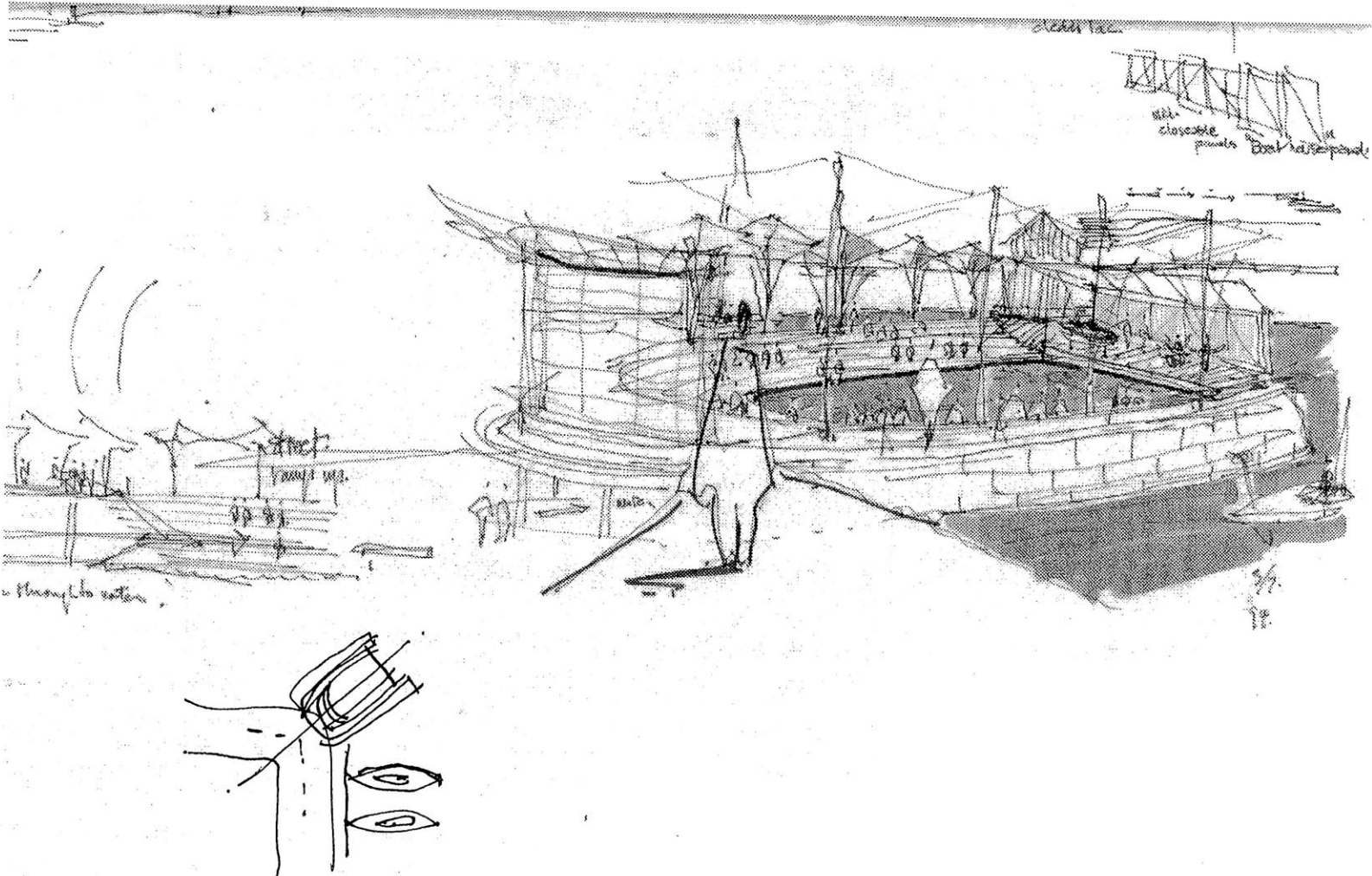


Conceptual Stage Structure and Design,
Boat House doors - open, showing the sea as performance
Boat House doors closed, the show

Structural Systems evoking the Aquatic, the Marine



Conceptual Plan & Section of the Theater as Dock
with its Mast, Cable and Sail Structural System as Organizational Element



Conceptual Sketch of Theater
Structural Canopies along the wall
Stage doors closed during performance to direct viewers attention

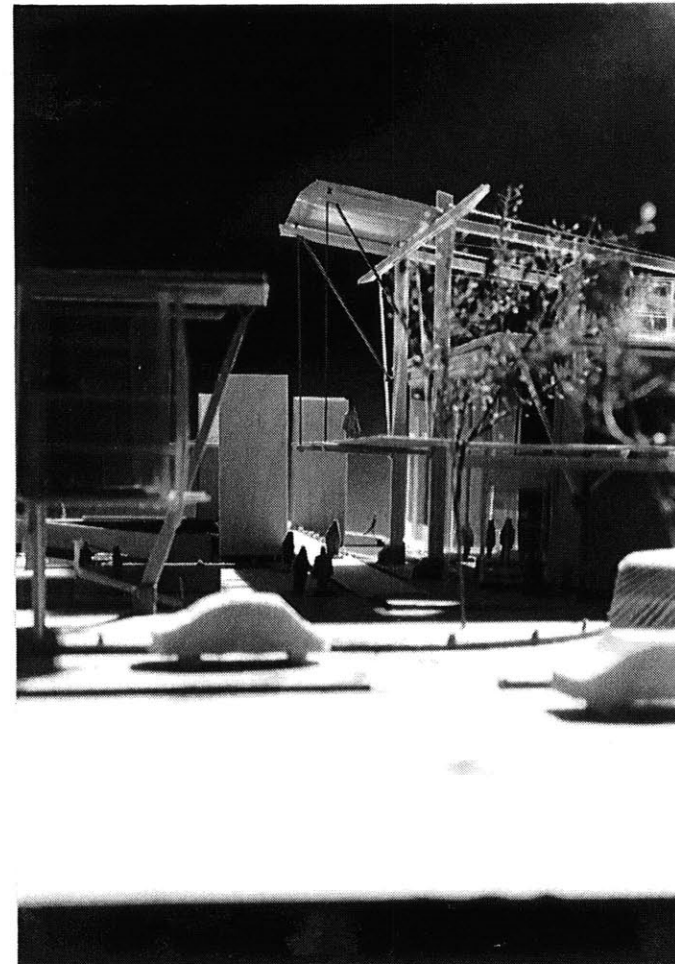
Design Development

The design for this theater would undoubtedly have been an extremely pleasant place to visit during the warmer summer days when Waxholm is visited by thousands of tourists. However, the flaw in the first design, the round amphitheater, was that it was not a place. Not that it lacked potential for architectural integrity and structural beauty, nor did it contradict some of the design guidelines and principles stated earlier, such as the reintroduction of a public place which could support music, and events, such as the old cold bath house (see Chapter 1). What was missing was that its very nature would have contradicted the criteria for serving the residents in a year round capacity. Although the amphitheater worked well as a destination it was, however, only a temporary problem solver. It was not a place for people to be and socialize, it was not a year round contribution to the town, to the whole.

Therefore, the design of site 1 transformed from a singular event to a place making project with mixed uses and a larger more intense program in order to insure a year round performance for the residents of Waxholm.

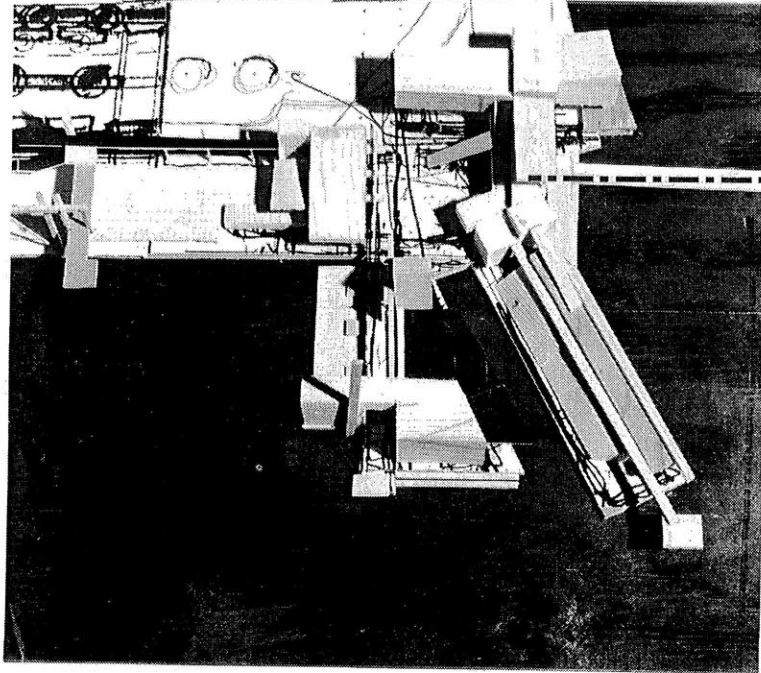
Although the focus of the site strategy has changed many of the fundamental ideas have remained and been refined, as will be illustrated in the model work.

An entry to the Waterfront Theater & Town Square Area

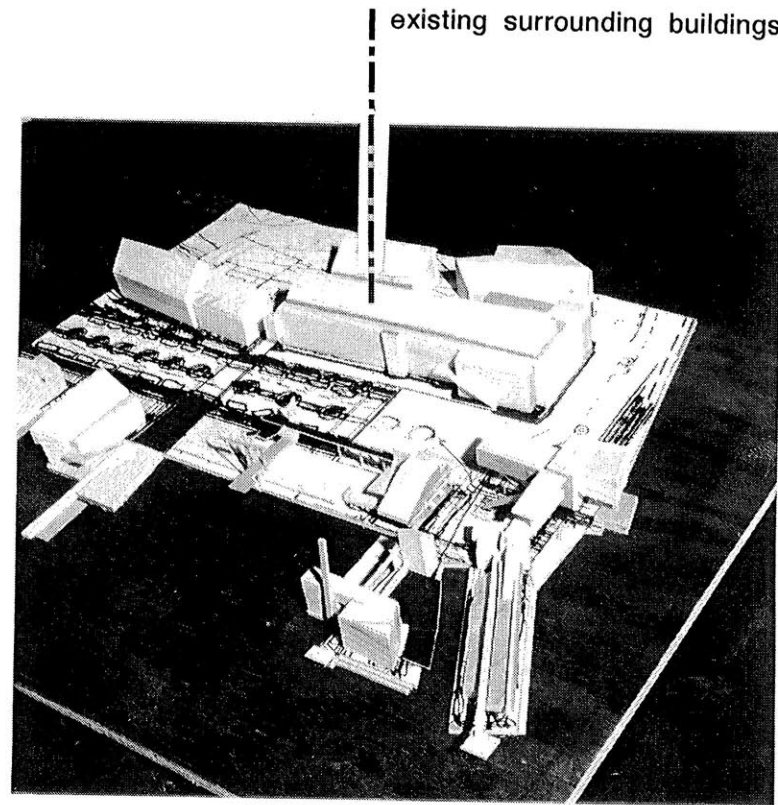


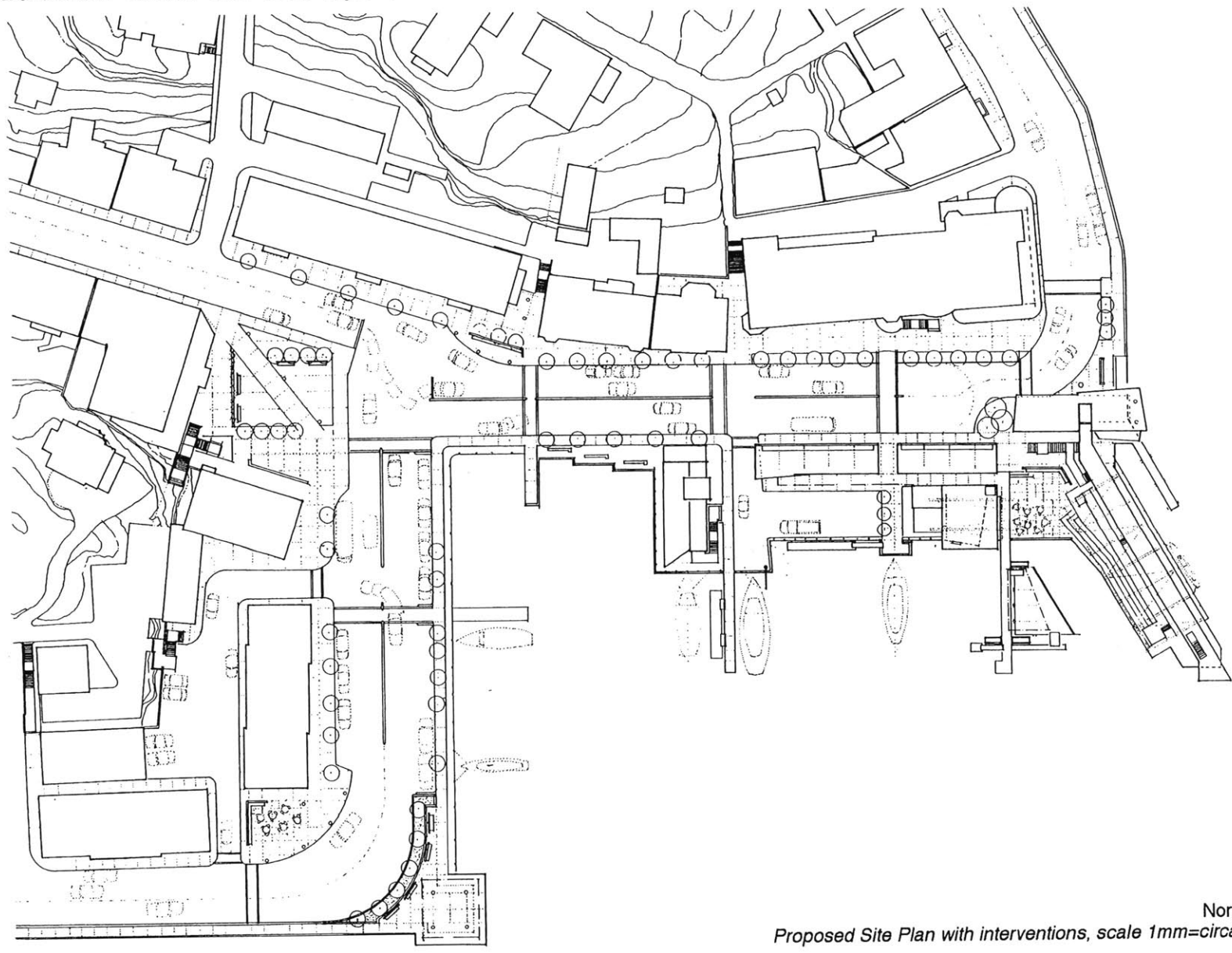
Waterfront theater and town square

Conceptual Model Studies of site strategy



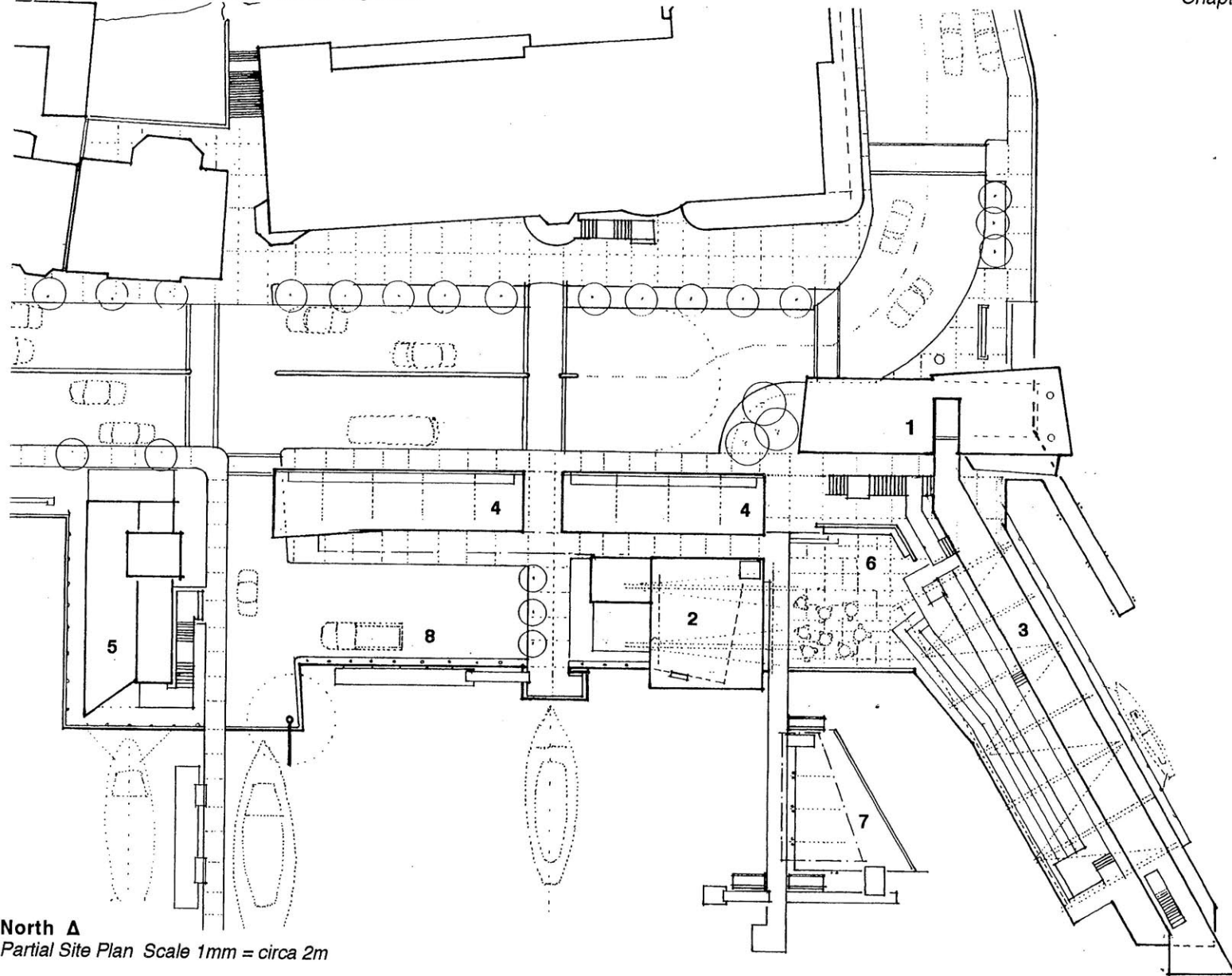
Waterfront theater and town square





North Δ
Proposed Site Plan with interventions, scale 1mm=circa 1m

Waterfront theater and town square



North Δ
Partial Site Plan Scale 1mm = circa 2m

Program

Clarification to Site Map of pg. 114

1
Building 1
Bookstore & Cafe'

2
Building 2
Waterfront Restaurant, Roof Deck, Outdoor Service at Square

3
Building 3
Boat House, Rental Office Below Public Deck
Theater Seating and Dock

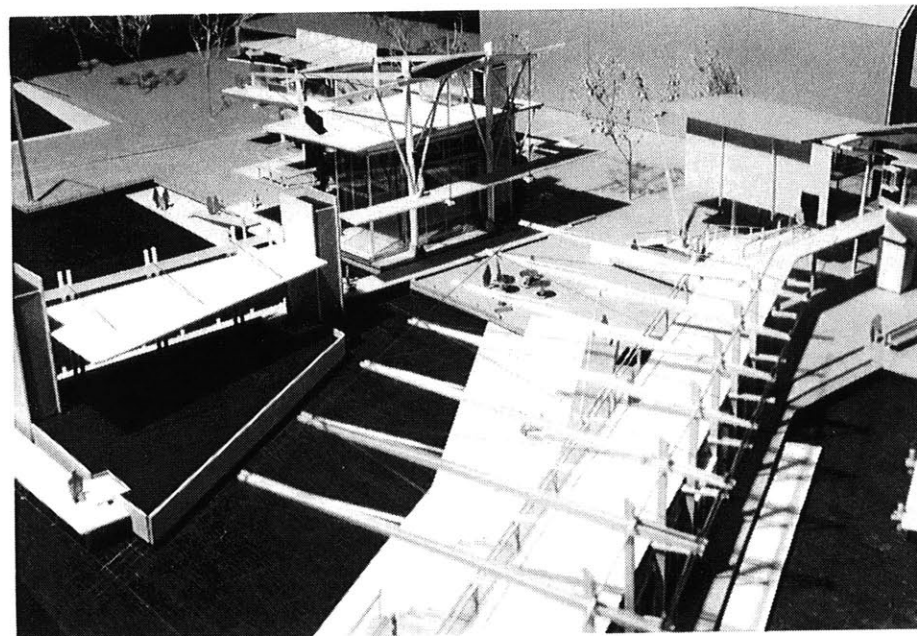
4
Buildings 4
Retail at ground, 1 level Office above

5
Building 5
Ferry Terminal for Stockholm - Waxholm Ferries

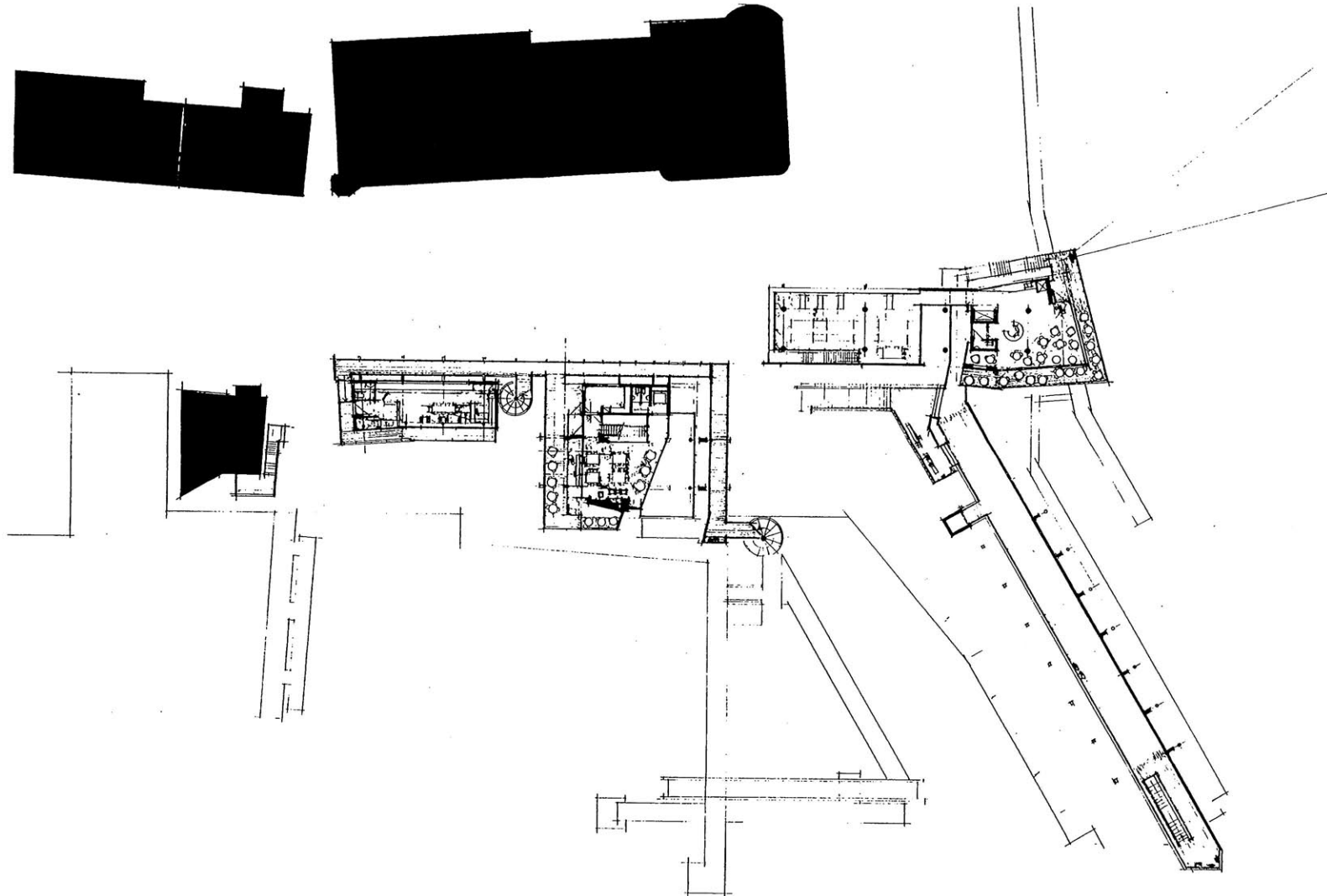
6
Area 6
Town Square at Waterfront with benches and stair

7
Structure 7
Stage with Pier and Dock

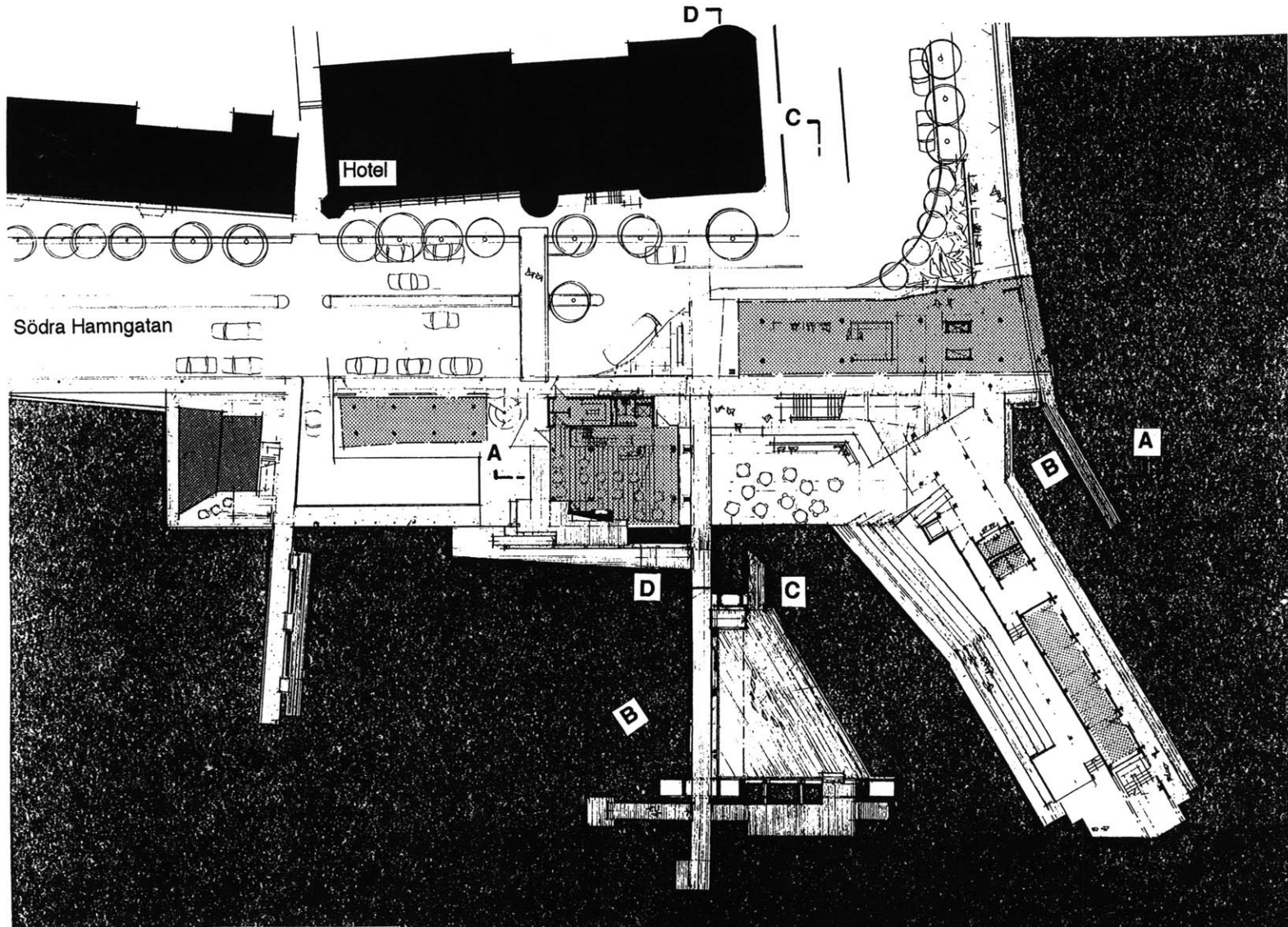
8
Area 8
Working Pier, even vehicular / transport



Model Photo of Intervention Area



North Δ
Second Level Plan + 5.00, Third Level Cafe' Plan + 7.80, Scale circa 1:500

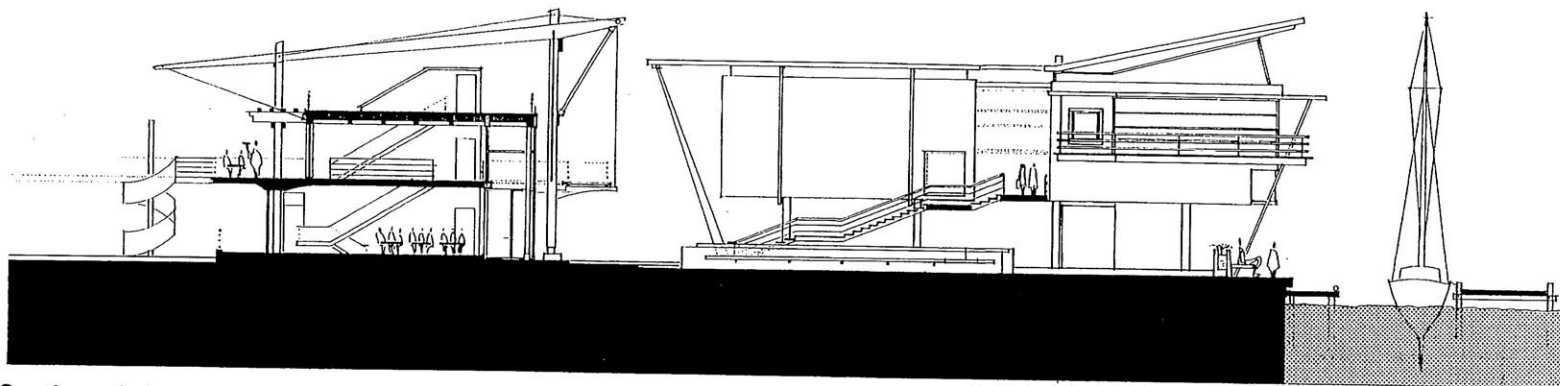


North Δ
Street Level Plan + 1.50, Scale circa 1:500

Waterfront Theater & Town Square
Section A - A

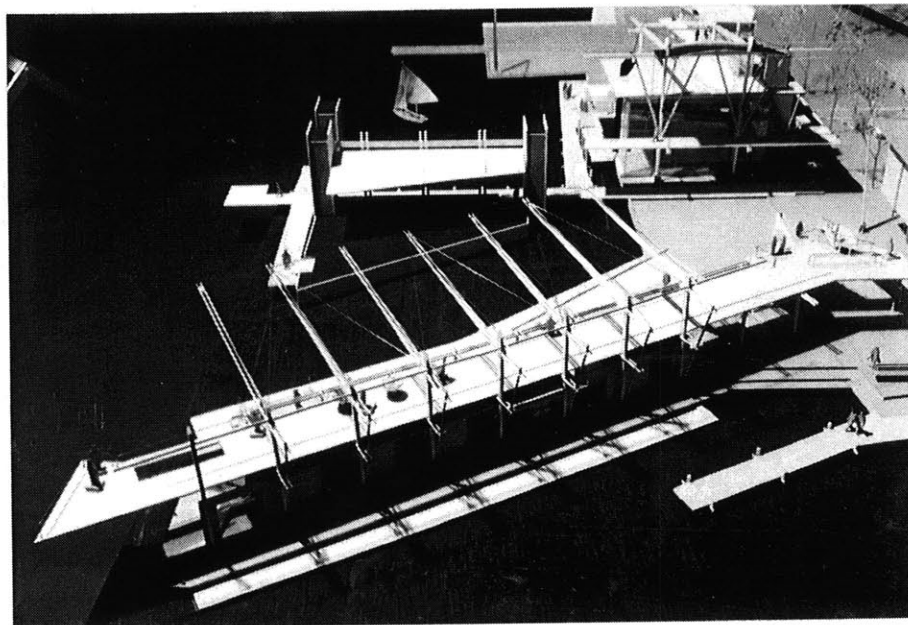


Entrance to Cafe' (Bldg. 1)
Public Stair and Deck looking down at Town Square

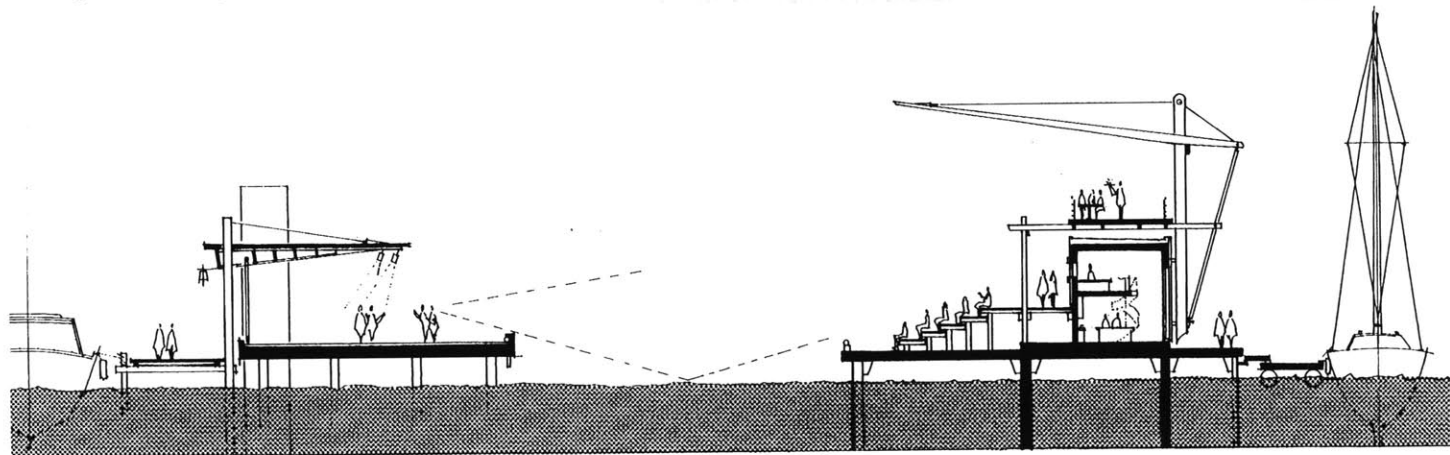


Section A-A scale, circa 1:400
Section through Restaurant and Public Space, Elevation of Bldg. 1

Waterfront Theater & Town Square
Section B - B

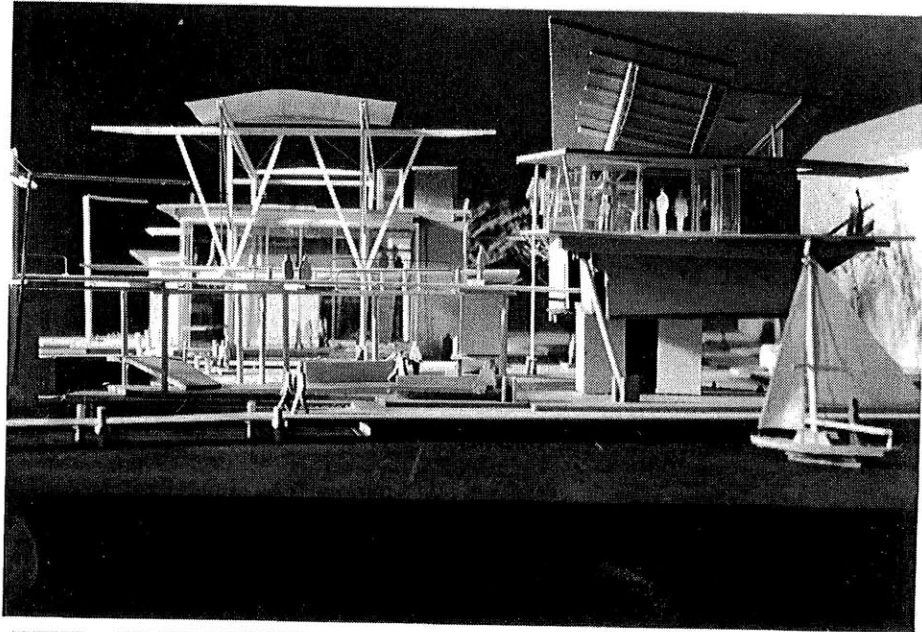


Boat House and Public Deck (Bldg. 3)
Looking down at Stage, Water and Town Square



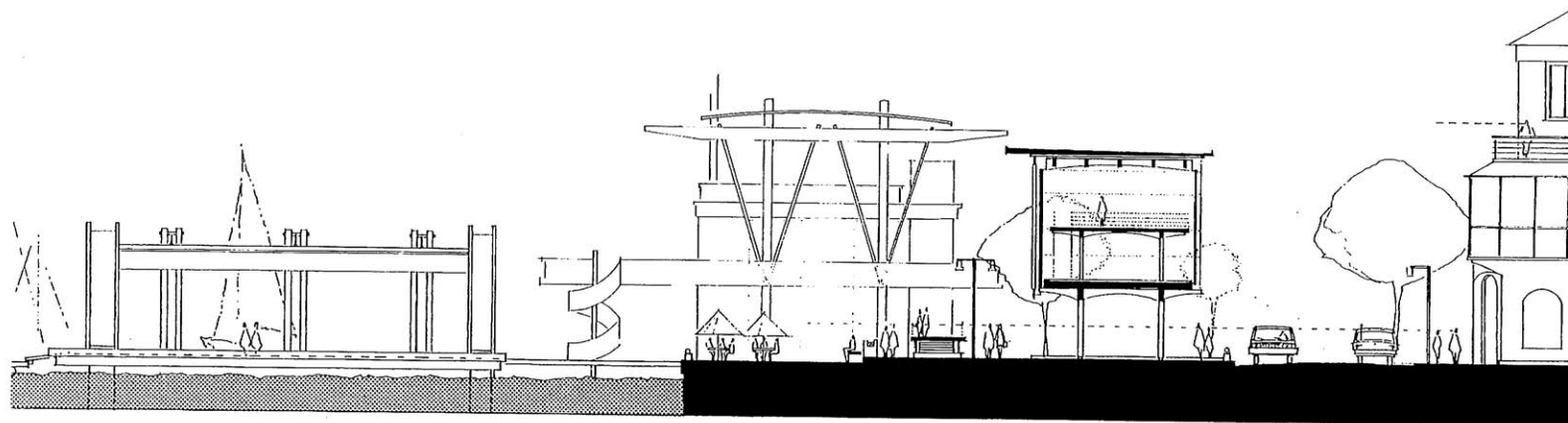
Section B-B scale, circa 1:400
Section through Boat House, Theater Seating and Stage

Waterfront Theater & Town Square
Section C - C



The Town Square

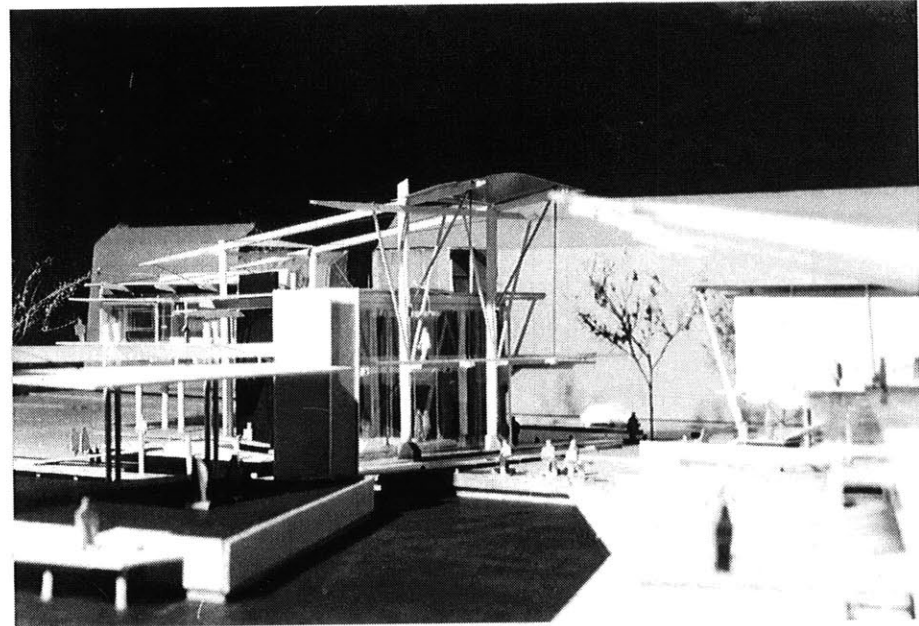
Looking down Extension of Sidewalk to Stair, to Pier and View



Section C-C scale, circa 1:400

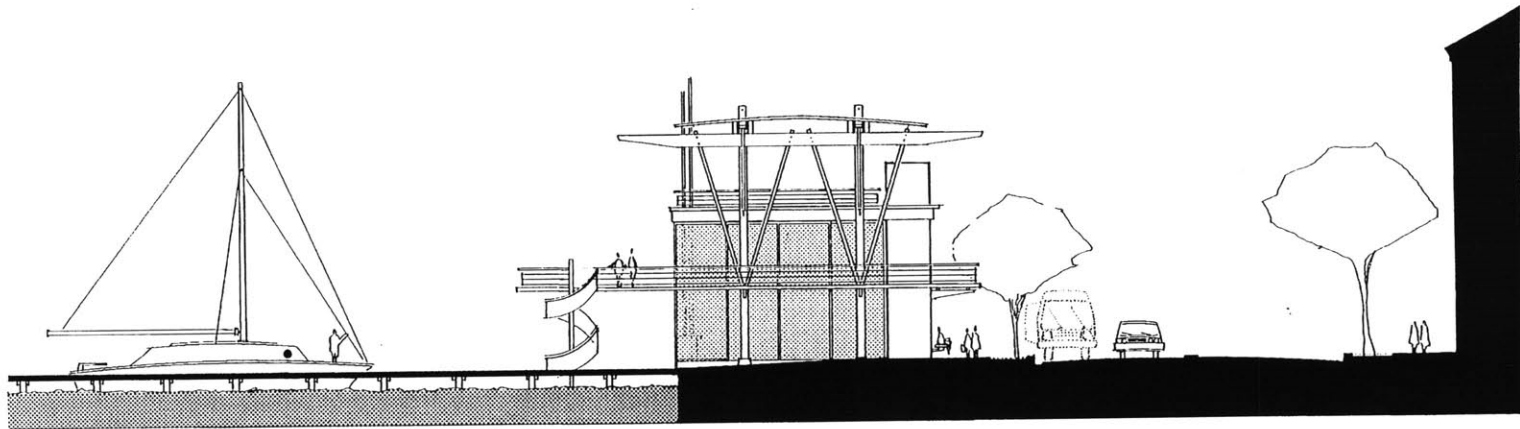
Section through Bookstore, Street and Town Square, Elevation Bldg. 2

Waterfront Theater & Town Square
Section D - D



121

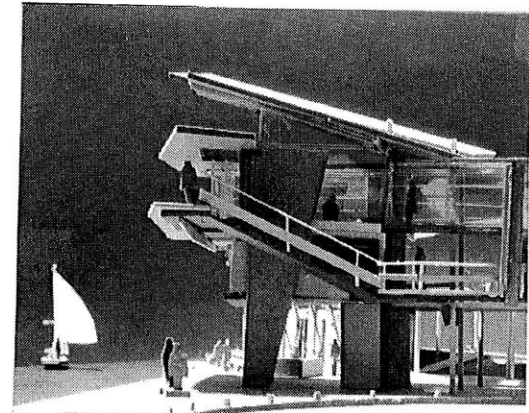
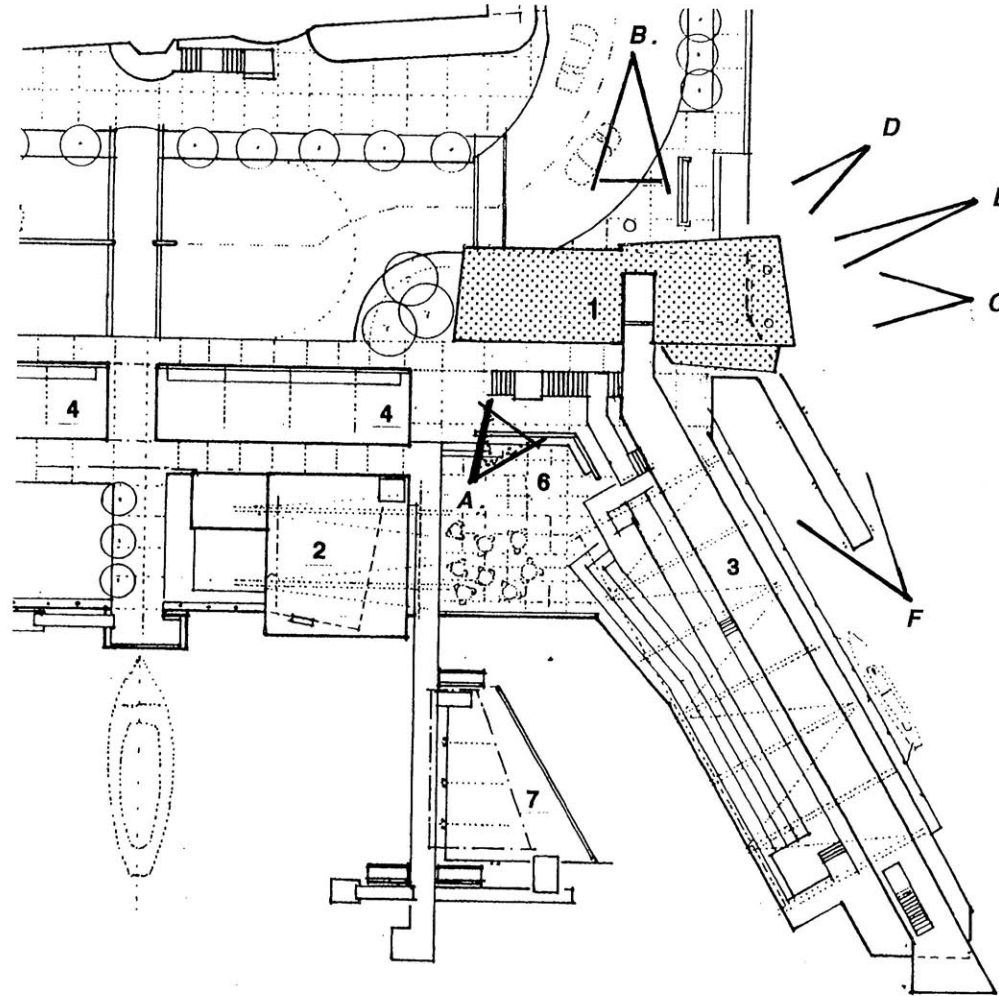
Restaurant and Square to Street (Bldg. 2)
Looking through Town Square towards Södra Hamngatan, Hotel



Section D-D scale, circa 1:400
Section through Square at Waterfront, Elevation of Bldg. 2

The Buildings

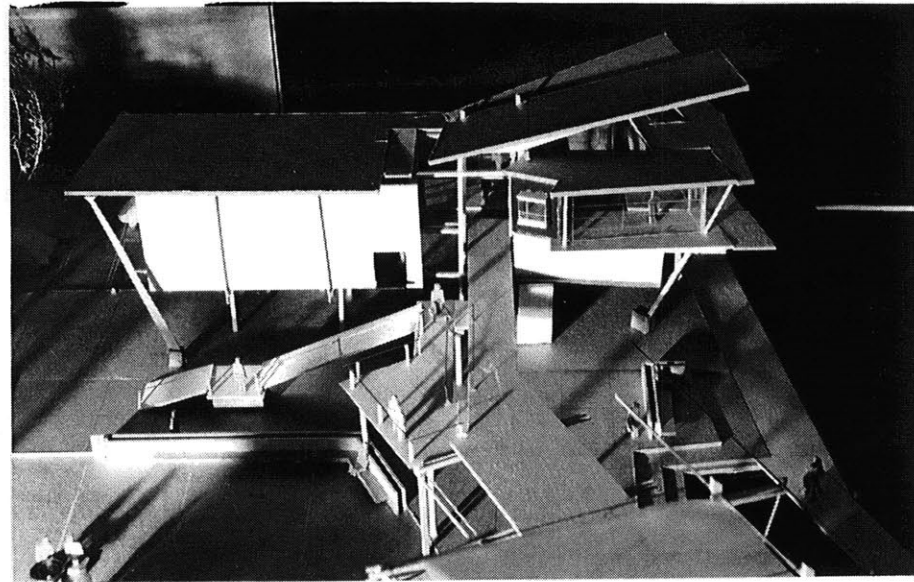
Building 1
Bookstore, Cafe'



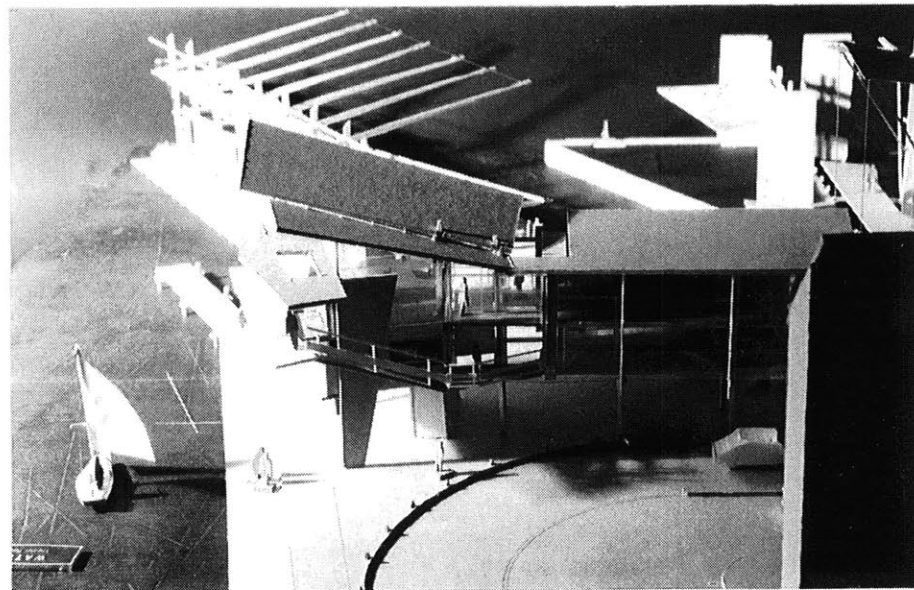
Bookstore, Cafe'

Building 1
Bookstore & Cafe'

123



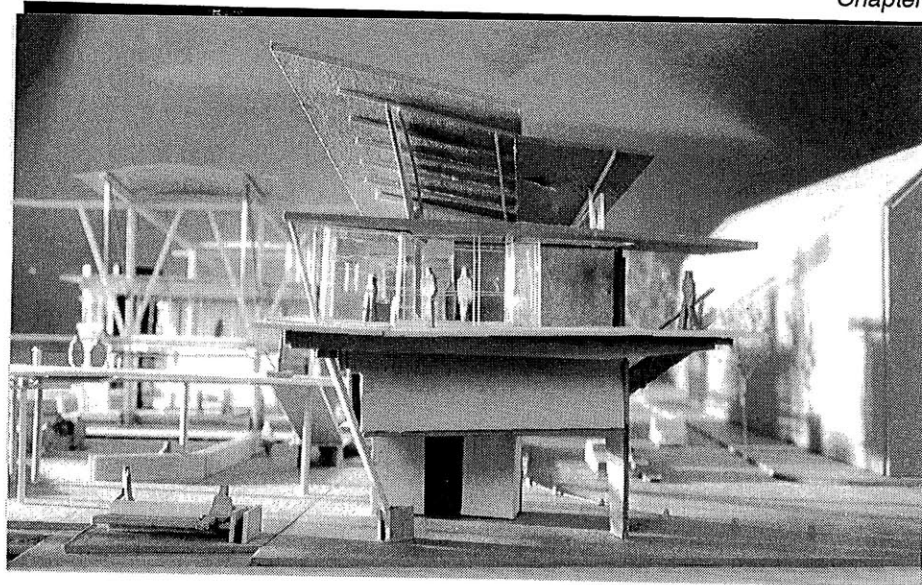
A.
Entrance to Bookstore & Cafe'
via the Public Stair and Inhabitable Deck



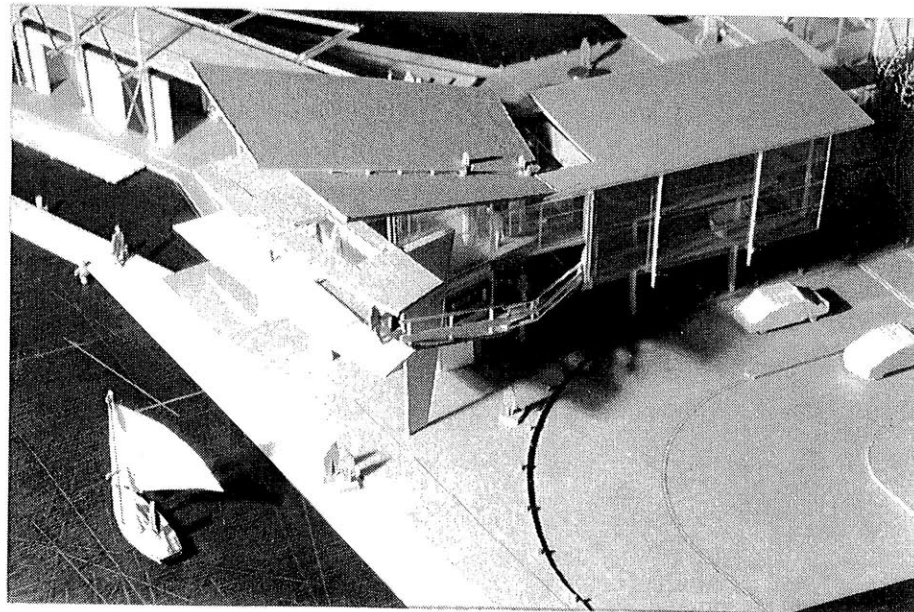
B.
Passage way through Bookstore & Cafe'
to Stair up to Cafe' and Discovery Deck (Fortress View)

Building 1
Bookstore & Cafe'

C.
Discovery Deck of Cafe'
Arrival / Destination of back stair to Cafe'

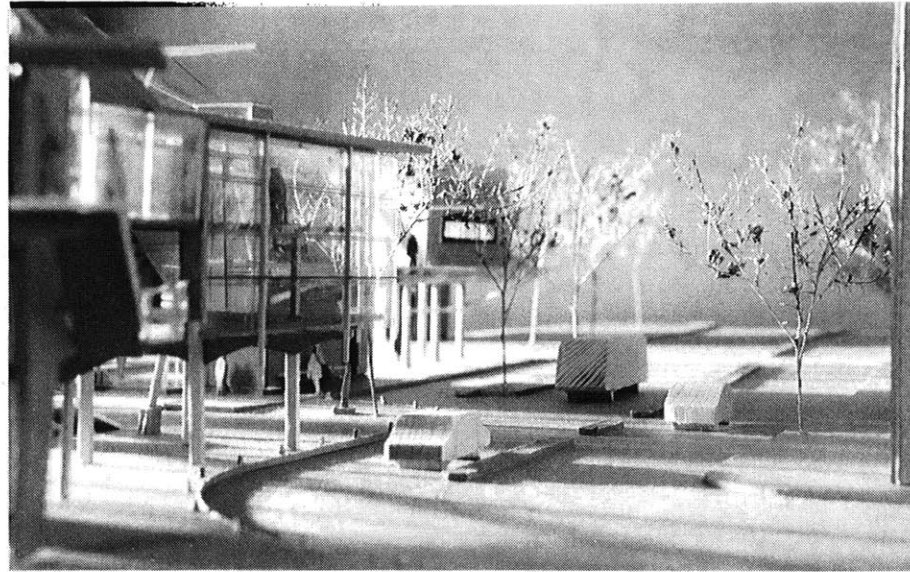


D.
Pier Edge from Above and
Cafe' Discovery Deck with Fortress View

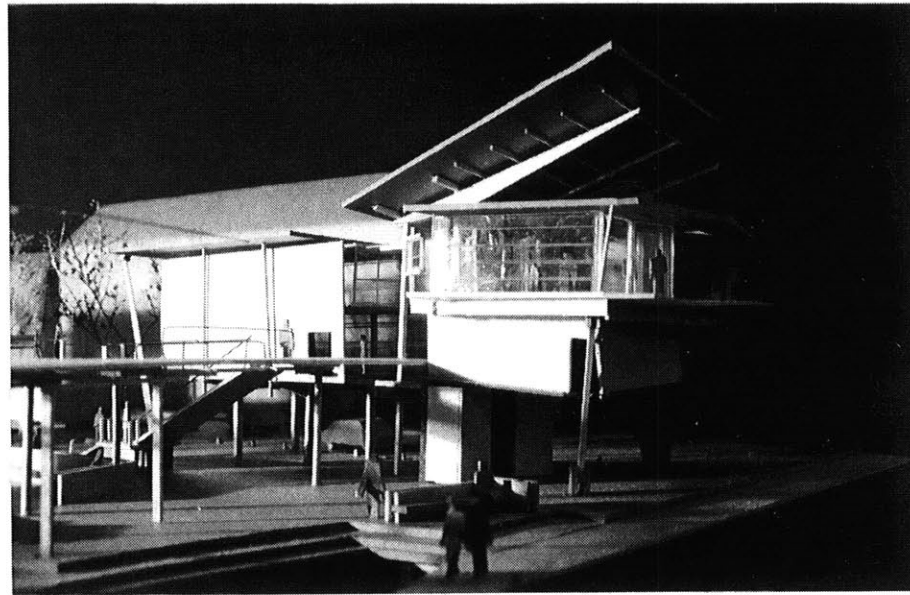


Building 1
Bookstore & Cafe'

E.
Street at end of Södra Hamngatan opposite Hotel
Pedestrian view through/ under building

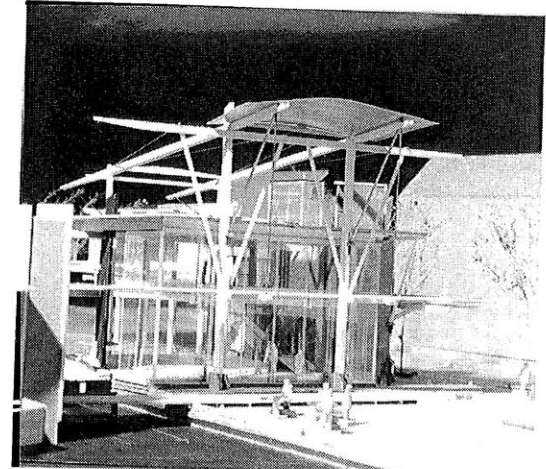
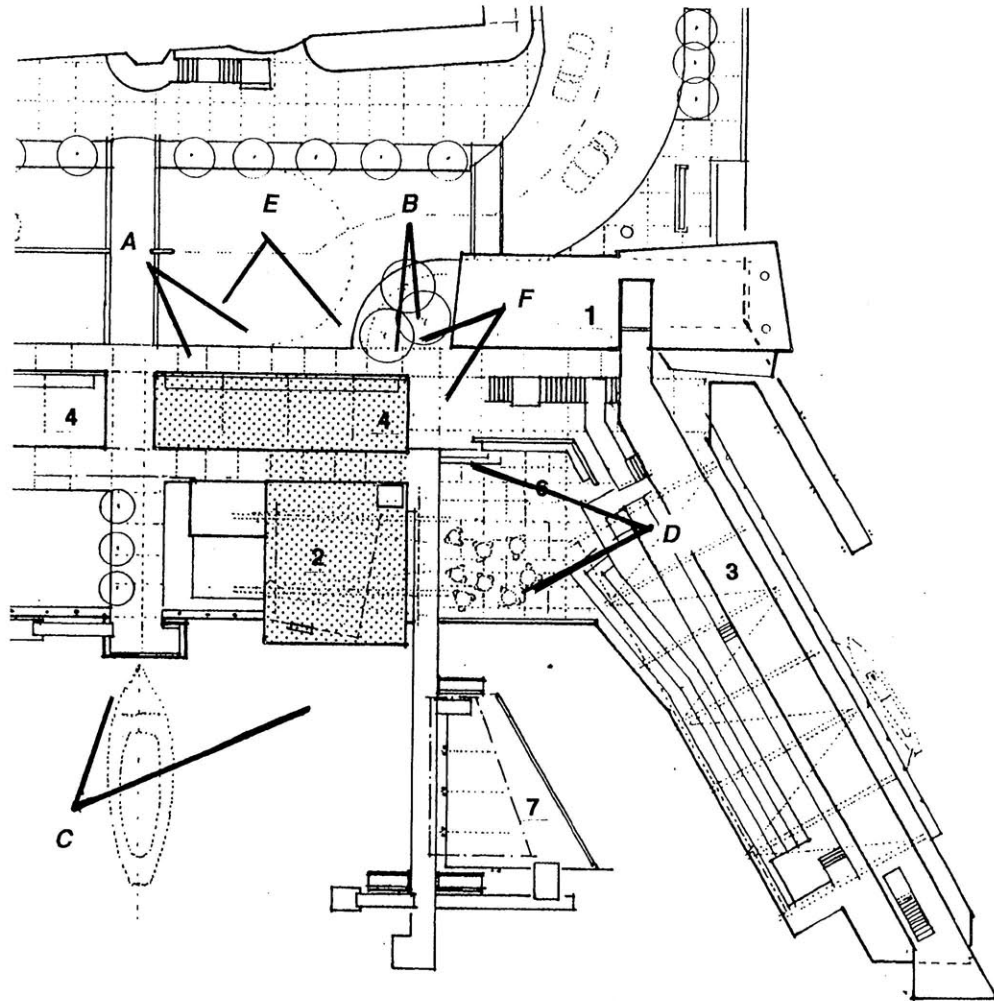


F.
Cafe' view from one of the new docks; Destination with
benches and steps at water (Fortress View)



The Buildings

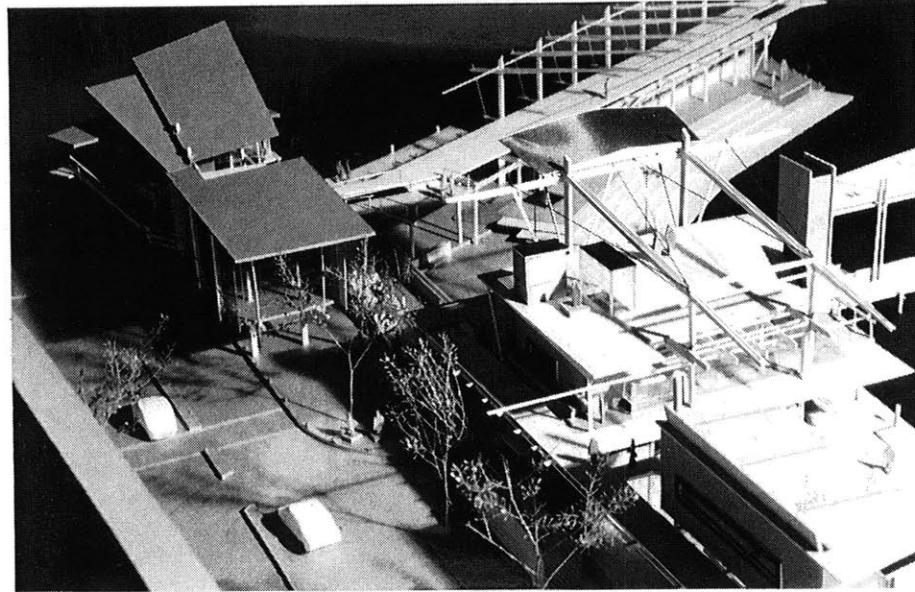
Building 2
Restaurant & Roof Deck



Restaurant & Roof Deck

Building 2
Restaurant & Office

A.
Entrance to Town Square from Above
Restaurant & Office at Street, Theater Beyond

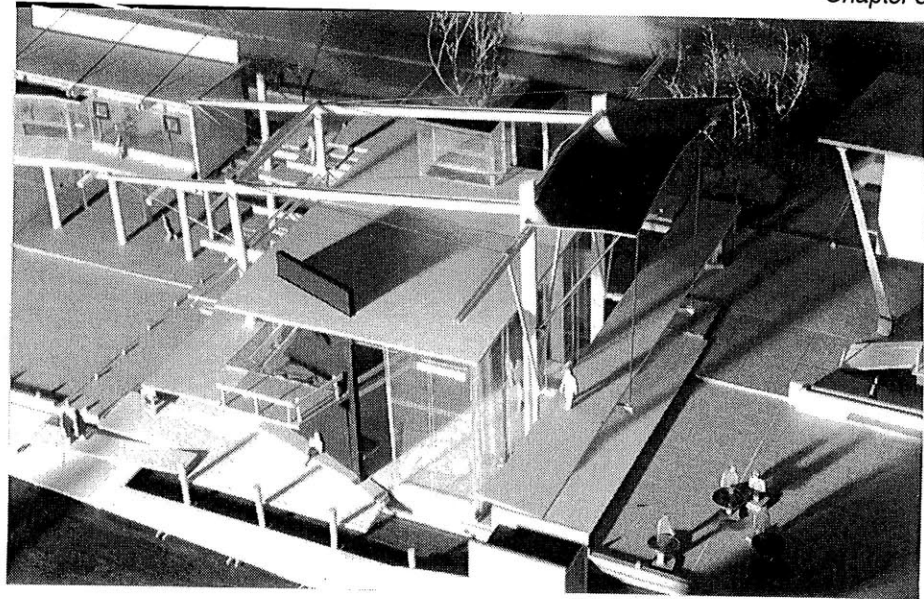


B.
Passage To Town Square, entrance to Restaurant at Street
Bus Stop and Waiting Area at Intersection

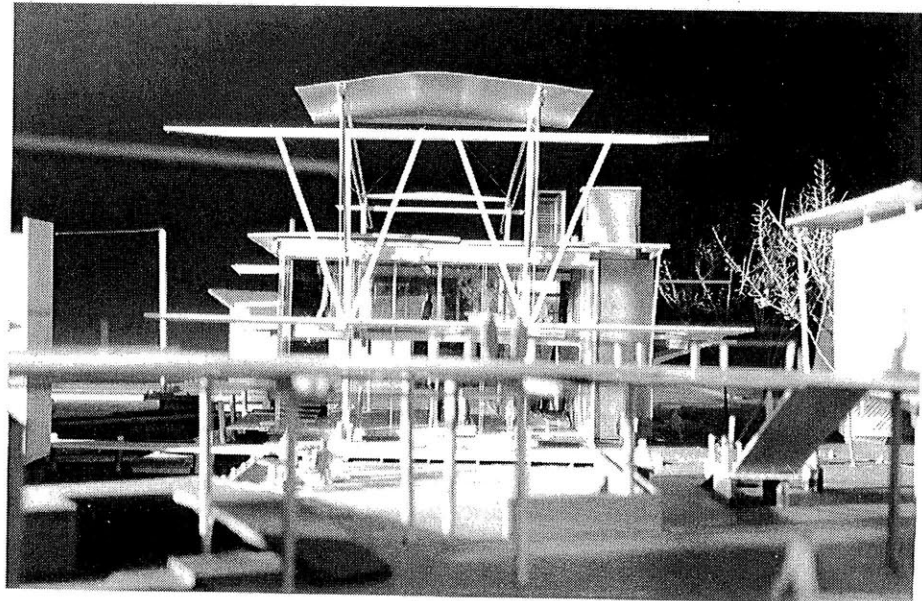


Building 2
Restaurant & Office

C.
*Restaurant at Dock Area,
Roof Deck, Sky Walk and Structural System*



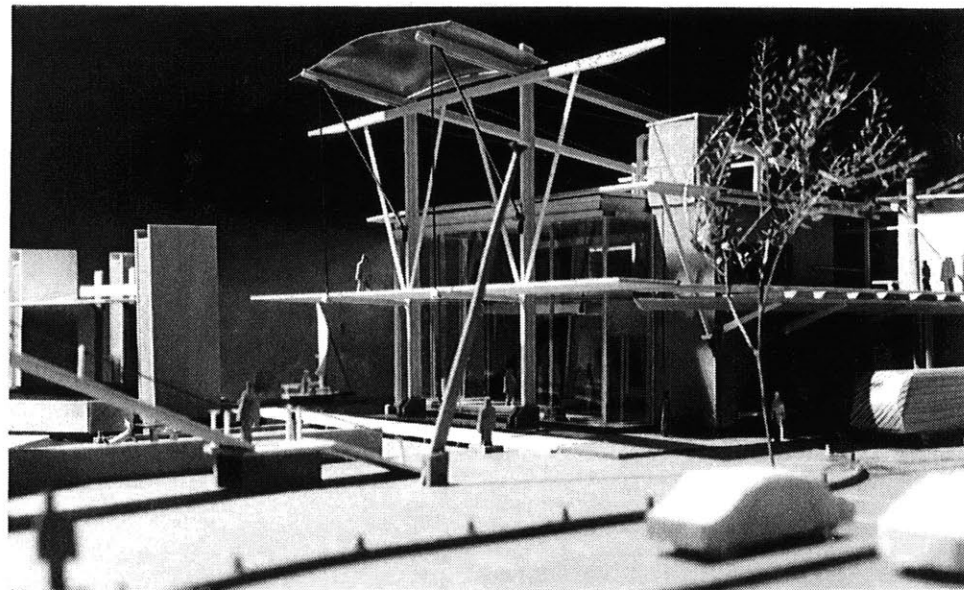
D.
*Restaurant elevation seen through
Public Deck and Stair at Town Square level*



Building 2
Restaurant & Office



E.
Restaurant & Office at Street level opposite Hotel
Pedestrian view through Södra Hamngatan to Water

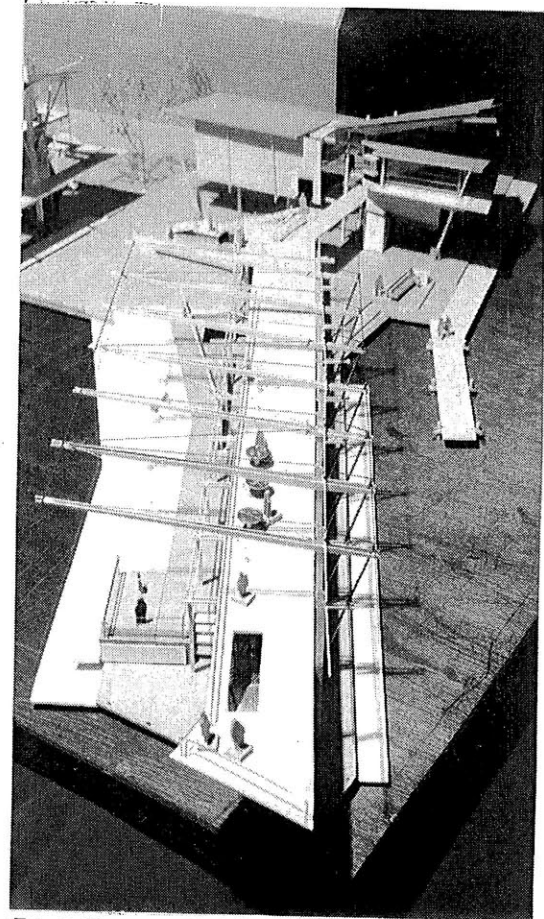
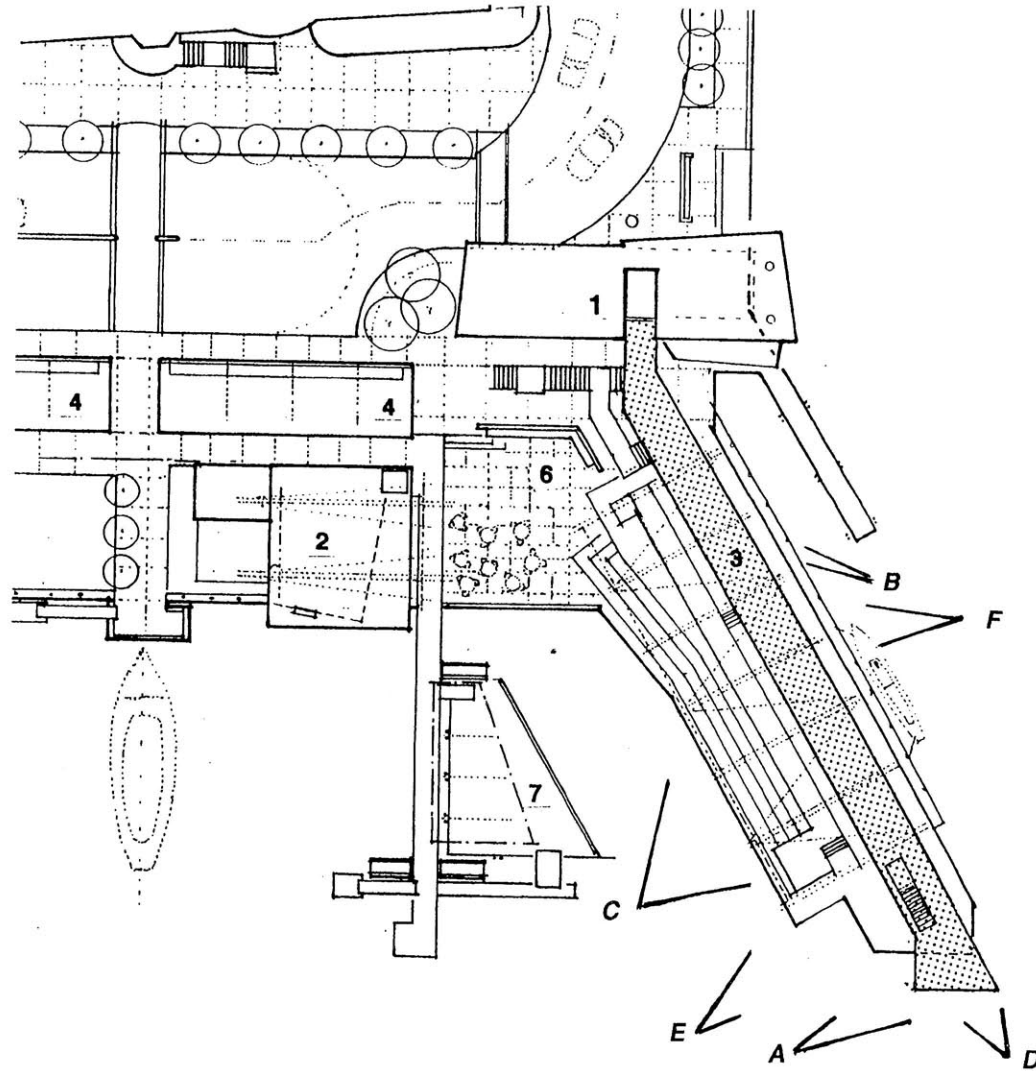


F.
Restaurant at Town Square Edge
Views rough towards Water and Stage Dock

The Buildings

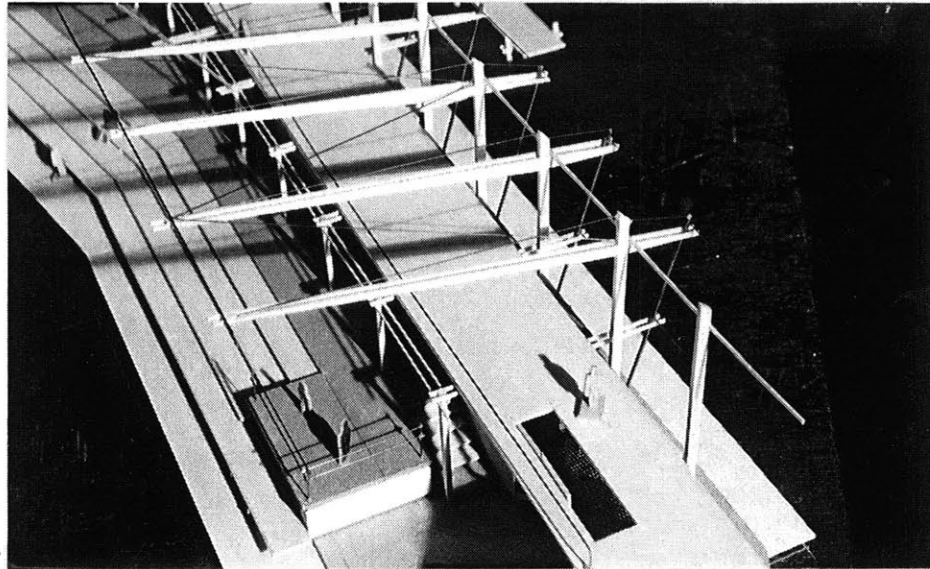
Building 3

Boat House, Public Deck, Theater Seating : Dock

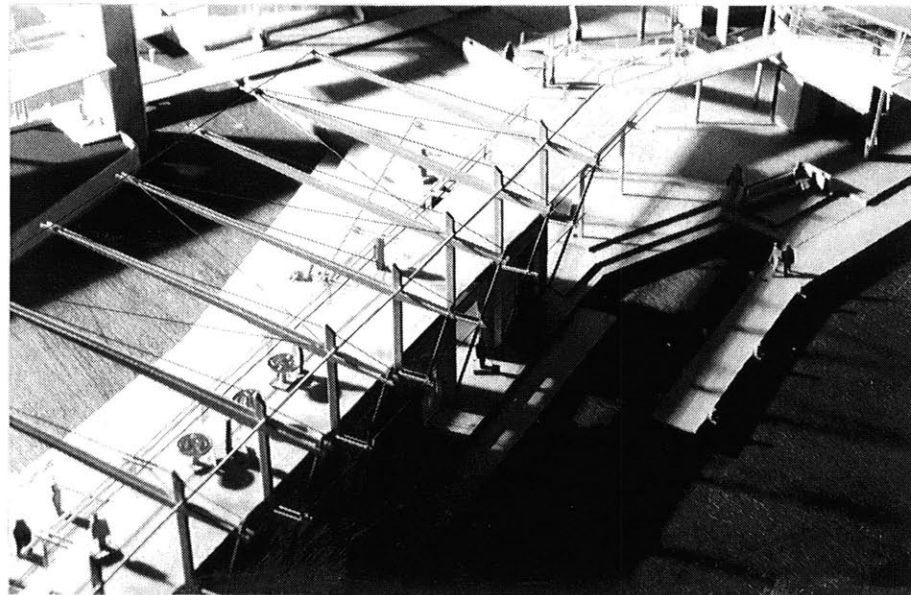


*Boat House, Public Deck,
Theater Seating : Dock*

Building 3
Boat House, Public Deck, Theater Seating : Dock

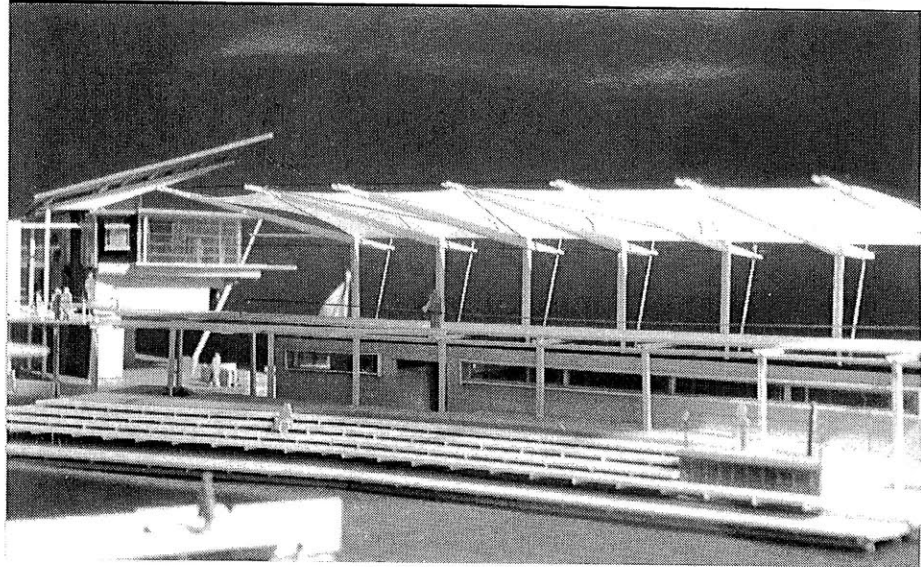


A.
*Cantilevered Structural Roof System; cables, masts, booms...
Public Deck and Theater Seating Below - Dock*

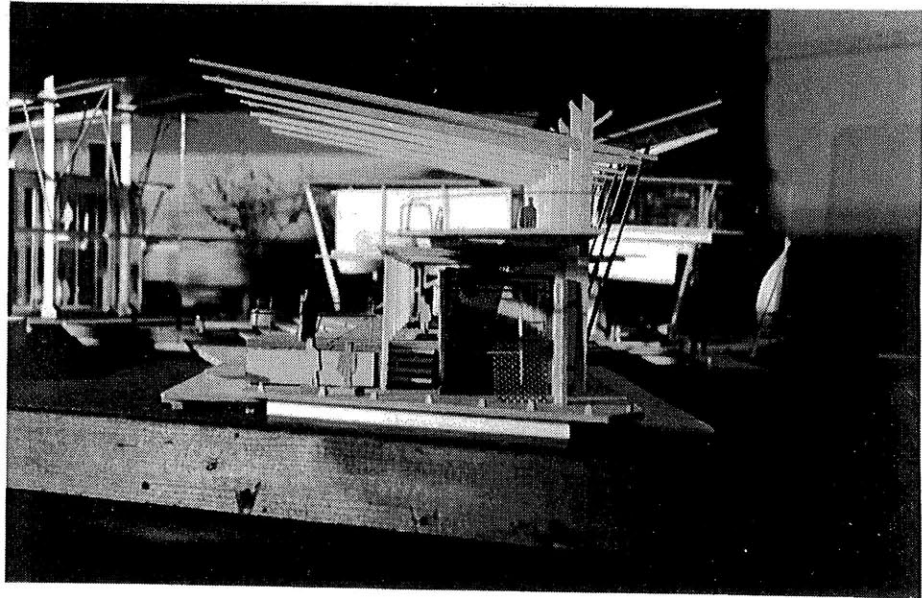


B.
*Public Deck during Performance becomes Restaurant with
Ticketed Entry, Night Club on the Water*

Building 3
Boat House, Public Deck, Theater Seating : Dock

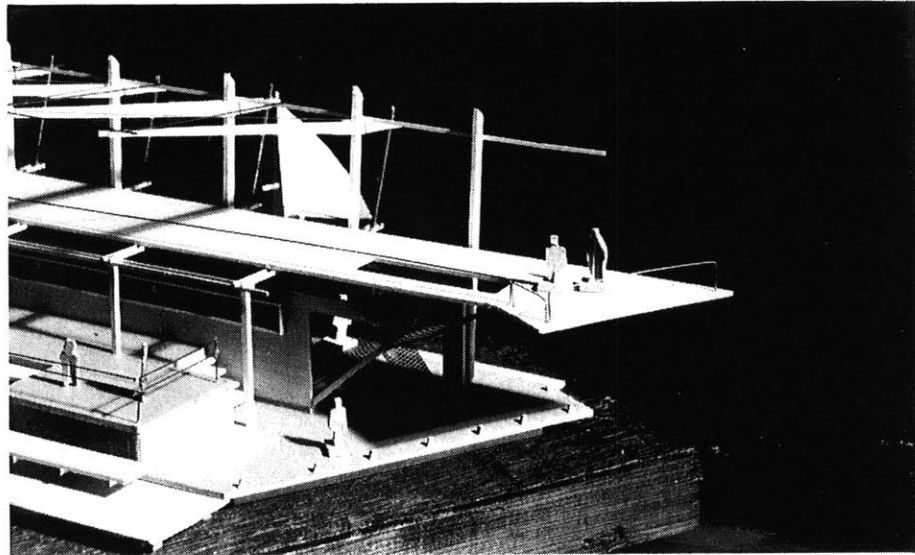


C.
*Canopy Fabric in place during sunny and rainy days
Cafe' in background, Sails up*

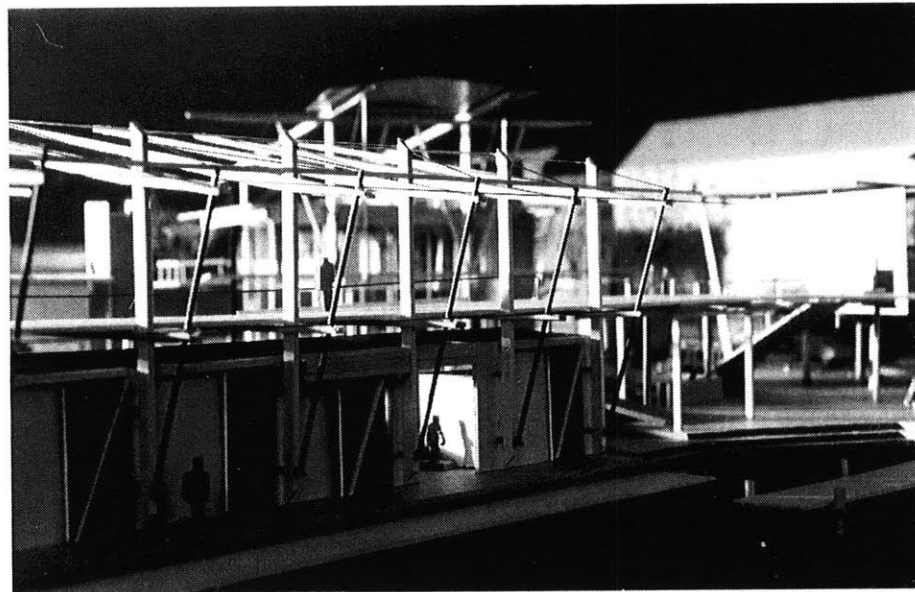


D.
*Sectional View of Boat House and
Cantilevered Structural System at end of Pier*

Building 3
Boat House, Public Deck, Theater Seating : Dock



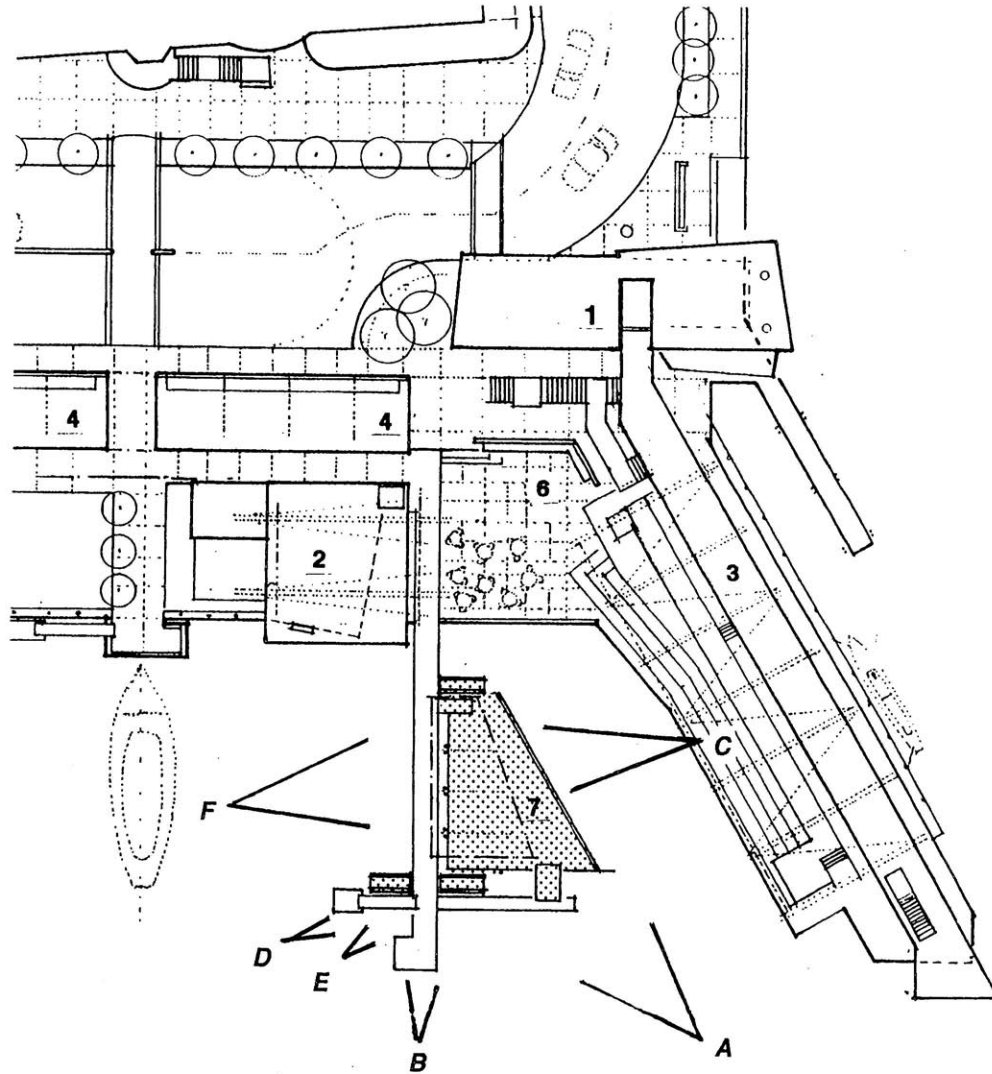
E.
*Destination at end of Public Deck, stair down to
Inhabit the Water and to Theater Seating - Dock*



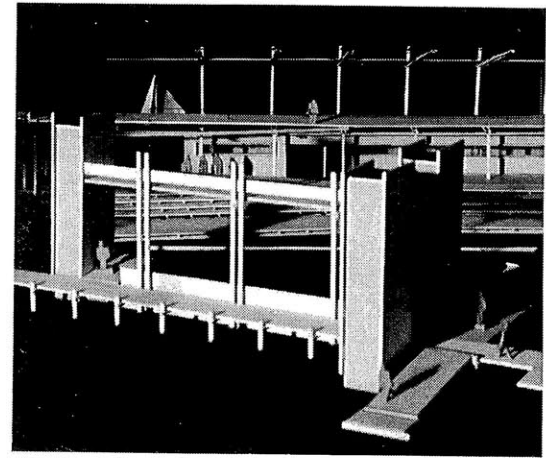
F.
*Passageway through Boat House and Pier
to Theater Seating - Dock*

The Buildings

**Area 7
Stage**

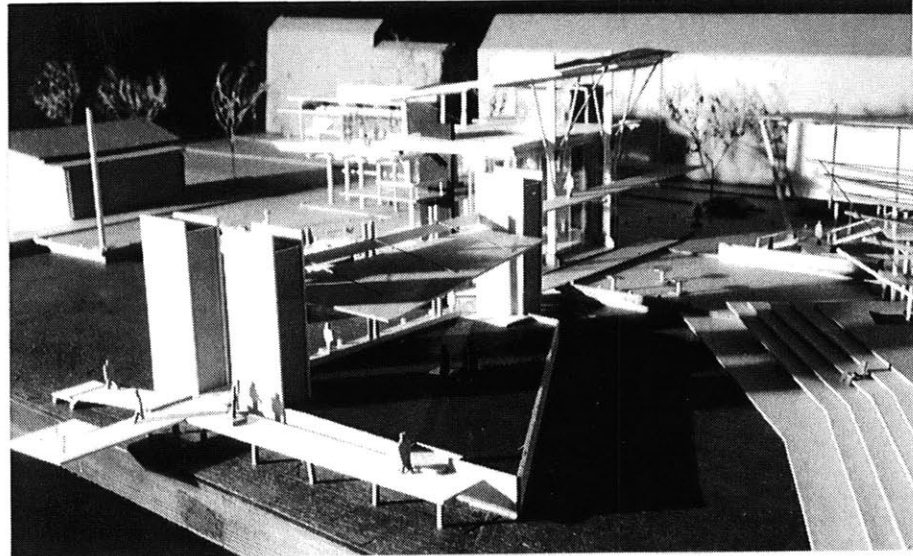


Map Diagram of Photographic Views pg. 135-137

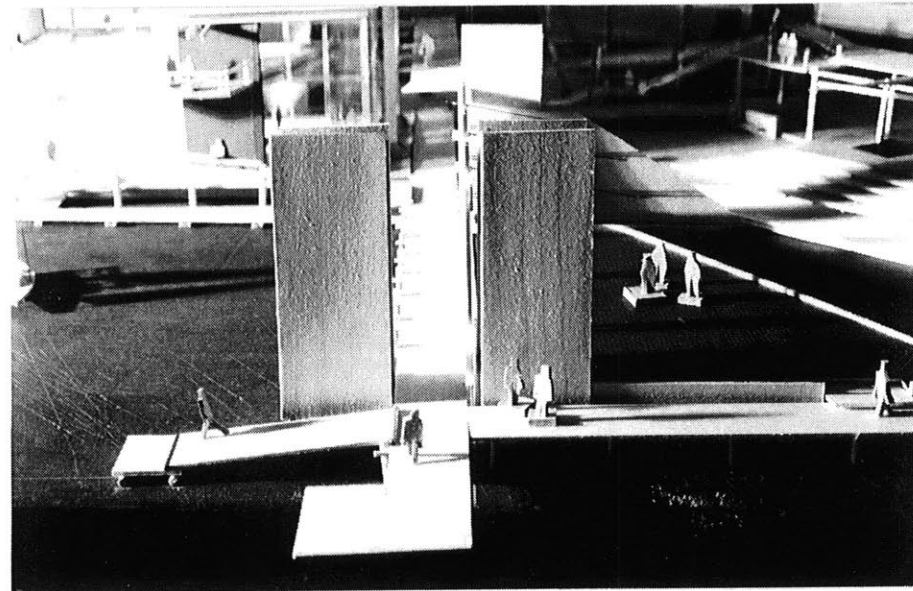


Stage

**Area 7
Stage**



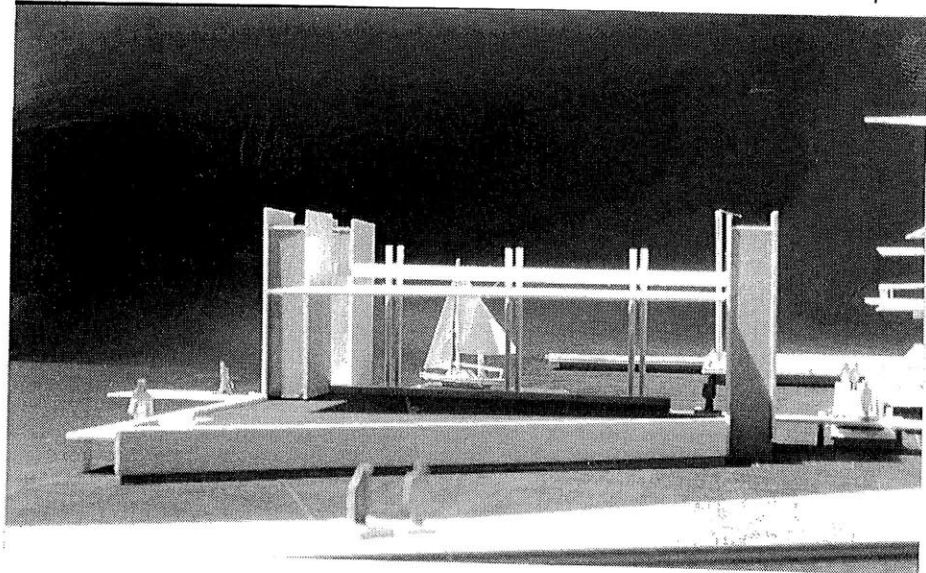
A.
*Stage Area at Dock
Stage and Theater Seating Dock create a working pier*



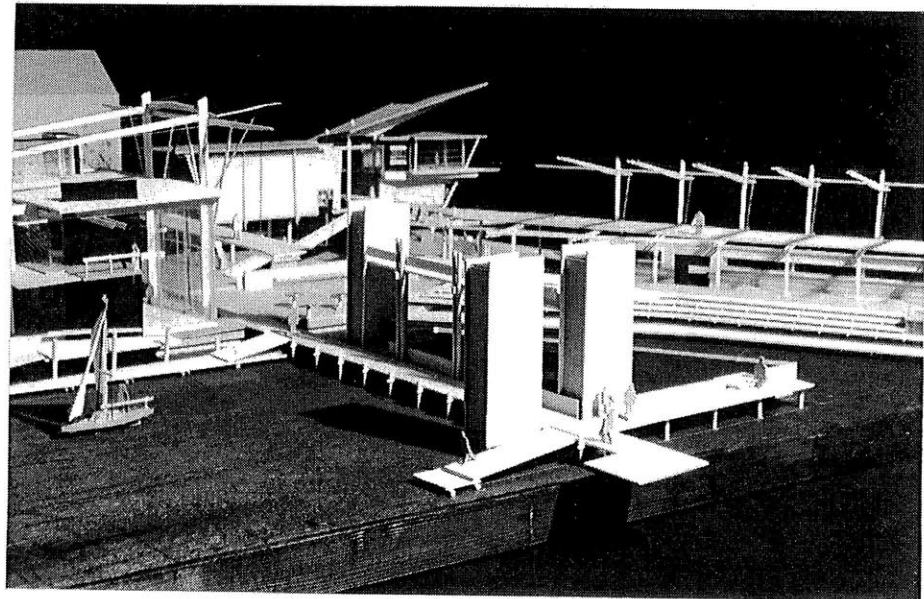
B.
*Public access to the water
Perpendicular movement towards the water and a destination*

Area 7
Stage

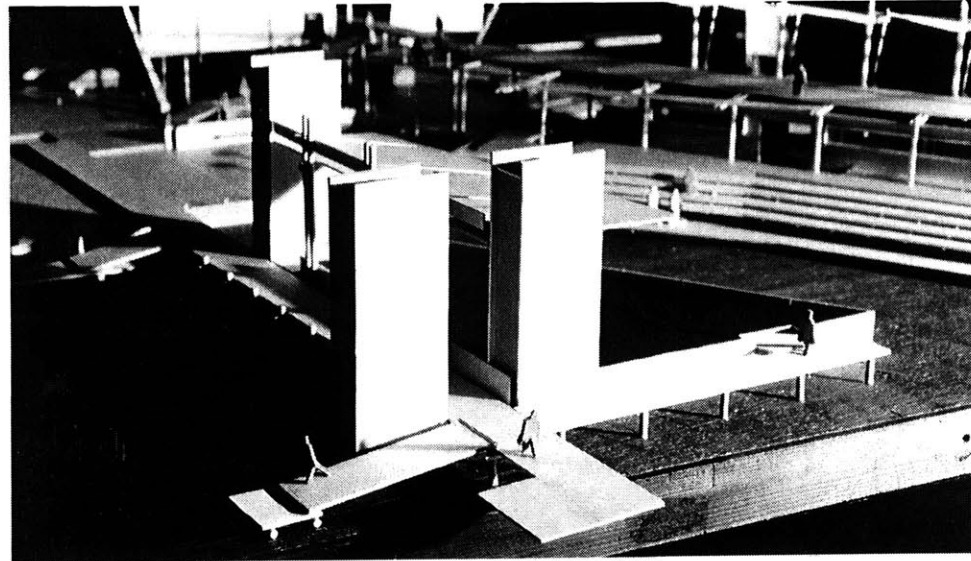
C.
View through Stage from Seating Area - Dock
The Boat traffic is the performance



D.
Relationship of Stage to Town Square and the Water
Public Dock at end of Pier

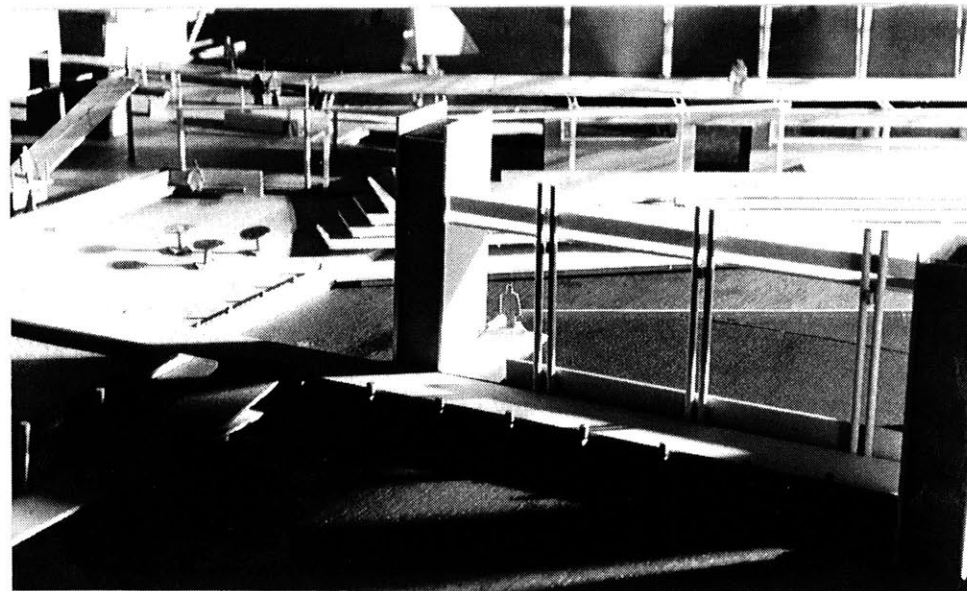


**Area 7
Stage**

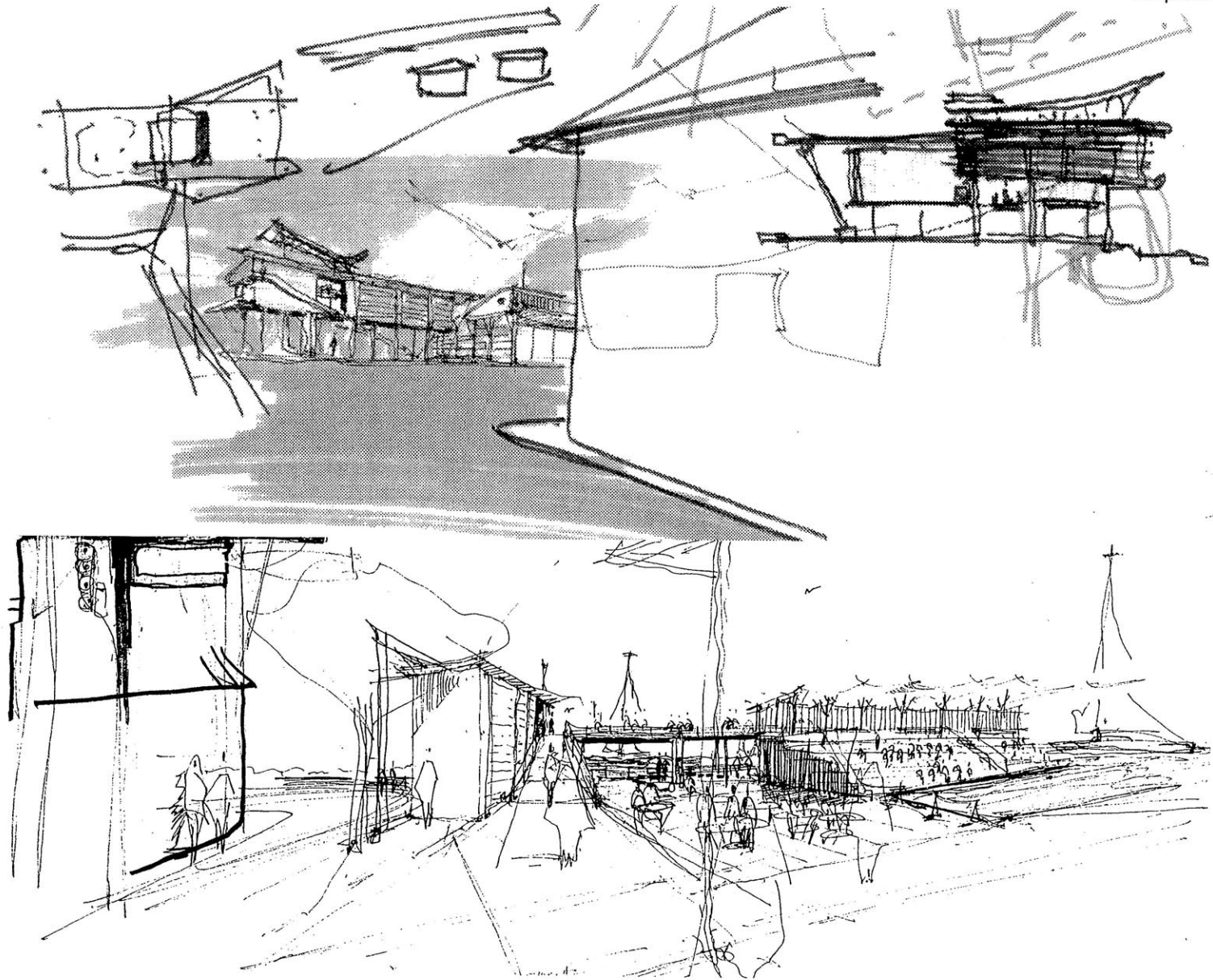


137

E.
*Destination at end of Public Deck
A Working Pier - still a tradition*



F.
*Early morning Sun through the Stage Columns
Town Square preparing for Summer Visitors-*

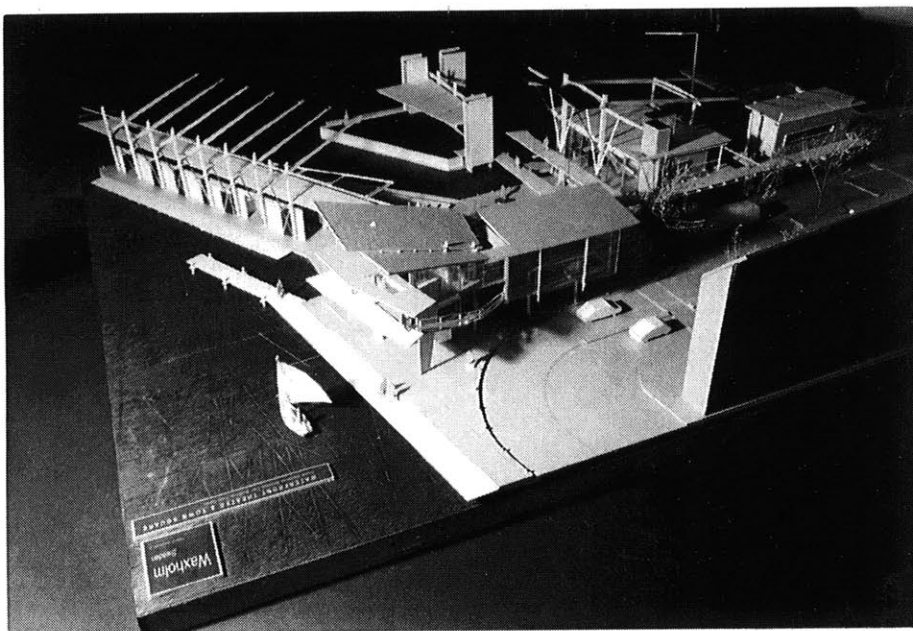


Chapter 6

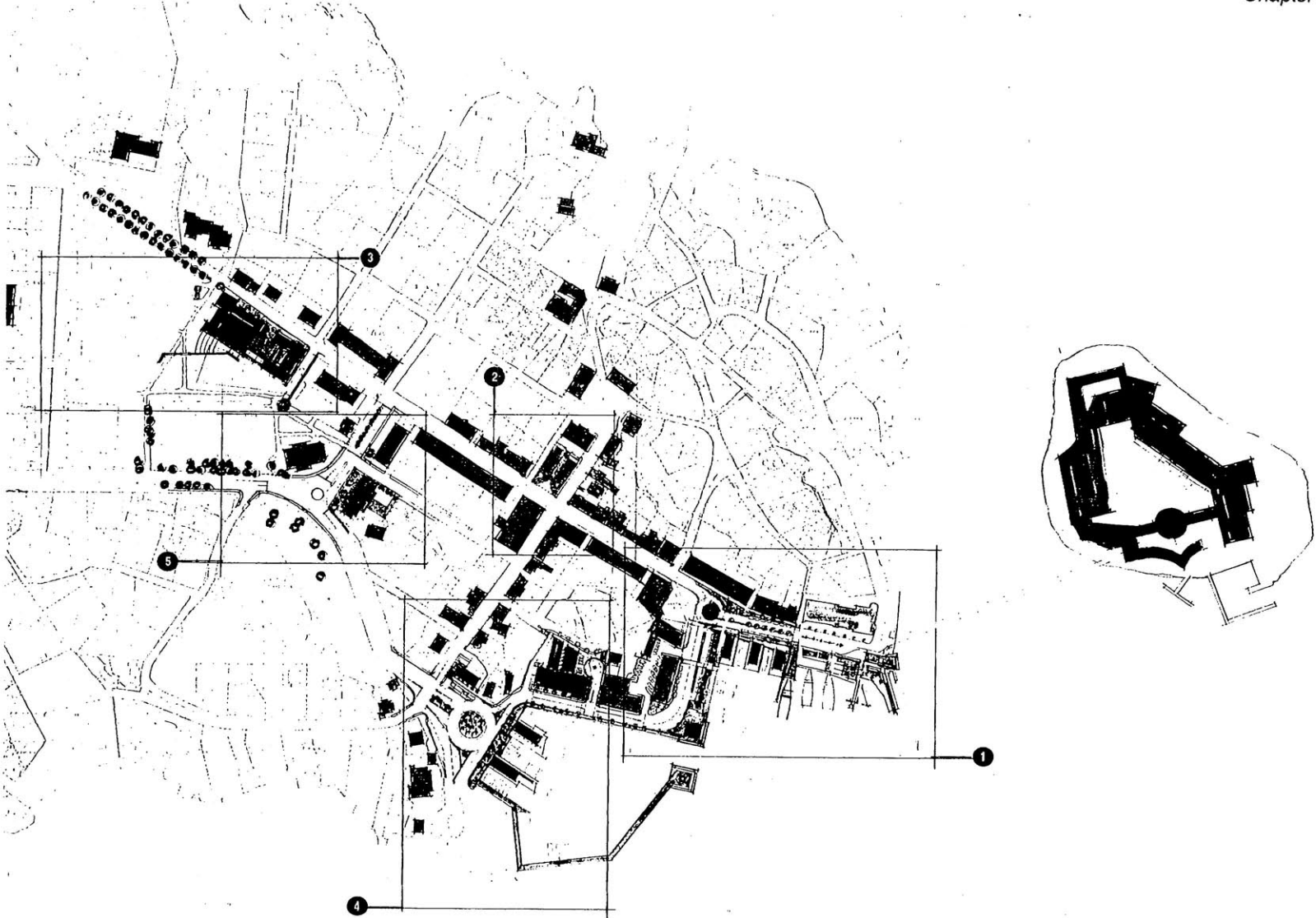
The New Maps Urban Analysis

Chapter 6

139



A Place, A Destination, A Contribution to the Whole
Model of the Waterfront Theater & Town Square



North Δ (not to scale)
The Master Plan with 5 Sites for Intervention

The Design Critique and Analysis

In general, six distinct hints, or physical facts, from the existing urban fabric have been referenced as criteria for the design of the five site interventions, as described in chapter 4, and specifically for the detailed design of the Waterfront Theater & Town Square project area, as illustrated in the previous chapter.

These hints have been a source of determining an existing state of place, the foundation for an architectural philosophy and place making principles. All efforts hoped to create places which continue and enhance town qualities and traditions. The planning of the waterfront area underwent several modifications in order to make this place socially and physically successful.

The final design is therefore judged upon its capacity to meet the specific design criteria which will, in my judgment, make the town a better whole, and a place with community pride.

The six fundamental design criteria :

Public Place & Space

Paths

Destinations along a path

Moving towards the water, perpendicularly

Seasonal adaptation : Tourists and Residents

Fitting in to the existing Urban Fabric

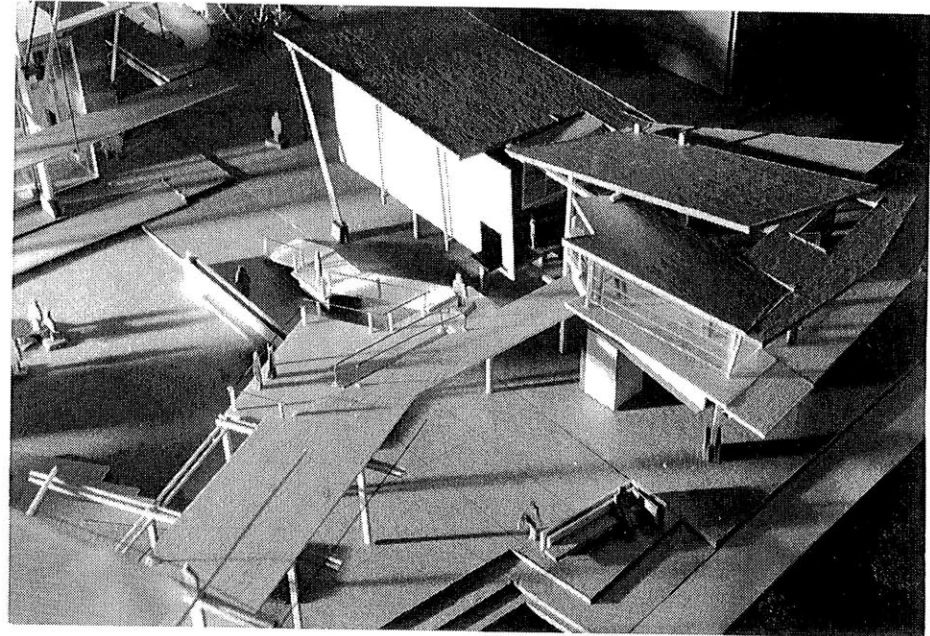


The Sailboat

Public Place & Space

In small towns public spaces are too few, and the places which do exist and which are proposed are too important to be designed for economic, or egotistical reasons only. The public places, the town squares, the main streets, the commercial and cultural districts must be good places which evoke an individuals civic sense of belonging to the bigger whole : the town. Places which give a feeling of pride of place.

142



New Town Square, a Place for the Community

The place making phase of this project has been developed through the process described earlier, the site analysis, the historical research, and cultural prognosis which resulted in a Master Plan. However, the Master Plan was intended merely as a means by which a greater whole could be achieved over a long period of time, be it two, ten or fifty or even two hundred years.

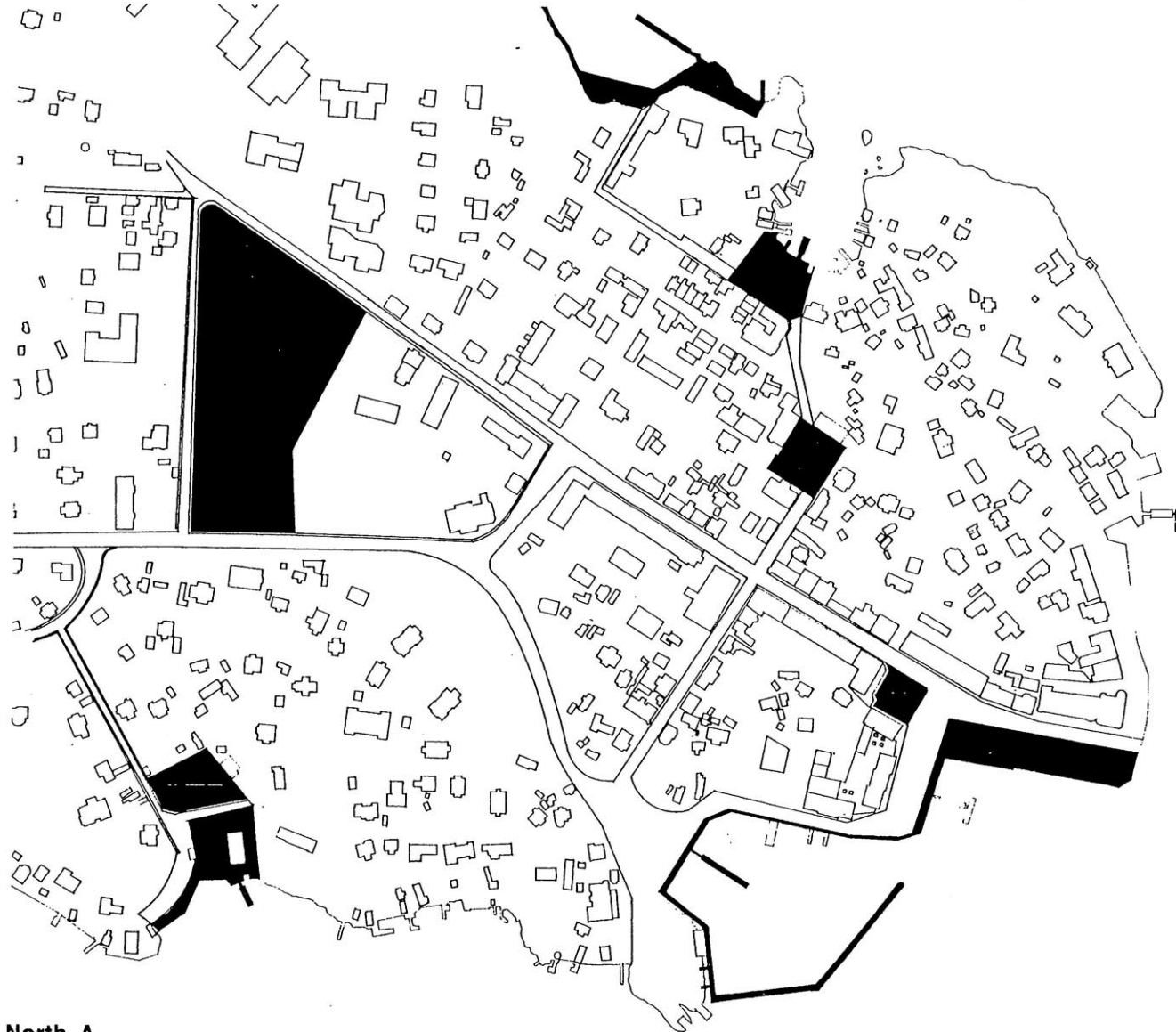
143

Through the development of the Master Plan much information was discovered. For example, historical, cultural, experiential and pattern information is only made clear after much investigation. This information becomes readily available to the designers whom may design for future specific sights. This collection of information may or may not be means for generating specific solutions to each new intervention, however should the designer choose to ignore this information and build a project which disregards the context, the risk for creating a place which does not continue tradition nor continue history is inevitable.



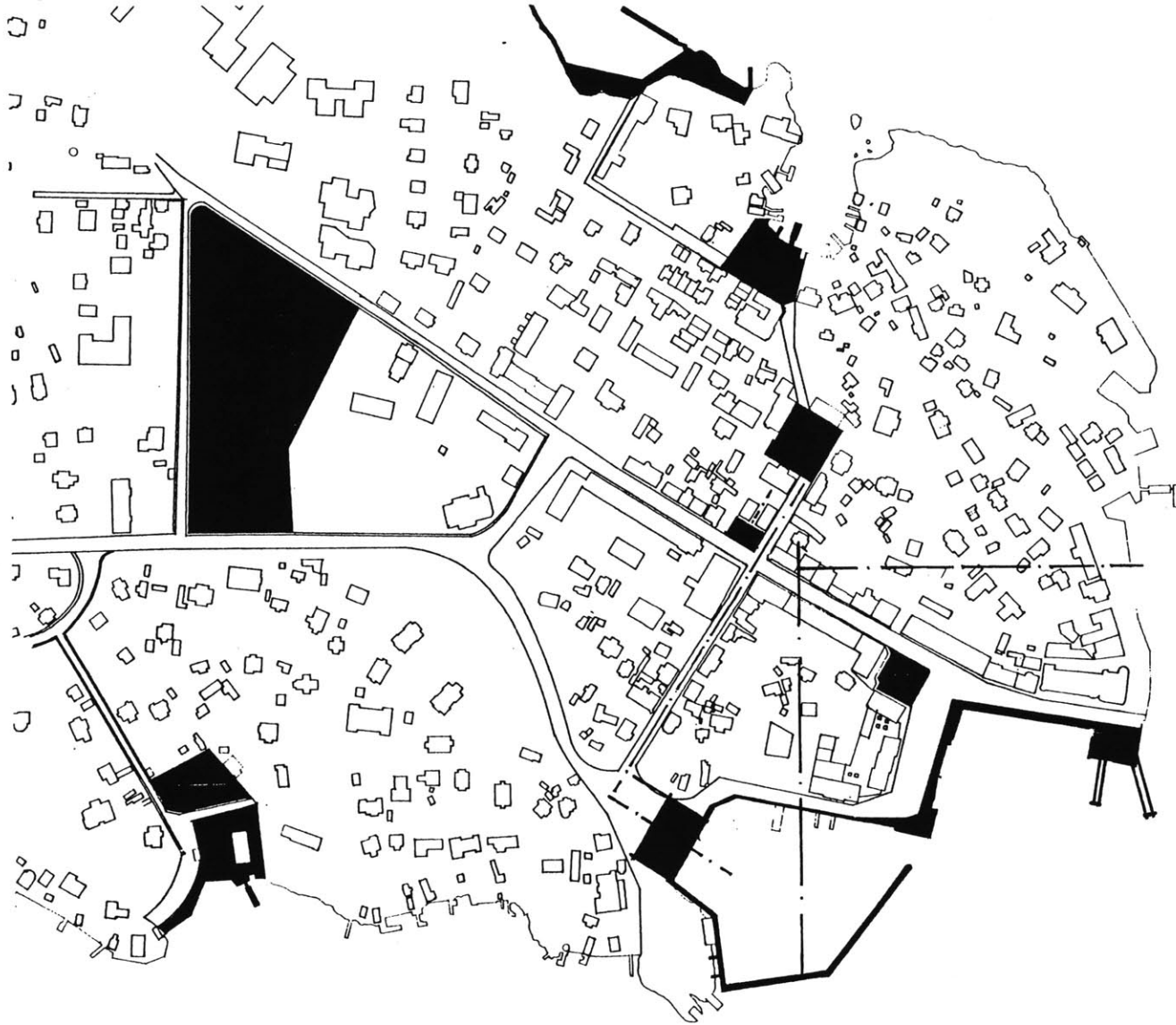
*A building which does not contribute to the existing traditions
Building at the heart of town, dated and slated for remodeling*


Map of Existing Public Spaces



North Δ
Map Not to Scale

Map of Public Spaces after Interventions



North 
Map *Not to Scale*

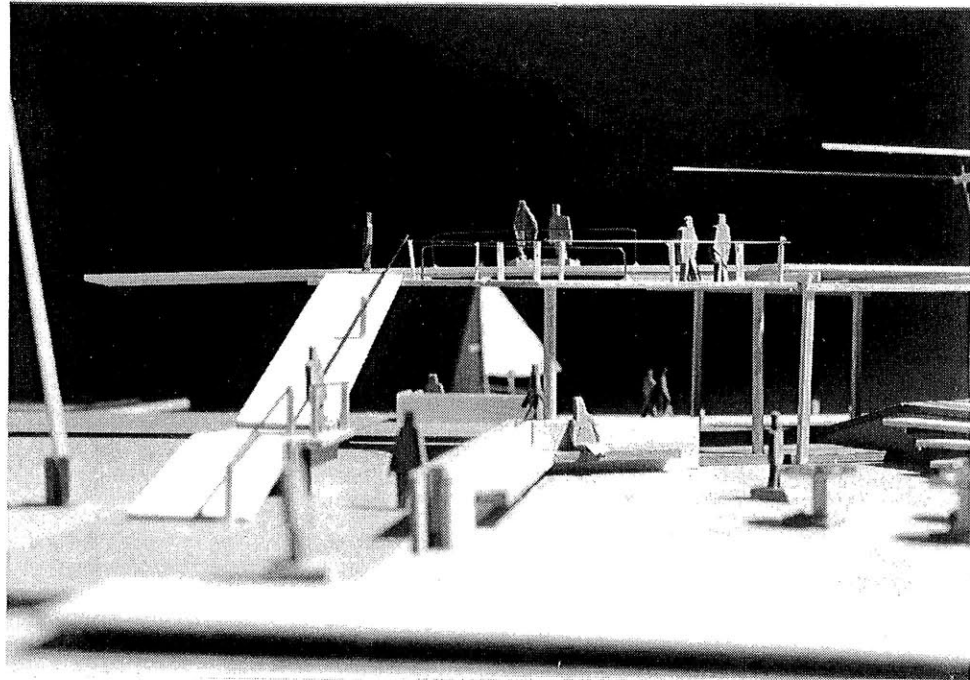
Design Elements Activating the Public Space

The Inhabitable Stair at the New Town Square

A serious conscious decision was made to create a public stair which would perform as a generator for social interaction rather than simply an element placed within the middle of the open space. Many examples exist of good public spaces which have a stair or bridge as the main focus of its public space.

146

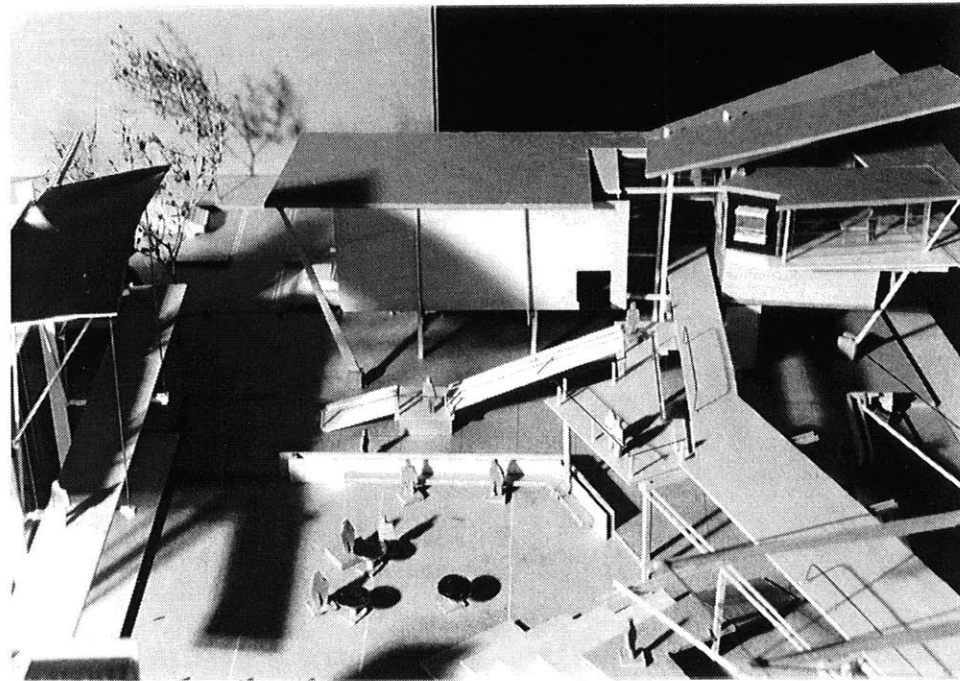
In order for a public stair to be successful, it must first lead to an interesting place, be it a view or into a building. Secondly, the stair must move away from the open space in order to allow its potential inhabitants to turn and sit facing the place.



*View of Stair and Public Deck
Facing the Sun and the Area of Activity*

From that position only, sitting in the sun, watching and being watched, can the stair perform. Also of great important is that the stairs orientation be strategically located to take advantage of sun and daylight. Case studies have shown that regardless of the surrounding buildings and environment, in colder climates, people inhabit only space which is exposed to the sun, not places which face the North or are in constant and total shade.

(Source : Gary Hack, Professor of City Planning at MIT)



*The Public Stair with Deck and Benches
Activating the Space*

Paths

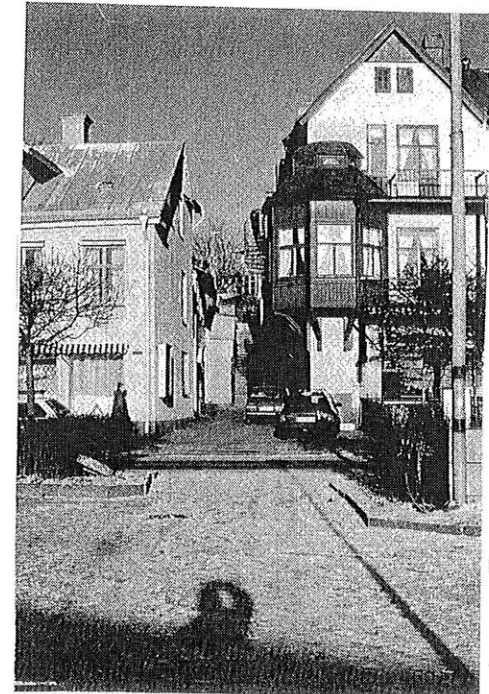
Two Types of Paths

The two types of paths are similar in concept, both are intended to lead the visitor to a destination. Both at the large scale and at the smaller pedestrian scale, these paths are necessary to be clear and continuous, leading to a discovery of place.

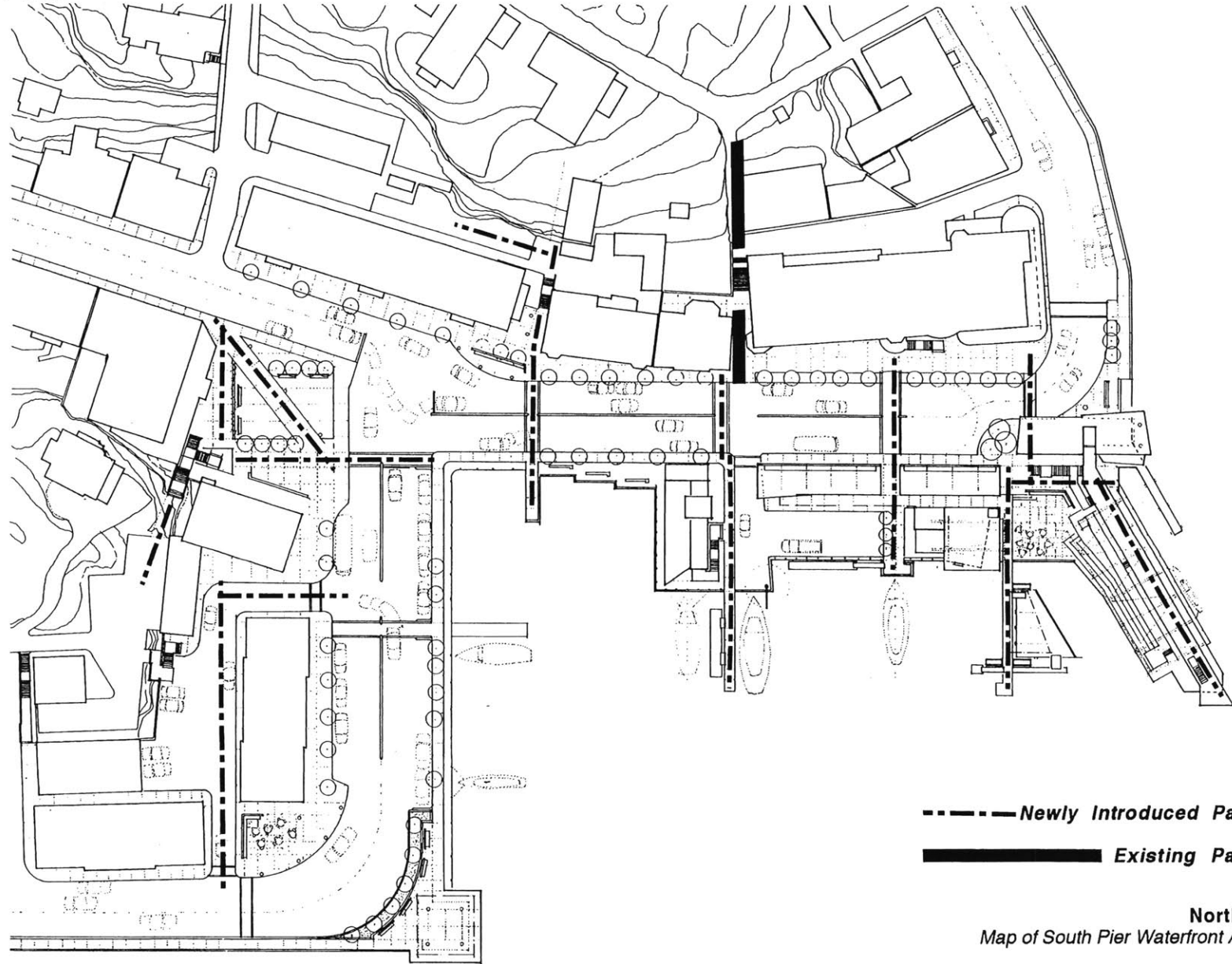
Historically, Waxholm was built with small alleys and passageways dispersed throughout many of its neighborhoods. Today, very few exist. During the development of the commercial district in the 1960's & 1970's, many large buildings were built, and between existing buildings, additions were done blocking these paths.

The design of the 5 interventions has considered this information and has, where possible and appropriate, paths and alleys were re-established or new ones were introduced in order to improve the existing urban fabric, and most importantly when dealing with pedestrian paths.

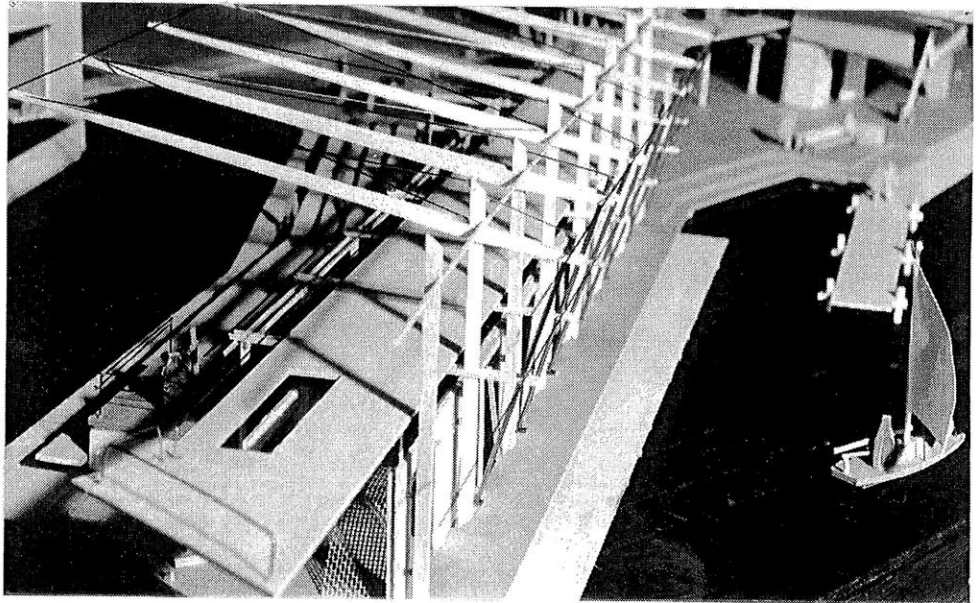
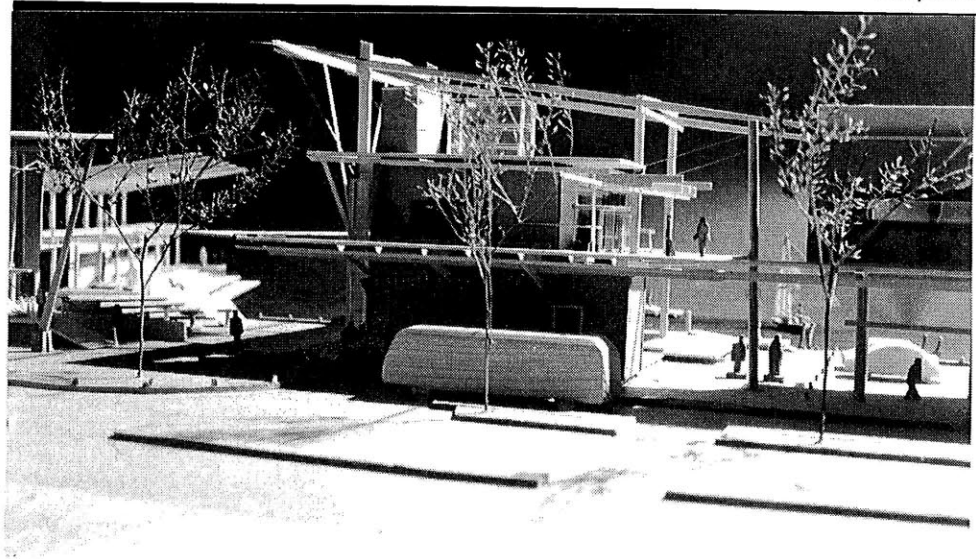
An Existing Path on Södra Hamngatan at the Hotel



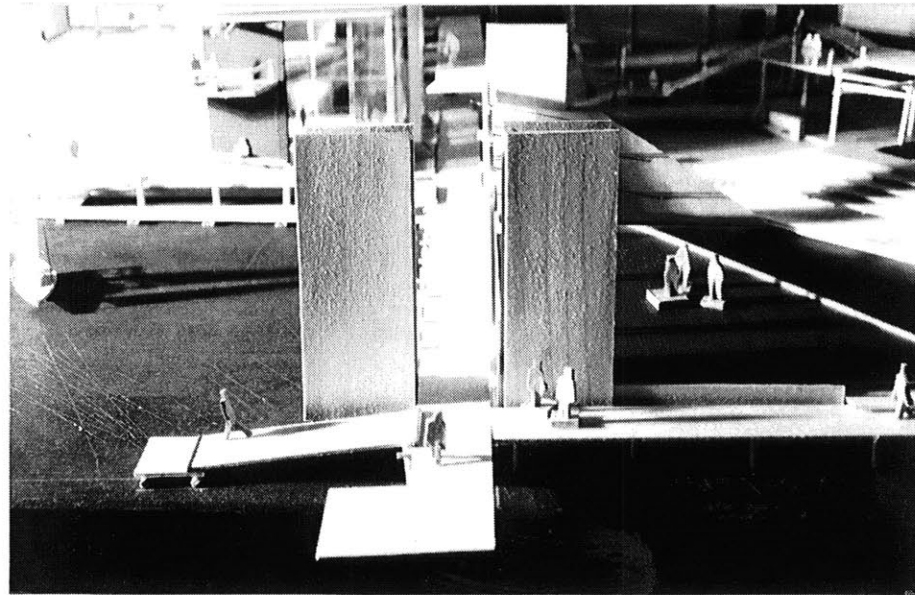
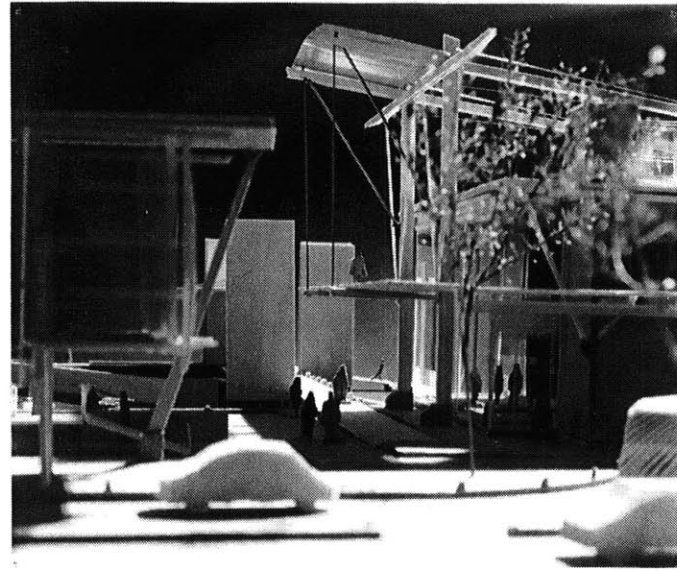
Paths



North Δ
Map of South Pier Waterfront Area

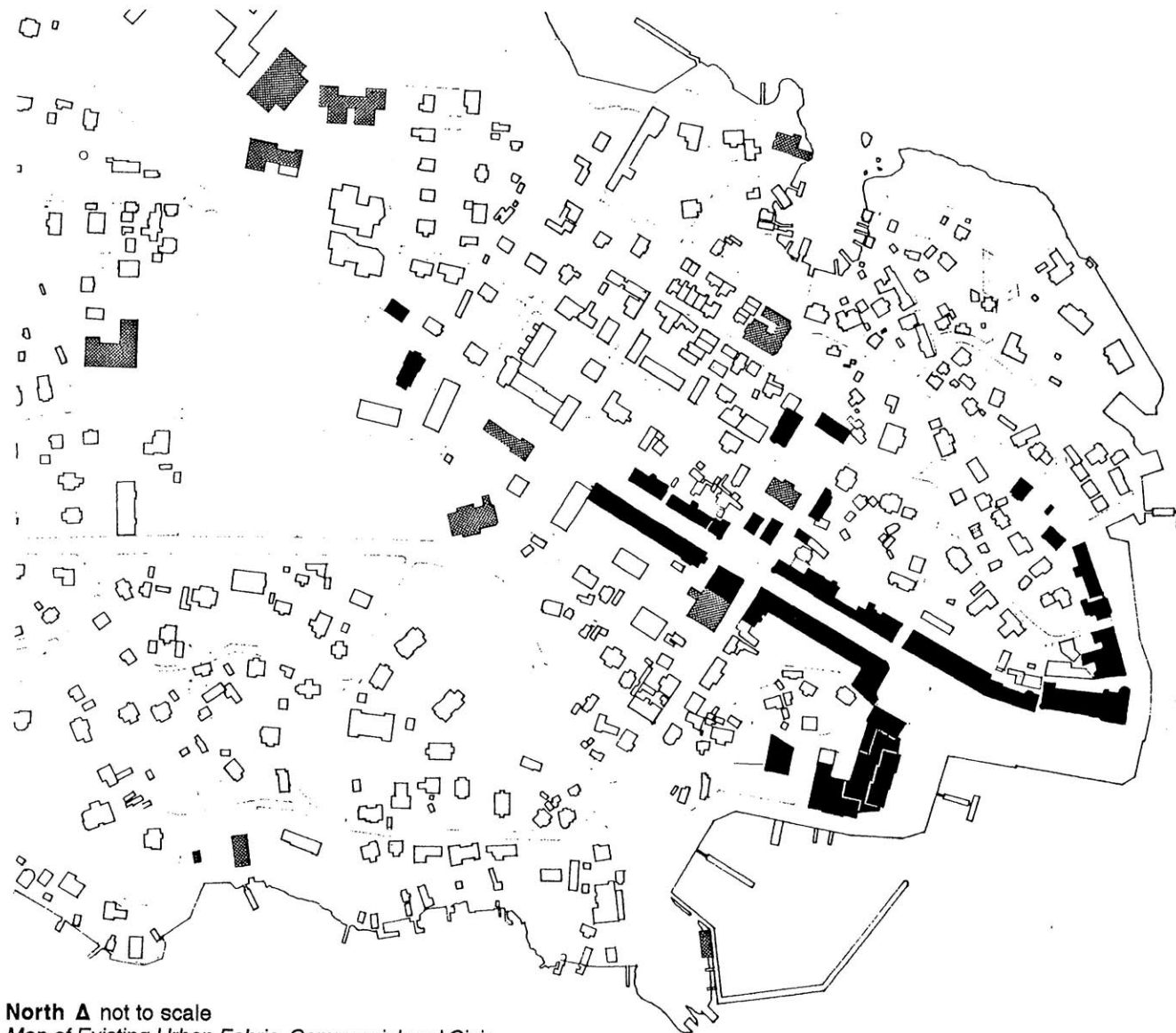


Views of Newly introduced Paths at the Waterfront Theater & Town Square



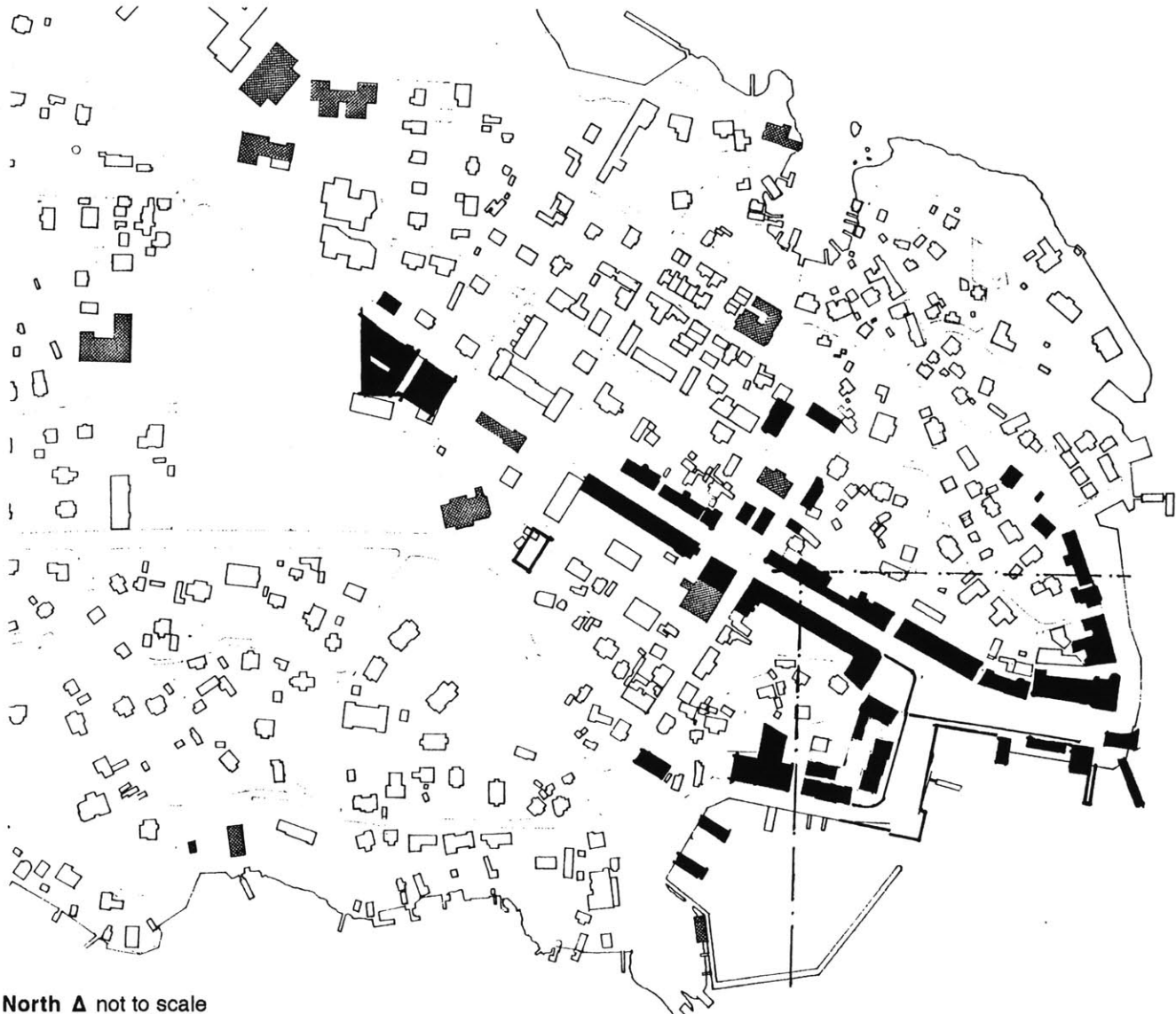
Views of Newly introduced Paths at the Waterfront Theater & Town Square

Destinations

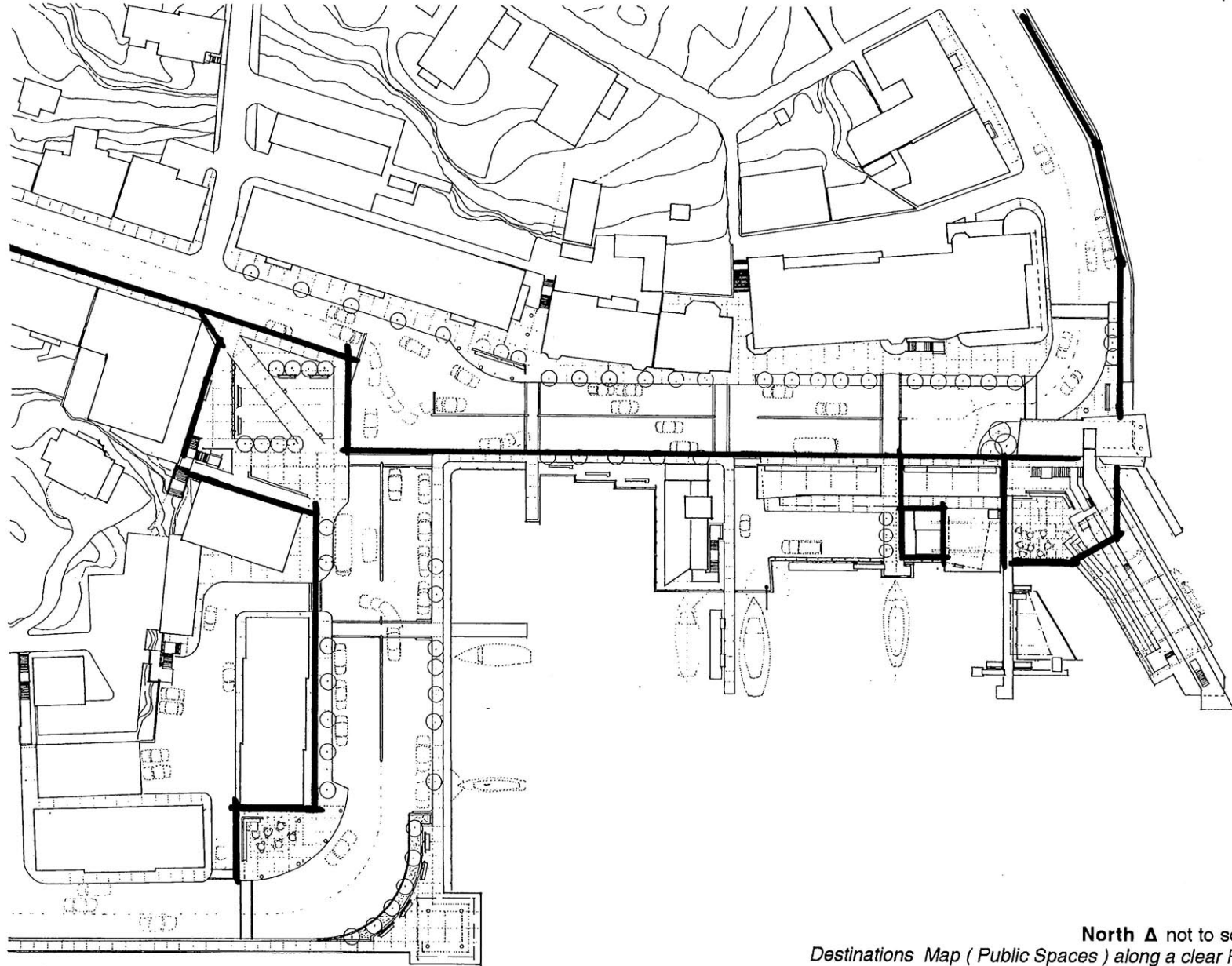


North Δ not to scale
*Map of Existing Urban Fabric, Commercial and Civic
showing the large South Pier in need of a Destination, a Public Space*

Destinations

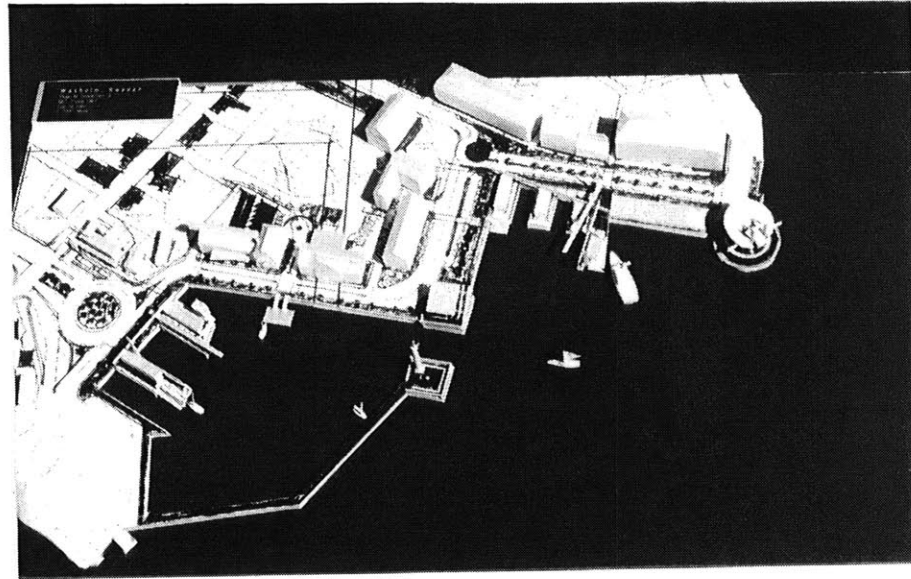


North ▲ not to scale
*Map of Urban Fabric, Commercial and Civic
Proposed Interventions note the South Pier Destination*

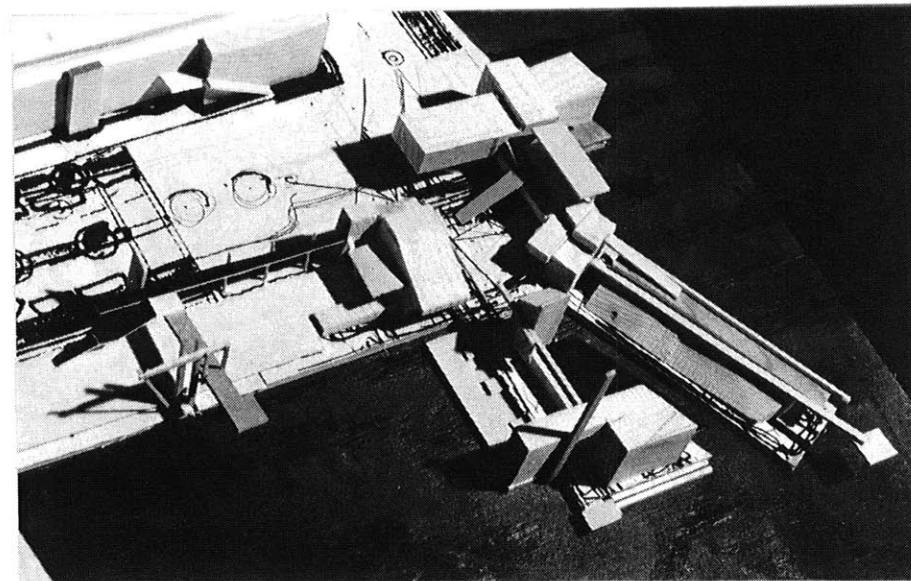
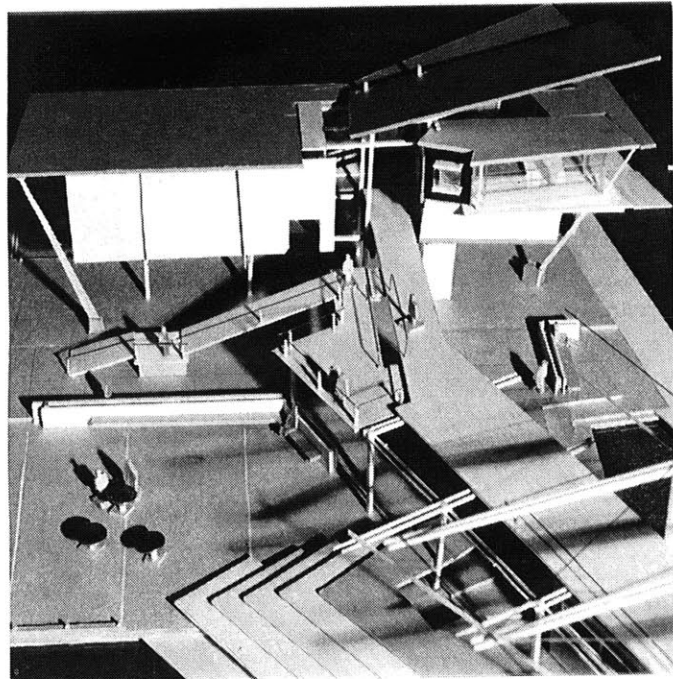


North Δ not to scale
Destinations Map (Public Spaces) along a clear Path

Destinations



155



The Models
Development Stages of the Destination at the End of the Pier

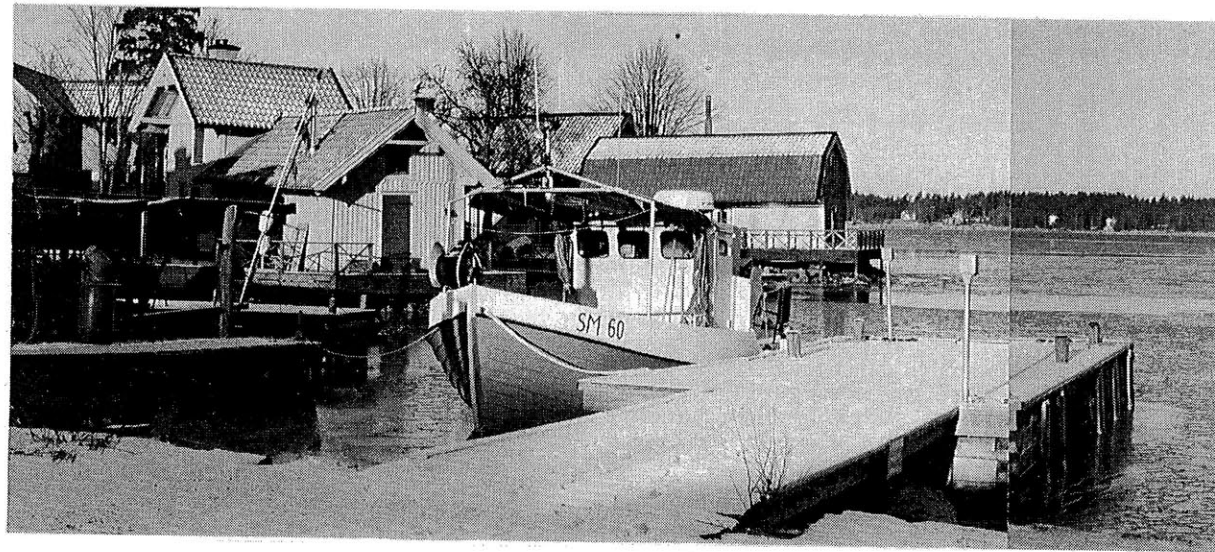
Moving towards the water**The form of the waterfront**

Historically, Waxholm was a sea port town accessible only by boat for visitors from Stockholm. The ways in which people landed or docked have traditionally been along piers and docks which extended perpendicularly from the original waters edge.

The act of moving towards the water was normally from along the edge until one chose to access a dock or pier, then one would move out towards the water. Up until the 1950's when the main public waterfront was expanded, this act of accessing the water perpendicularly for pedestrians had remained in tact in many places, for example, at the North Harbor.



156

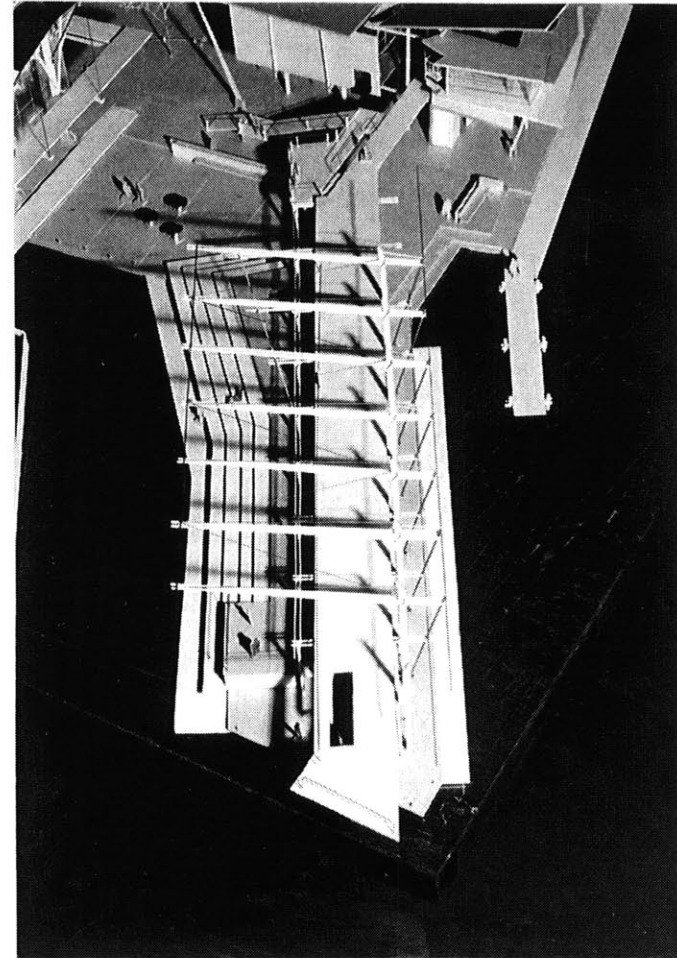
**North Harbor Pier**

Waterfront Theater & Town Square project

Unfortunately, at the South Harbor that tradition has been completely eliminated at. Therefore, much of the revitalization design effort at South Harbor has attempted to reintroduce the historical act of accessing the water perpendicularly from the main waters edge.

157

This concentration has not only been a major criterion for the Master Plan but has also been one of the most important generative concepts used in designing the new public destination at the end of the Pier.



Moving towards the Water
The Boat House and Theater Seating

Seasonal adaptation

Tourists and Residents

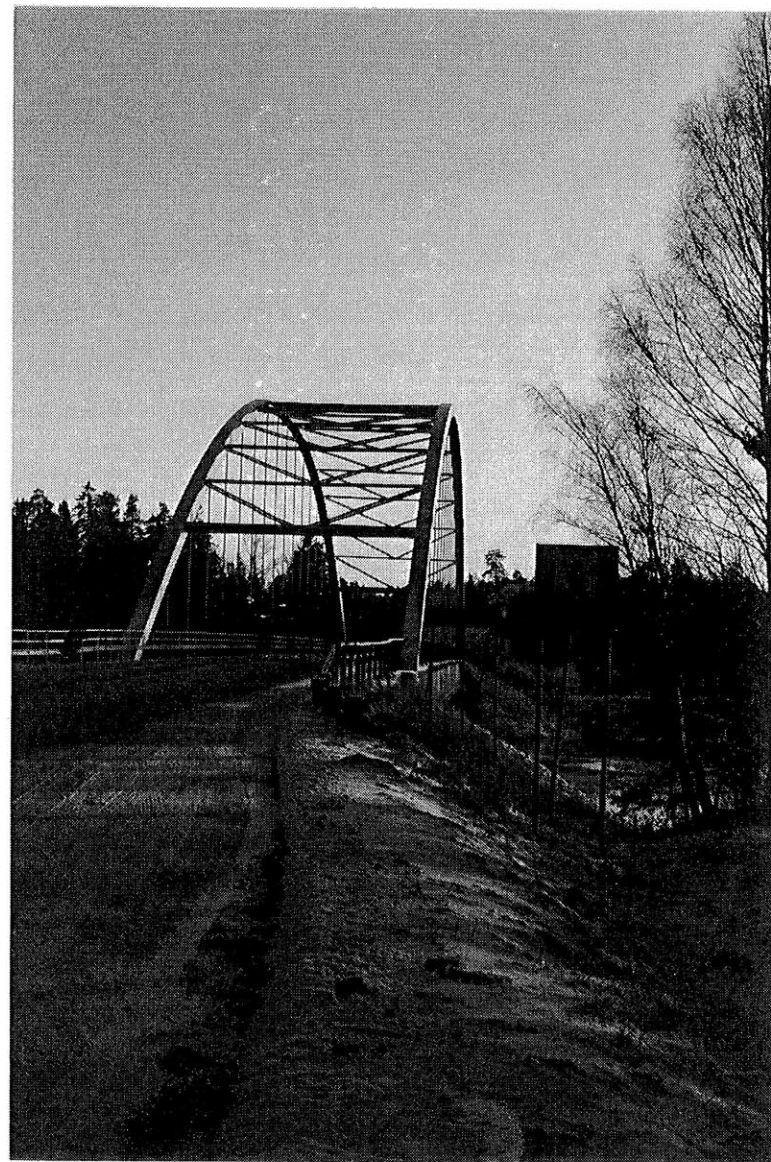
As describe in Chapter 3, the process of design and planning for Waxholm demanded a commitment to community and to continuation Waxholms traditions and culture. In order to achieve this, the design of the Waterfront Theater & Town Square was programmed well enough to provide facilities which will remain, rented, used and visited by the residents even during the 9 months of the year when tourists do not visit Waxholm.

The Bookstore & Cafe' provides a well light and exciting place to visit during snowy winter nights, where one might even take a cappuccino with a newspaper and watch the ice breakers pass through the channel.

The Restaurant has a fireplace with a seating area in front of it. From there diners can enjoy the warmth of a fire and view the iced over water of the Baltic Sea.

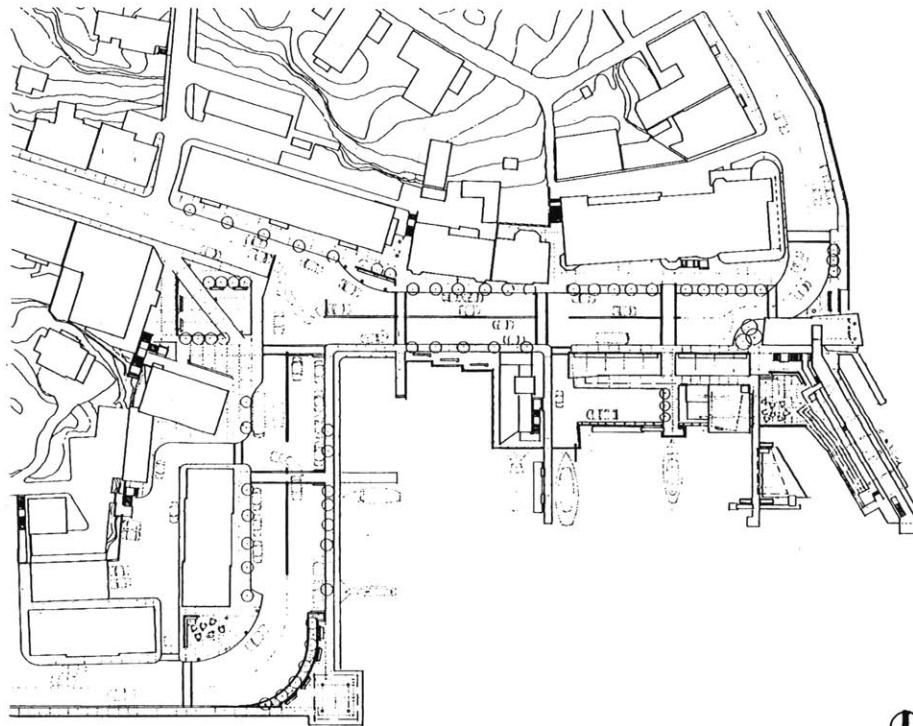
The Boat House has rental space for machine shops, sail makers, or even Architects. The can work by the water and use the big sliding doors as protection from the elements or open them and let the low winter sunshine stream through the glass doors behind.

Winter Sunset on Bridge back to Stockholm



Chapter 7
Achievement

Good Place Making, Community and Building in Waxholm



The South Harbor Revitalized for the Community

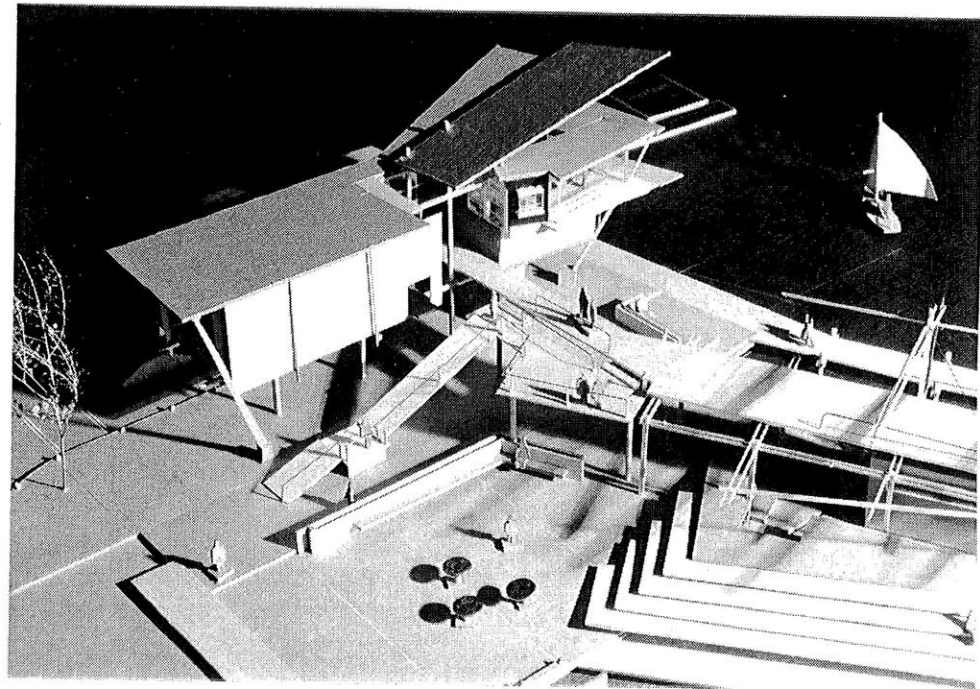
Building in Waxholm

The roll each intervention plays

The act of building in Waxholm must be an extremely well thought out and environmentally sensitive process. However this process must not be an exact copy of the surrounding built environment simply because it happens to be old and evoke feelings of the past and better days. The goal is to fit in, but not in this particular way.

160

The goal is to fit into the existing fabric, to enhance it, to activate it, to make it work for the users. In other words, town growth and development must branch out, to grow in an orderly way in order to continue its traditions and culture. Unfortunately, this cannot be totally controlled, and a need for change and modernization is inevitable. A designer must design a project which is modern and progressive, but he must attempt to achieve a continuation of the fabric, traditions and culture of the place.



New Town Square

The process of design

There are two risks. The first is that a designer will ignore the information of the site, history, tradition and culture of the place. This designer will undoubtedly build a building as an autonomous event, which performs only the role as art object. This type of intervention is the greatest enemy of a small town in need of revitalization. The event may be attractive for a short time, but later the building becomes an object of embarrassment for the residents.

161

The second risk is that the designer, or authorities demand a strict and literal copy of the old, the historical. This type of intervention causes other problems. Although this intervention method is popular at the current moment in many areas around the world, there exist a great risk for creating a sterile and stale environment which in a way is a museum : no change, no growth, nothing new, nothing to look forward to.

Hence, in conclusion, the way in which a designer should approach the task of building in a small historical town must be a process of interpreting the qualities of the place, the culture of the community, old and new, and a sincere commitment to socially responsible interventions which, at all costs, attempt to continue the history of the place. The commitment is to people and their place.

The end...

Postcard Courtesy of Britta Nyström, Kimsta, Sweden



Bibliography

Alexander, Christopher. *A New Theory of Urban Design*, New York, Oxford University Press, 1987.

Anderson, Gunnar & Malm, Bernt. *Waxholm på den gamla goda tiden eller...*, Skärgårdstryck ab, 1991

Carr, Francis, Rivlin, Stone. *Public Space*, Cambridge University Press, 1992.

Cullen, Gordon. *Townscape*, New York, Van Nostrand Reinhold, 1961.

De Carlo, Gian Carlo. *Urbino*, Cambridge, MIT Press, 1970.

Duany, Anders & Plater-Zybeck, Elizabeth. *Towns and Town-making principles*, Harvard University GSD 1991. Edited by Alex Krieger

Egelius, Mats. *Ralph Erskine, architect*, Byggförlaget, 1990.

Gehl, Jan. *Life Between Buildings : using Public Space*, Van Nordstrand Reinhold, 1987. Introduction by Ralph Erskine.

Herdeg, Klaus. *Formal Structure in Indian Architecture*, New York, Rizzoli, 1982.

Herdeg, Klaus. *Formal Structure in Islamic Architecture of Iran and Turkistan*, New York, Rizzoli, 1982.

Jacobs, Jane. *The Death and Life of Great American Cities*, Random House, 1961.

Kostof, Spiro. *The City Shaped : urban patterns and meanings through history*, Toronto, Bulfinch Press, 1991.

Kostof, Spiro. *The City Assembled : the elements of urban form through history*, Toronto, Bulfinch Press, 1991.

Lynch, Kevin, *The Image of the City*, MIT Press 1959.

Lynch, Kevin, *A Theory of Good City Form*, MIT Press 1981.

Rykwert, Joseph. *The Idea of a Town*, Princeton, NJ, Princeton University Press, 1976.

Sorkin, Michael. *Variations on a Theme Park ; the New American City and the end of Public Space*, Noonday Press, New York, NY, 1992.

Whyte, William H. *City : rediscovering the Center*, Doubleday 1988.

Åhström, Kell. *Stadsplanering i Sverige* (City Planning in Sweden), Byggförlaget, Stockholm, 1993.

Articles

"Ancona : del erremoto a Ralph Erskine", Casabella, v49, Dec '85, pg. 20 - 27.

Cities and towns/ Conservation & Restoration, Projects by Giancarlo De Carlo & Ralph Erskine.

"Architettura Urbanistica societa", Domus, v716, May '90, pg.40-45., An interview with Giancarlo De Carlo.

" The Civitas of Seeing ", Richard Sennett, Places, v5, Nr 4, 1988, pp. 82-84.

" Mountain View, California: Fiat Res Publica ", Gregory Tung, Places, v5, Nr 4, 1988, pg. 13-15.

" Upprustning av Bostäder i Upplands Bro ", Torbjörn Einarsson, Arkitektur, Nr8, 1993, pg. 8-13.

"Norsborg Förnyas ", Leif Hedtjärn, Arkitektur, Nr8, 1993, pg. 24-27.

Waxholm Literature

" Svensk Arkitekturkritik under hundra år ", edited by Peter Sundborg, Arkus 1993.
100 Years of Swedish Architectural Critique

"Bygga och Bevara i Vaxholm", Examensarbete i Arkitektur vid KTH 1970,
Barbro Carlsson, Bo Gustafsson, Ewa Gustafsson, Rolf Hellerstedt
Building and Preservation in Vaxholm, Student Thesis, Royal Academy of Architecture, Stockholm

"Kulturminnesvårdsprogram för Vaxholms Kommun, Kulturhistoriskt värdefulla områden ", Peter Vrat, Rolf Källman.
Länsstyrelsen i Stockholms Län, 1982 nr 4, September, 4, 1989 New Revised Edition
Program for Historical Preservation in Vaxholms County

"Sommarnöje i Vaxholm", Anna Clara Brunfelter, University of Stockholm, 1983. Unpublished.
Study of summer life in Waxholm during the second half of the 1800's.

"Bevarandeplan för Vaxholm", Foreword by Alf Nordström, Vaxholms Kommun own publication, 1979.
Preservation plan for Vaxholm County.

"Granskning av Källmaterialet rörande Vaxholms stads uppkomst", Paper by Bo Gustafsson, No Date, Waxholm Towns founding.

Illustration Credits

All Photographs, Drawings, Maps and Sketches
have been done by Author unless otherwise noted.

Postcards were either purchased by the Author at the Bookstore in Waxholm or sent to him from Sweden.

The Aerial Photographs were purchased at the Federal Archive Agency, Lantmäteriet, in Stockholm, Sweden.

The Historical Photographs were taken from Gunnar Anderson and Bengt Malms book,
Waxholm på den gamla goda tiderna eller....Loosely translated : *Waxholm during the good old days, or...*

Jack DeBartolo assisted me in taking the photographs of the models.

About the Author

About the Author

Peter M. Brockman, Jr.

Born
San Francisco, California on September 13, 1962
grew up in Marin County

University of California at Berkeley
1980-1985

Varsity Soccer Team
University Symphony Orchestra percussionist

Traveled to Europe to play semi-professional
soccer tournaments
1982, 1985, 1987

Professional Drummer
rock'n'roll bands
1979-1987

Carpenter
1985-1986

Architect in San Francisco
1986-1987

Architect in Stockholm 1988-1992
Licensed Arkitekt SAR, since July 1990

Master of Architecture Program
School of Architecture & Planning
1992- 1994
at
MIT

Will marry Ann-Mari Viweka Elisabet Nyström
Söderbärke, Dalarna, Sweden
August 13, 1994

Brookline, Massachusetts, USA
May 6, 1994

167

