

*Duet* focuses on the idea of opening and strengthening the urban potential of the strategic site, integrating it with a new micro-infrastructure.

Today the site is a residential area embedded in a larger industrial one. Its edges are defined by vehicular infrastructures: the railway to the south and the main access roads to the city on the other three sides. Towards its interior, the neighborhood is characterized by the constellation of single-family houses and their private gardens drawing the urban image.

In the proposal the area is envisioned as a green hinge between the river and the Bürgerpark as well as a bridge to the historic center of Wernigerode. It takes place in stages.

First, pedestrian and cycling paths are laid out along the edges, then a network of internal paths is derived from the reclamation of interstitial areas.

A second phase involves a private land shrinkage (acquisition of thin strips between properties) creating a greater porosity of the neighborhood. The system is then connected to the roads that pass through the site which are converted to slow mobility. At the points of main intersection of the internal paths a series of collective platforms and pavilions is implemented.

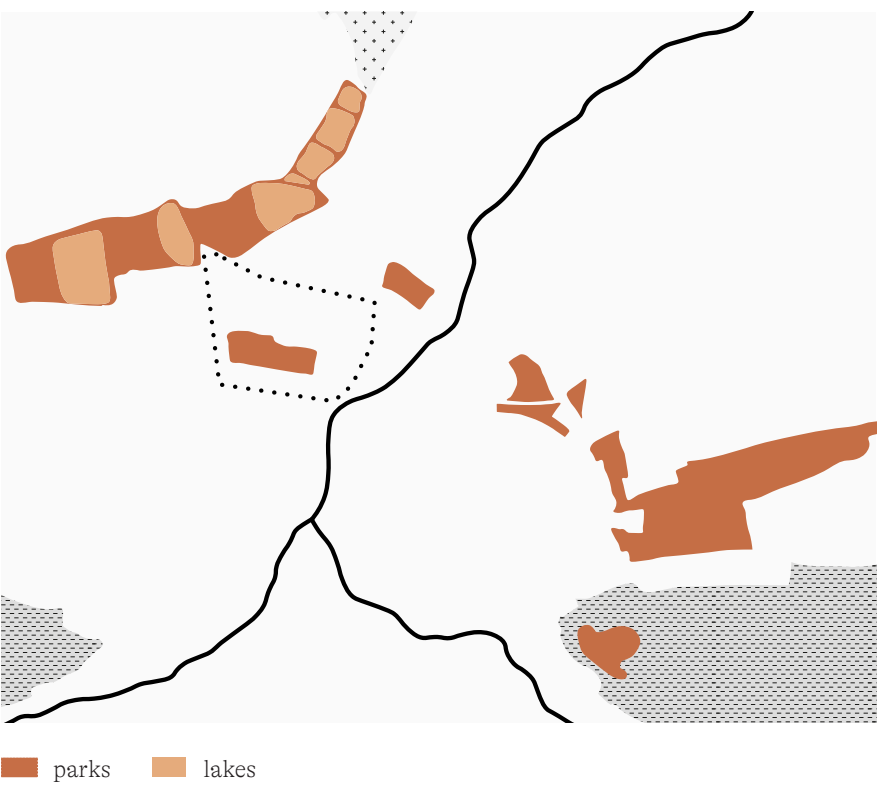
The two left corners of the study area are intended for densification. However different in morphology and typology, the buildings are alike in language and construction processes.

The proposal develops the north area with an extroverted character granting a commercial base and a large public space looking Bürgerpark. The south, more introverted, overlooks a courtyard garden linked to the open spaces of the close kindergarten and the green dune in the vicinity.



MORPHOLOGY

The study site slots in the middle of an heterogeneous area of the city Wernigerode. Due to its intermediate position, it acts as a cushion between the main urban development and the residential expansion in the north, the industrial area and the natural system of Bürgerpark.



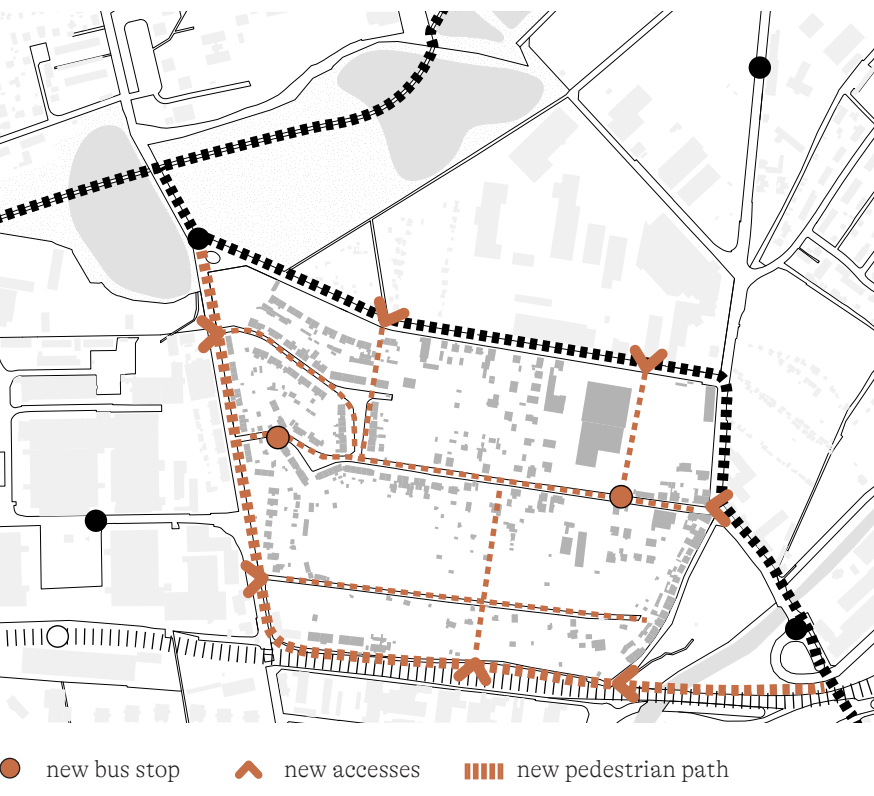
GREEN MORPHOLOGY

A rich system of natural elements faces the northern part of the study site. A necklace of water basins alternates with green spaces and marks a gap between two parts of the city. Considering our study area as a green appendix of Bürgerpark, we imagined it in dialogue with a territorial system of landscape elements.



MOBILITY

The existing mobility develops along the edges of the 'green pocket'. Slow mobility is basically non-existent. The lack of permeability, the presence of the infrastructure and a weak connection with the urban center results in a condition of isolation and introversion.



STRATEGY

Encouraging a sustainable mobility is intended as a basic concept for the future development of the area. Porosity is increased thanks to the allotment of new bus stops and the reorganization of pedestrian paths. Proximity with the city beyond the railway is improved by a restructured system of connections along the tracks.

STUDY SITE STRATEGY  
TIME LINE

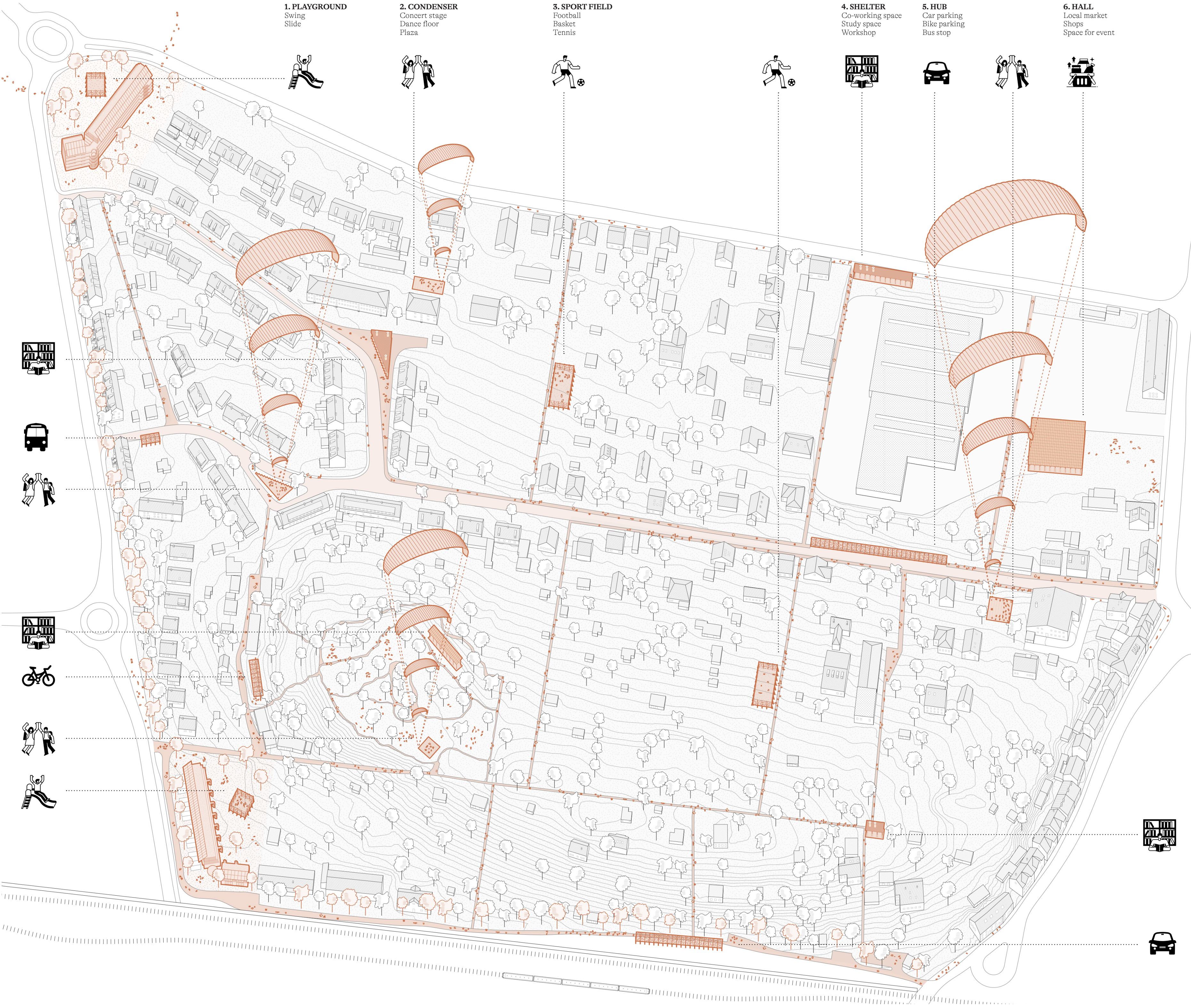
Study site in 2027 - Axonometry

**Today**  
An extreme parcellization of the the soil and the hegemony of the single-family house are peculiar for the site. One of its most remarkable aspects is the lack of civic spaces: shared infrastructure is scarce and underdeveloped.

**Tomorrow**  
A short-term scenario proposes punctual actions focused on public facilities. Interstitial spaces and residual voids are imagined as new assets for civic life. In these slots a technological infrastructure is envisioned and access to energy and water is granted.

**2025**  
The construction of the two housings starts and 'civic pavilions' are scattered in the site. Simultaneously, the beginning of a process of private land shrinkage is imagined. Landowners are asked to give the community a minimum part of their private land in order to enhance quality of movement and daily life.

**2035**  
Permeability keeps improving and space occupied by dismissed bus deposit is returned to the community. New vegetation is planted. Residential densifications towards the south can be imagined.



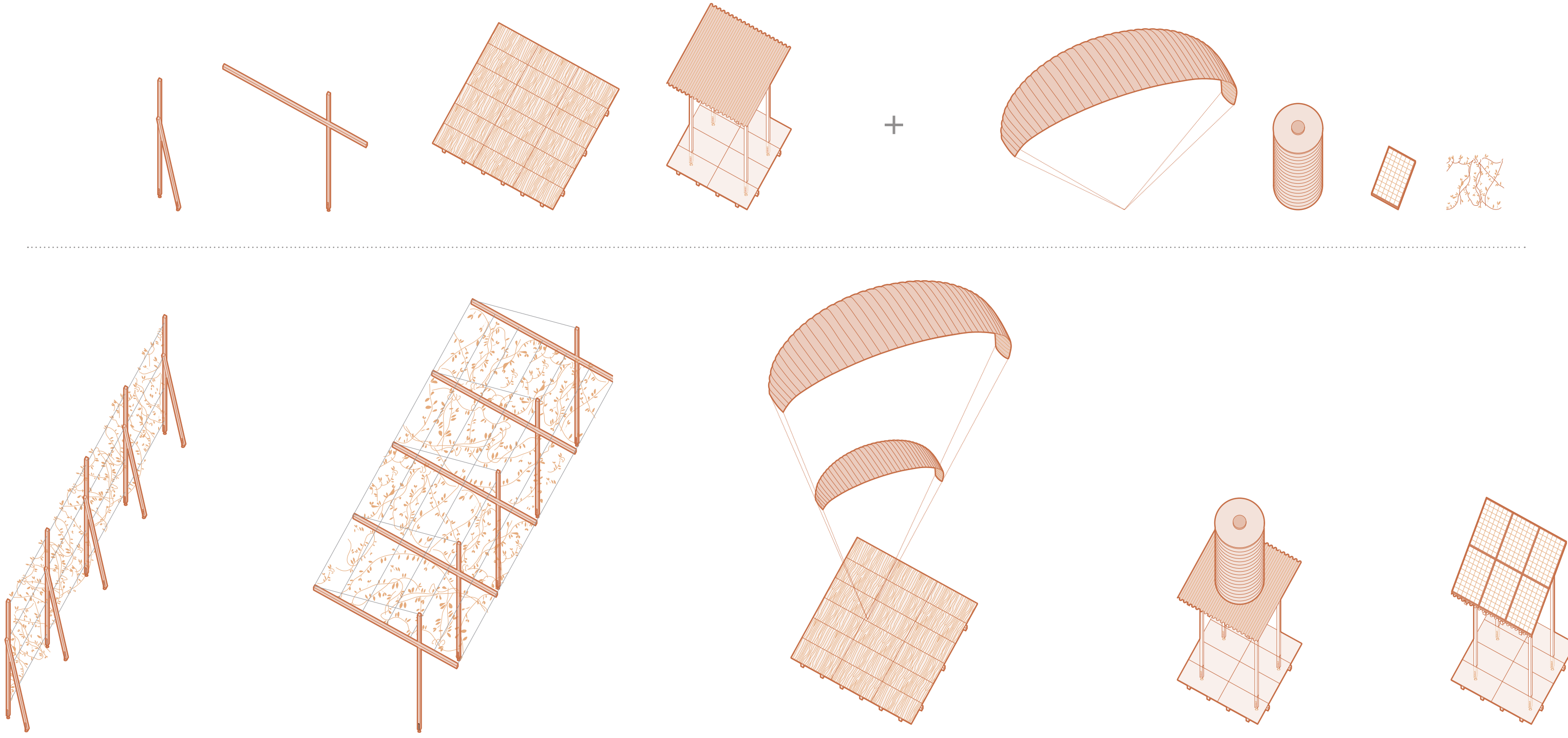
PAVILIONS  
AUTO-CONSTRUCTION

The process of implementation of the strategic site is carried out by the co-existence of a technological and a social component.

A set of tools is provided to the citizens to allow them to occupy the new infrastructure 'open platforms' with 'civic pavilions'.

While the 'platforms' require specialized planning and realization, the organization of the 'pavilions' relies on self-construction. The citizens are imagined to be directly involved with their placement and the process of assembly.

A metallic support, a wooden strut, a steel cable, panels for flooring, dividing and roofing: the list of tools is shrank to its minimum. Maximum variety, instead, is gained via their manipulation. Citizens can, in fact, use their shared toolkit in order to build a sheltered canopy (for aggregation or parking), a fenced playground, a platform for assemblies and many other devices.



Being intended as shared devices of communal domain, the 'civic pavilions' will carry not only a social value but also bear an energetic function. In particular, each on them could be integrated with systems for energy production and storage. Photovoltaic panels will provide thermic and electrical energy for pavilions' self-dependence. Rainwater will be saved, collected in tanks and reused for irrigation and small domestic uses (draining, laundering, washing, ...). The kinetic energy generated by the wind will be collected by flying kites and stored by accumulators. Each of the devices will sit as an abstract object on top of the pavilions' roof or be integrated with one of their elements.

