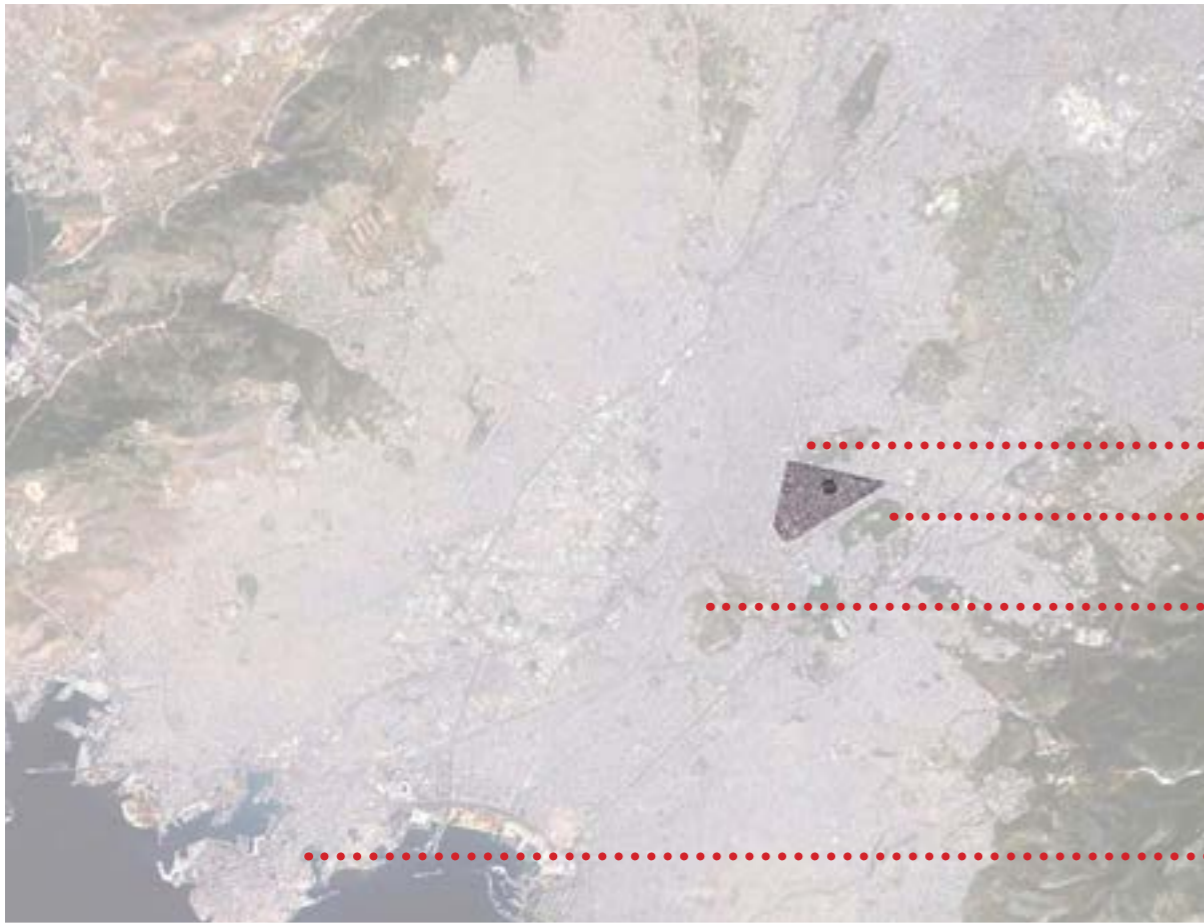


Recapturing the streets

Example of two parts of Exarchia

Project EXARCHIA - 05-02-2014

Borut Bernik, Cécile Foucreau, Ignacio Ramos Pinedo, Martin Sedlacek



Pedio areos

Lycabet Hill

Acropolis

Piraeus



Pedio Areos

Architecture school

Omonia

Lycabet Hill

Syntagma

Acropolis



- Streff Hill
- Poitechnio
- Exarchia Square
- Navarinou Square



LOCATION OF OUR AREA IN EXARCHIA



WHY RECLAIM THE STREETS?

>The streets are an essential part of the city. This is the street that plays quality of life of the neighborhood. Especially in Greece, particularly in Exarchia the streets is the place where people find each other for sharing and meeting. We want then find some streets "sick," and put in a social and urban life, based on spontaneity. A street must be alive by ownership: you must live on the street. The street can be part of our habitat.

> First feeling, first instinct: the street is the mess. Maybe the urban crisis is the representation of the all crisis

> Where some people are fighting for something, sometimes Exarchia's street have a violent reputation. (The demonstration of the 17th November showed us this area can be violent, and sometimes dangerous.)

>This quarter can be also one of the appropriated streets, by the population. (living room and the street: show picture) The habitants live on the street, and occupy it like their own houses, they do their own city.

>The place where we can find ecletism : several architecture, differents populations, differents functions:

It's the place where everyone is going and crossing themselves: the users of streets are multiples (habitants, workers, homeless, drug dealers, elderpeople, police, children, etc...

> Relation bewteen private and public where you can find some borders bewteen them.



"The street is the first institution of man, a meeting room with no ceiling"

Louis Kahn

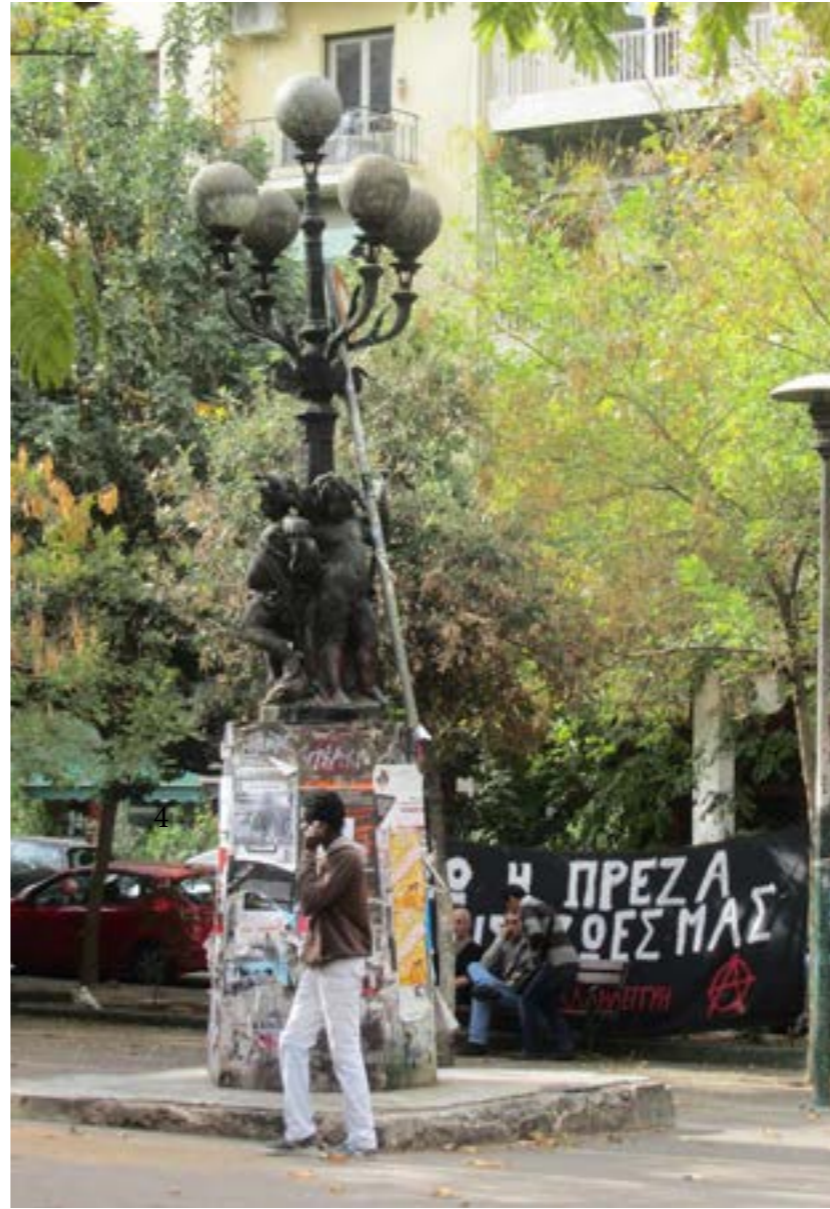
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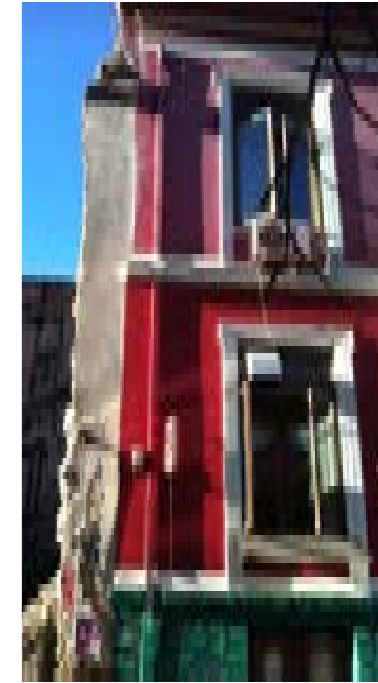
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7



8



2



4

- > 2 main squares are in our area
- > A lot of pedestrian streets
- > The car's place is too present
- > mixity of groundfloor program

WHY THIS STREETS?





-  bus station
-  bus line



The direction and density of the traffic

- >>> main road (3cars+bus) (taxi)
- >>>> road for 2 cars (+bus) (taxi)
- >>>>>>>> road for 1 car (taxi)
- Pedestrian street
- ◀ squares

> Always one direction for each street, even if there is two or tree ways for the cars
 > More and more we are going until Streffi Hill, the roads are less and less importants





----- parkings line for cars in the street

- > Where there are the pedestrian streets, there are also roads for cars, with two sides for parking
- > More and more "parking road" when we are going to streffi Hill

Parking lines on the road

ANALYSIS




-  parkings in a empty plot
-  underground parkings

> In the opposite to have a lot of parkings roads near Streffi Hill, the parkings are around Exarchia and Navarinou Street

Parkings: empty plot and underground

ANALYSIS



 cars are not allowed to park


0 10 30 50 100m



Where cars aren't allowed to park

ANALYSIS



 motorcycles are not allowed to park

Where motobikes aren't allowed to park

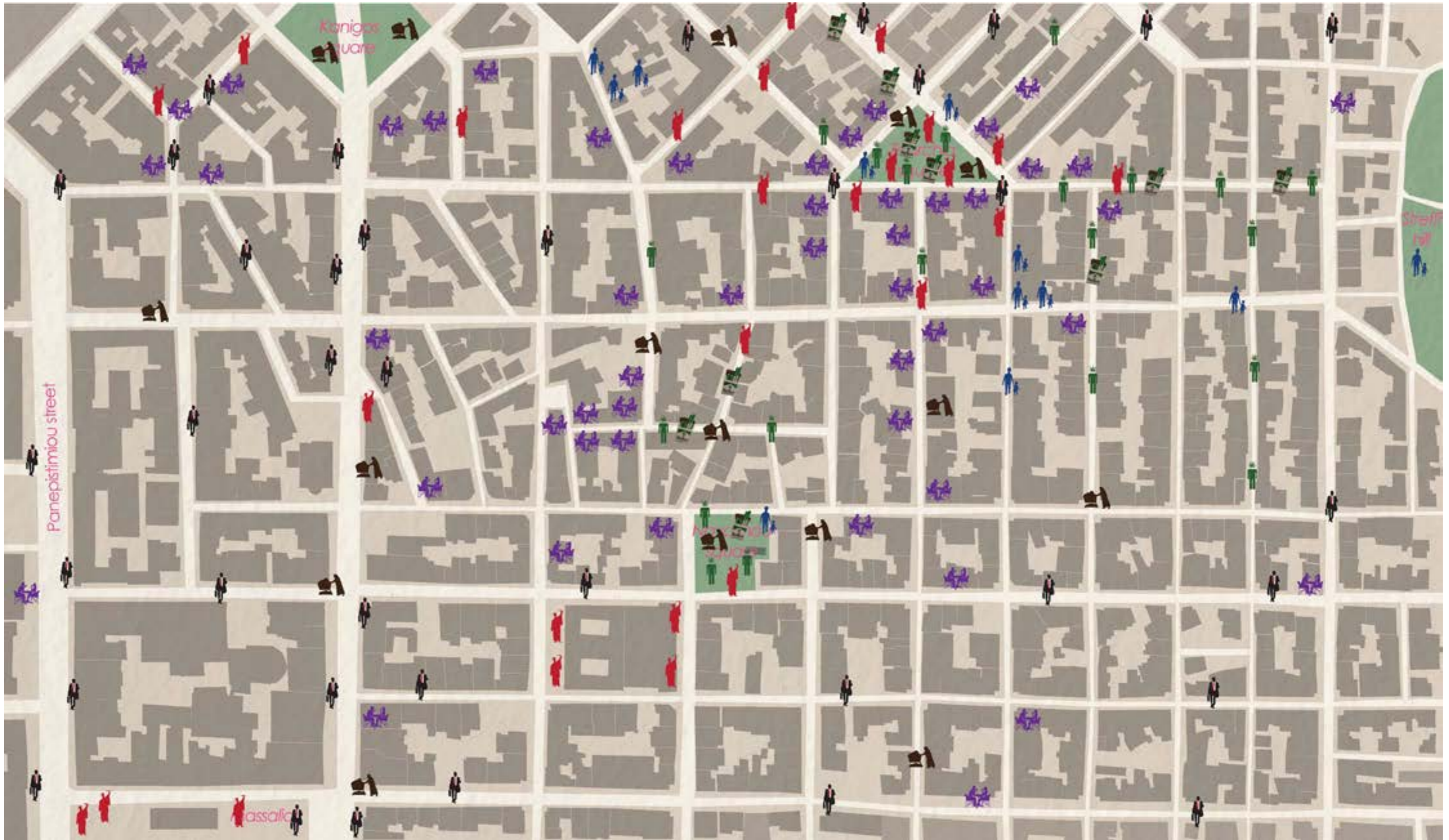
ANALYSIS



- Bars - restaurants
- schools (Education)
- shops
- offices
- housings
- parkings places (garage)
- empty spaces - empty shops

0 10 30 50 100m



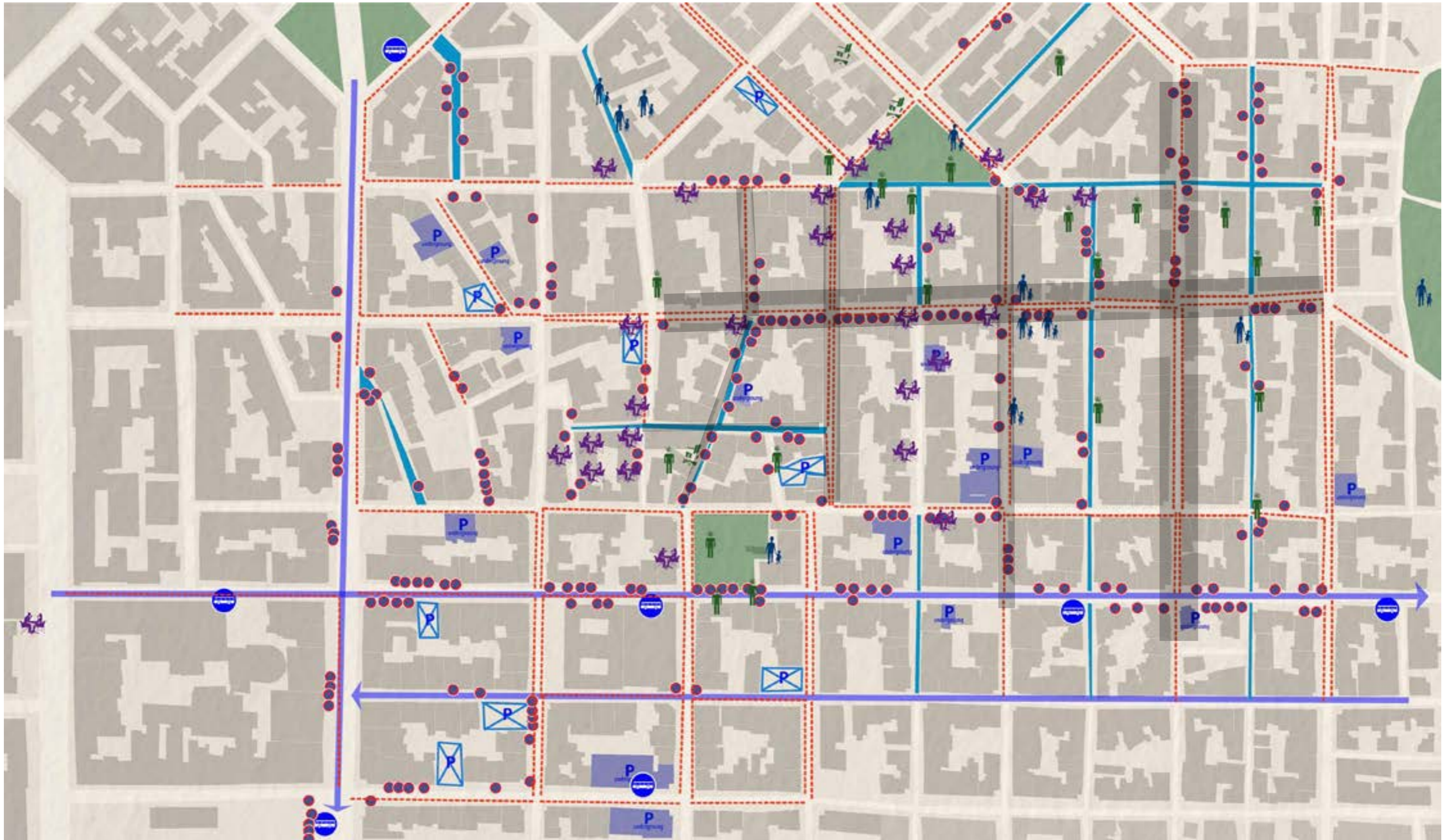


Maps of the different users in the day time

- Students
- daily business
- drug users
- homeless people
- children
- costumers
- drug dealers

0 10 30 50 100m



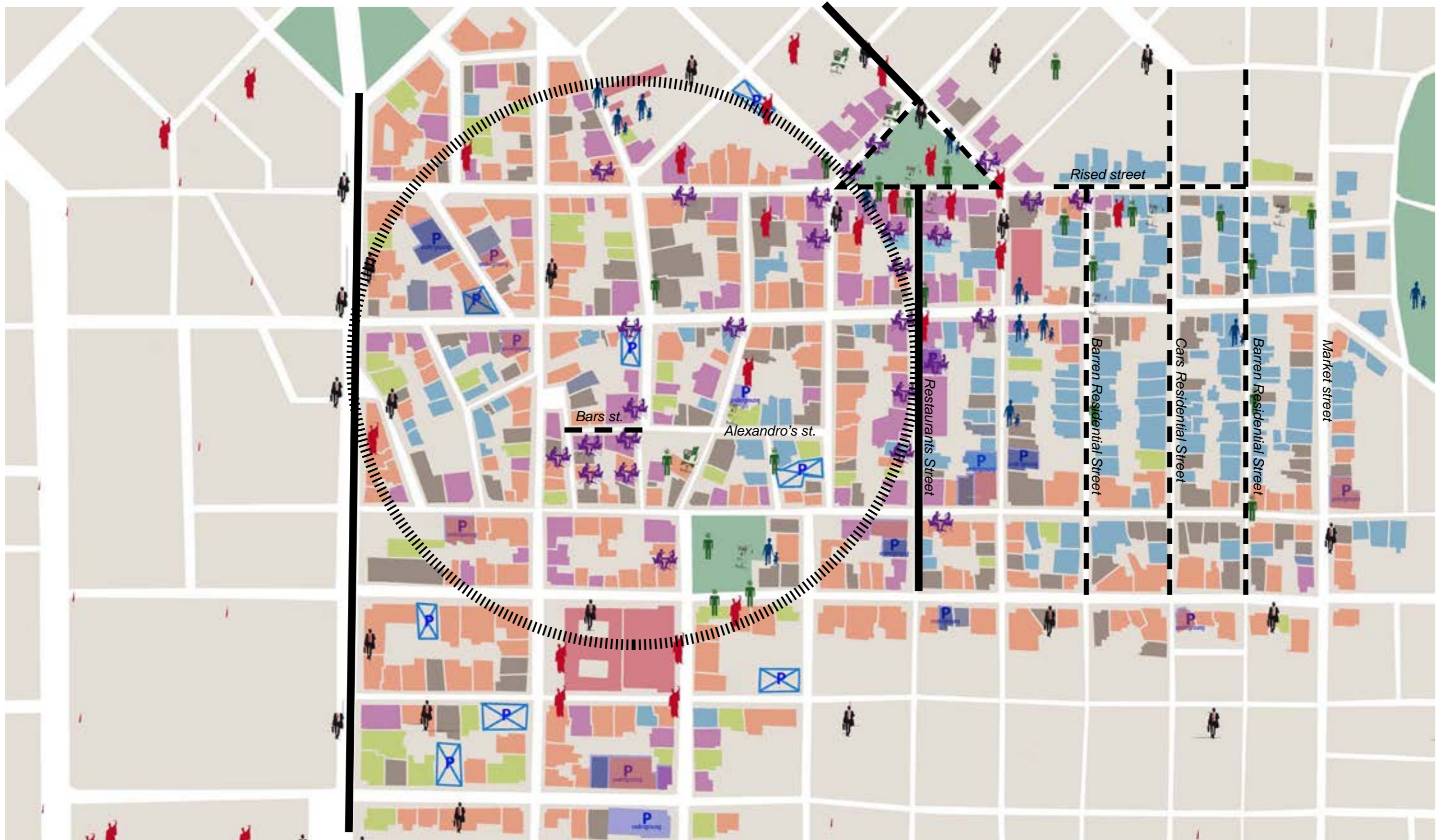


- Pedestrian Streets where some cars park
- Parked cars's street
- Roadway street (park and traffi

> Even if the main street of traffic is at the west, we can more feel the problems of the traffic at the east (pb of cars, less of parking lots, and street thiner more and more we are going toward Streffi Hill

Subjective map: Problems of the traffic

WHAT WE FOUND?



--- Mono activity street

— Mixed activities on the street



Area with mixed activit

- > At the west: concentration of mixed program, and differents population BUT more and more abandoned buildings and abandoned shops. Furthermore, the urban plan is like a labyrinth
- > At the East, mono-program Street and abandoned streets by the users (they are passing but don't spend time there)

Subjective map: activities

WHAT WE FOUND?

Random Patron

> UNCOMFORTABLE FEELING

> like the buildings, THE STREETS ARE SOMETIMES ABANDONNED, even if we can find mixity



Squared Patron

> EMPTY PEDESTRIAN STREETS (mono-funtion, sterelization)

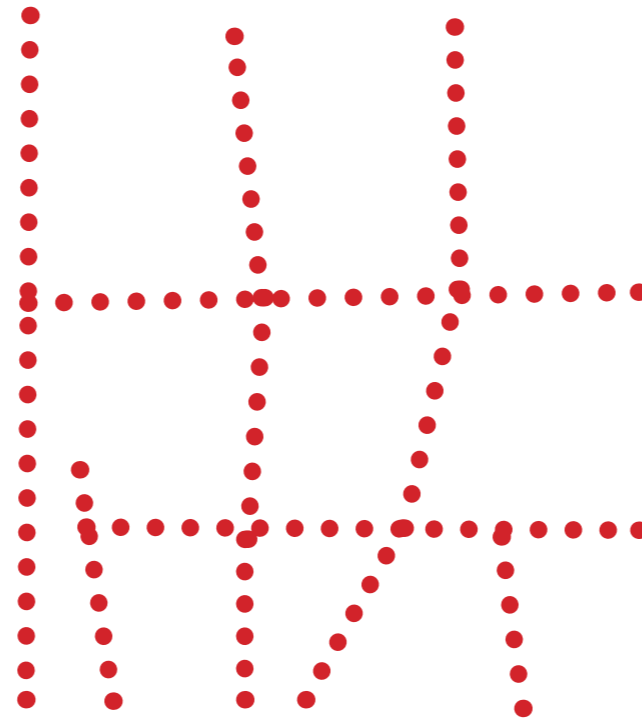
> Traffic problems: the cars streets are becoming all road ways

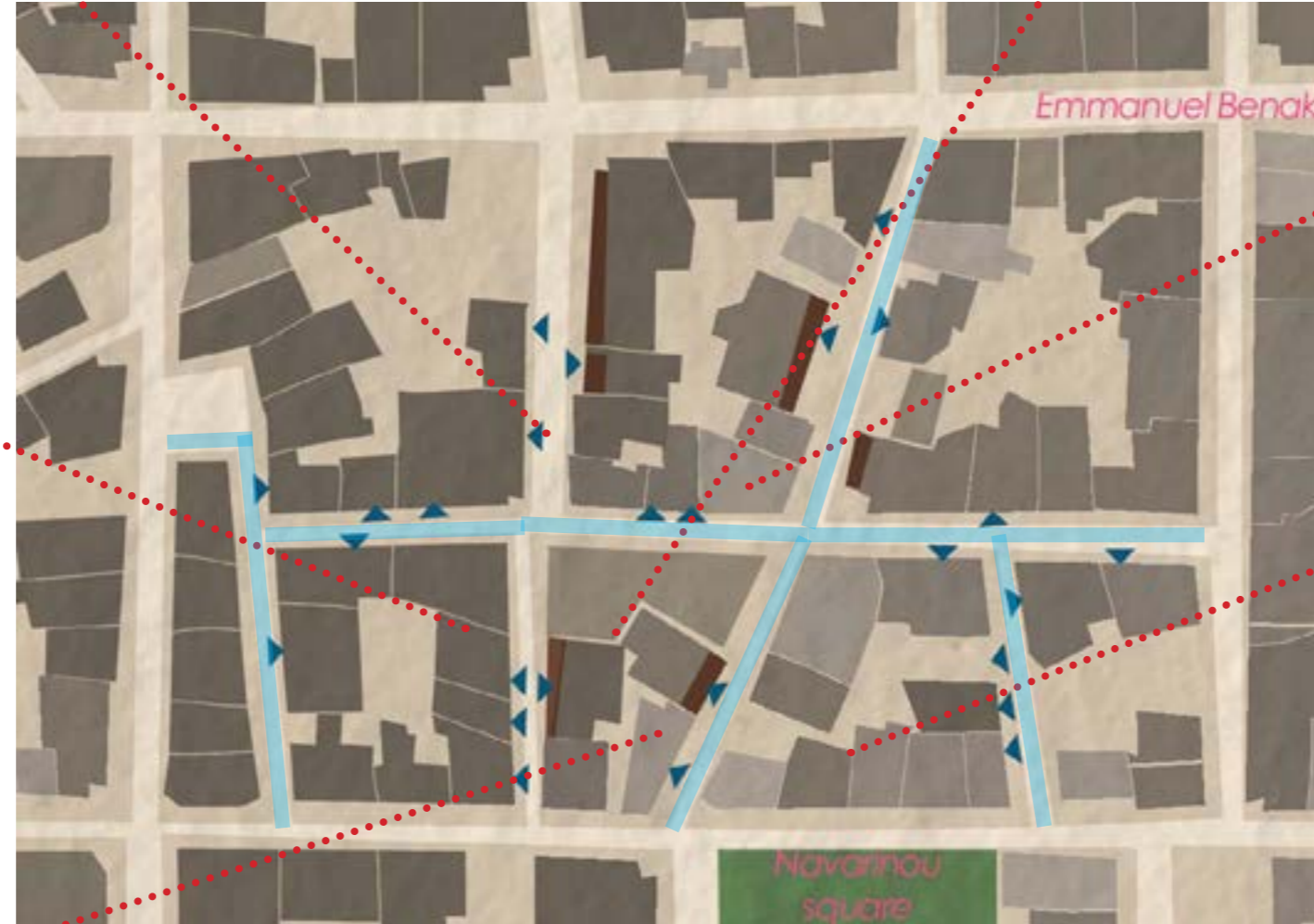


Random Patron

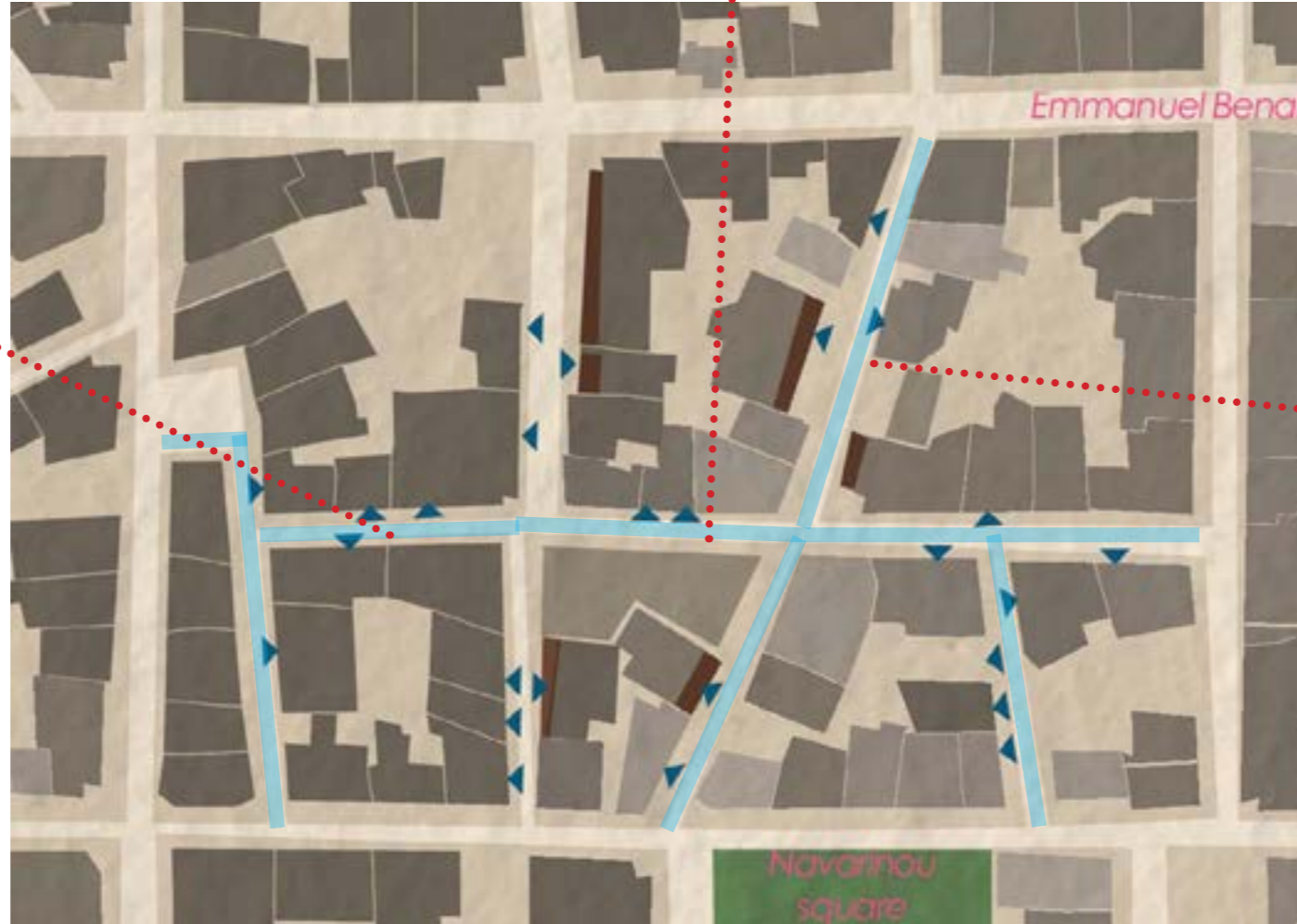
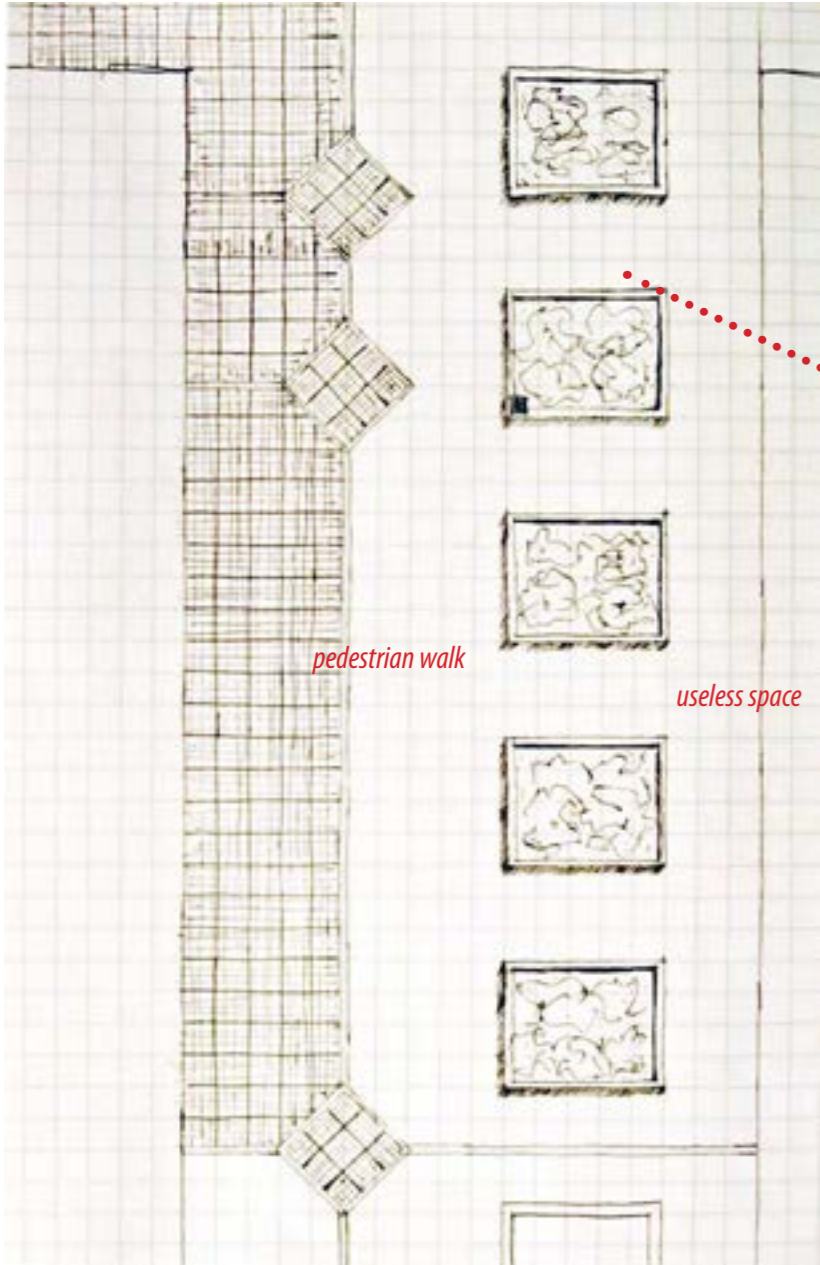
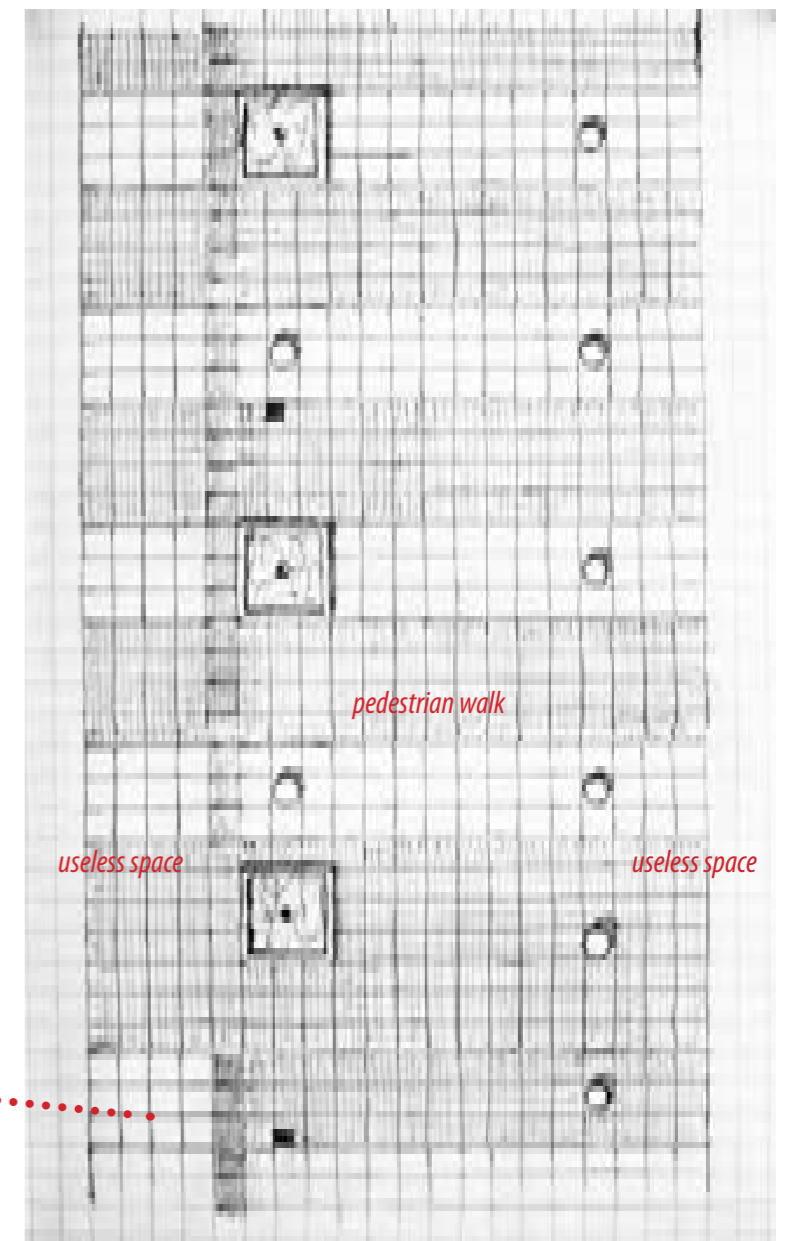
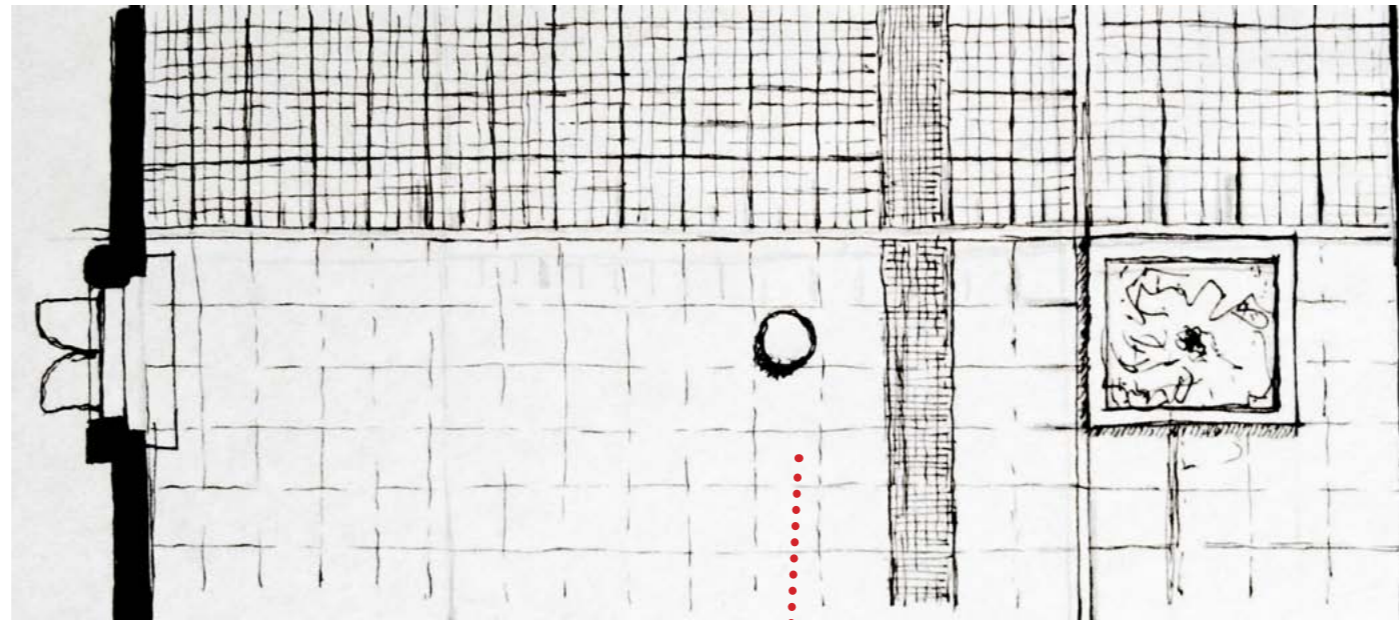
> UNCOMFORTABLE FEELING

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> Pedestrian way is then middle: the spaces outside (entrances, façades and vegetations) are sterilized.



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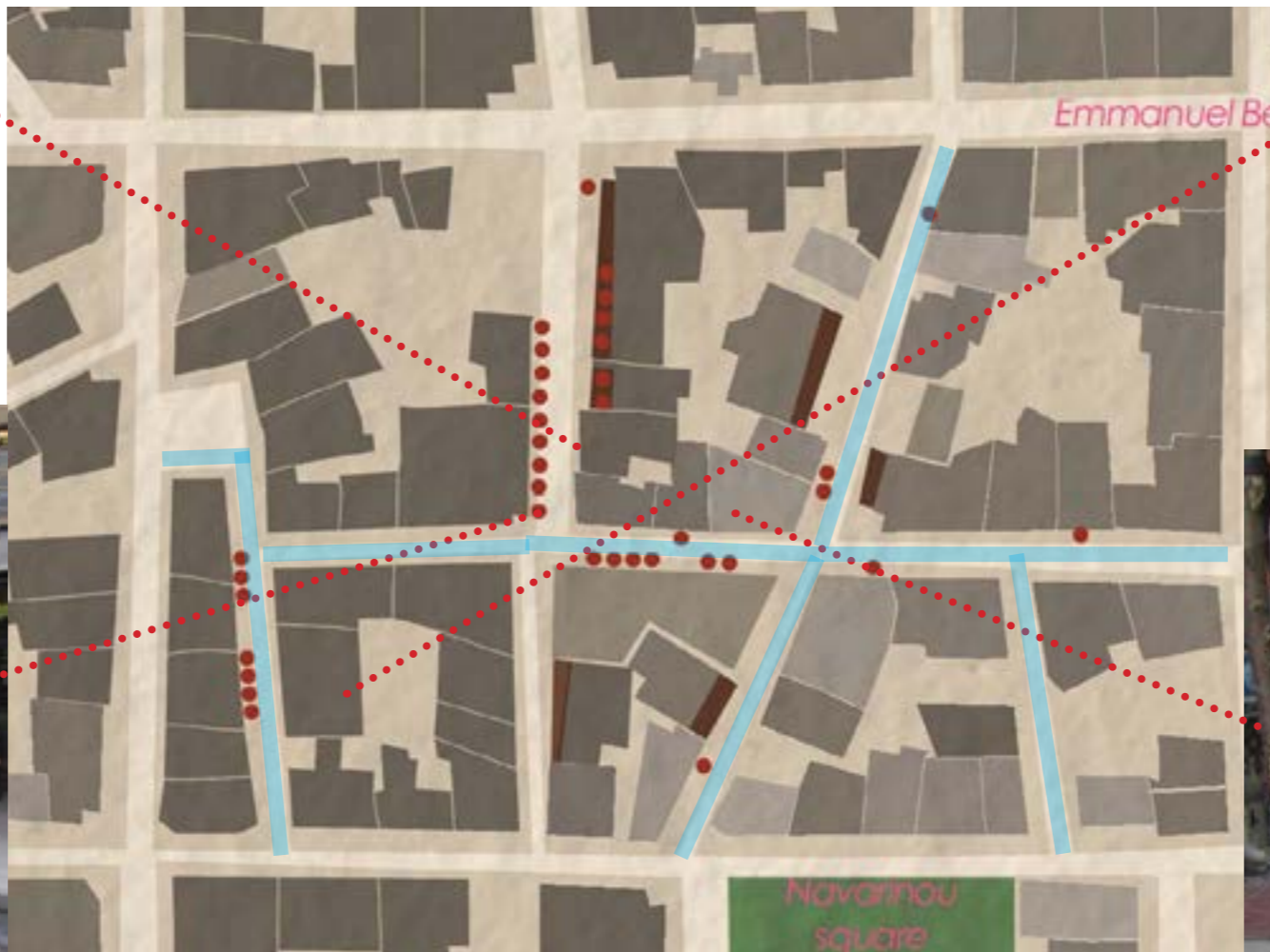
> Some entrances are sterile, but we can notice a beginning of life for the shop (pictures at the right)



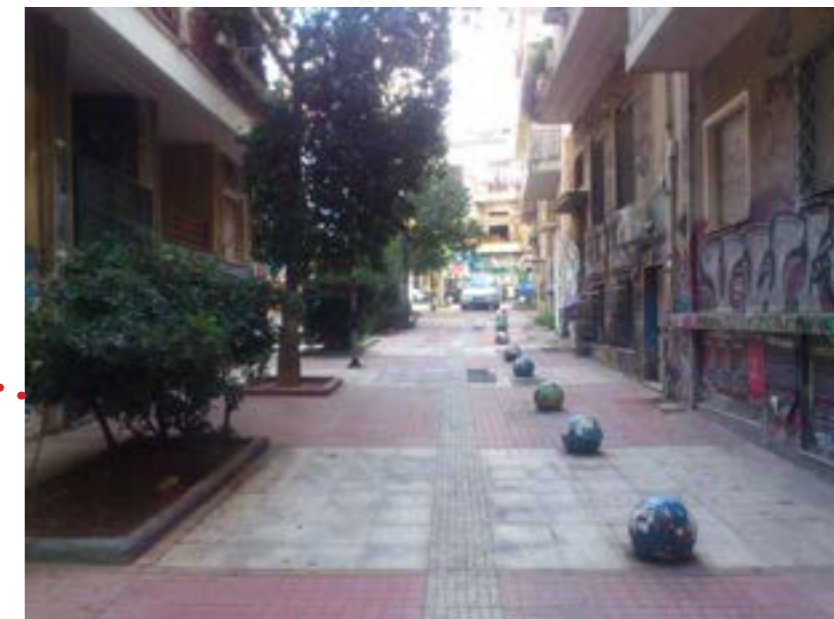


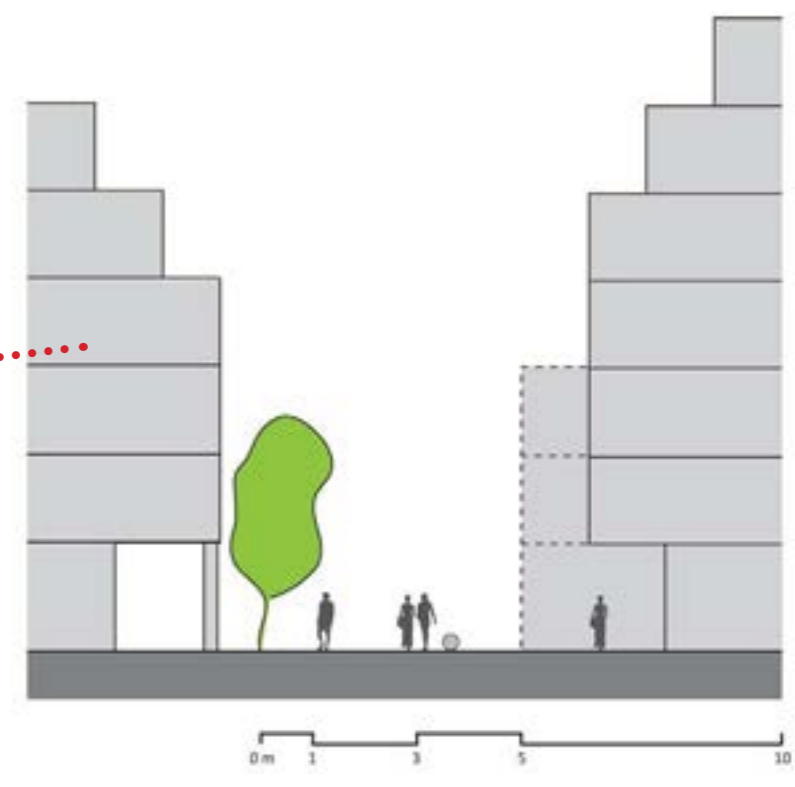
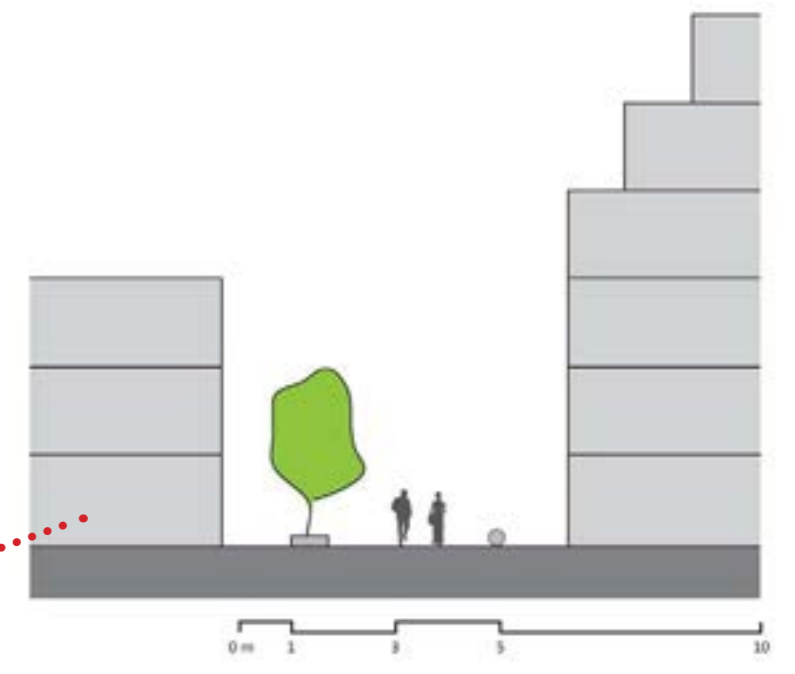
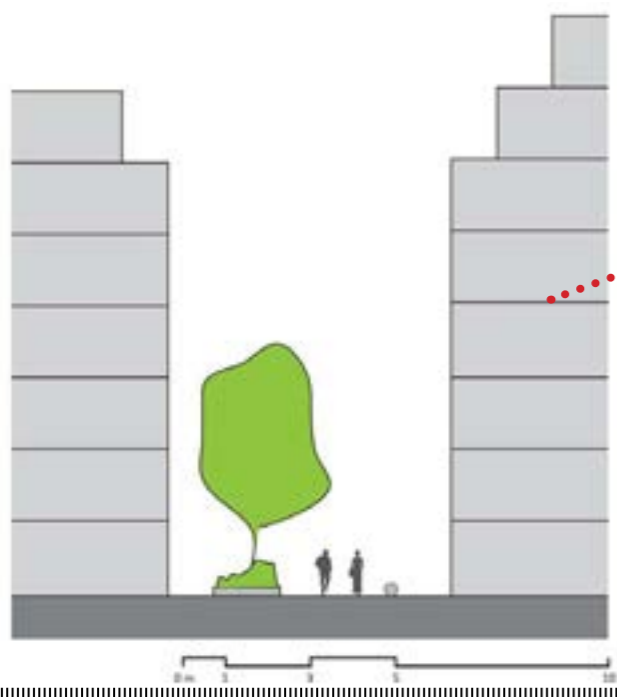
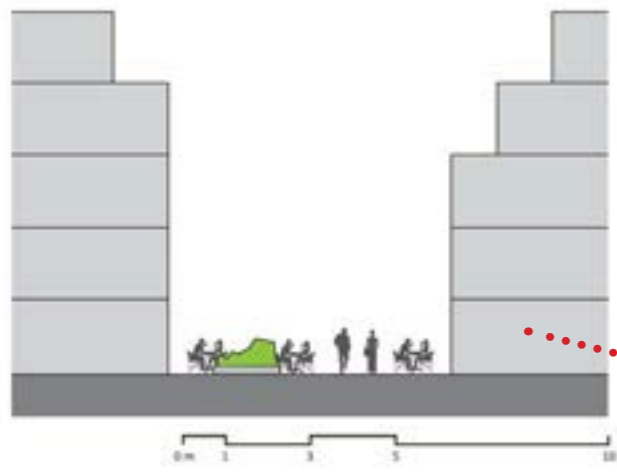
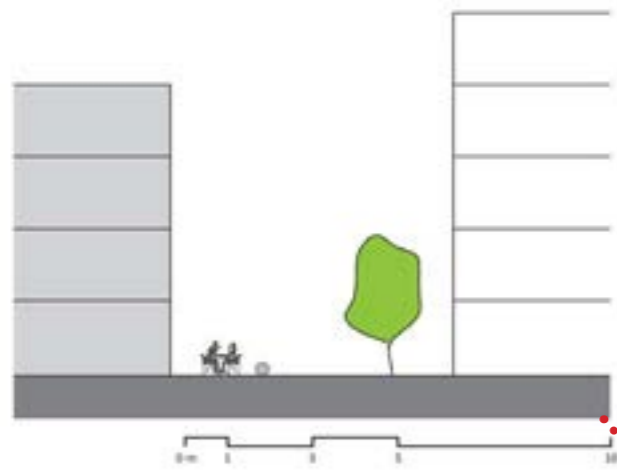
- > cars affect the pedestrian traffic
- > cars are parked where in the unoccupied spaces (between facade and vegetation)
- > the cars's streets are closing the

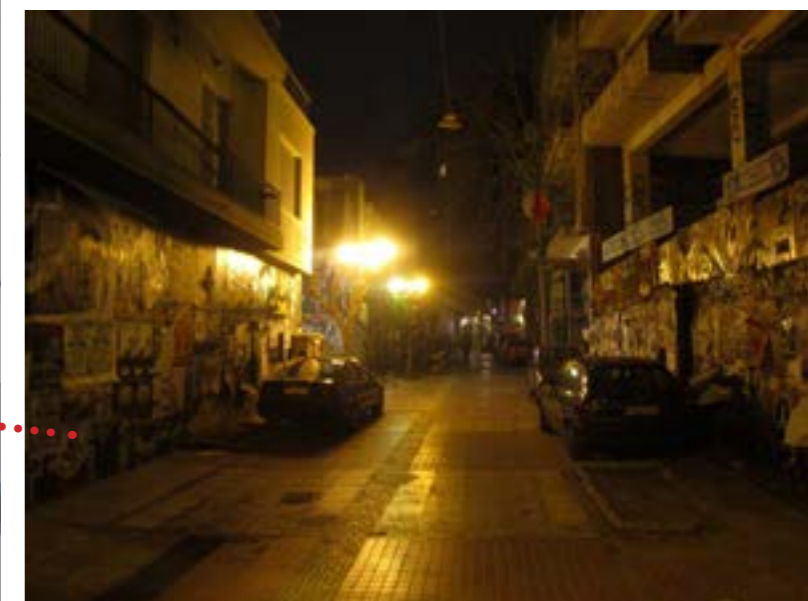
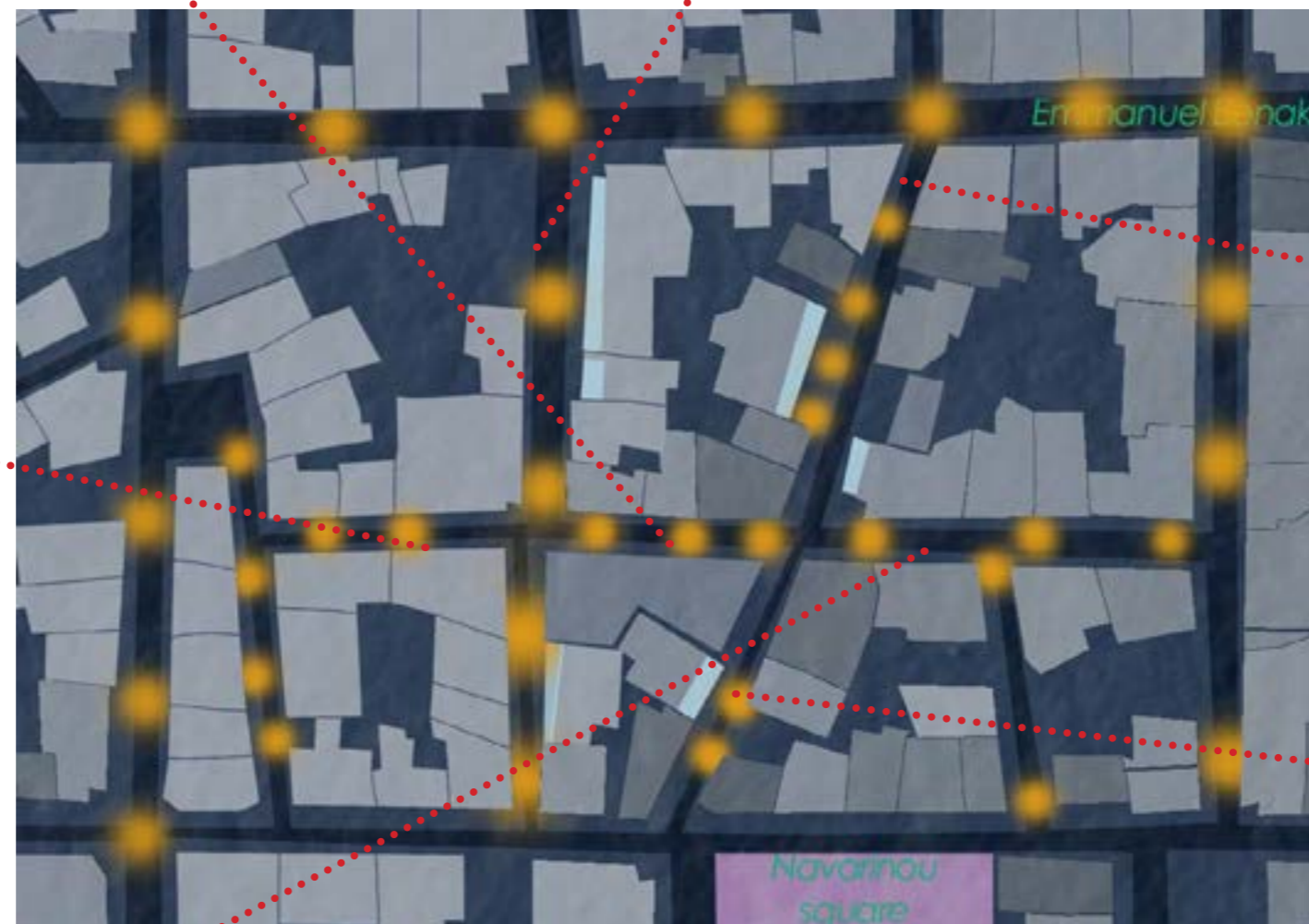


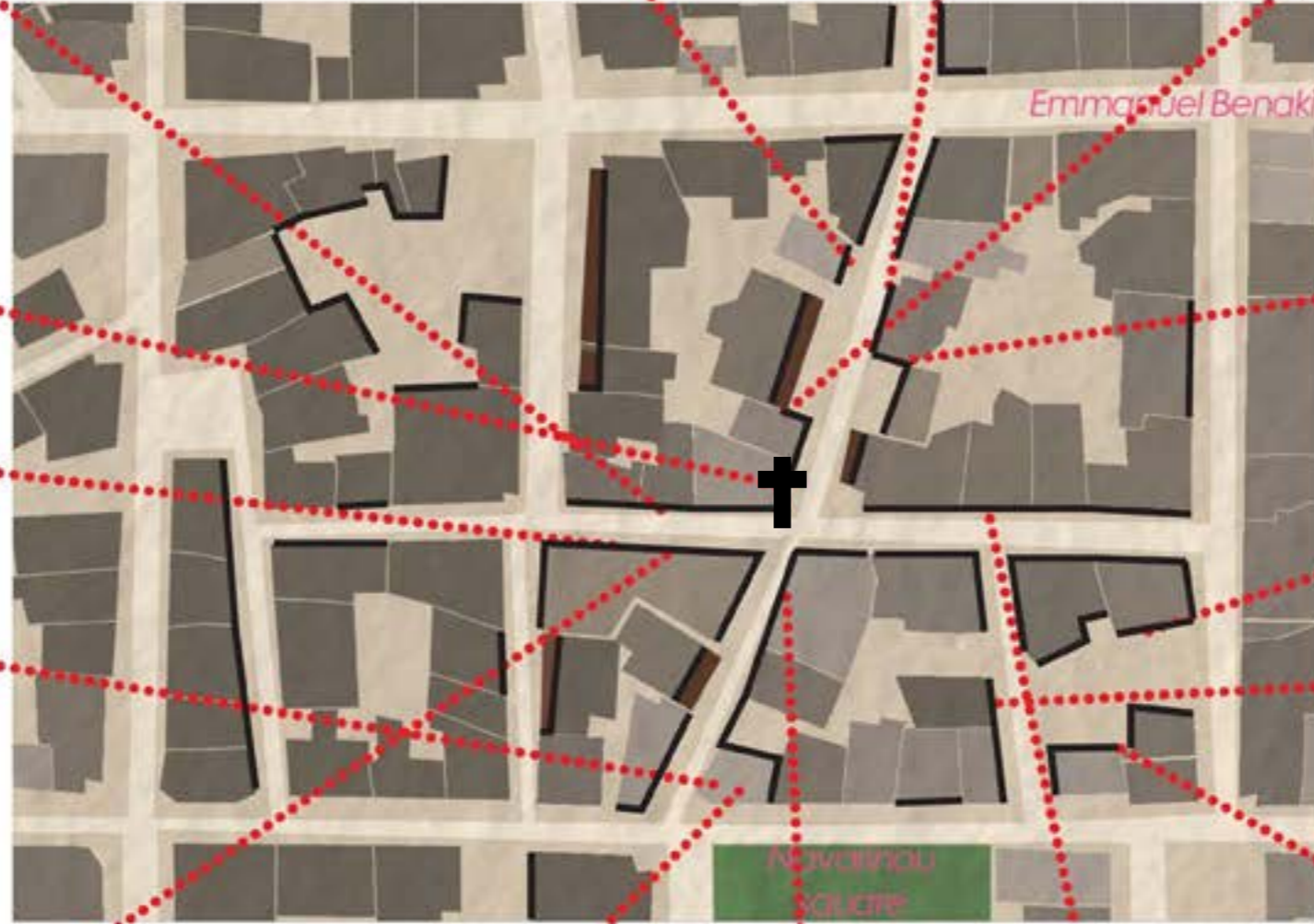


Motobikes not allowed to park
RANDOM PATRON

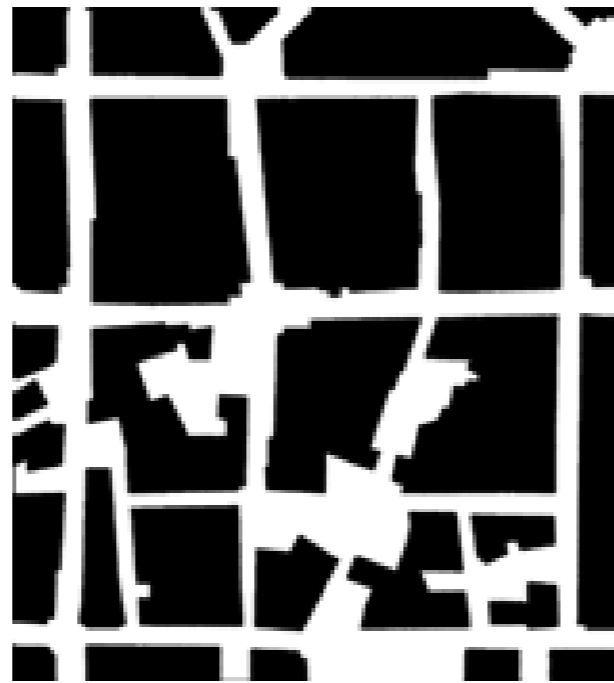
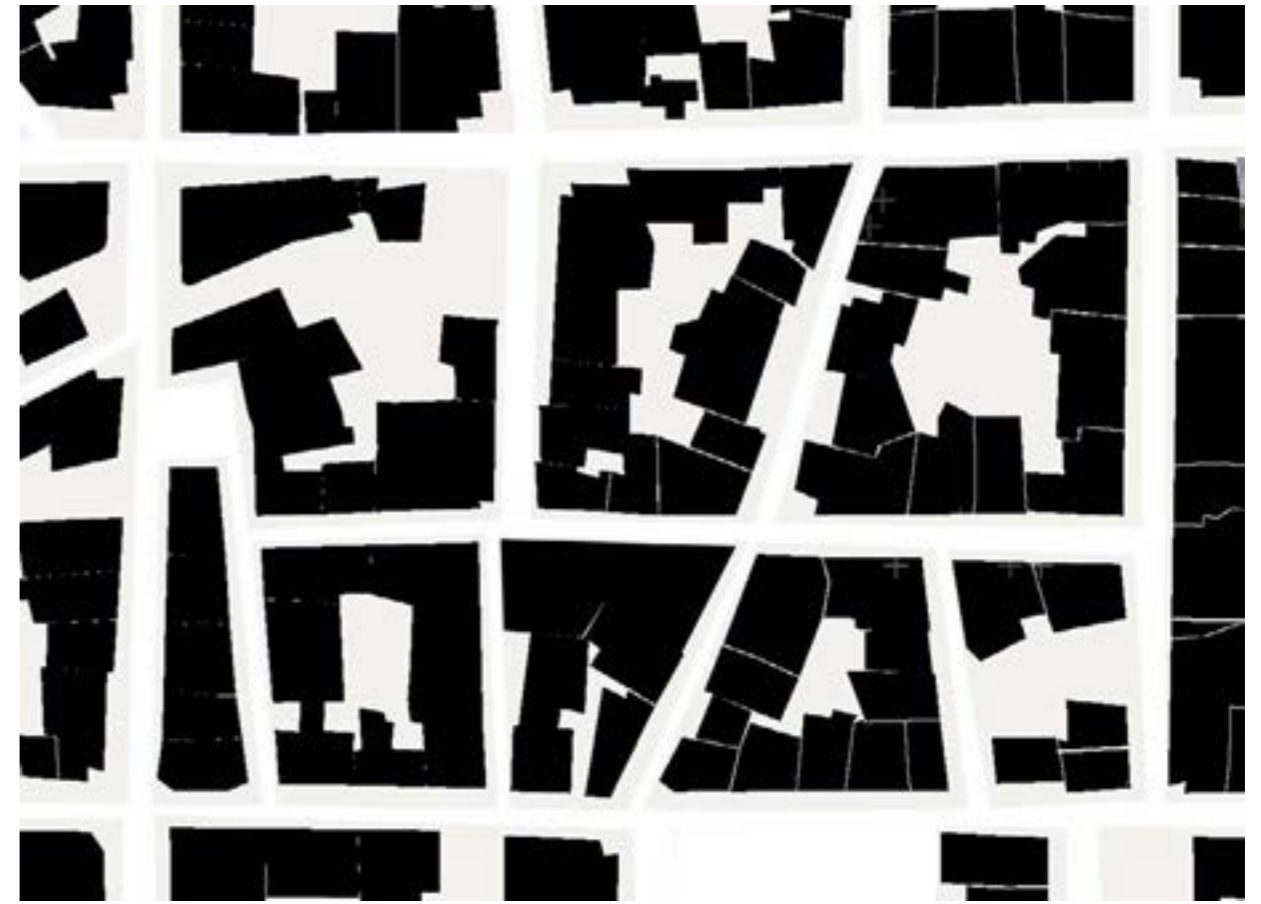
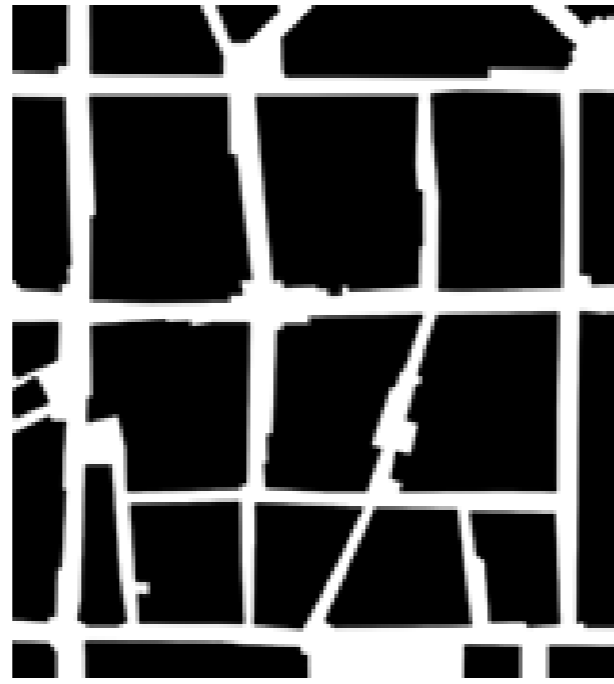


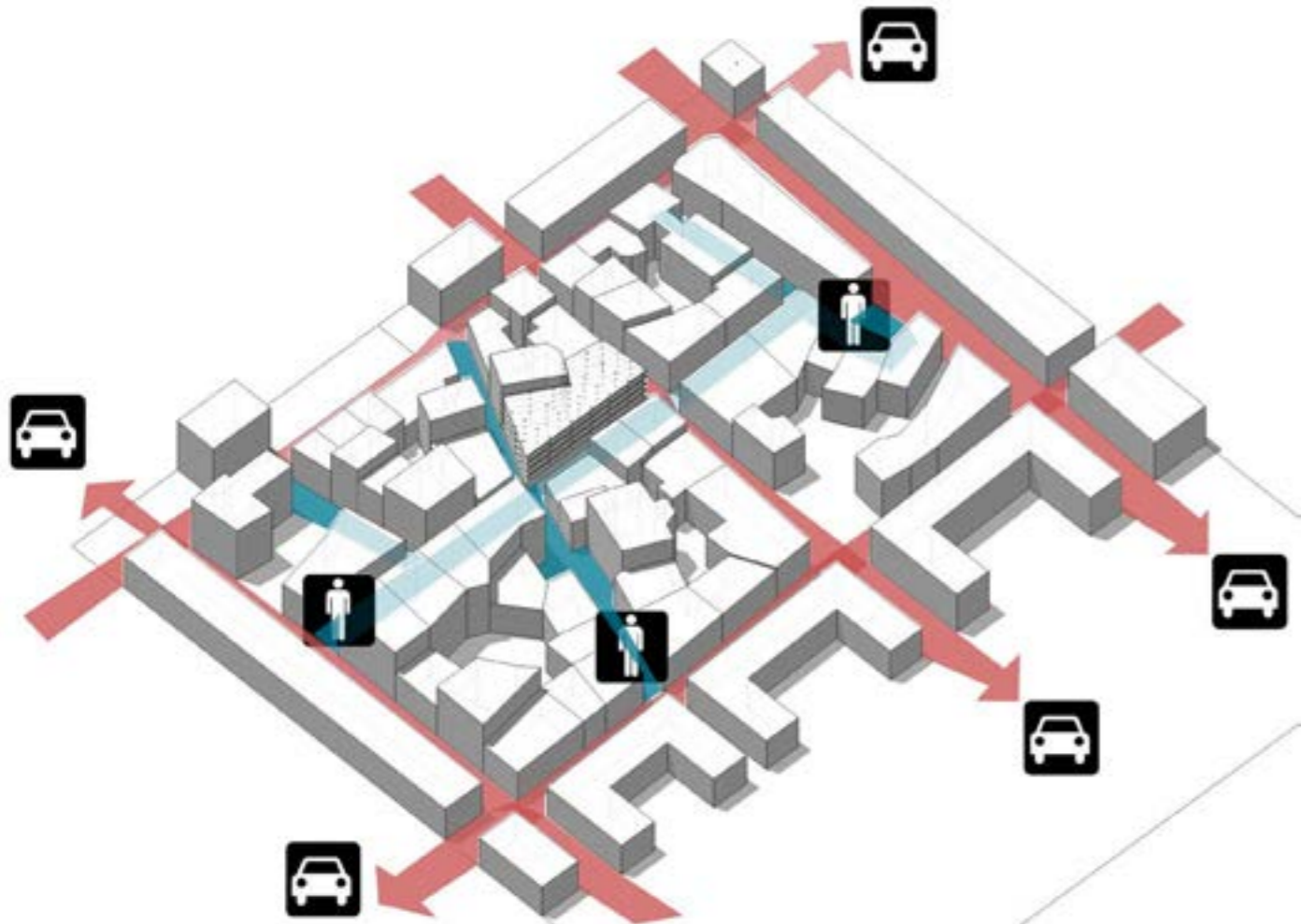


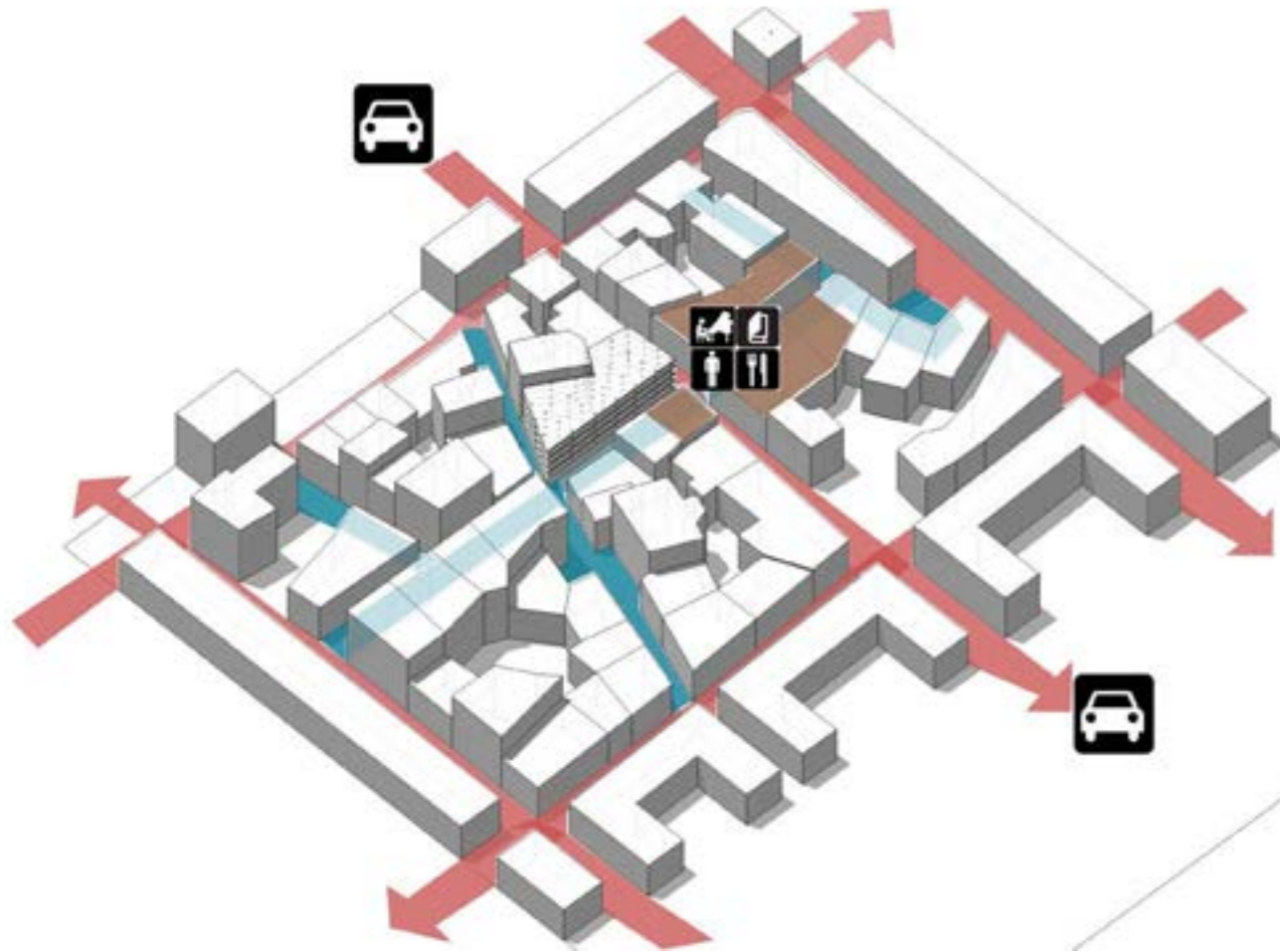
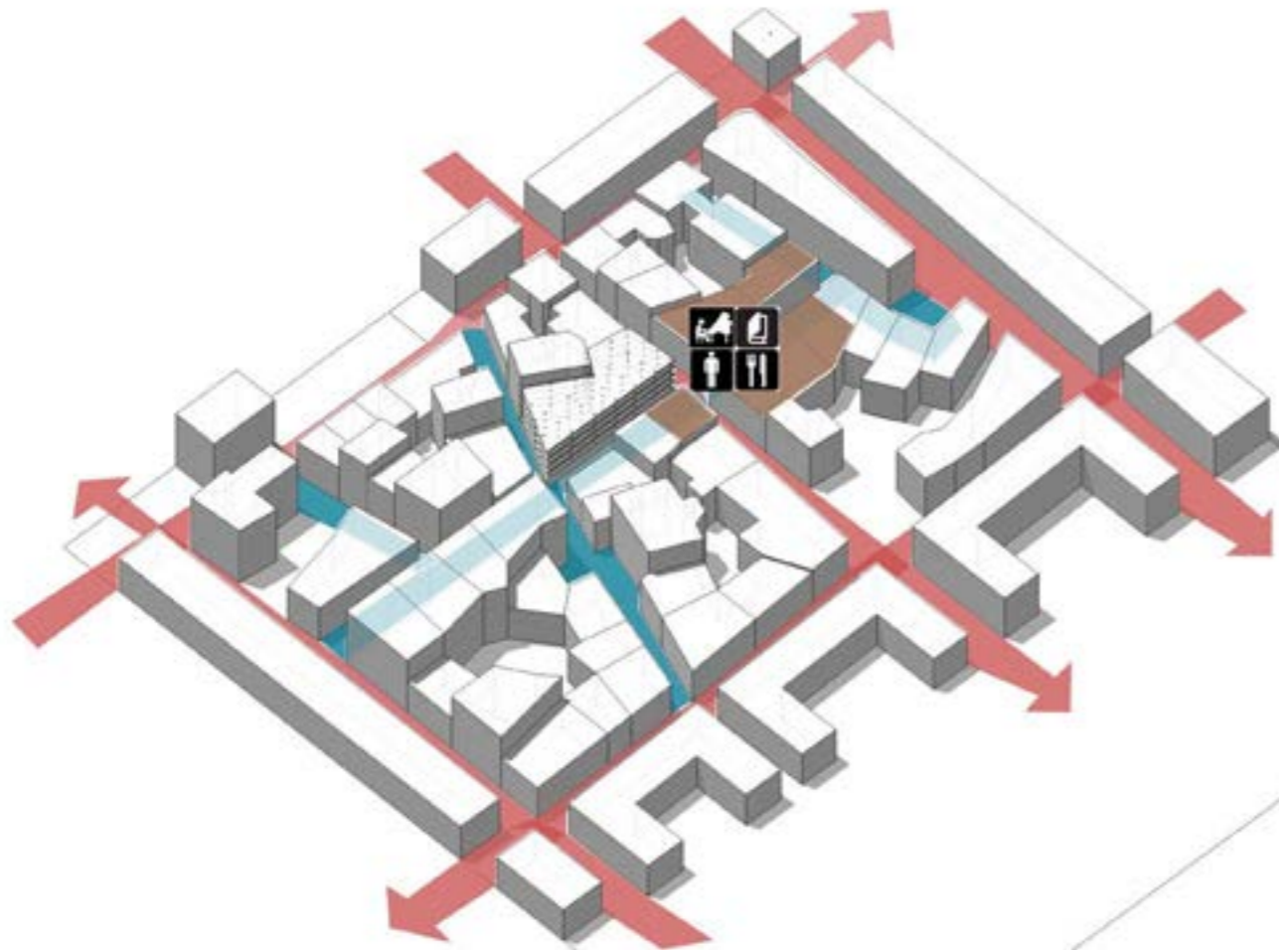


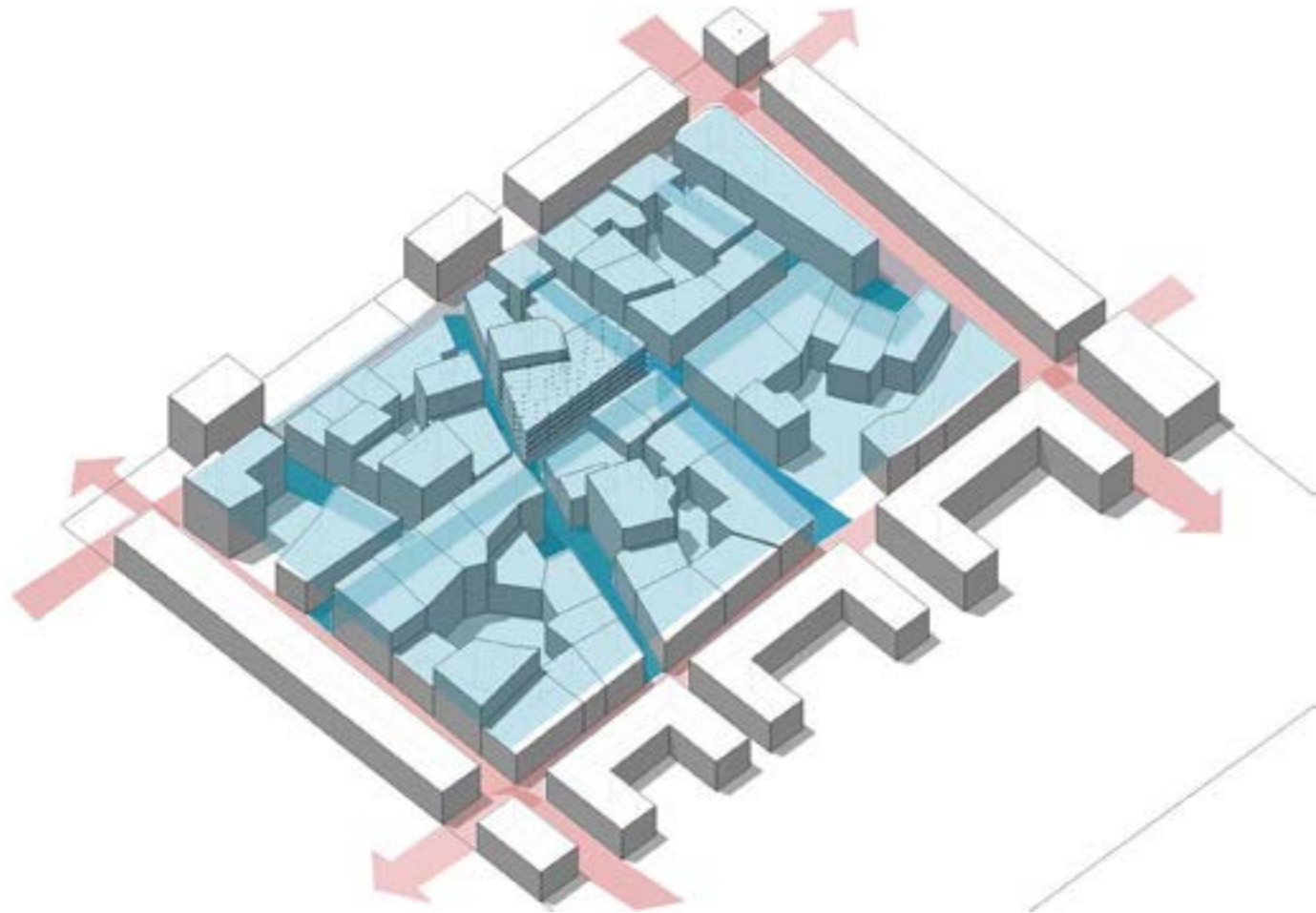
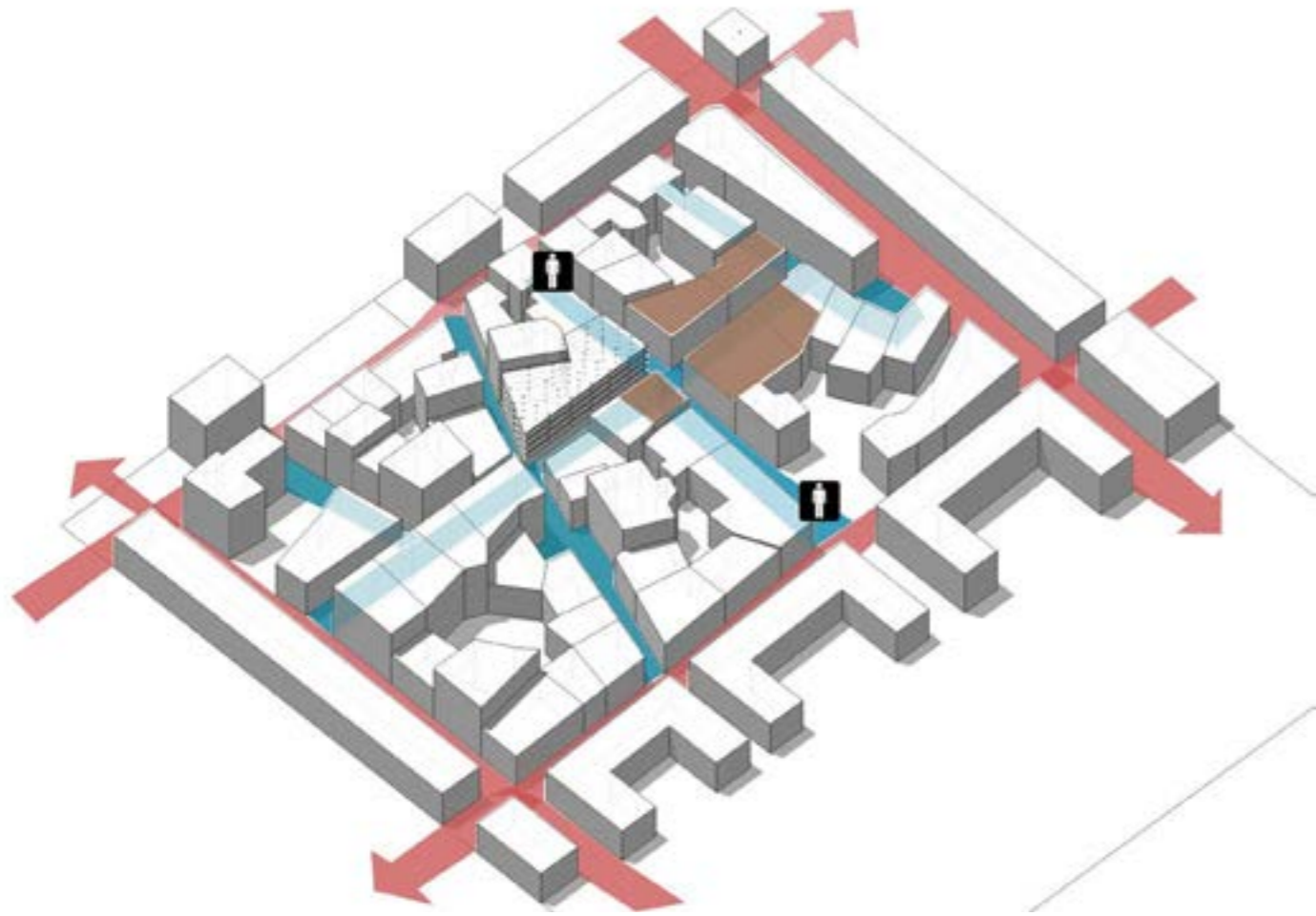


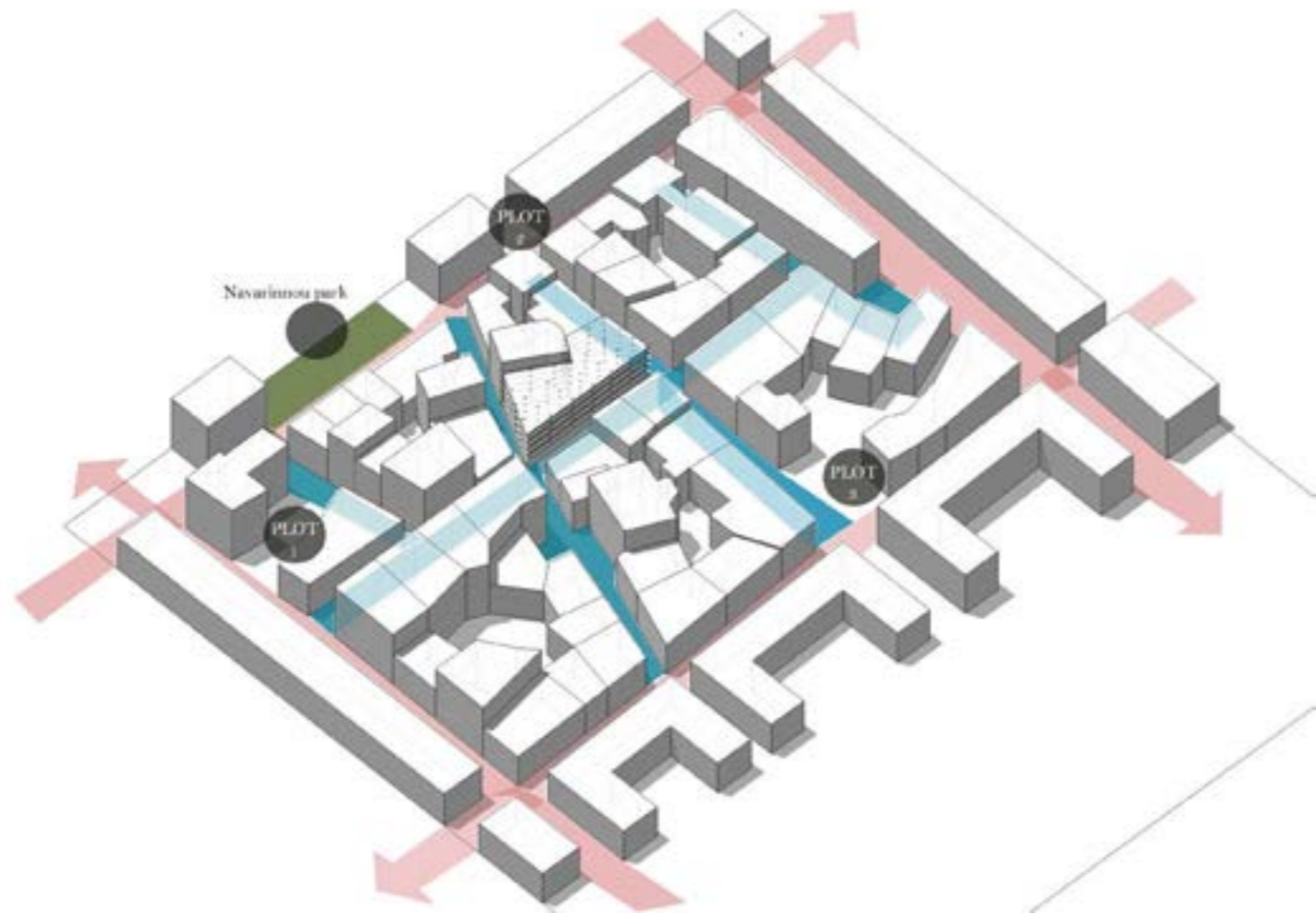


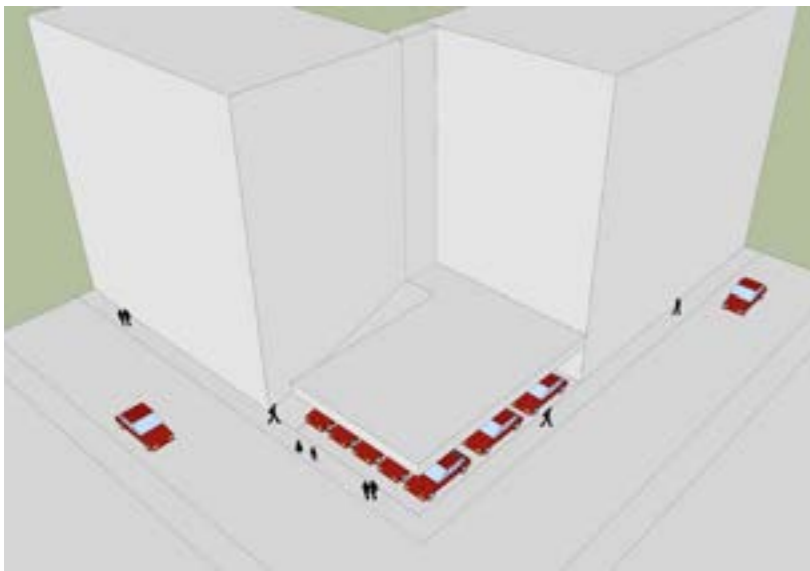
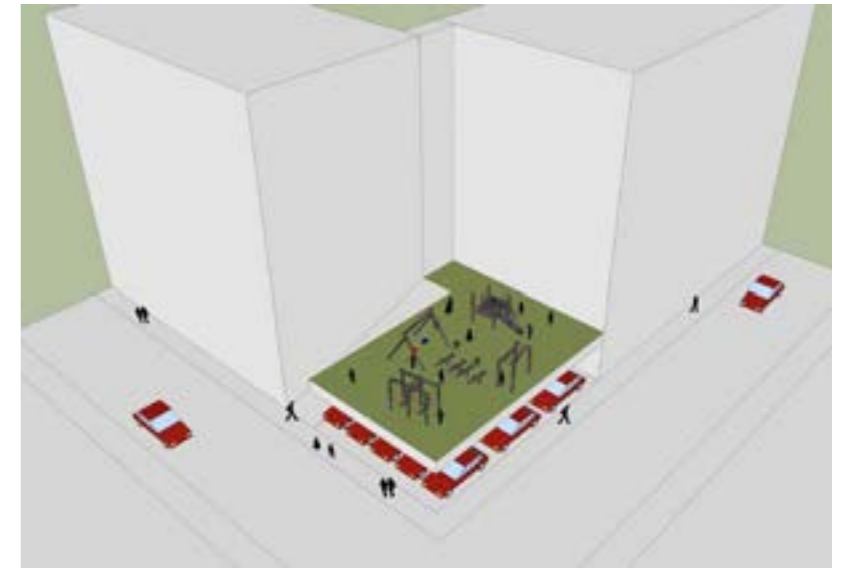
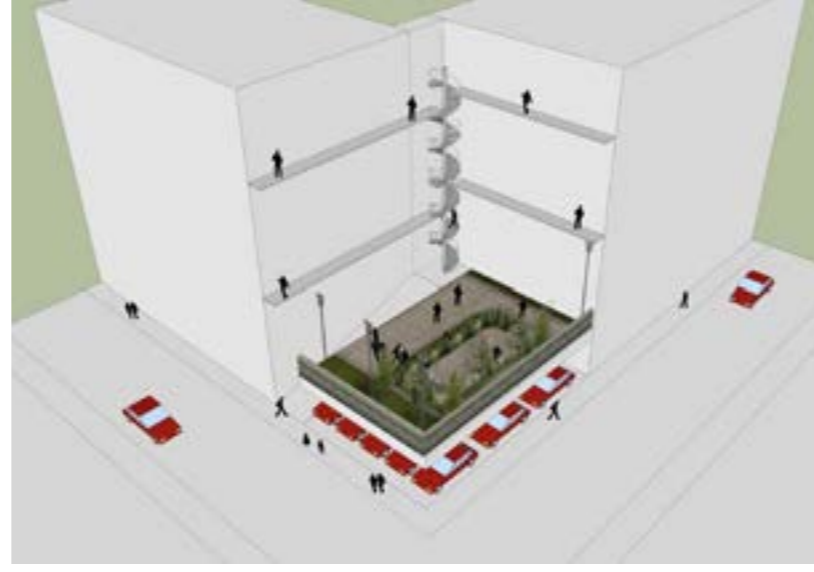
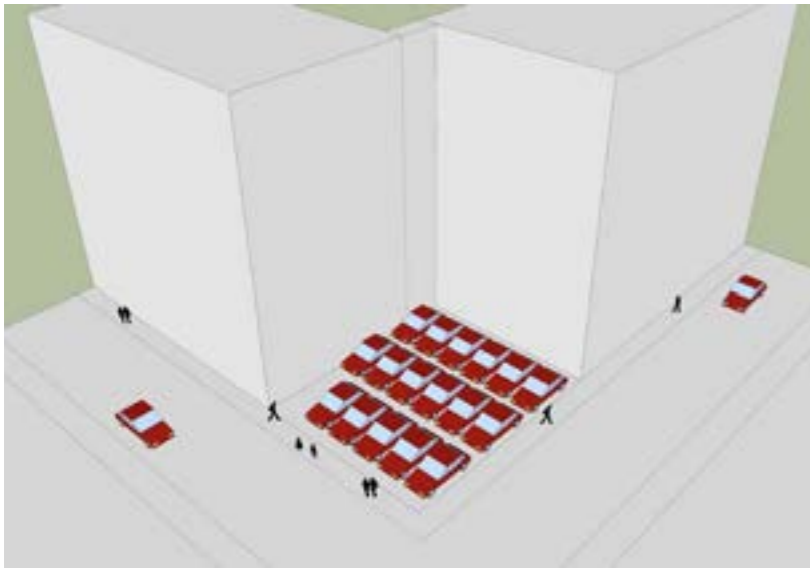
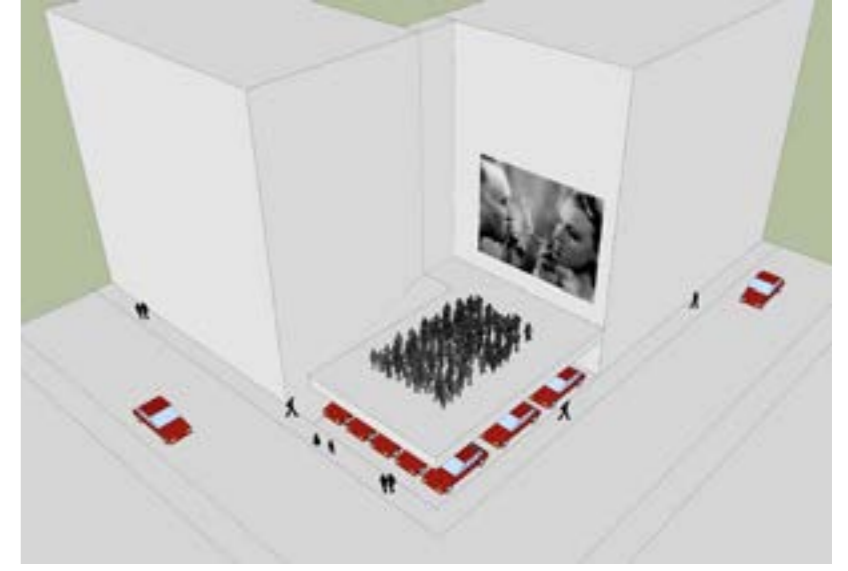
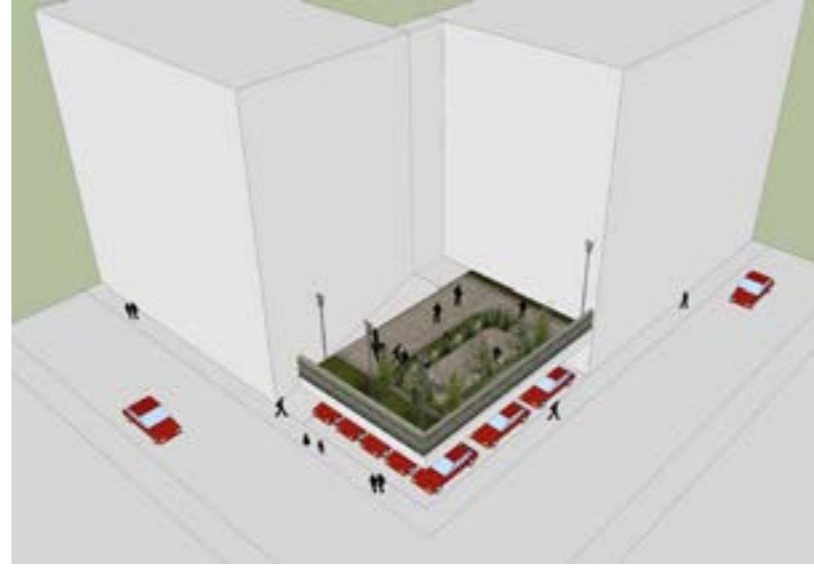
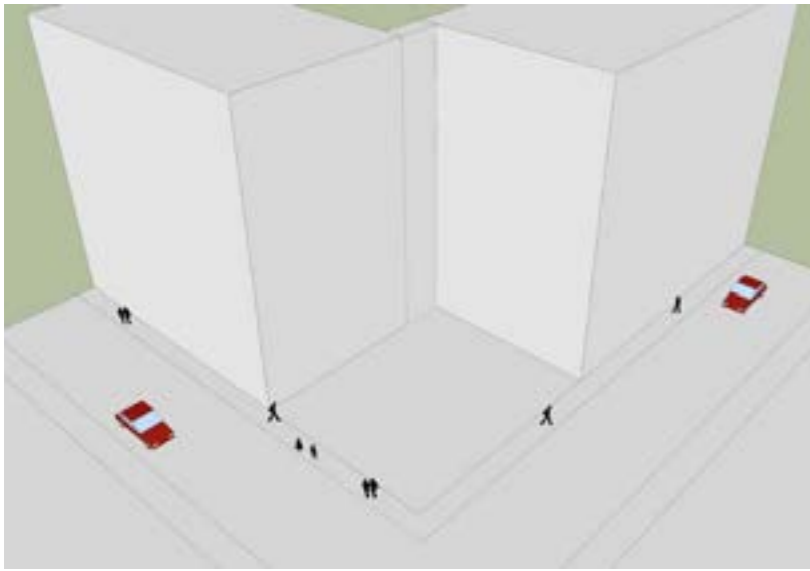


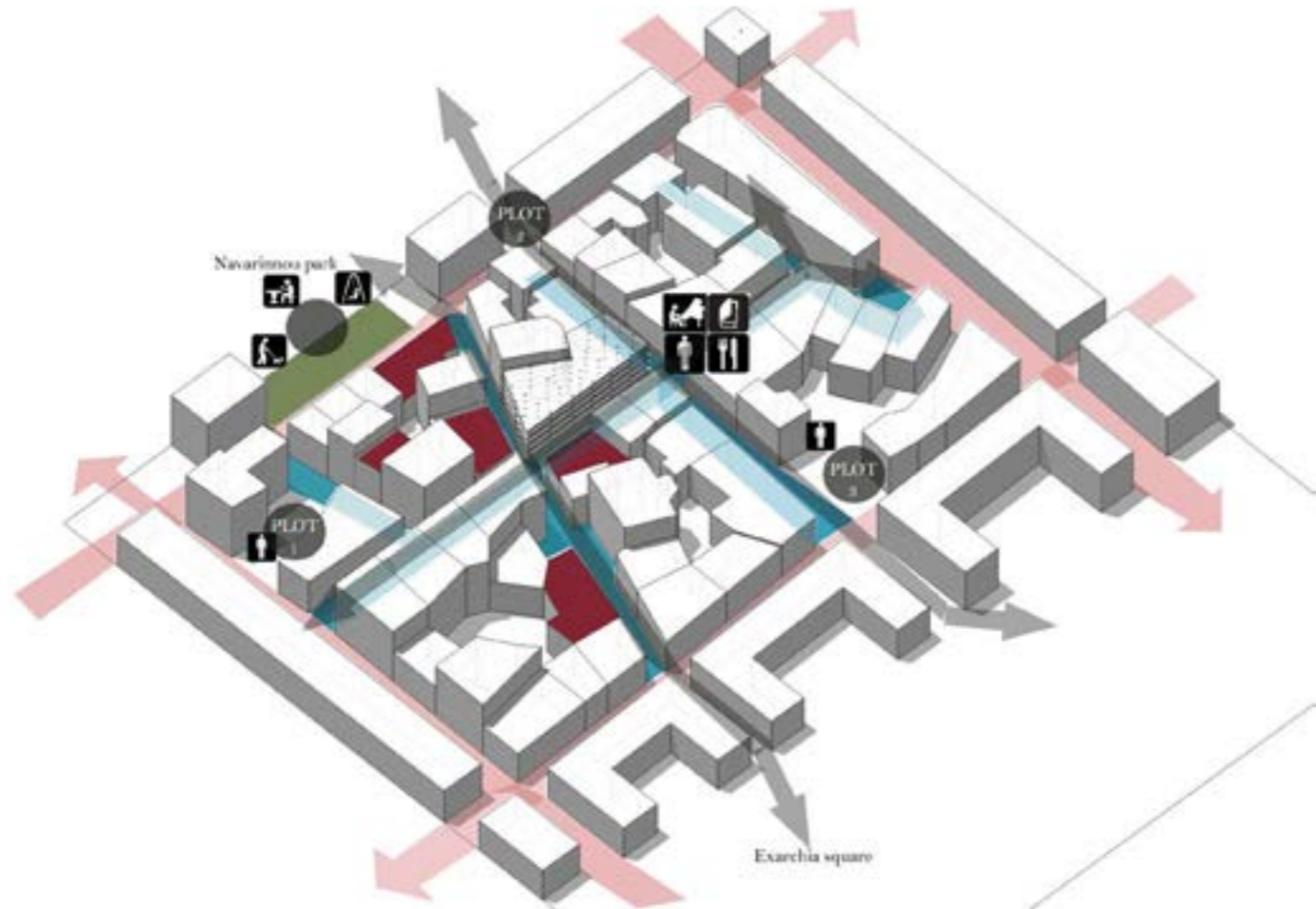
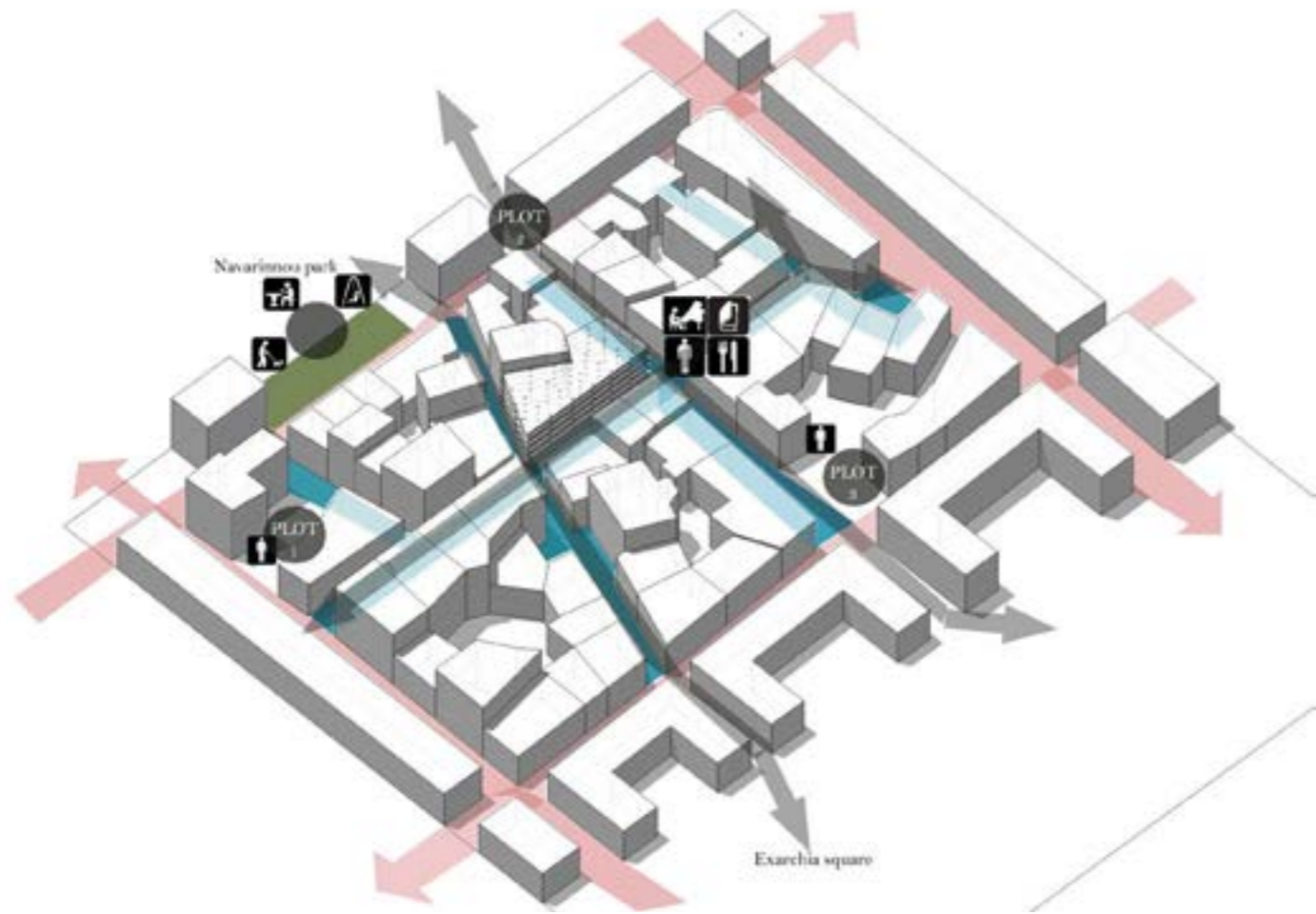


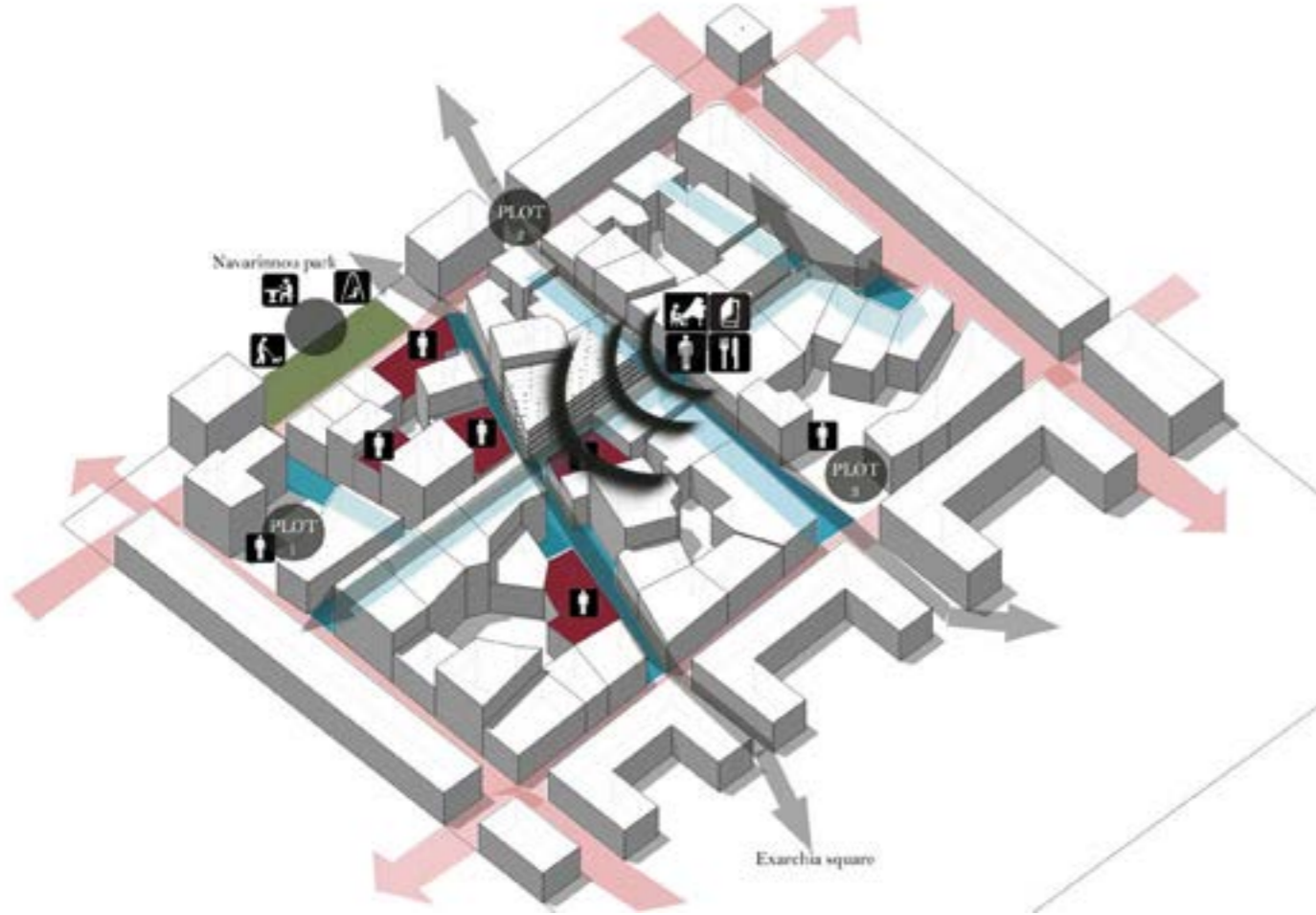
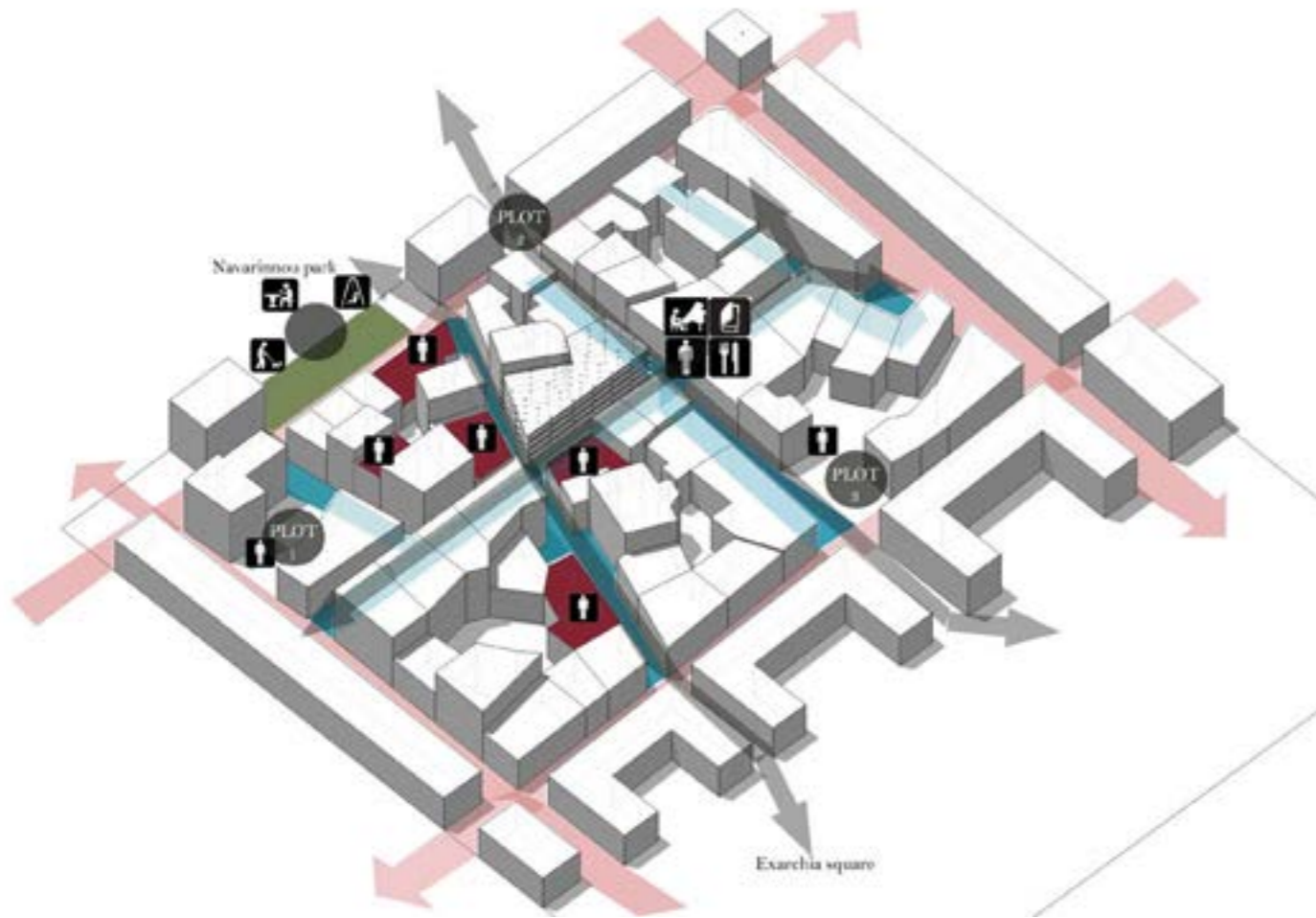


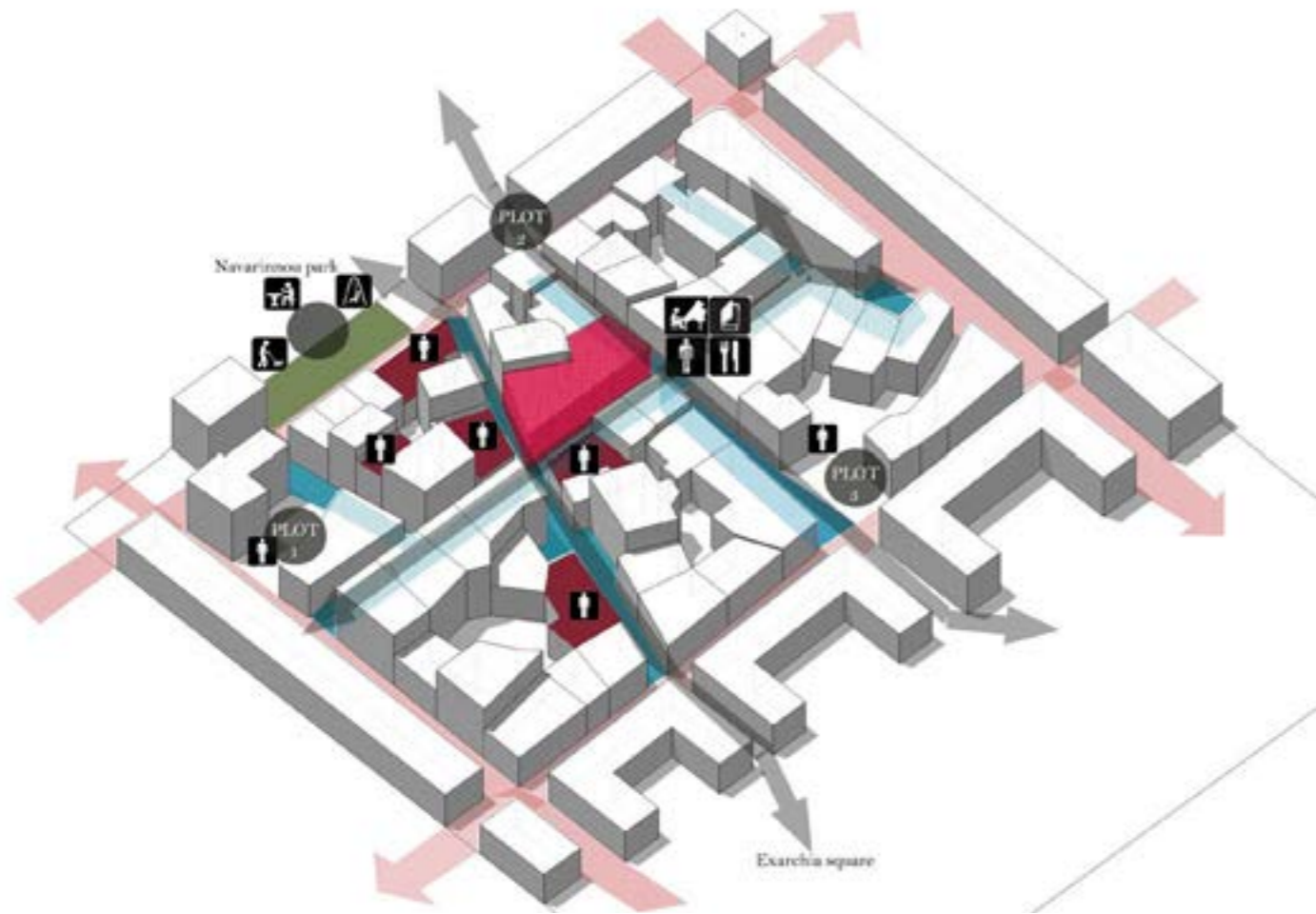


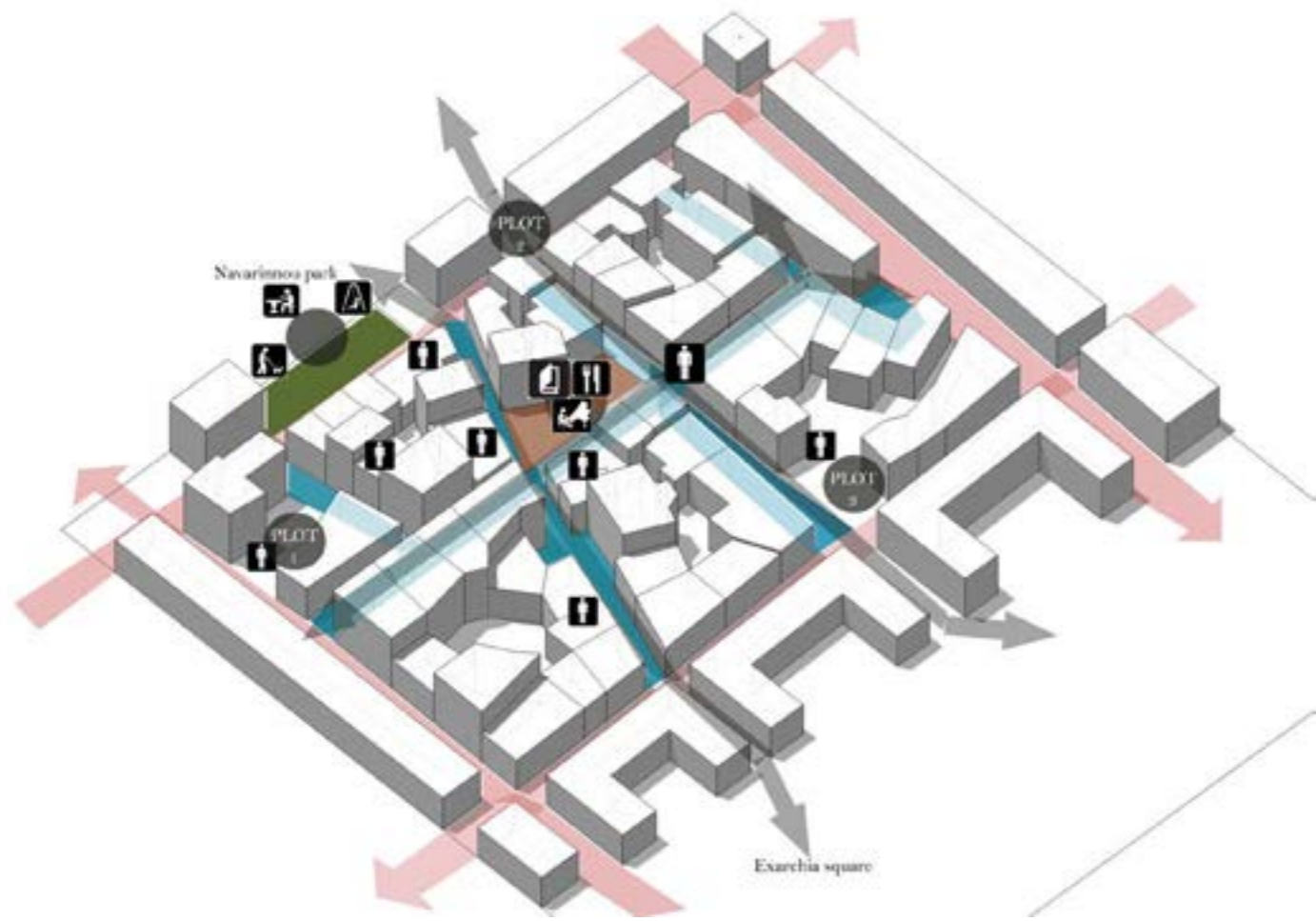


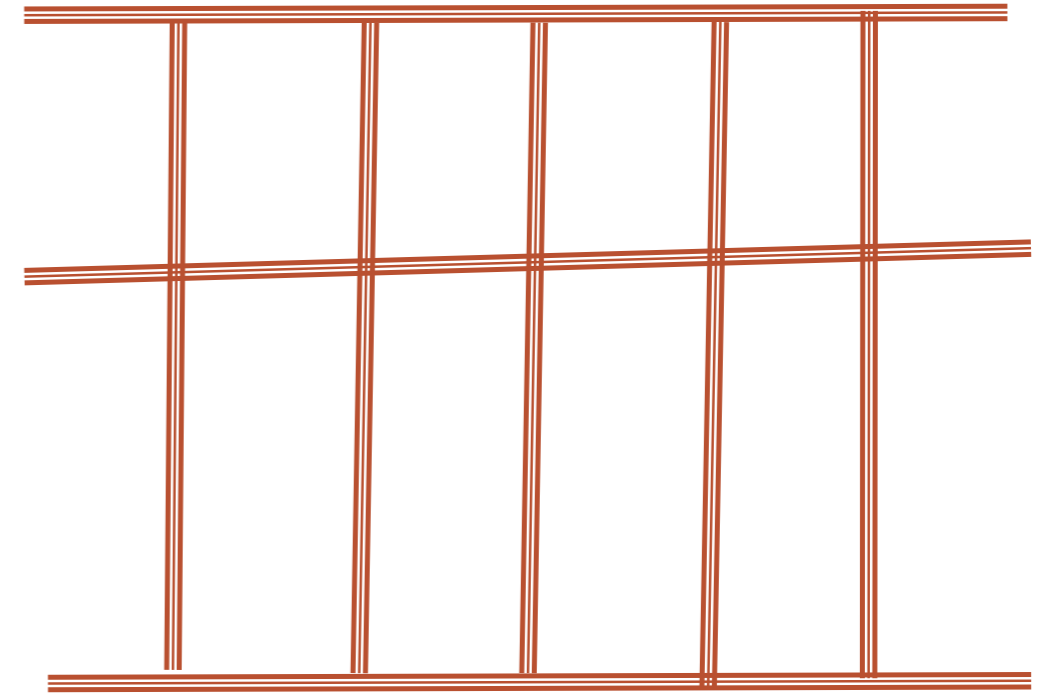












Squared Patron

- > EMPTY PEDESTRIAN STREETS (mono-funtion, sterelization)
- > Traffic problems: the cars streets are becoming all road ways

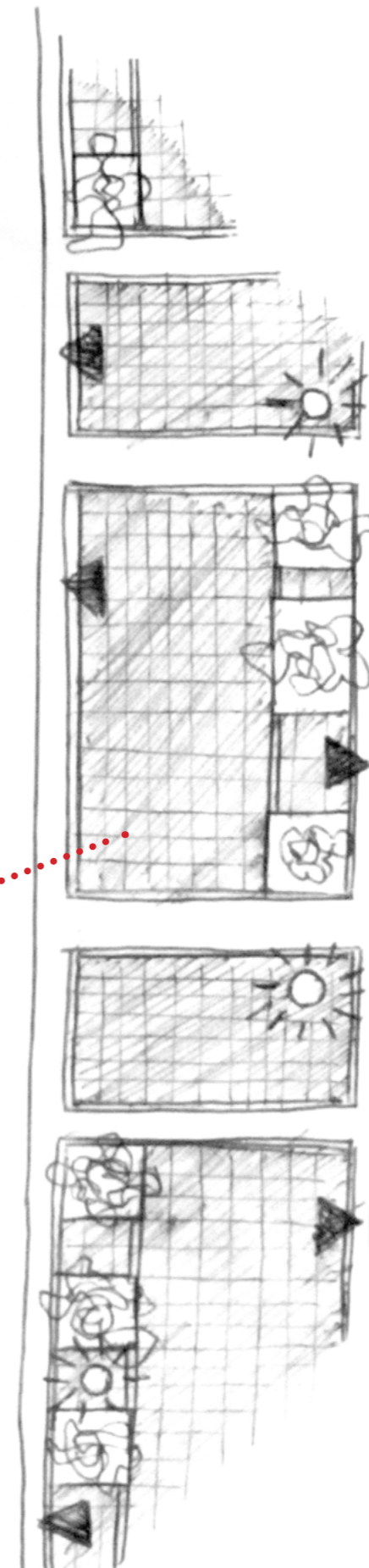
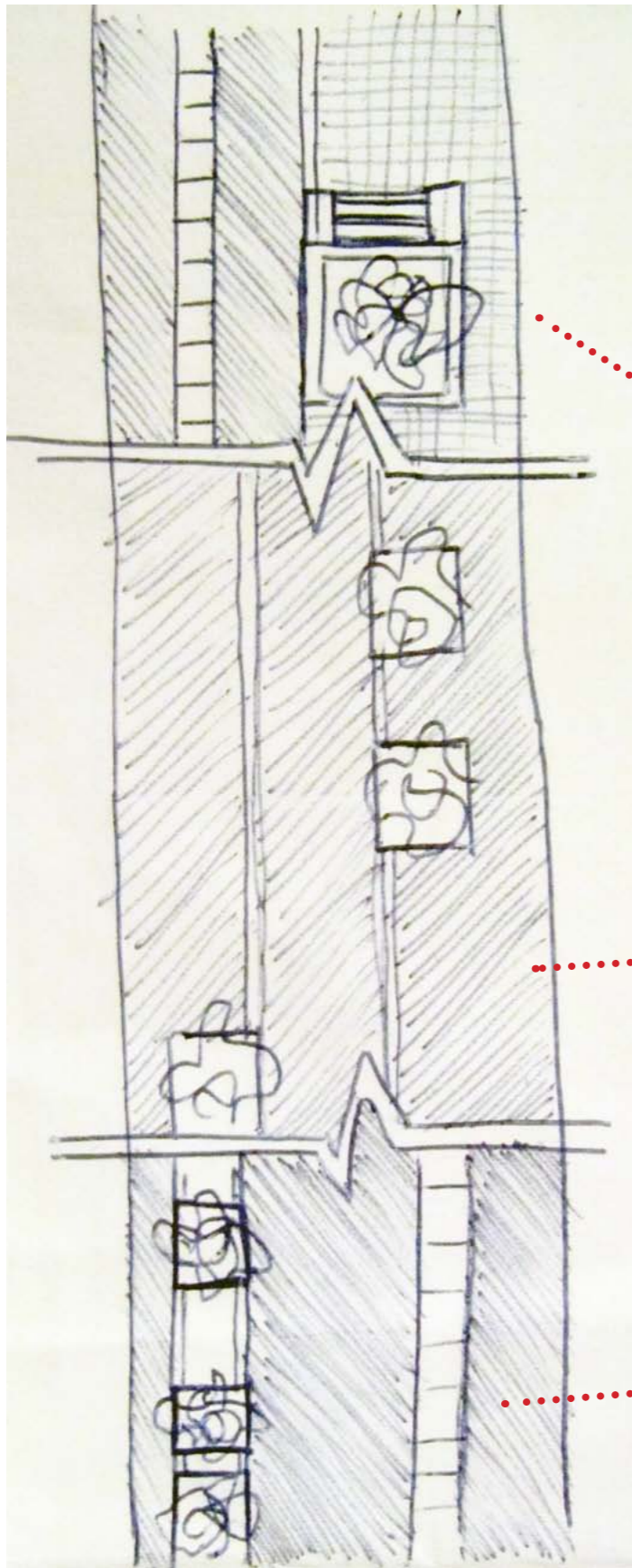




> Sterilisation of the streets: bars, graffiti, closed windows, etc...







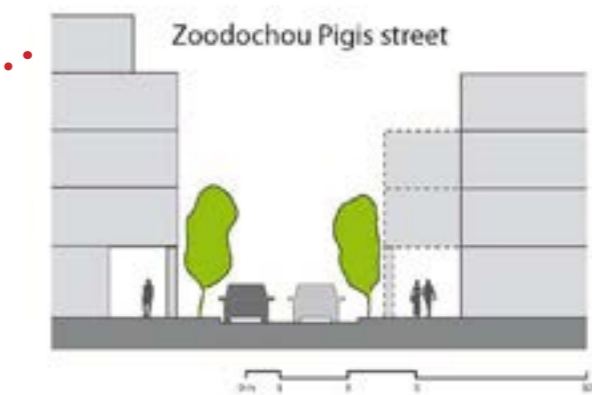
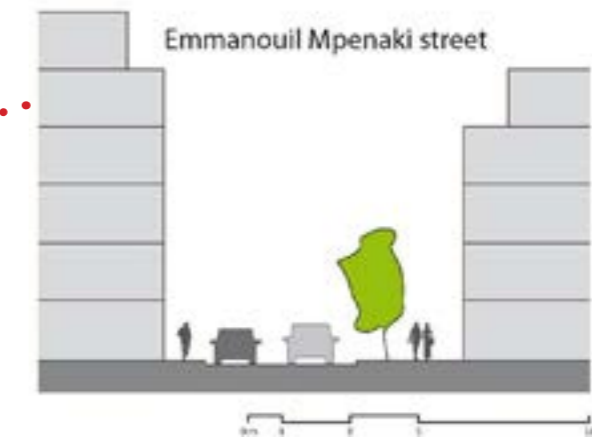
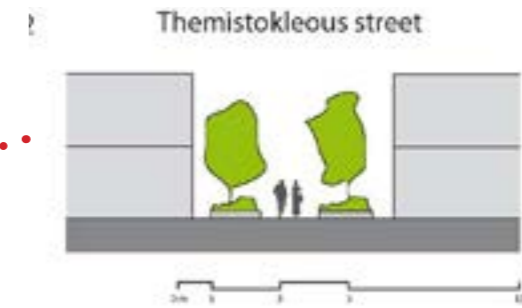
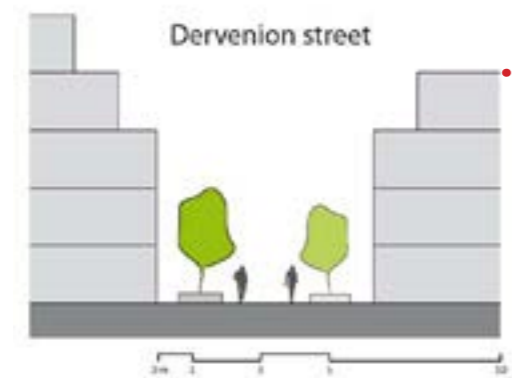
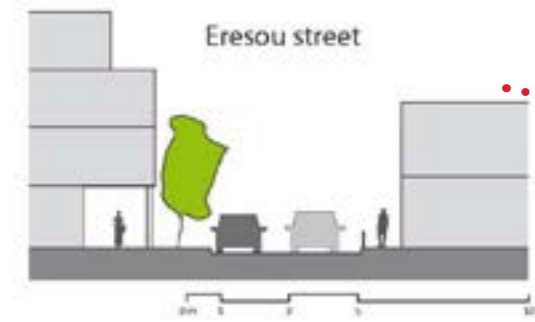
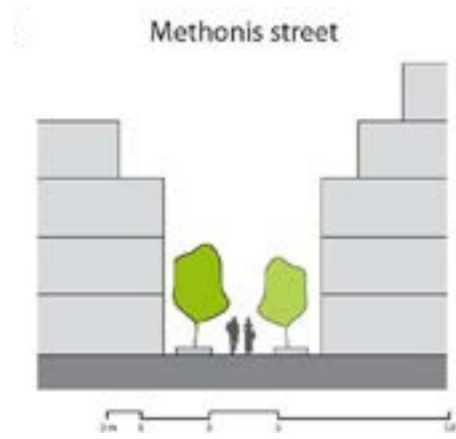
- > Game between the entrances and the pavement
- > Lights and vegetation too closed: lack of light

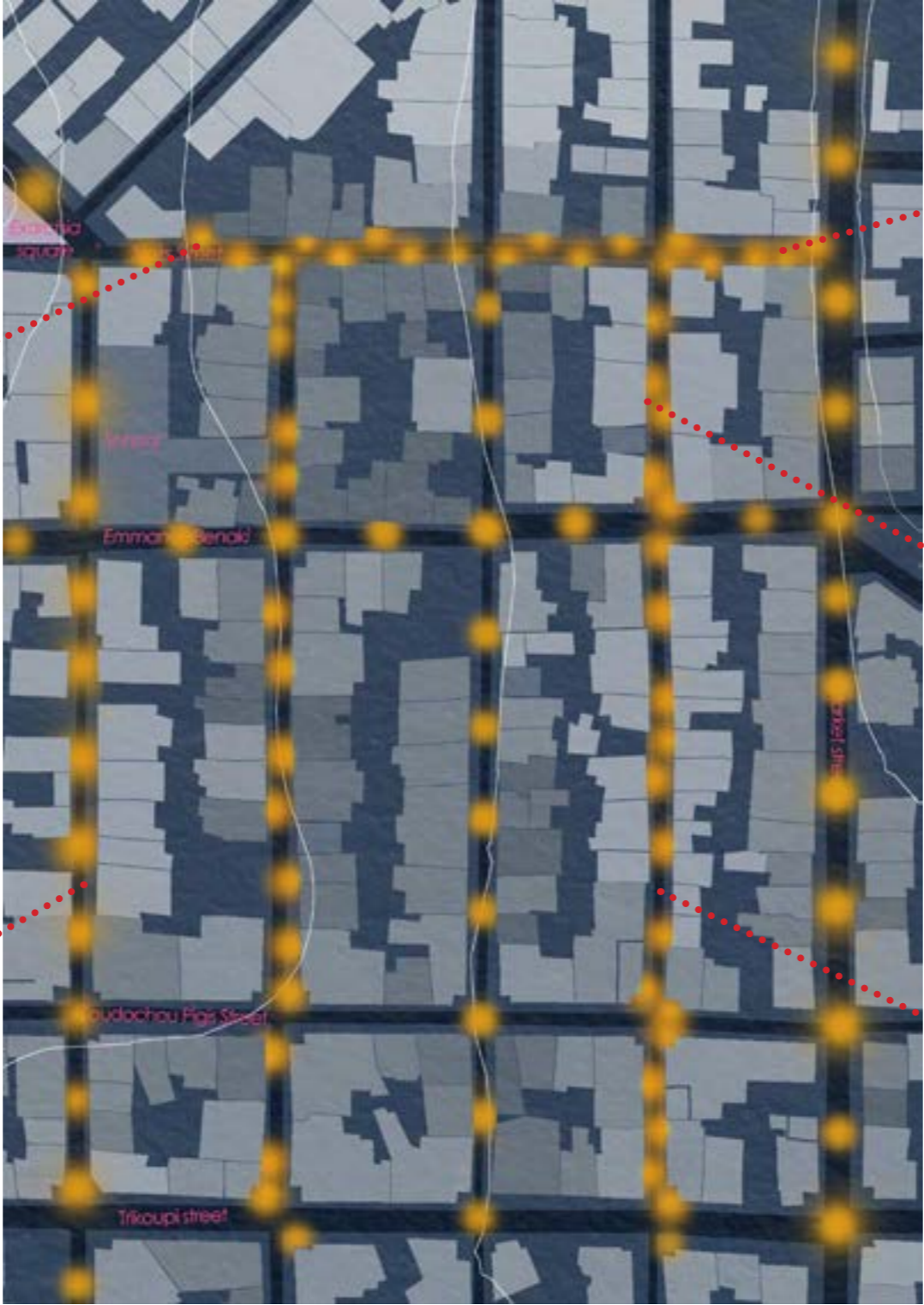




> Vegetation enchained, in flower pots
> when it's not enchained, it's disturbing the lights









- Parkings lines
- - - cars aren't allowed to park

- > Problems of the traffic: streets full for cars (allowed or not)
- > Cars in a pedestrian street
- > Road sterelisation: division of the street and space "for that purpose"

Cars not allowed to park
Squared Patron



> Pedestrian streets become a parking for the motorcycles?

Motobikes not allowed to park
Squared Patron





PROBLEMS

STERILIZATION PROCESS

> TRAFFIC

- Cars are too presents

The streets become "streets for cars"

The street is not only a circulation space

Regulatory sterilization: "space provided for that purpose"

Road sterilization: division street

> NO ONE IN THE STREETS

-Mono-funtion on the street

-The feeling of the insecurity

Lights

Borders between private and public

Barred entrances

Vegetation is chained

STERILIZATION PROCESS

Vegetation is chained, bars protect the windows, cars park in the pedestrian streets, and the streets become "streets to cars." The streets are sterile.

The car takes up too much of today in our streets. The street is not only a circulation space. Outside, we should feel at home, not at "them" ...

-Regulatory sterilization: "space provided for that purpose"

-Road sterilization: division street

-Residential sterilization: no mixity

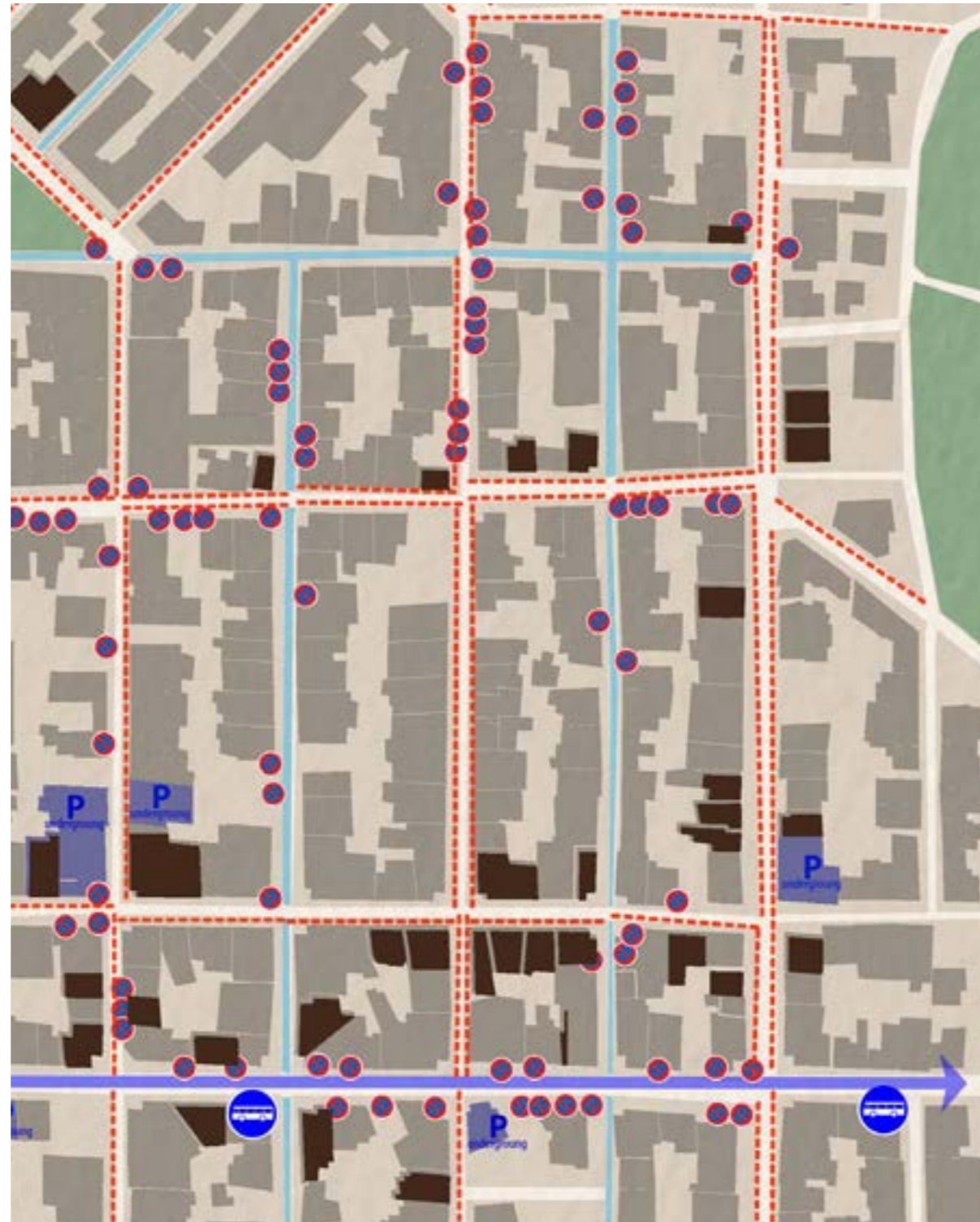
Since the urban project in 2008, some pedestrian streets in Exarchia were nice and well-used. We want to go through with this urban initiative reclaim the streets.

> MICRO URBANISME: We don't want to act by large and vast urban operations. We want to act locally and daily: with our scale and in front of our house.

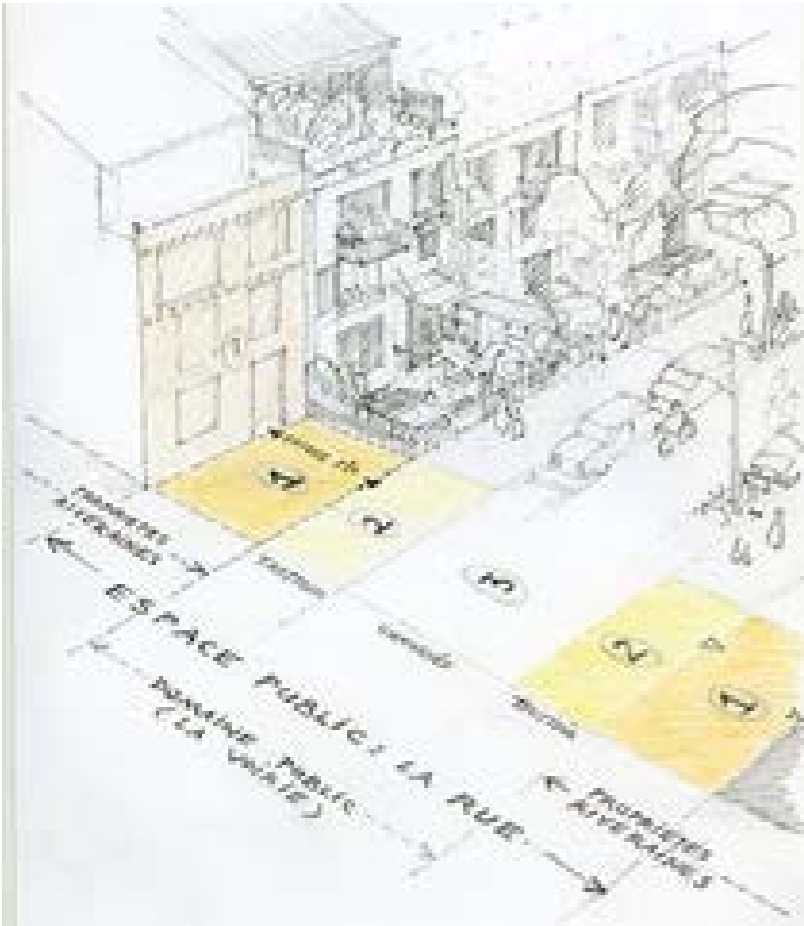
> AUTO-PRODUCTION of the streets : use of existing initiatives (Exarchia square, ownership of streets like Anafiottiki, Navarino social housing, etc ...)



TODAY



- Cars are too presents
- The streets become "streets to cars"
- The street is not only a circulation space
- Regulatory sterilization: "space provided for that purpose"
- Road sterilization: division street



Nicolas Soulier: definition of the frontage

TOMORROW



Verkehrsberuhigter Bereich
 "Domain flow subsided."

The instructions in this panel could be translated as follows:

- Roll the pitch (flow speed walking)
- Pedestrians can use the street in its entire width
- Children's games are allowed anywhere
- Not that where parking is provided
- All the people who move must be full of respect towards each other.

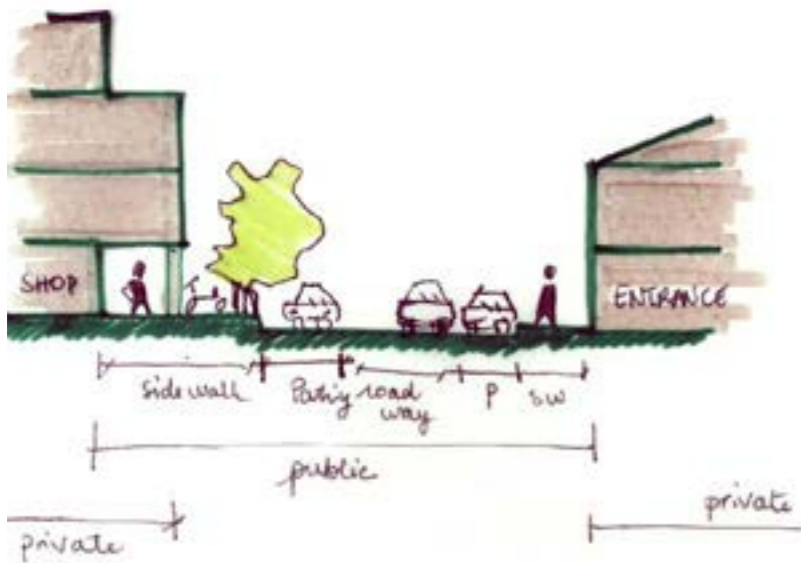


- Pedestrian street where cars are totally forbidden
- New bus line
- Empty buildings which could be used like a free parking near the

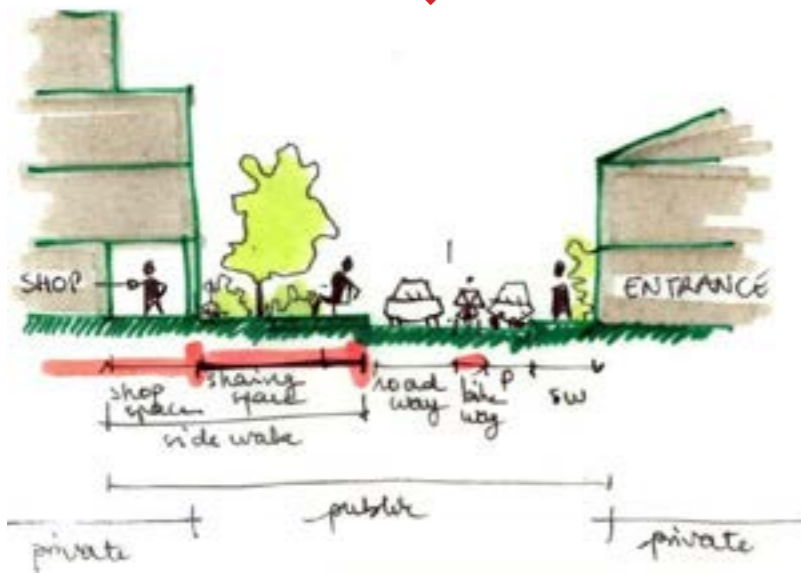


Santa Monica Civic Center parking garage
 > example of a building reversion in a parking

NOW



AFTER



> TRAFFIC

- Cars are less presents
- The streets become "streets for pedestrians"
- Road sterilization: division street

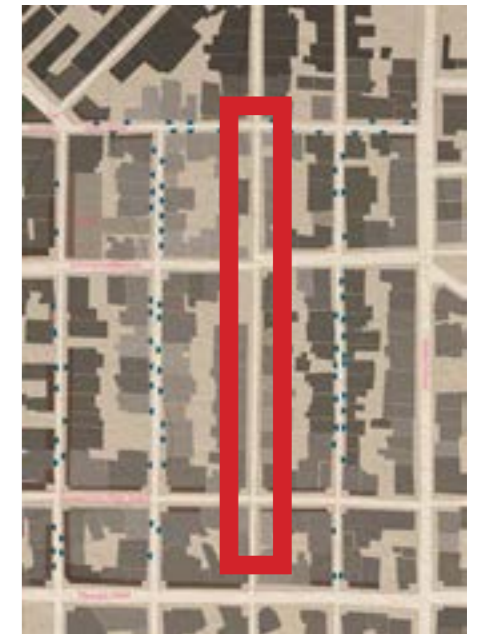
- 1- 30km/h + free parkings
- 2- Make use of "soft mobility" in town (Common carriers, pedestrian walkways and bikeways)
- 3- Pass the traffic code to the street code: reduce the cars' space use se pedestrian street like > somewhere where you can pass AND stay (soft mobilities) by foot and by bike

> BORDERS PUBLIC-PRIVATE HAVE TO CHANGE

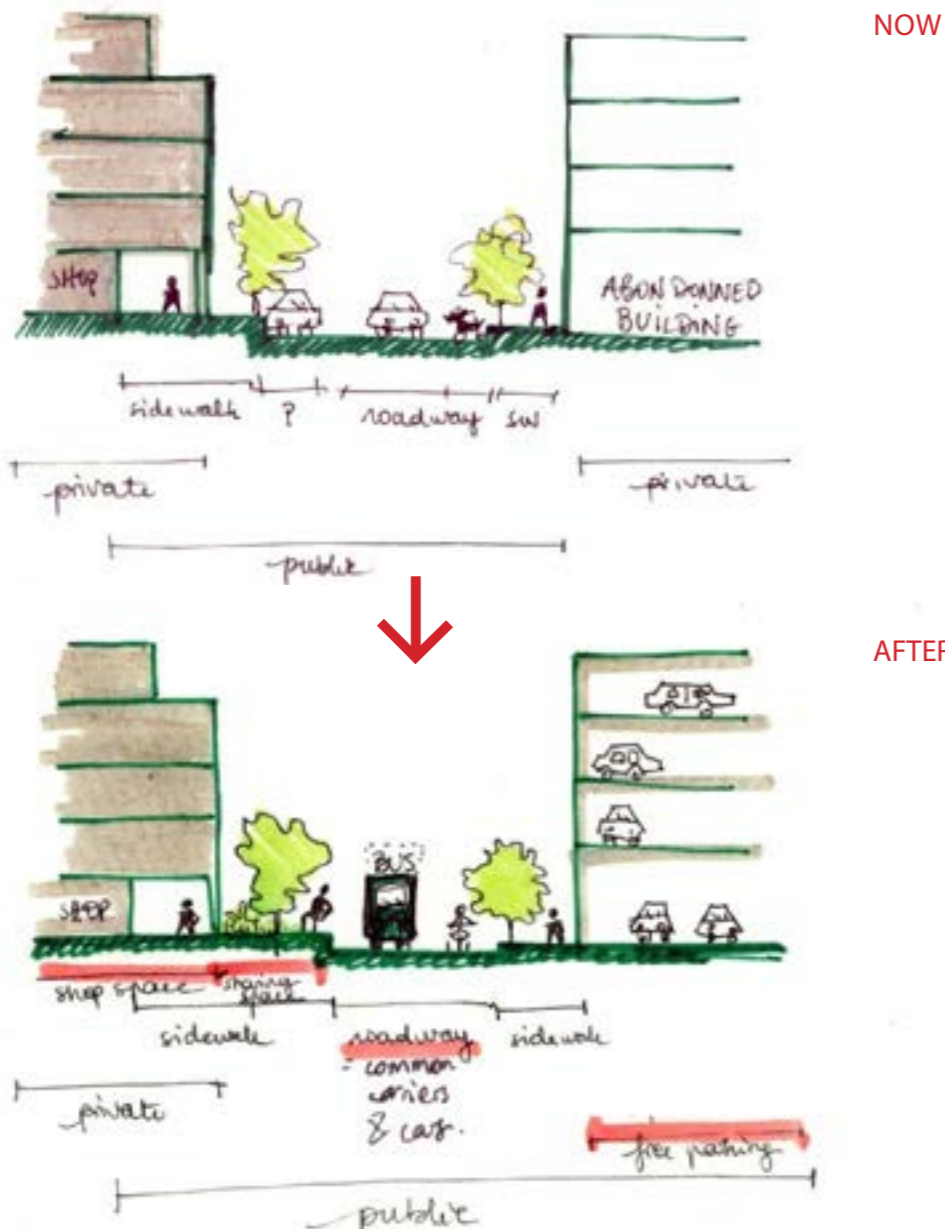
- The habitants have to live the streets



Brême



Zodochou Pigis Street



> TRAFFIC

- Cars are less presents
 The streets become "streets for pedestrians"
 Road sterilization: division street

- 1- 30km/h + free parkings
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> BORDERS PUBLIC-PRIVATE HAVE TO CHANGE

-The habitants have to live the streets



parkings days in Toulouse: during one day a parking place is something else



Zoodochou Pigis Street



> TRAFFIC

- Cars are less presents

The streets become "streets for pedestrians"
Road sterilization: division street

1- 30km/h + free parkings

2- Make use of "soft mobility" in town (Common carriers, pedestrian walkways and bikeways)

3- Pass the traffic code to the street code: reduce the cars' space

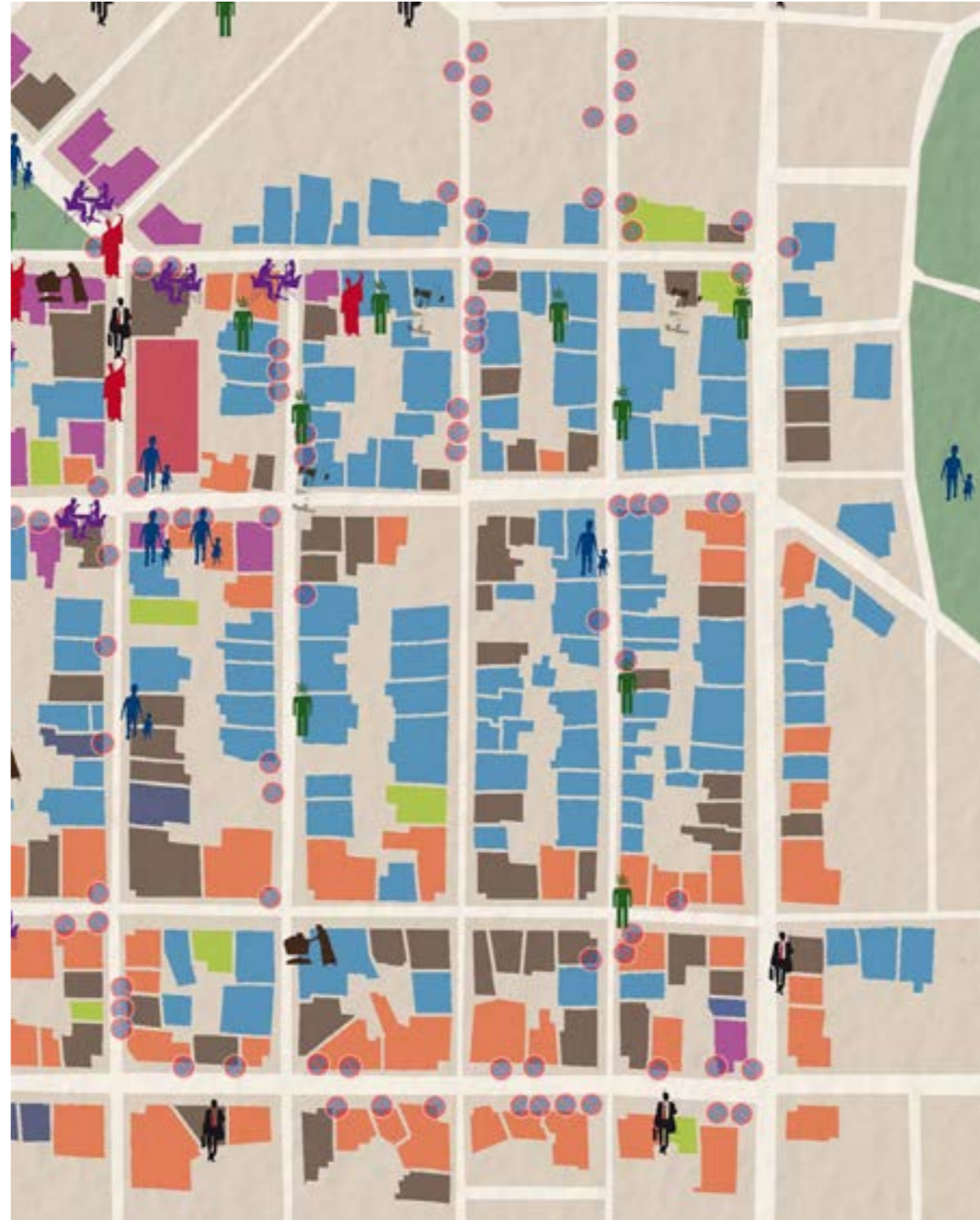
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-The habitants have to live the streets

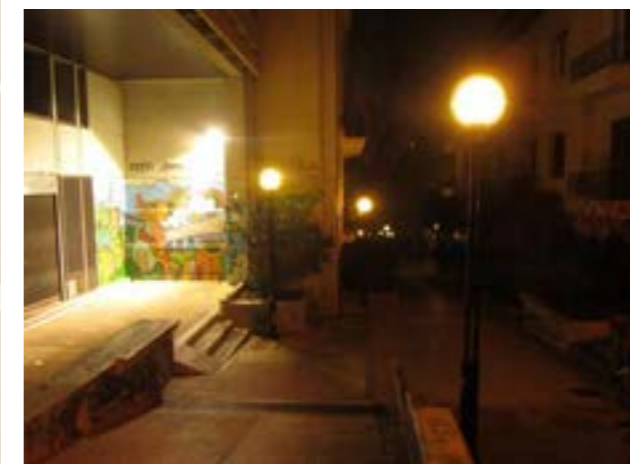


TODAY



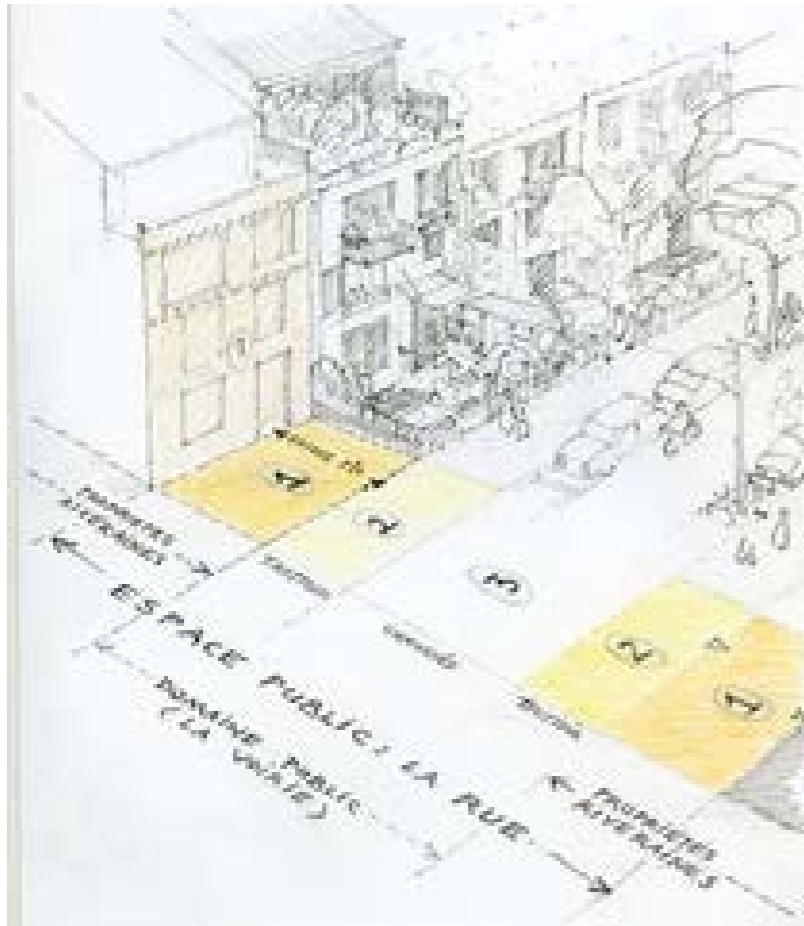
> NO ONE IN THE STREETS

- Mono-funtion on the street
- Sterelisation



SOLUTION / PEDESTRIAN STREET
Squared Patron

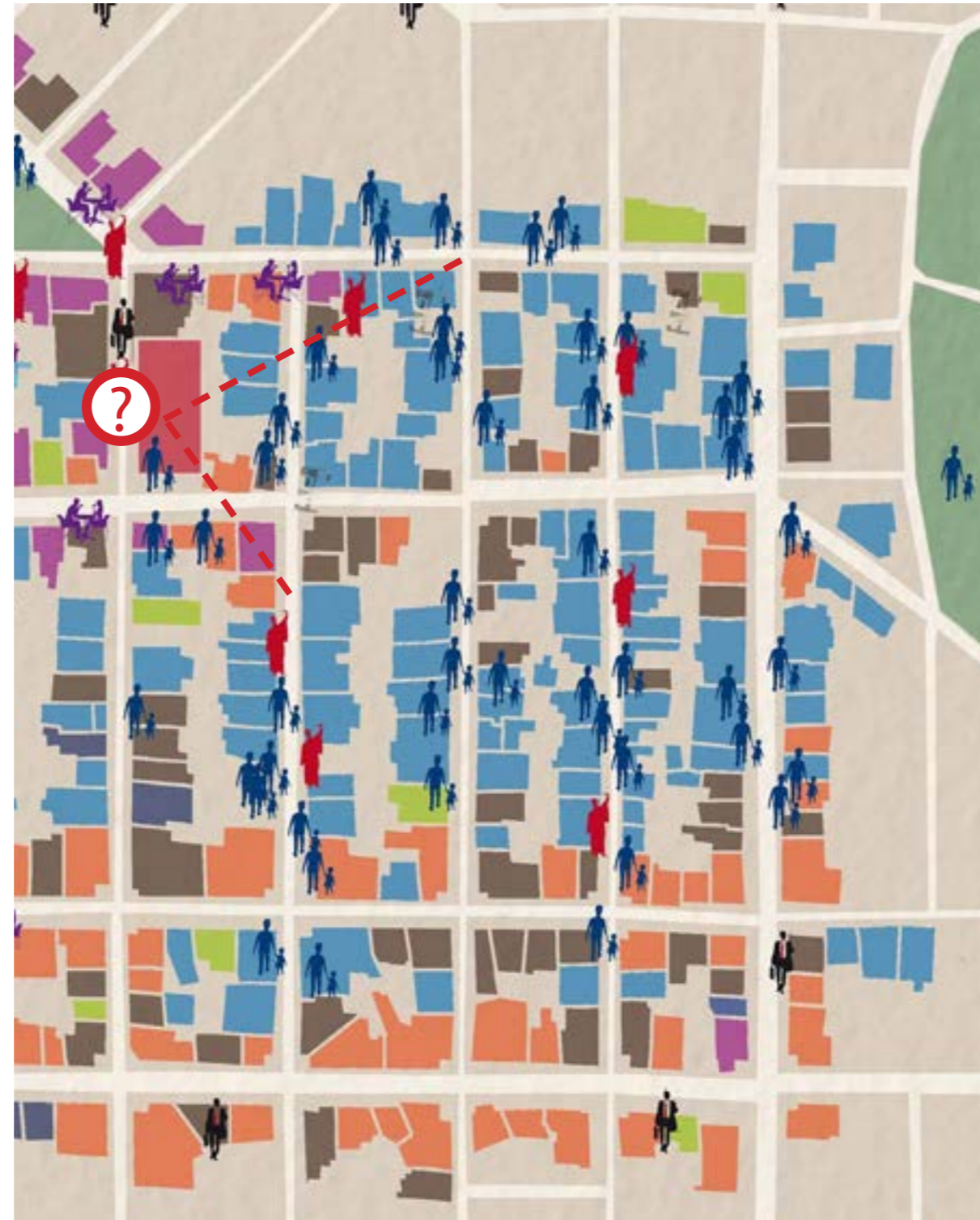
TOMORROW



Nicolas Soulier: definition of the frontage



viertel - germany



> APPROPRIATION OF THE STREETS

-Change the limits between private and public for the habitants



Nantes

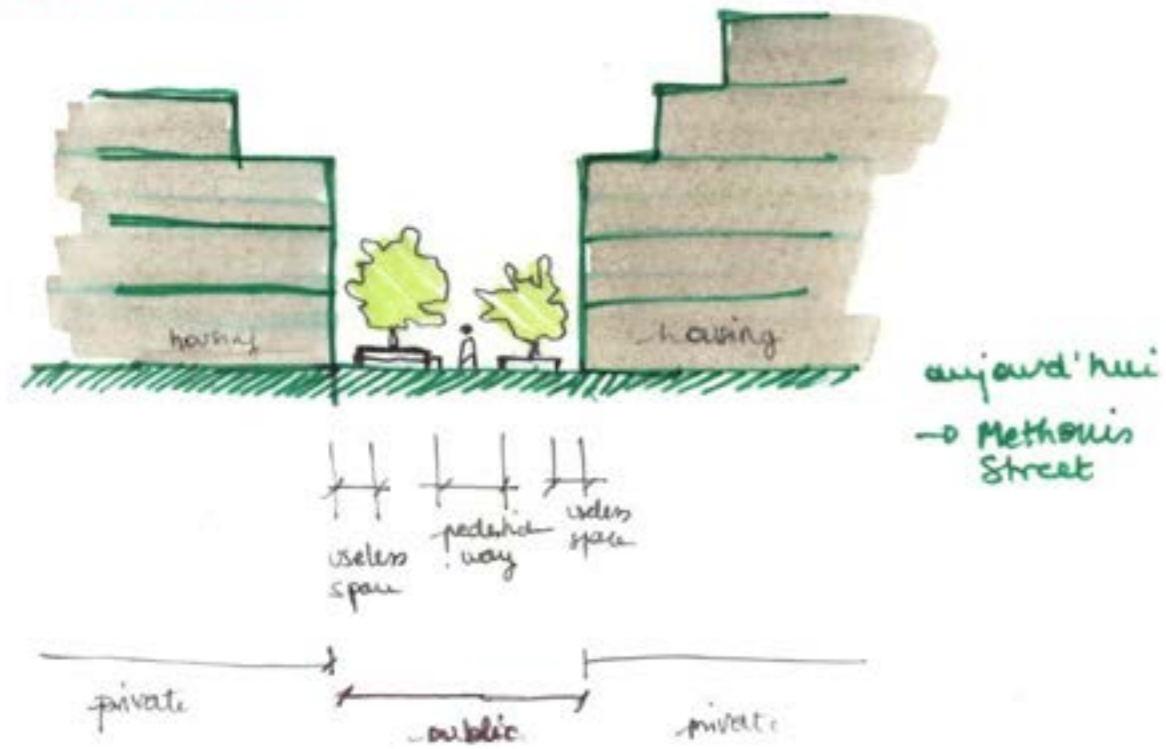
A MIX-AND-MATCH, MODULAR SYSTEM. CREATE YOUR OWN PROGRAM:



Example of a solution for the parking day

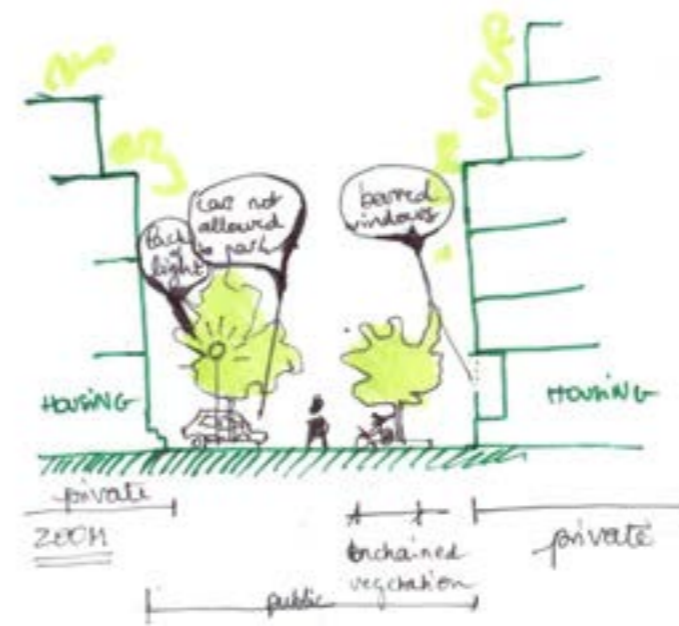
Methonis Street

Methonis street

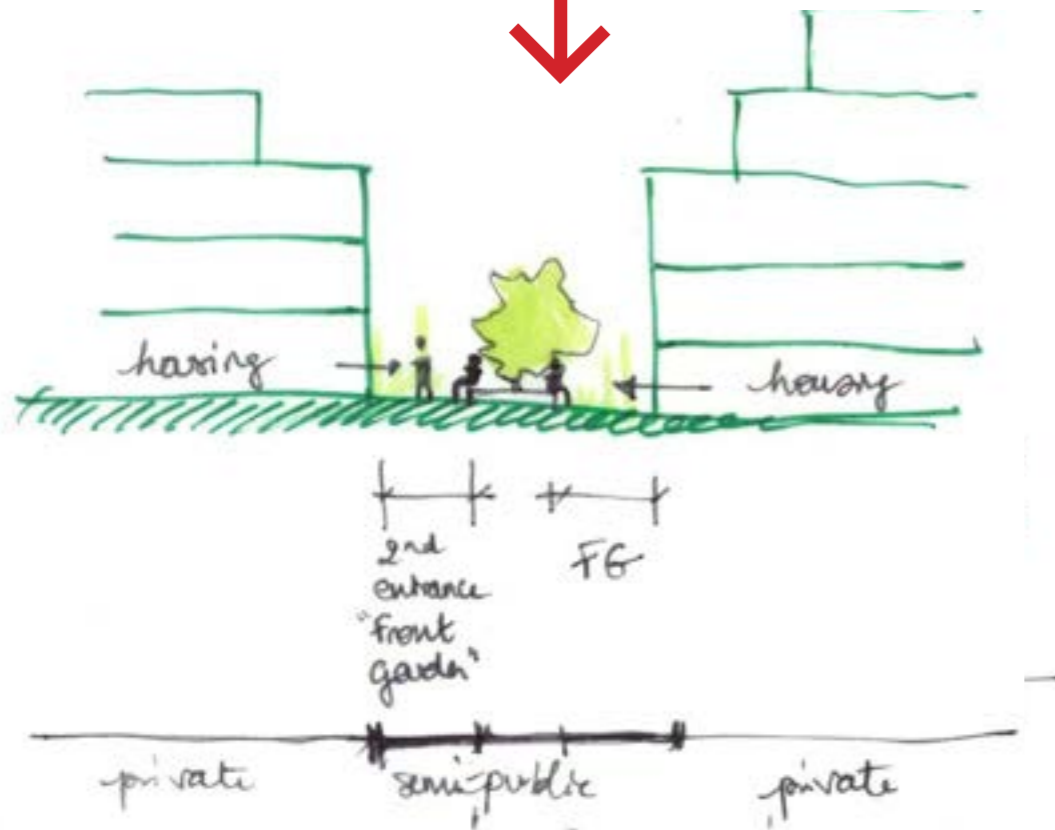


NOW

Methonis Street ZOOM



AFTER



SOLUTION / PEDESTRIAN STREET

Squared Patron





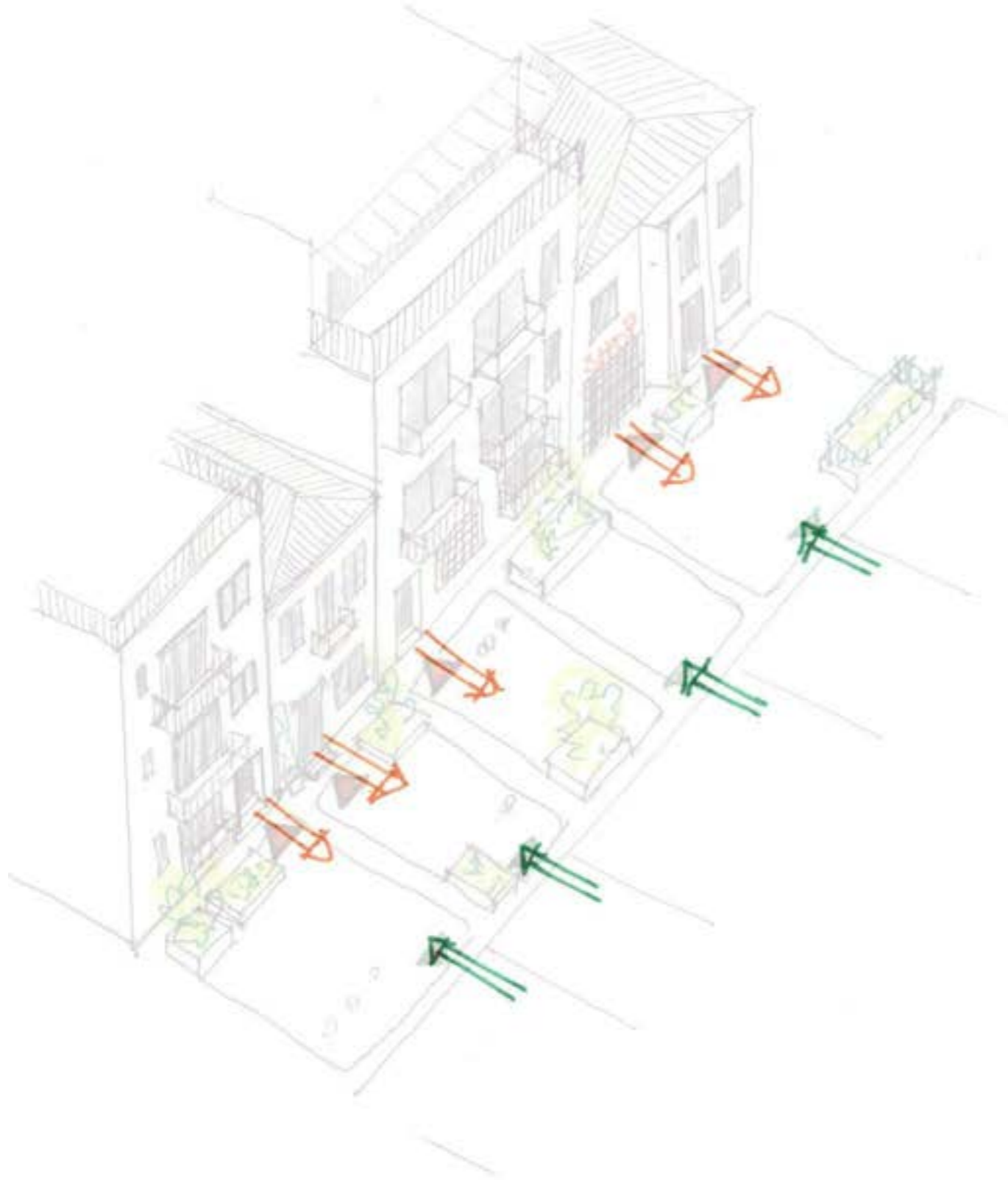
Nowadays

- shops close.
- windows and entrances closed by bars.
- no connection between houses and buildings
- vegetation enchainned

- ① space ~~is~~ unoccupied (sometimes like parkings for motorbikes or cars)
- ② sterelisation of the vegetation
- ③ pedestrian way : people just pass there

private
 public





Scenario

→ un-closed and un-enchained shop and windows / entrances
↓
free local for aoo!

→ street alive
→ meeting between neighbours.
↓
get together





How?

→ use the floor, broke it, and do a another garden, called front garden, for the habitants.
 FG between public and private & make distance between the building and the street.

- ④ = front garden =
- ⑤ = sharing space

