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HillPark

SUSTAINABLE CITIES IN THE NORDIC BALTIC REGION

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Focus:

Create a model that would allow:

- Removing cars from courtyard edges and green areas
- Increase multifunctional use of courtyards

...how?

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Strategy

1.Courtyard multifunctionality

2.Providing alternative parking spaces

3. Prioritising different mobility options

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Current Situation

- Cars are parking on the courtyard edges

- No functional use of the courtyards

- Dangerous pathways, not suitable for families / kids

- Car-centric approach

- Season-specific courtyard uses

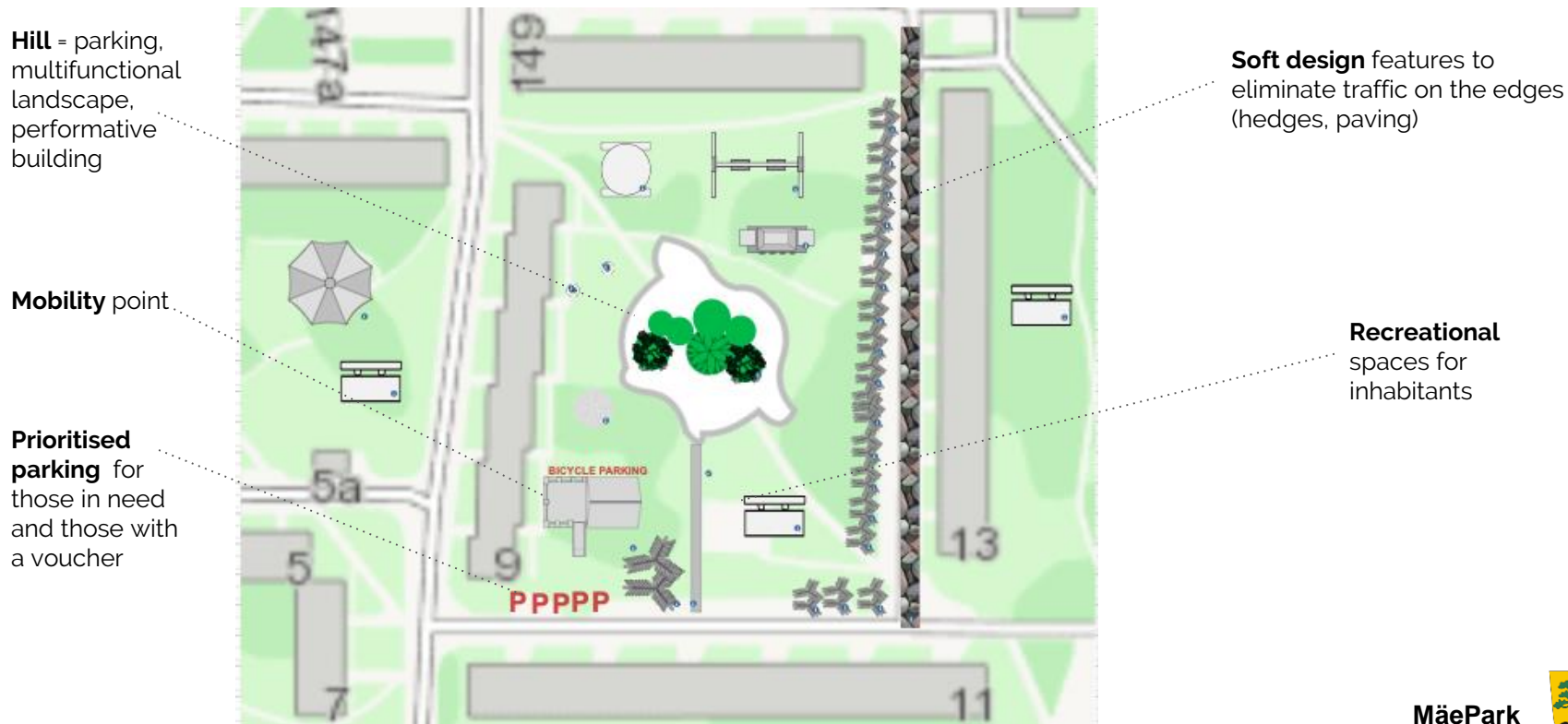# 1. Creating **multifunctional** courtyards

By building a hill in the courtyard that would host parking spaces underneath:

- Enabling to park cars close to residence

- A space for many other (seasonal-dependent) uses

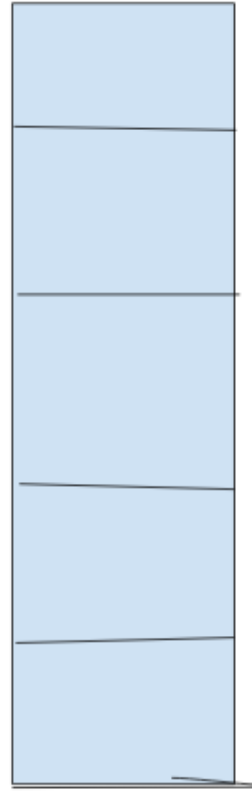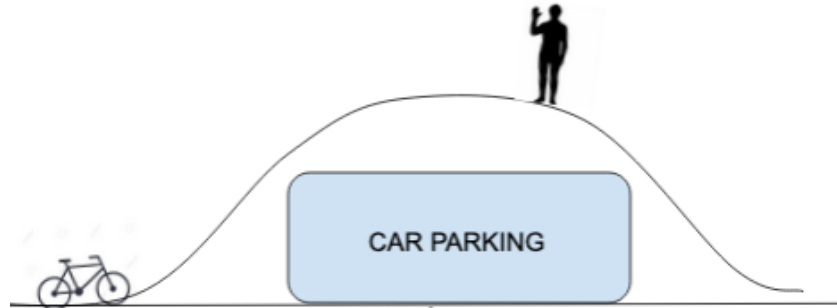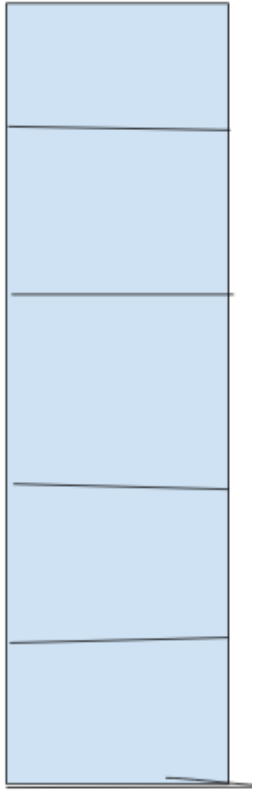- A **model** for different courtyards - different possibilities

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1. Creating **multifunctional** courtyards

Eliminating parking on edges, making the courtyard more attractive

Hill = parking, multifunctional landscape, performative building

Mobility point

Prioritised parking for those in need and those with a voucher

Soft design features to eliminate traffic on the edges (hedges, paving)

Recreational spaces for inhabitants

BICYCLE PARKING

PPPPP

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1. Creating **multifunctional** courtyards

CAR PARKING

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1. Creating **multifunctional** courtyards

Summer use

https://insideguide.co.za/cape-town/markets/

https://www.pinterest.com/pin/142637513176741772/

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1. Creating **multifunctional** courtyards

Winter use

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1. Creating **multifunctional** courtyards

Why?

-Increased wellbeing

-More inclusive use of space (ages groups and uses)

-safety

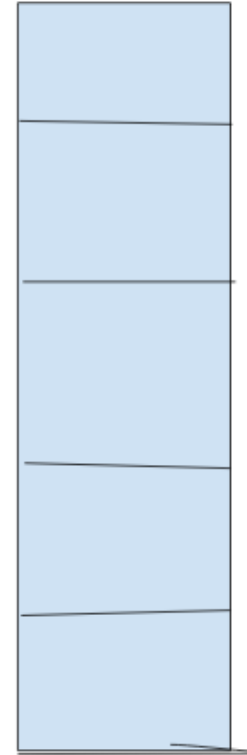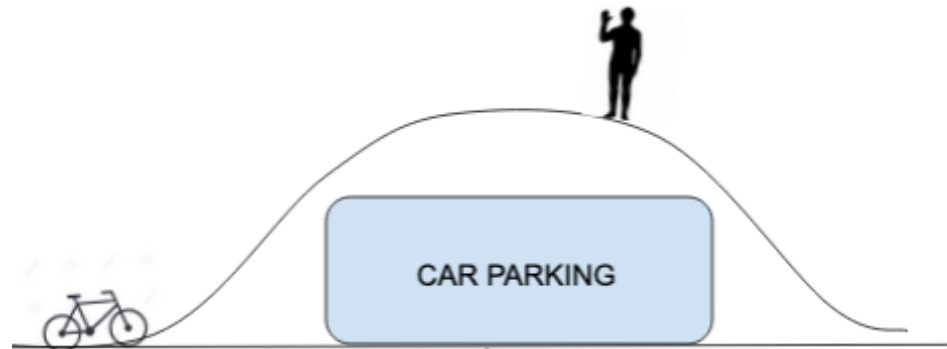**MäePark**

1. Creating **multifunctional** courtyards

How?
- **With excavation ($$$)**: multi-use performative building (workshops and community events)

COMMUNITY SPACE

CAR PARKING

1. Creating **multifunctional** courtyards

How?

- **Reduced cost option**:
  maximise car parking underneath the hill
  to reduce stress at street level

CAR PARKING

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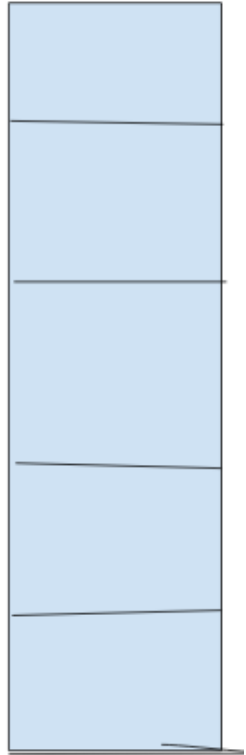
1. Creating **multifunctional** courtyards

Who?

- Community groups invited to develop and make use of the space (bottom up decision making)

- All age groups: inclusive approach

- Youth associations

- NGOs, workshop facilitators, artists

Skamlingsbanken Visitor Center by CEBRA

https://inhabitat.com/new-green-roofed-visitor-center-in-denmark-to-be-nestled-under-a-softly-curved-hill/skamlingsbanken-visitor-center-by-cebra-lead/

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Space available

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2. Providing **alternative** parking spaces

What?

- **Providing** spaces for cars away from courtyards

- **Encouraging** moving of vehicles which usually remain stationary.

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2. Providing **alternative** parking spaces

Why?

- Reduce traffic in residential areas

- Health and safety concerns

- Improve aesthetic

- Encourage more recreational activities in courtyards

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2. Providing **alternative** parking spaces

How?

- **Providing** new parking at exterior

- Introduce permits

- **Encourage** stationery vehicles to move outside of courtyard with Tiered Permit Structure

    - Non-punitive

    - Residents benefit - non-residents prevented from using their parking.

- Encourage use of other mobility options between parking spots and homes (part 3. of this strategy)

Indicative Permit Pricing Structure:

Zone A (Near Residence)	Zone B (External)
20 euro / month	10 euro/month

https://www.myparkingsign.com

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2. Providing **alternative** parking spaces

Who?

- District Government

- Public/Private Partnership

- Vehicle Owners

2. Providing **alternative** parking spaces

Using existing infrastructure - when possible

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3. **Prioritising different mobility** options

What?

- bicycles (private and shared scheme), sheds (seasonality) (ensure seasonality feasibility)
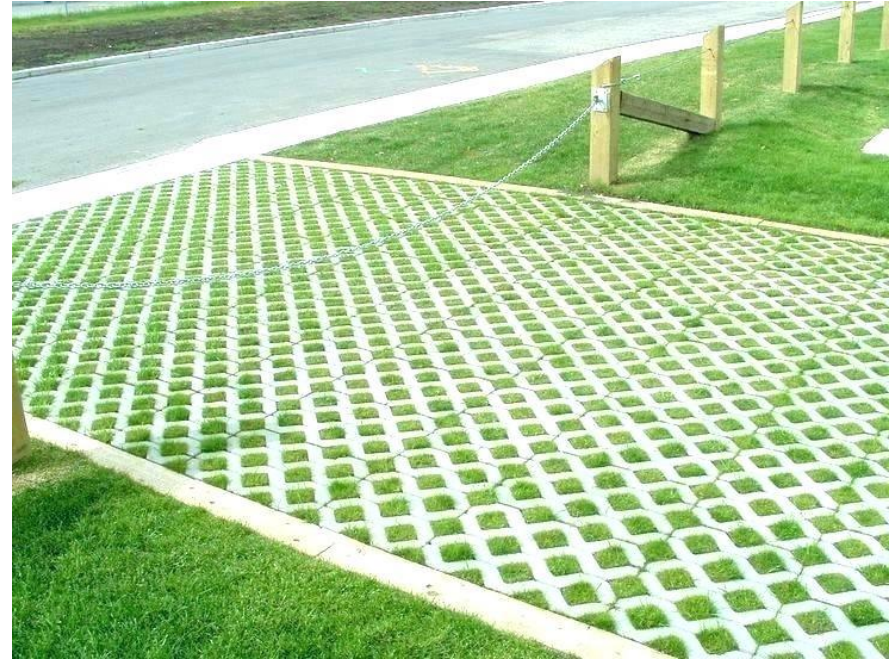- Car sharing schemes

https://www.externalworksindex.co.uk/entry/134736/Harrowden-Turf/Wildflower-green-roof-for-cycle-shed/

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3. **Prioritising different mobility** options

Why?

- Connectivity
- Wellbeing
- Sustainability

https://www.gettyimages.ie/detail/photo/outdoor-flooring-with-grass-and-paving-stones-royalty-free-image/126254974

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3. **Prioritising different mobility** options

How?

- zoning, signage (limited speed etc.) ->limiting car use of edges (prioritise use, specific parking spaces (different social groups - people with disabilities etc.)

- benefits to users (friendly competitions, vouchers to use (local produce etc.)

- physical barriers (**hedges**) etc. (these can be platforms for community engagement)

- possibility to book parking close to buildings if needed

https://www.ecolandscaping.org/02/designing-ecological-landscapes/native-plants/native-shrubs-for-the-increasingly-challenging-landscape-environment/

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3. **Prioritising different mobility** options

Who?
- local government
- start ups (bike)
- local producers
- landords' association(s)
- Residents, activists

https://www.inyourpocket.com/vilnius/citybee_145883v

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Summary

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1. Courtyard multifunctionality

- **Hill** = parking, multifunctional landscape, performative building, **Recreational** spaces for inhabitants, **Mobillity** point, **Design** features to eliminate traffic on the edges (hedges, pathing), **Prioritised parking** for those in need and one with a voucher

1. Providing alternative parking spaces

- **Providing, Encourage** use of available spaces **elsewhere,** non-punitive, **Encourage use of other mobility options**

1. Prioritising different mobility options

- **Zoning,** signage, **benefits to users, physical barriers, price differentiation**

Soft Edges

Seasonality / multifunctionality

Alternative mobility

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The process of implementation

- Community involvement
- Motivational program: encouraging use of alternative parking outside the courtyards
- Local governance program in place (restrictions, zoning)
- Efficient and closeby alternatives
- Building / maintaining the hill, multifunctional and evolving courtyards
- Actively prioritising alternative connectivity
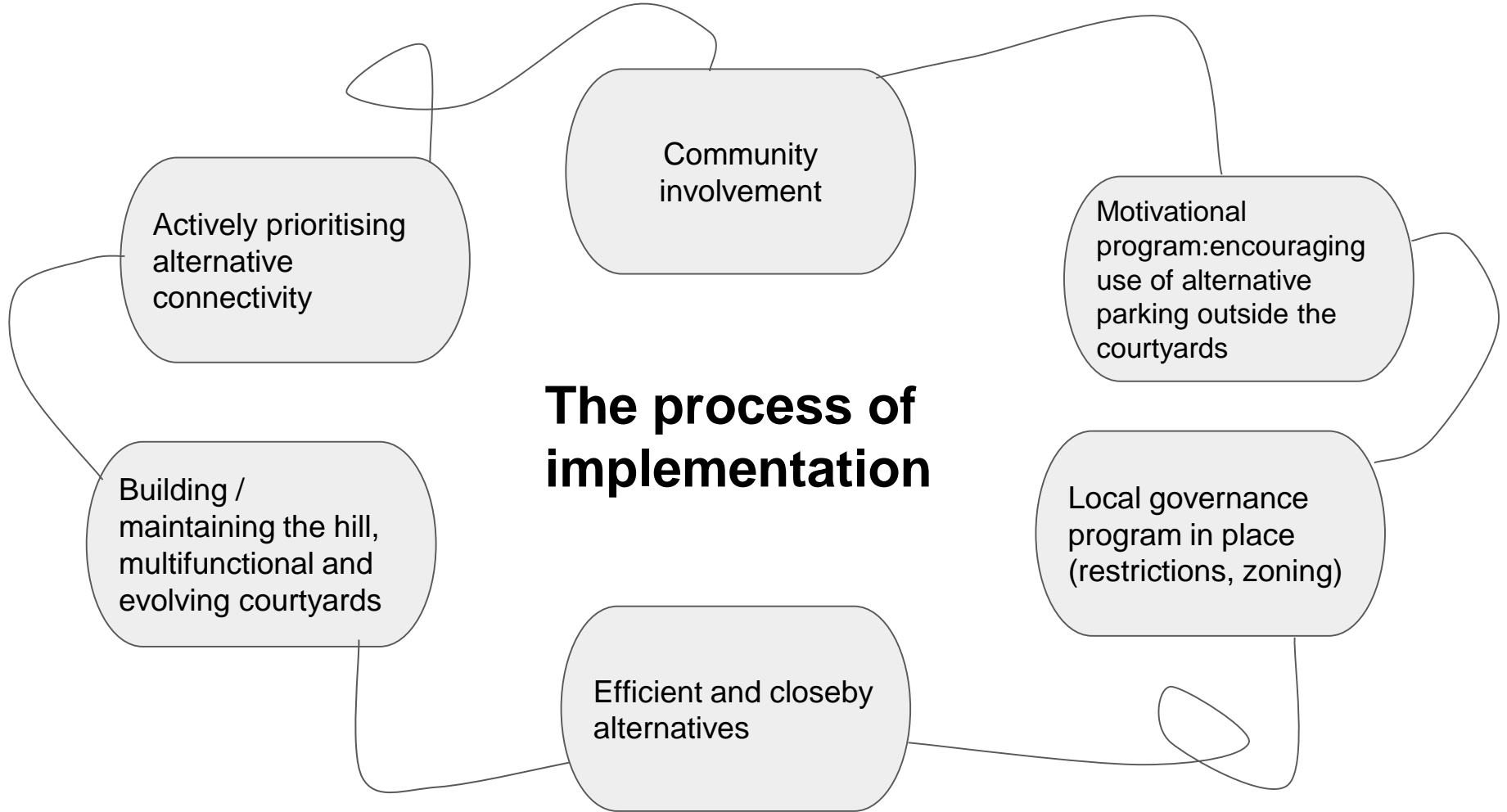
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Thank you!