

STOCKHOLM

Studio Sergison
Autumn Semester 2024

Stockholm



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Aerial view of Stockholm



Introduction

This semester the studio will work in Stockholm, the Swedish capital, and address normative building programmes.

We have chosen six project sites of similar character and quality in the southern part of the city, which in recent times has witnessed a process of urban renewal. While we will focus on the development of strong concepts for apartments, we will also consider other programmes, particularly at ground floor level in each case.

As always, the urban character of the projects and the form of construction to be employed in their making will play a significant role in our work.

View from Skeppsholmsbron.

In previous semesters we studied housing programmes and explored how they can contribute to contemporary urban development. This semester we are interested in questioning what 'normal' housing might be in Stockholm, by addressing the image and plan organisation of buildings.

We invite you to consider the notion of 'normal' housing in this context and to research precedents and existing models.

From the lessons you learn from this study you should develop an urban plan or strategy that tests the manner in which one or more buildings can add to a particular site and neighbourhood. The positioning and space between buildings should be carefully developed by testing several possibilities.

Attention should be given to the character and quality of the public realm and shared amenities. It is also necessary to consider the site and the impact any project has on the wider urban context and its more immediate setting.

Later more attention should be given to the design of one or more buildings as a type and the internal organisation of apartments, as well as to the form of construction adopted.

Throughout the semester we would invite you to consider the following questions:

How do we find appropriate and sustainable approaches in construction?

How can architecture adapt to climate change?

How can existing neighbourhoods be densified while maintaining high standards of architectural quality?

How can we preserve and transform the existing built environment? What can we learn from local building practices?

What can architecture contribute to the protection and valuation of landscapes?

Street view, Stockholm.





The medieval city, c. 1250-1640

Opinions differ concerning the origins of the name of a Stockholm and the manner and date of the first settlement, but it is widely agreed that the development of a Stockholm as a fortified city after the mid 13th century is connected with the establishment of a firmer national organisation and with the growth and evolution of Baltic trade. As Stockholm became one of the many trading towns round the Baltic. It consolidated the strategically important outlet of lake Mälaren and was a vital entrepôt for exports from the Bergslagen mining region.

Thus by the time a Stockholm is first mentioned as the capital of Sweden in the 1430s it had been developing for almost two centuries along lines typical of the Baltic trading towns. But it was also royal city with a fortified castle, in the protection of which the predominantly German burgher population pursued their trades. The evolution of Stockholm also reflects the tensions between the mercantile interest of the town and, on the other hand, considerations of military strategy and national politics.

To all intents and purposes, the medieval town was enclosed by the water, on the island of Stads-holmen, pent up in a gradually expanding circle of walls and fortifications. The first town wall was an onshore fortification at a level where the island rises in a distinct terrace above the flatter beaches. The two succeeding systems of walls were more in the nature of outworks, a combination of walls, piling and towers. The final stage came in the Vasa period, when the city spilled out over both the earlier walls. The fortifications were concentrated on the strong points guarding the bridge abutments and the castle, which was expanded into a more palatial residence.

Stockholm was growing rapidly. We have to imagine incessant building activities, a town with many simple, temporary timber buildings side by side with larger, more solid stone constructions which were gradually enlarged. To begin with, the urban fabric inside the wall was relatively sparse and open, concentrated round the square on the crest of the island, which included a town hall and a civic church, Buildings appearing further south included a Dominican friary. A couple of large complexes were also erected outside the walls — the Franciscan friary on Riddarholmen and the Clarissan convent at Norrmalm.

There soon came new phases of development involving a substantial infill of the earliest settlement and expanding it along the shoreline outside the walls, partly on reclaimed land. Thus a series of narrow, densely built-up strips with alleys at right angles to the waterfront developed on both sides of the island during the second half of the 14th century and in the 15th. Outside Stadsholmen, in the suburbs (malmarna) and on Helgeandsholmen, there developed an ancillary settlement in the form of gardens, mills, a leper hospital etc., together with timber houses.

Under the town laws of the 14th century, both public and private building activities came under the control of officials appointed by the mayor and council, but there was also a royal bailiff whose task was to keep an eye on city development. Later during the Vasa period the Crown took more of a lead in giving the city an appearance appropriate to its status as the capital of an expanding Baltic power.

The capital of the Great Power 1640-1720

Sweden's successful participation in the Thirty Years' War made Stockholm the capital of a realm with extensive territories south of the Baltic.

The organisation of the medieval city had been sufficient to hold the ring in matters of building within the city's own limited sphere of interest.

But extensive changes were called for now that Stockholm had become a permanent capital with an additional population of politicians, military and government officials, as well as an expanding intellectual élite. The 17th century was a period of population growth and building development unequalled in the pre-industrial history of Sweden. At the same time a procedure was evolved in their capital for interlocking the growing royal initiatives in matters of Urban Development, prompted by national objectives, with civil initiatives prompted by local and private interests. This was achieved through the office of the Governor General, the first holder of which was appointed in 1634, at the same time as the city acquired a Building Commission. The provision of technical expertise for measuring, mapping and planning was no less important.

The extensive planned development which began in the 1620s and was pursued most vigorously during the governorship of Klas Fleming in the 1630s and 1640s was based on Renaissance ideas of regularity. It involved dividing both the renewed parts of the City Island and most of the suburbs into rectangular street networks. Very probably, the main streets of the gridirons laid out for different parts of the suburbs were intended as spokes in a circular masterplan for the expanding capital, with the Castle as its central point. Masonry buildings in keeping with the pretensions of a great power and an expanding nobility were rapidly constructed right next to the old town, and before long the face of Stockholm was completely transformed.

Architects, as well as the Governor and the City Engineer, had an important part to play, and Tessin the Elder and Jean De la Vallée served both Crown and City as court architects and, respectively, City Architect and Mayor of the College of Offices and Building.

Royal initiatives in city development took on the aspect of Baroque stage management, but most such projects remained on paper or materialised as temporary festive arrangements. Even so they have left their mark on subsequent discussions of urban development, as for example in the case of De la Vallée's scheme, in 1654, for a monumental street from the Castle through Brunkeberg towards Brunnsviken.

Stockholm in the Great Power Period became “more regular” than most European capitals. The old urban nucleus mostly remained the territory of the propertied burgesses, while in the new districts adjoining the Castle the Crown had donated a large number of plots for the nobility to build their palaces on. Artisans and the poorer classes were relegated to the outlying areas, where timber remained a widely used building material. Building operations culminated during the 1660s and 1670s, but they ground to a halt in the reign of Charles XI, due to the extensive resumption by the Crown of property formerly granted to the nobility, and during the long wars in which Sweden again became involved.

The bourgeois city 1720 -1840

The forms of Urban Development established in the Great Power Period. Were continued in the 18th century, but with an increasing amount of civic and private initiative as the royal power declined. A wealthy middle class with international connections to cover some of the leadership from the nobility. Private property rights became a more powerful factor governing urban change.

But the division of powers between national and city government had been regularised in such a way that development for the most part proceeded harmoniously. From 1718 onwards, building matters in the city were more strictly directed by the City Architect. The authority of this office was asserted with outstanding vigor and competence by Johann Eberhard Carlberg, by whom it was occupied between 1727 and 1773.

The weakening of central controls confirmed by the exclusion of the Building Statute from the code of 1734. The city building by-laws, the first of which (1725) was based on De la Vallée's Ordinances from 1686, became the sole building regulations applying in the city. Thus the high standard of public building control was not based on draconian justice so much as on the authority of schooled professionals.

The main public building venture of the 18th century was of course the royal palace, which in turn did a great deal to influence private building. But the efforts made to improve the city's practical amenities are not to be underestimated either. The waterfronts were made available for transport by means of land reclamation and the construction of quaysides, and a new lock gate was constructed to bridge Söderström. The bridging of Norrström was a more complicated assignment and was not finally accomplished until the Gustavian period brought a resurgence of royal initiative.

The population grew fairly rapidly between 1720 and 1760, but events stagnated until about 1830. New buildings were put up in the suburbs, following the generously proportioned gridiron plans of the 17th century, but most of this development took the form of extension and infill of the existing fabric. The gardens contracted and a stone city grew up with an increasing proportion of tenement buildings.

Industrial facilities such as textile factories and sugar mills became part of this urban structure. Some of them occupied former palaces of the nobility, but others were constructed on the out-skirts. Also on the fringe of the city, the wealthier classes had built themselves suburban residences and summer retreats, and these now became more firmly integrated with the general fabric of urban settlement.

The industrial city 1840-1915

The first half of the 19th century was a period of stagnation and fairly limited building enterprise, following Sweden's loss of Finland and the last of its Baltic territories. State initiatives were mainly confined to such outlying amenities as hospitals, prisons, 'barracks and scientific institutions. The coming of the Industrial Revolution transferred the main initiative to the city and to individual representatives of enterprise and associations, at the same time as liberalism came into its own.

Public efforts were mainly concerned with improving standards of hygiene and utilising new transport technology. The cholera epidemics of the 1840s and 1850s accelerated the construction of sewers, watermains and hospitals. During the canal and steamboat epoch, when both factories and summer residences extended along the Shores of Saltsjön and Lake Mälaren, harbour and lock gate improvements, land reclamation and the construction of docks became the principal building assignments. The coming of the railway during the 1860s made heavy inroads on the central districts of the city as well. And at the same time the street network was improved by means of paving and gas-lighting.

But the most important change was industrialisation, as a result of which the city had to accommodate a much larger working population than before. Whereas between 1820 and 1850 the population rose by a mere 207% to about 95,000, by the turn of the century it had more than tripled.

This revolutionary transformation made the old division of powers between national government, corporative authorities and private persons untenable. The complex co-ordination of all the various building enterprises called for planning, which in turn had to be conducted on a modern economic and legal basis. The development of banking was one important prerequisite, and the 1862 local government reform and the 1874 building Statute were important staging posts in the transformation of development policy.

The first moves towards replanning occurred within the old scheme of things, at the instance of the Governor General, and in 1863 the Magistracy instructed the City Engineer to prepare a scheme, But the City Council, the new municipal authority in Stockholm, emphatically asserted its authority in the matter of city development and, bypassing both the King's representative and the City Engineer, put a municipal committee in charge of the entire planning process. The strong man on this committee was a lawyer by the name of Albert Lindhagen, assisted to begin with by a skilful engineer, F. W. Leijonacker.

Contemporary principles of hygiene made light, air and greenery important components of urban development. But beyond this point, opinions diverged as to how exactly the good city was to be constructed. Anglophile engineers and financiers such as J. H. Palme, a bank director, pleaded for the garden city, but in the event, Stockholm followed the example of the great imperial cities of the Continent - St. Petersburg, Vienna, Paris and Berlin. Those cities are based on a classical tradition of rectangular street blocks integrated within a large-scale system of street axes and plazas. The wide street perspective was to be planted with trees — the Esplanade System - and was to interact with public parks and monumental buildings.

Stockholm's ambitious plans were pared down as regards the system of avenues and esplanades. There would not have been so many parks either if the topography of Stockholm had not included intractable outcrops of bedrock.

The gridiron system made it easy to follow from the existing planning pattern and also to layout new streets and building lots at high speed across the suburbs. The builder-contractors immediately organised themselves to fill the urban plans with tenement buildings on the grand scale permitted by the new Building Ordinance. A "Grinder" period of hectic speculative development gathered speed, just as on the Continent, coming to a hectic climax in the 1880s and at the turn of the century,

with calamitous depressions in between. It was primarily the well-to-do portion of the population that was catered for, while the great mass of the workers settled in the older and increasingly dilapidated mass of buildings and in the secondary tenements created in the courtyard buildings of the new development and in outlying areas.

Needless to say, industrialisation also meant a great deal of factory building both in the city and elsewhere, but a succession of new institutions, such as banks and insurance companies, schools, museums, free churches and various amusement establishments also meant new building assignments.

The Esplanade city was still a pedestrian city where most people were concerned, but with the construction of tramways from the 1870s onwards, a process began which was finally to burst the bounds of the closed city. At the same time a clear differentiation began to appear within the urban fabric. Central functions gravitated more and more towards Lower Norrmalm, while factories and workers' housing formed enclaves segregated from the more well-to-do districts.

With the construction of detached homes, part of the population seceded from the domains of the city. As the suburbs acquire tram services, the garden city alternative excluded from the city itself materialised both in the form of the urban sprawl and in the systematically laid-out plutocratic communities of Djursholm (1889) and Saltsjöbaden (1891). An urban region of interdependent but administratively segregated units began to take shape. In between there were residual areas retaining the administrative characteristics of the countryside but functionally part of the city.

In settlement terms, these areas were stamped by the city's road and rail communication with the outside world, which cut straight through them. In addition there was the network through of communications with the new suburbs, in which boat services also played an important part to begin with. Along these routes there now grew up a variegated settlement which was not subject to any planning supervision and had to accommodate everything which the city planners were unable to predict or find room for. As time went on, the city administration was to find these fringe areas a troublesome heritage.

The tramway city 1915 – 1945

As part of the general exodus from the old way of life during and after the First World War, development changed direction. The idealists of the 1890s had already rejected the tenement city of the liberal "Gründer" epoch, but the change in building patterns at that time had been prompted mainly by aesthetic and patriarchal considerations.

The decade preceding 1914 witnessed the incorporation of the parishes to the south and northwest (Brännkyrka 1913, Bromma 1916), which was to mean such a great deal for subsequent development. The tramways made it possible for extensive housing projects to be undertaken in the hitherto untouched areas of the old suburbs and for modern suburbs to be established on newly acquired land. The time was now ripe for the garden city and the home-owner movement, which started as a national programme.

But the housing crisis of the war years showed that far more extensive public initiatives were called for. In the course of two decades, the foundations were laid of what were to be the essentials of development policy in the welfare society: town

planning legislation, municipal land acquisition, site leasehold conveyancing, housing co-operatives and council housing.

For a number of troubled years following the end of the war, private building was paralyzed and municipally subsidized building was organized as an emergency measure. But as the Twenties wore on, a new building boom exceeded that of the turn of the century. In the old industrial areas of the inner suburbs, a speculative 10-managed development was more intensive than ever before.

At the same time this period, combining traditionalism with the search for new alternatives, witnessed urban construction with, above all in the cooperative and municipality subsidy housing areas, achieved qualities which have rarely been surpassed. Those ideals influenced by Camillo Sitte and Raymond Unwin, were represented by the architect Per Hallman, Stockholm's first Town Planning Director.

Suburban expansion and the coming of motorism thrust communications questions into the foreground. Technical radicalism was given more and more scope during the inter-war years with the construction of the Hammarby Canal, the rerouting of the railway to the south and, above all the big road and bridge construction projects represented by Slussen, Västerborn and Tranebergsbron. Bromma airport was opened in 1936.

Inner city renewal became an acute problem and a comprehensive approach to the growth of Stockholm was adopted in the first masterplan in 1928, drawn up by the new Town Planning Director Albert Lilienberg. A group of militant architects, accompanied by art historians Gregor Paulsson and Gotthard Johansson, asserted the functionalist view of modern human design, influenced mainly by German developments in the 1920s. The enormous housing drive of the late 1930s, when national government housing finance policy began to take effect, gave them an opportunity of putting their optimistic programmes into practice. Plans were drawn up for a similar reconstruction of inner city tenement areas, but little came of them.

Meantime, however, the architecturally less pretentious program of the home owner movement unfolded under the energetic leadership of the Stockholm Estate Development Department under Axel Dahlberg.

Suburban tramways were laid out, and there was already talk in the 1920s of an underground railway, the first stage of which was constructed beneath Södermalm. Finally, in 1944, the City Council passed the resolution on a complete underground system which was to have such a thoroughgoing effect on subsequent urban development.

Capital of the welfare state 1945-1970

The Second World War witnessed a growing determination to make the objectives of the democratic *folkhem* a more essential factor of urban development. The Social Housing Commission drew up a programme for the abolition of the type of housing characterising the inner suburbs. The large new housing estates to be constructed, under the leadership of public

housing utilities, on virgin land alongside the underground railway system were to be organised in social units, complete with communal amenities for the physical and cultural welfare of their inhabitants.

Renewed building legislation and housing finance (1946-1947) gave muscle to the public control of building, at the same time as the local authorities augmented their staff of planning officers. A masterplan was presented in 1952.

Vällingby, intended as a more independent type of suburb in which homes were combined with workplaces and amenities, was designed under the leadership of Town Planning Director Sven Markelius. Municipal control of the implementation process was accomplished through the establishment of AB Svenska Bostäder, one of the three municipally owned housing Corporations founded in 1947.

But the unexpectedly rapid growth of motorism, outstripped these objectives, greatly enhancing the mobility of a large sector of the population within the Stockholm region. It also lent additional force to demands for a radical reconstruction of the city centre, a process which had begun with the underground railway, as well as demands for large external traffic arteries, Stockholm became the nucleus of an urban region extending far beyond the municipal boundaries and requiring a co-ordination of development planning. A regional plan was presented in 1958, and this work was taken further in a debated outline plan from 1966 and in subsequent planning.

Motorism and the tremendous housing expansion of the outer city made possible the residential thinning-out characterising the fifties and sixties. As a result, Stockholm has to all intents and purposes abolished the centuries-old torment of 'overcrowding. The final phases of the type of urban expansion inaugurated by Vällingby and Farsta took place in the southwest and northwest on land acquired by Stockholm from neighbouring municipalities and from the Crown, but also Outside the city boundaries by means of inter Municipal co-operation. The latest park-and-ride suburbs (Hallunda and Fittja) resulted from the development of Järvaältet and, to the south of Stockholm, the expansion of Botkyrka.

This outward expansion has pre-empted most of Stockholm's building resources. Inner city housing renewal projects were only partially realised; The most essential change undergone by the inner city has affected the commercial and administrative City centre and its traffic machinery. This transformation was all the more drastic, expensive and complicated, and it proceeded to the accompaniment of an increasingly critical debate.

Whereas the authors of the City renewal were able with impunity to obliterate more than three centuries of architectural history in Lower Norrmalm, the momentous decision was made in 1965 that the entire Old Town was to be preserved and restored. Extensive renovations have taken place there under both private and municipal auspices. In the Södermalm area too, the Municipality has restored areas of pre-industrial buildings, especially Mariaberget.

It was not until the 1970s that attention began to focus seriously on the immense stock of housing from the 1880s and the turn of the century with improvements to dwellings, facade renovations and courtyard clearances. Consequently a new wave of speculation has engulfed these districts, bringing gentrification for those wealthy enough to stay put.

Municipal planners and the representatives of public housing utilities have played a dominant part in the tremendous building efforts of the post-war era. During the 1960s this enormous production apparatus tended more and more to be controlled by its own objectives, becoming less and less subject to civic and political influence. The optimism of the introductory phase, represented by Vällingby and Hötorget, steadily declined during the ensuing period, a process dramatically highlighted by the world-famous battle of the elm trees in Kungsträdgården in 1971. The economic downturn and the constraints of the 1970s and 1980s have prompted a reappraisal of the policy of basing urban development exclusively on expansion and new construction. Stockholm is now fully built up, and so the 1980s are bound to be a decade of renewal and supplementation. Residual areas of outlying suburbs are now being filled in with housing, frequently in the form of service flats for elderly people, and new day nurseries have been built in large numbers. Industrial and transport zones are being converted into housing areas, above all on Södermalm. Hotels and offices have been built on a large scale and the shunting yards of the Central Station are now being built over. Energy conservation has prompted new departures in the design of office buildings and housing. Stockholm is a city where building and rebuilding never stop.

Henrik O Andersson, Frederic Bedoire
Stockholm. Architecture and Townspace
Arlov: Berlins, 1988, pp. 8- 21.



1



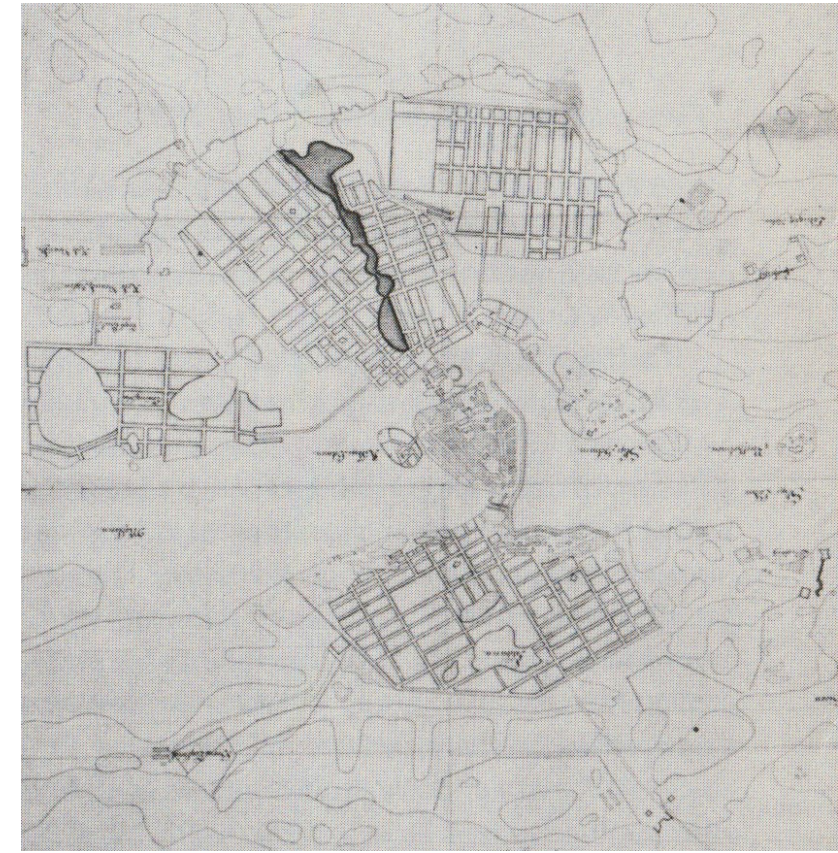
2

1
Vaädersolstavlan, the city as it appeared
from Soödermalm in the late Middle Ages
Urban målare 1535. Storkyrkan, Stockholm

2
View of the city from Kastellholmen.
Engraving by Willem Swidde. 1693



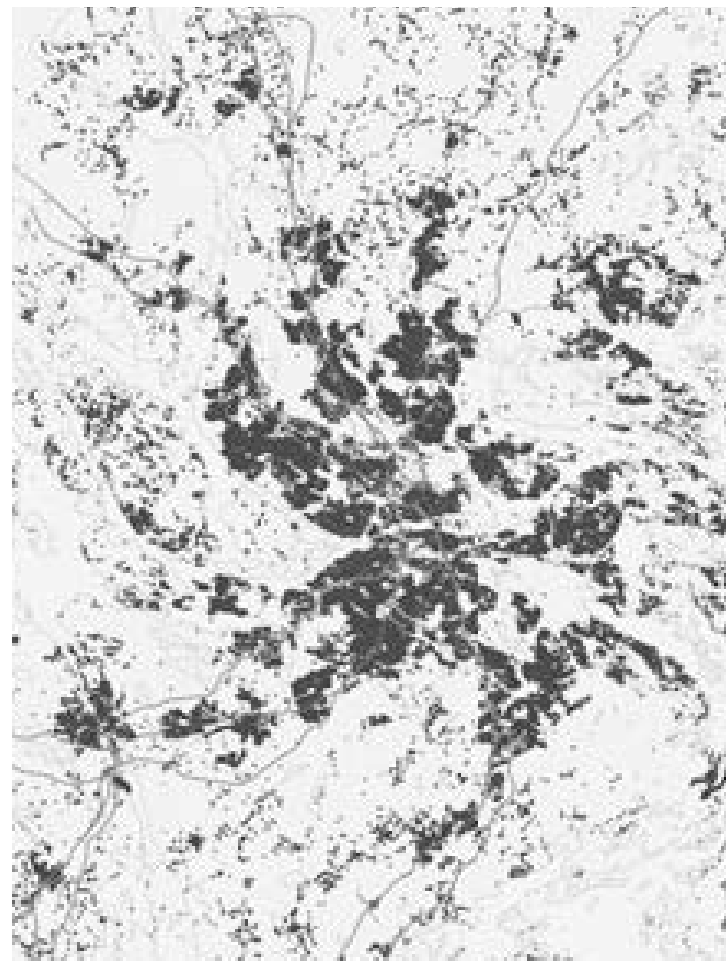
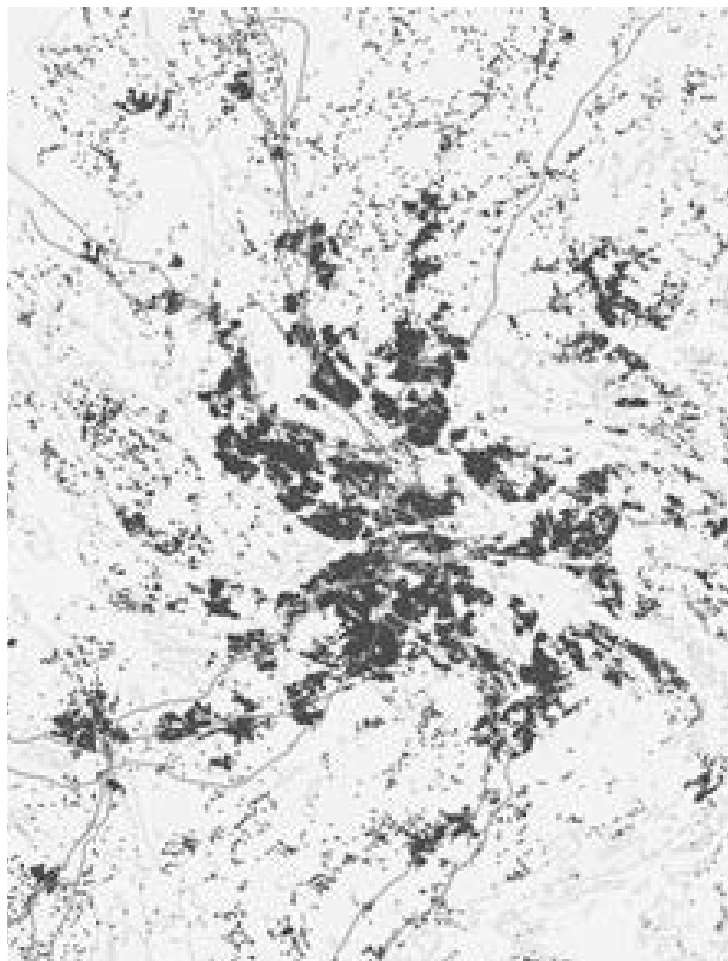
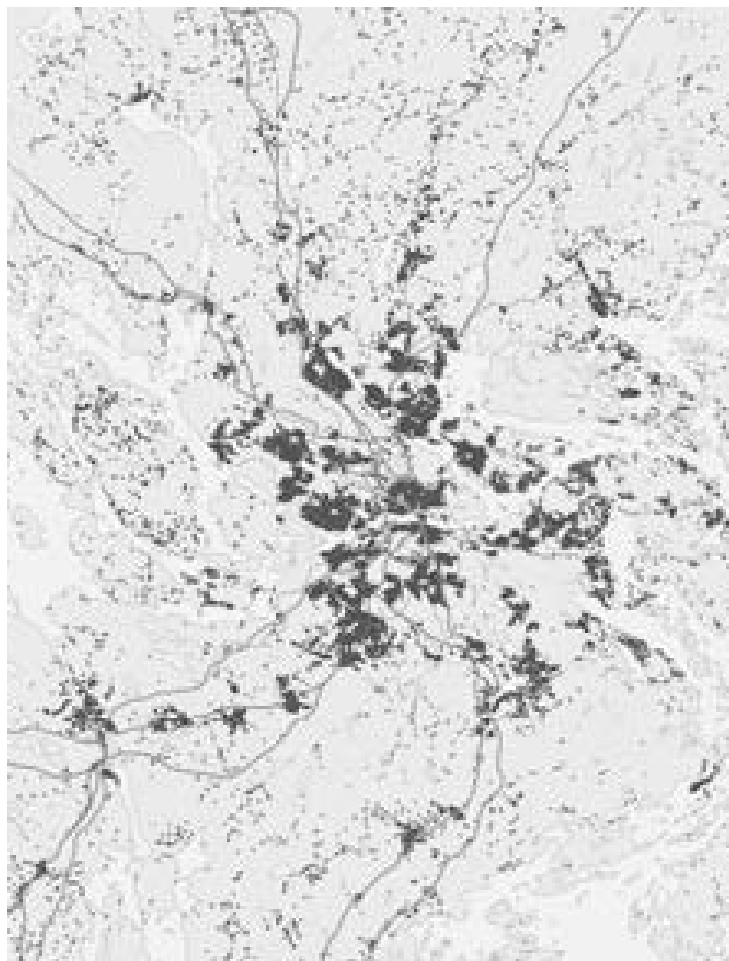
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2

1
The medieval structure prevailing until
the streets were extensively redrawn.
1620s. Stockholms Stadtmuseum

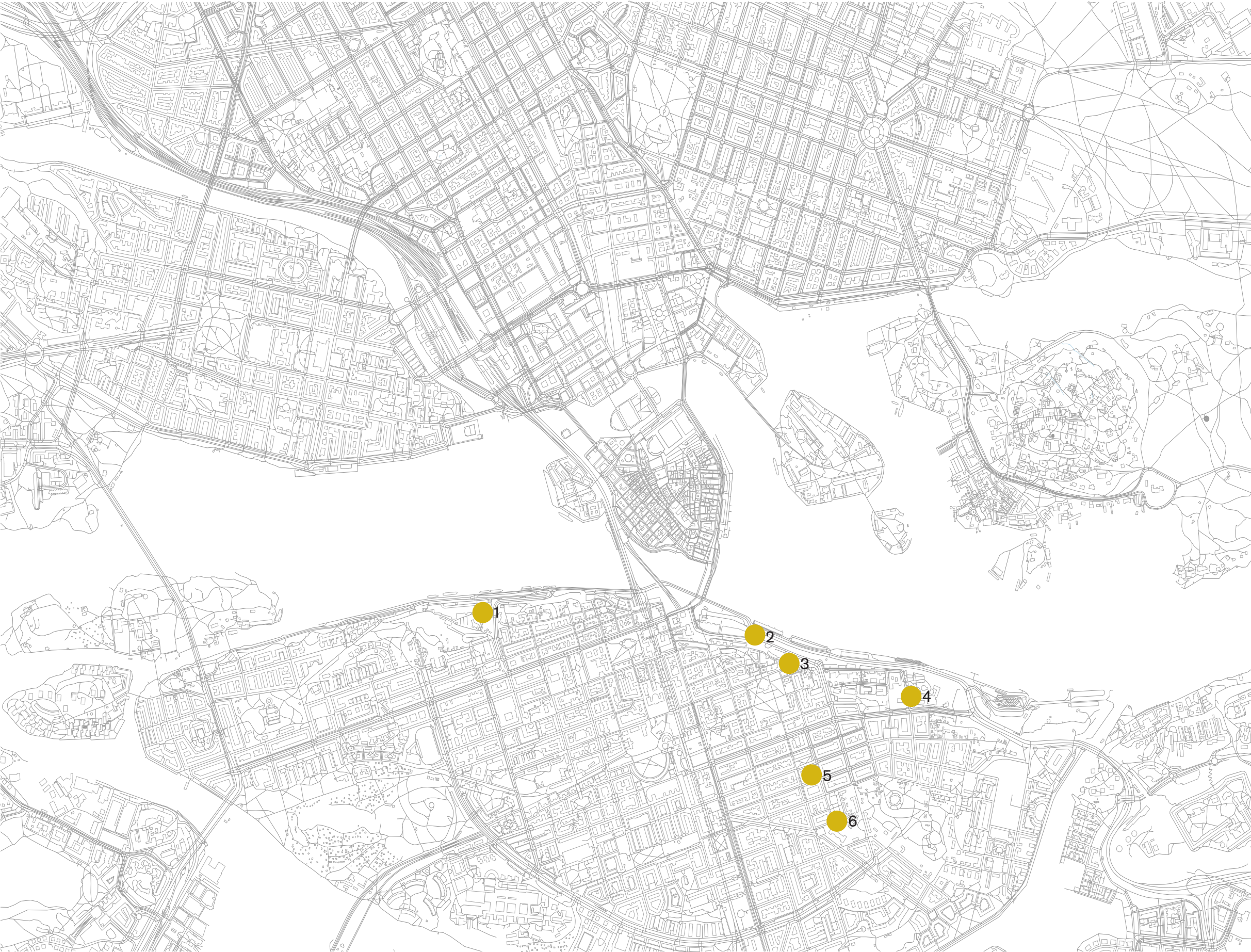
2
A mid 17th century map showing
gridiron plans in the suburbs.
Stockholms Stadtmuseum



1-3
 Stockholm's urban fabric
 1945, 1975, 2004.
 Source: Landmäteriet
 2011

Project Sites

- 1
Västra Ågatan 118, 118 25 Stockholm
- 2
Glasbruksgatan, 116 46 Stockholm
- 3
Nytorgsgatan, 116 22 Stockholm
- 4
Erstagatan, 116 28 Stockholm
- 5
Bondegatan 23, 116 33 Stockholm
- 6
Sofiagatan 8, 116 40 Stockholm





Site 1

1
View of Stockholm from Monteliusvägen

2
View of the site from Kattgränd

1



2



Site 2

3
View from Stadsgårdsleden

4
View from Stadsgårdsleden

3 4



1

Site 3

1
View from east side

2
View from Högbergsgatan



2



3

Site 4

3
View from Erstgatan

4
View from Folkungagatan



4



Site 5

1
View from Stadsgårdsleden

2
View from Stadsgårdsleden

1 2



31



Site 6

3
View from the park

4
View from Nytorget

3 4

In this studio we hold the position that invention is a necessary ambition in architecture, but it rarely emerges by spontaneous intuition. Architects can generally develop a truly unique proposal only after many years of study and reflection. It is questionable if true originality can be achieved in view of the wealth of examples in the history of architecture.

To help you with the task that you are attending to this semester we would like you to undertake a study of housing references. We ask you to do this because we believe that deepening your understanding of the qualities that can be encountered in an existing building will help you draw inspiration from what exists rather than believe that it is possible to invent spontaneously.

The information compiled and recorded should be drawn upon and referred to throughout the semester to inform your work . You should consider the plan organisation of projects and be able to describe your reference examples clearly and analytically, with the aid of diagrams, where necessary.

You should concentrate on understanding the qualities and arrangement of a facade. This will require looking very carefully at buildings, making sketches and taking photographs as a way of recording existing conditions.

We ask you to produce a booklet to illustrate the precedents and references you have researched.

You will also be invited to read one of a number texts that address the issues we will look at this semester, and present it as part of a studio workshop along with the precedents studied.

A seminar will be given to assist you in understanding this exercise.

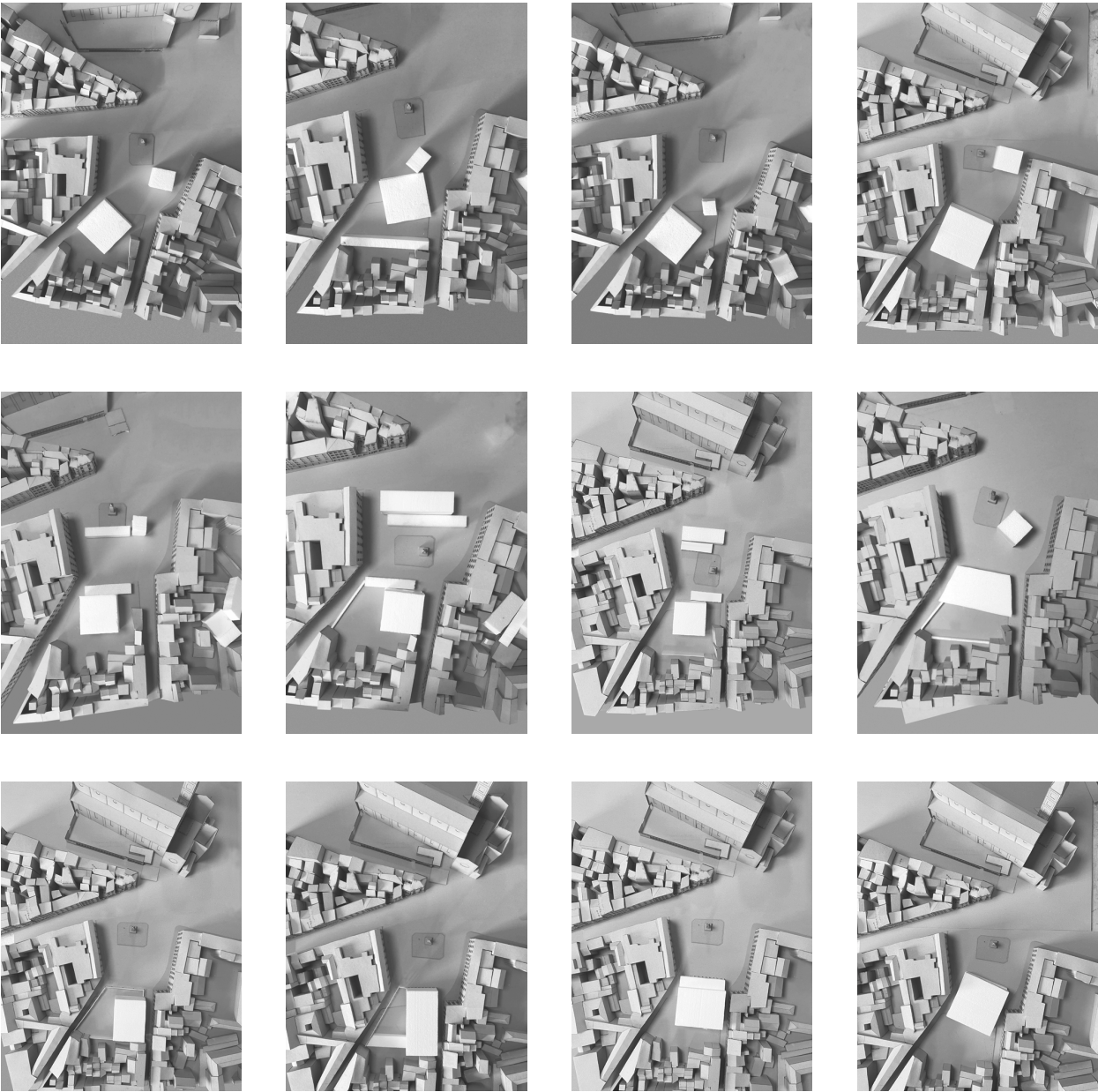


The next component of the work to be undertaken this semester requires you to develop an urban strategy and situate proposals within it. This can be understood as a typological and massing study. The principal tool to assist you in this exercise will be a 1:500 model. This should encompass a wider area of the neighbourhood in which your site is located. The base model will be made collectively by two groups working on the same site)

We ask you to begin by exploring a number of solutions that would allow the site you are studying to be developed to a reasonably high density through the introduction of new buildings. The scale of the proposed buildings and the distance between them and existing buildings should be carefully considered. Each option you propose should be recorded photographically and then critically appraised and tested to determine the density it yields. This should then be developed and refined, or discarded as appropriate.

This work should be understood as part of an iterative process that will help you develop the idea for the project you will be working on throughout the semester.”

You should use the study trip to Stockholm as an opportunity to understand the scale and urban structure of the city, and a lecture will be offered to introduce this exercise.



Model studies
Spring semester 2022
Lisa Marzullo and Maria Trombetta

To help you understand the task that you are attending to this semester we would like you to survey a number of exemplary buildings in Stockholm. We ask you to consider the plan organisation of the building you are studying, and to concentrate particularly on the qualities and arrangement of a facade.

This will require you to look very carefully at buildings, making sketches and taking photographs as a way of recording existing conditions.

We have invited Elizabeth Hatz, a very respected teacher and authority on architecture's relationship to drawing to support this stage of your work.

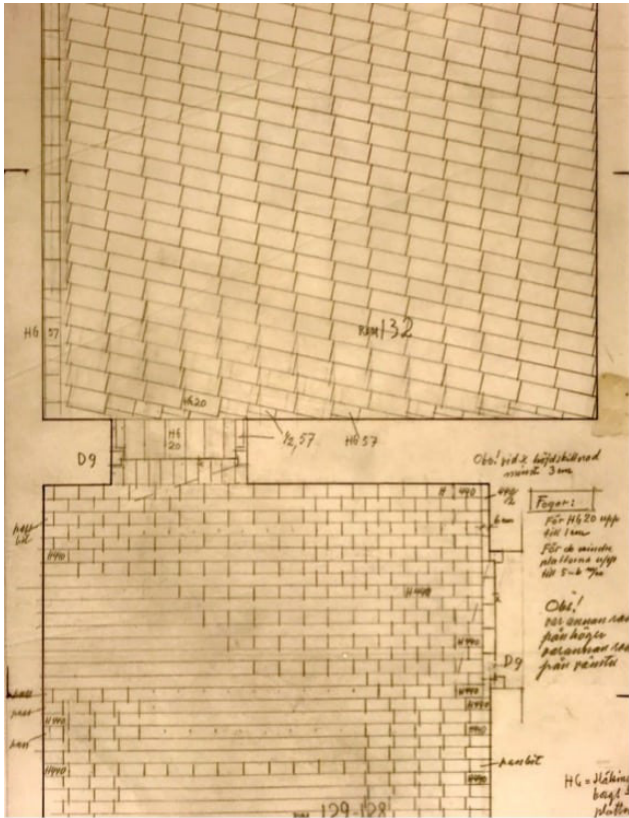
A seminar will be given to assist you in understanding this exercise.



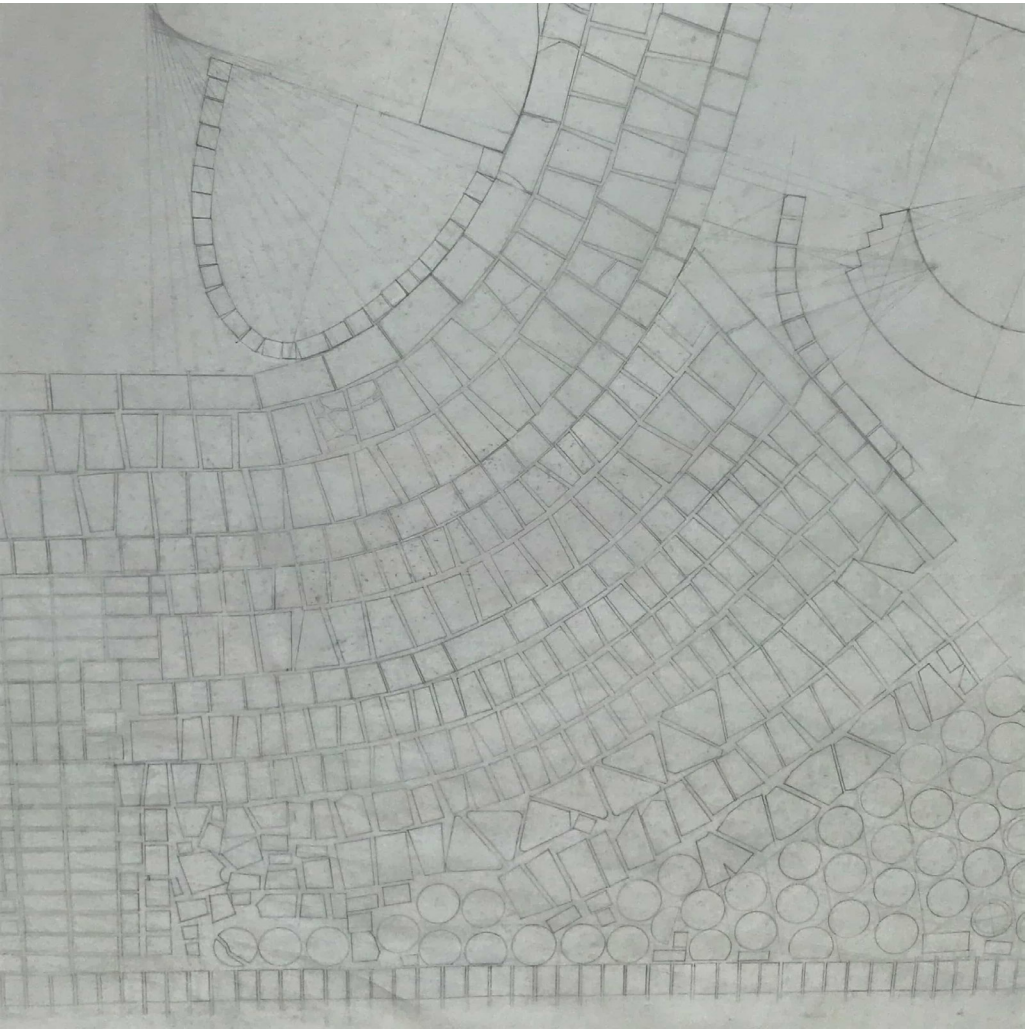
Drawing by Julia Thiem.
Pan Scroll zoom 12: Elizabeth Hatz
Drawing Matter, 18 May 2021



1



2



3

1,2,3
Photograph and survey drawings of the floor of St. Mark's Church by Lewerentz
Pan Scroll zoom 12: Elizabeth Hatz
Drawing Matter. 18 May 2021



1
Bank of Sweden
Peter Celsing, 1970
Riksbanken, Stockholm.

2
Centrum House,
Cyrillus Johansson, 1931
Kungsgatan/Sveavägen, Stockholm.

1 2



3
State Insurance Offices
Sigurd Lewerentz, 1930
Riksförsäkringsverket, Stockholm.

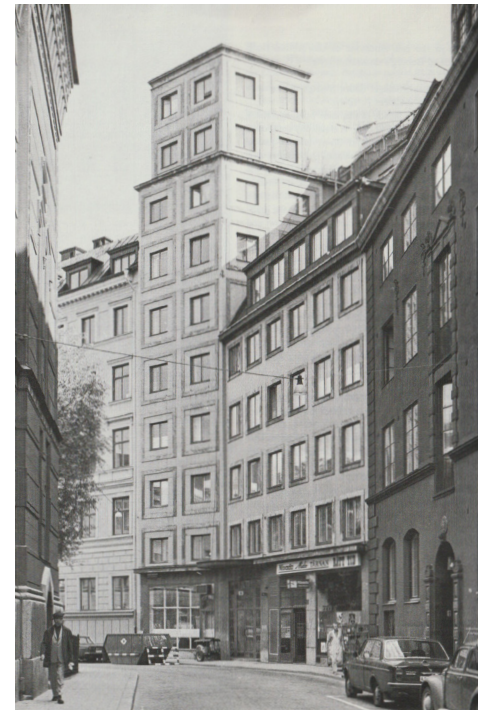
4
Office building
Sten Ramel, 1966
Drottninggatan 75, Stockholm.



3 4



5
Sweden House
Sven Markelius, 1968
Kungsträdgården - Hamngatan, Stockholm.



6
Commercial and office building
Björn Hedvall, 1934
Warendorffsgatan 8, Arsenalsgatan 4, Stockholm.



7
Eden Hotel and commercial building
Björn Hedvall, 1930
Sturegatan 10-12, Stockholm.

67



8
Apartment building,
Cyrillus Johansson, 1926
Eriksbergsgatan 6, Stockholm.



9



8 10

9
Apartment building,
Sven Markelius, 1935
John Ericssonsgatan 6, Stockholm

10
ABF-huset
Helge Zimdal, 1961.
Sveavagen 41-43, Stockholm.



11
Sparbankernas bank
AOS Arkitekter, 1962
Hornsgatan 5, Stockholm.

12
The city Palace
Ivar Tengom, 1932
Norrmalmstorg 1, Stockholm.



11 12

For the intermediate review we ask you to produce a 1:100 cast model of your project. While it will also be necessary to produce plans, sections and elevations, the cast model will enable a more accurate assessment of the formal properties of the project.

The model should be made from white plaster, with no added pigments, and should include window openings, the roof and any overhang.

At this stage in the semester your work will be subject to an intermediate review by guest critics.

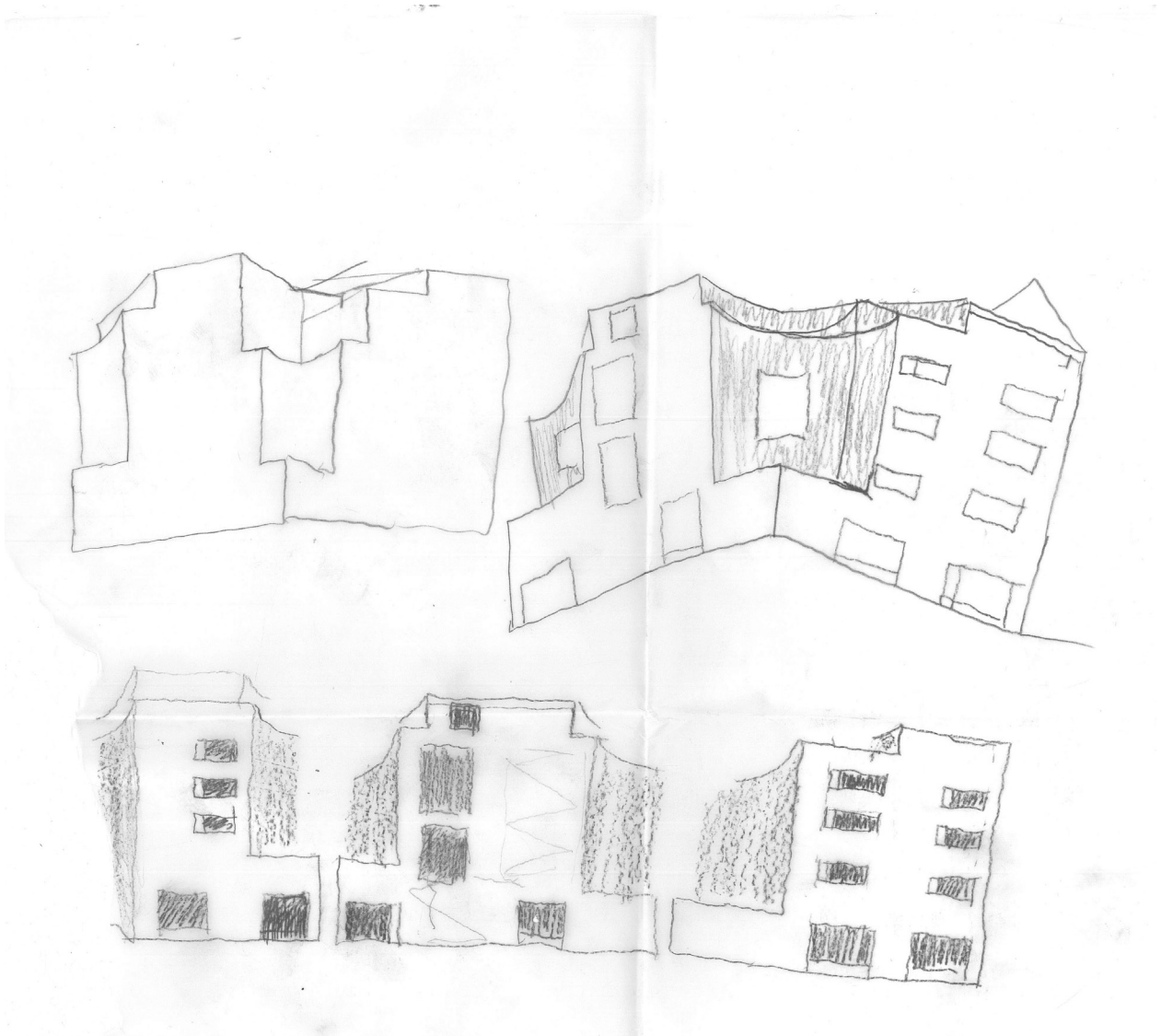


Spring semester 2024
Marco Ghisalberti
Andrea Vailati

The results of the previous studies should now be reappraised and drawn upon to produce the next instalment of this semester's work. We would now like you to develop a more precise concept for the buildings and their relationships to the wider context. The principal tool we ask you to employ is a 1:100 study or sketch model, which should include an appropriate amount of context. This is really the beginning of the key piece of work you will be producing this semester. We are interested in the qualities of the building or buildings you design and the way they are expressed through the organisation of the facades.

Your work should concentrate on the critical appraisal and further refinement of your earlier studies. While a model will be the principal piece of work, we expect your project to be developed with study plans, elevations, sections and sketches. It is also important that you measure the density of your proposal. The facades of your buildings should be drawn at 1:100 (as unwrapped elevations) and translated into three-dimensional models.

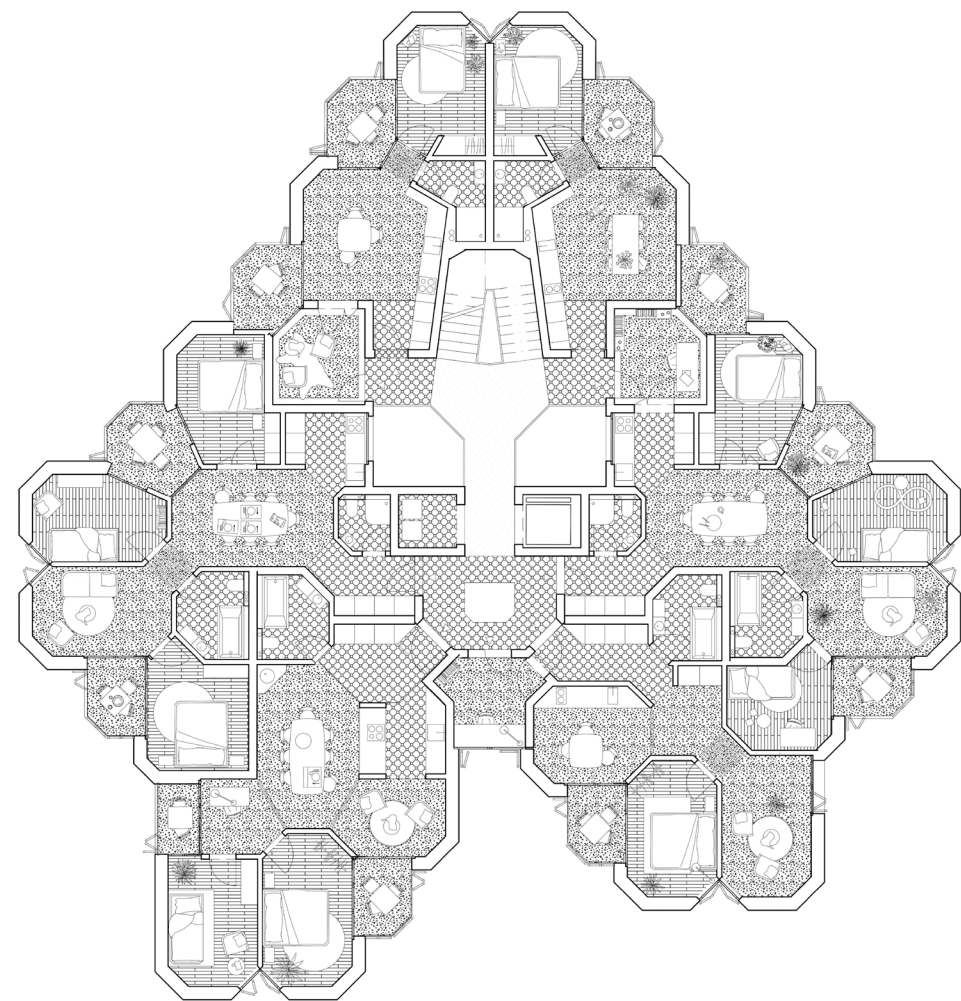
This piece of work should be undertaken with a clear concept of the image of your building in mind. What materials is the building made from? What is your attitude to the arrangement of window openings? How does the building meet the ground and how is the top of the building resolved? There are some of the questions you should be asking yourself about the facade of your building.



Autumn semester 2021
Sandro Hernández Rosales
Luca Sonzogni

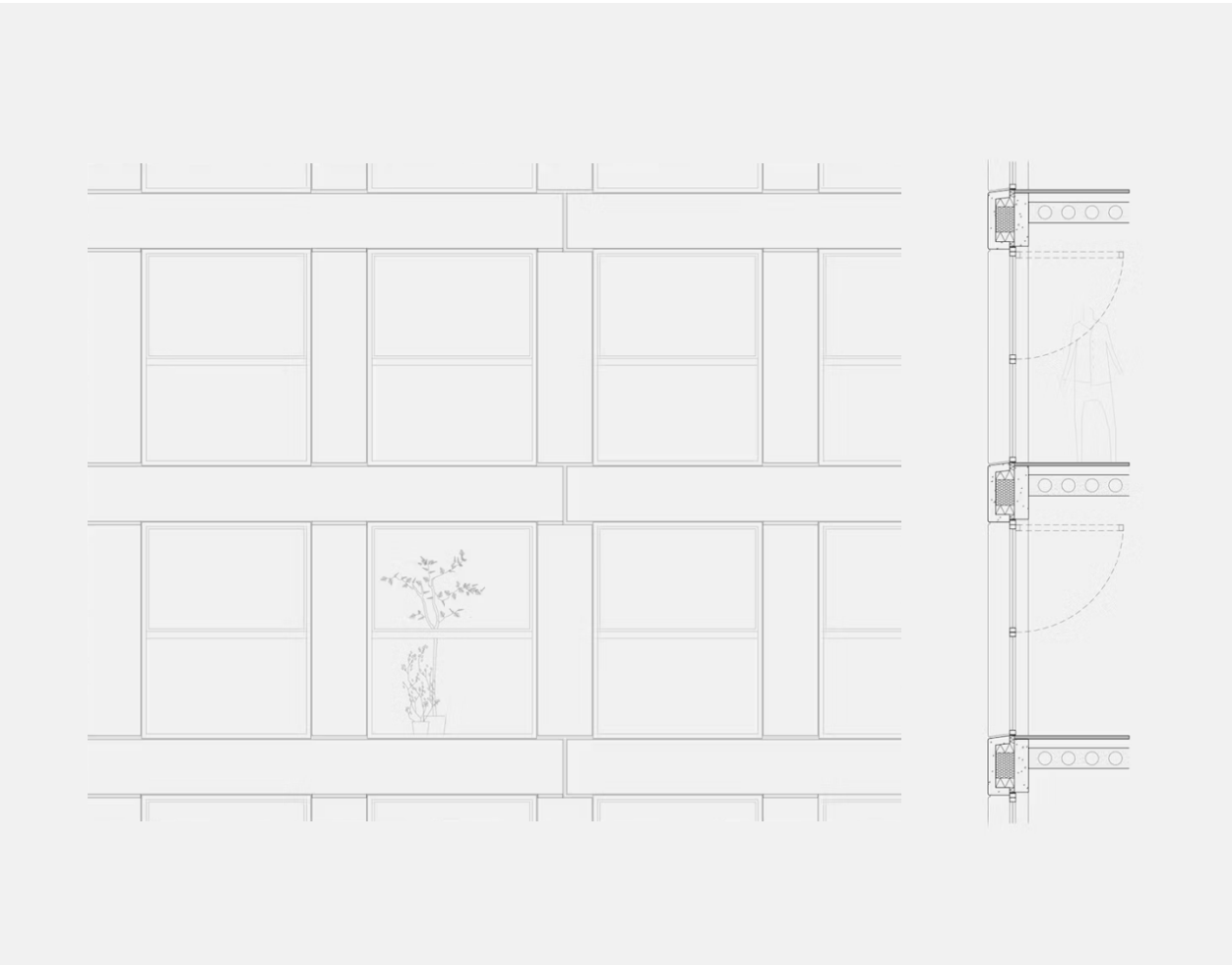
The plans you have developed at every stage of your work should now be refined and revised into a final proposal.

The organization of the cores, the distribution of different apartment types and their arrangement should be clearly represented. It is likely that this work will require modifications to the facades and sections.



While this might have already been indicated implicitly, we invite you to commit to a form of construction and argue for its appropriateness in relation to the impact it might have on the environment in the process of construction, and through the lifespan of the building.

The section will be the key drawing to help understand the proposals that are being put forward.



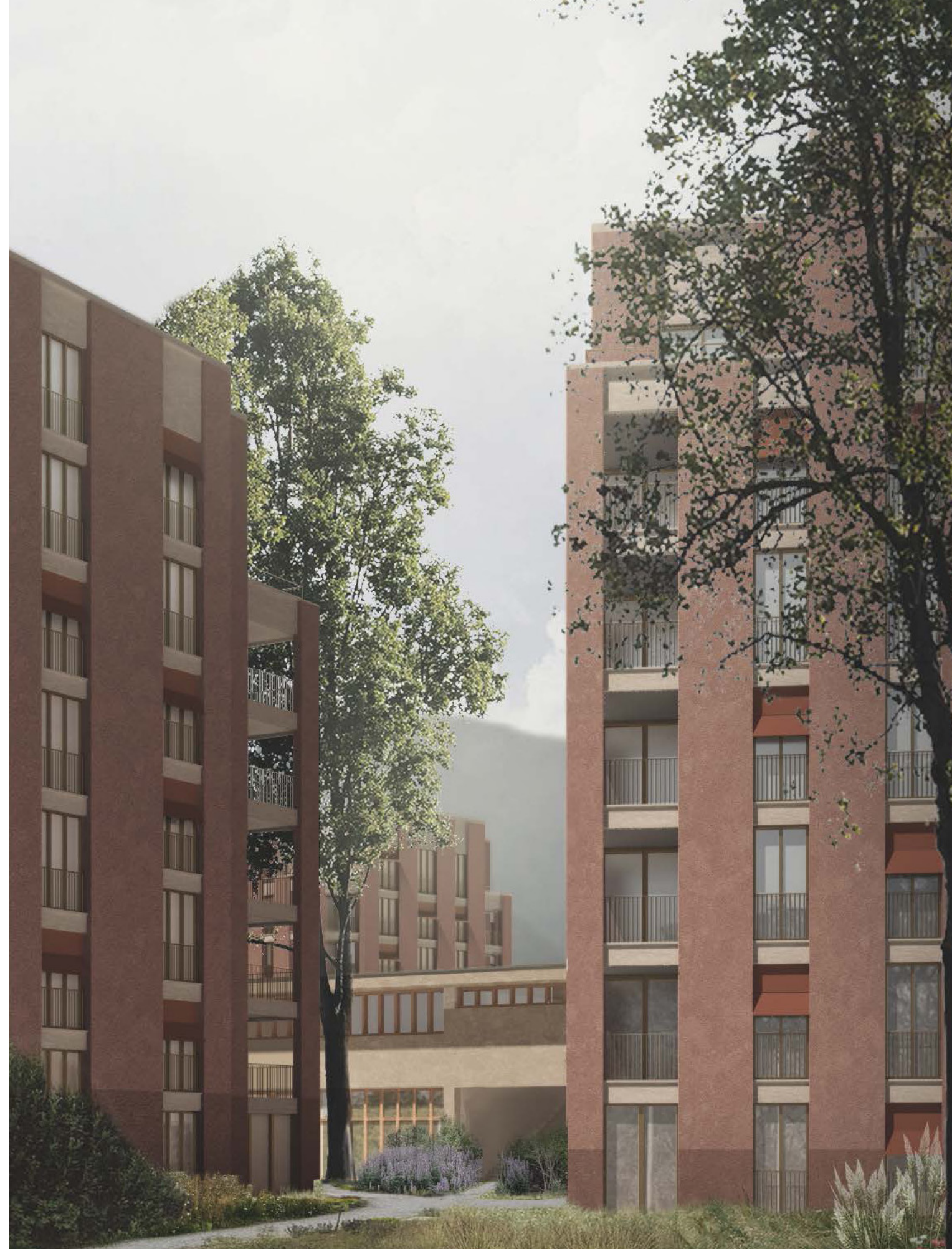
Hammarby Gard
Arrhov Frick Arkitektkontor, 2015
Stockholm, Sweden

The final piece of work you will undertake requires you to produce two images. No specific graphic technique is prescribed, although you should be able to explain why the technique you choose is appropriate.

These images should represent the atmosphere and the character of your building. One of the images should depict the exterior of the building and its relationship with the site and the wider urban fabric. The second image should represent the interior of a block and its qualities as a partly public, partly private space. It should represent the domestic interior of one of the apartments you have developed.

A full list of the requirements for the final review is listed in the programme for the semester (p. 58-59).





With the emergence of a convincing set of ideas for your building you will need to produce a careful set of drawings of some of the facades you have developed and a number of sections at scale 1:100.

You should also produce a set of plans for the project. These should be developed at 1:200, 1:100 and at a larger scale where appropriate. Consideration should be given to repetition and variation in apartments and to what other programmes might be introduced, particularly on the ground floor.

A landscape plan should be drawn at a scale of 1:200 indicating an approach to the landscape surfaces, hard and soft elements, and to the public realm in general. In addition to these, you are asked to produce two further 'atmospheric' perspectives of the final version of your project.

Finally, you should produce a .pdf or Powerpoint presentation describing your project. This is an important tool for presenting your project at the final review and should explain the development of your work and the strategy you propose."



Date	Event	Details	Assignments
19 -20 September	Studio briefing	Studio introduction Lecture by Jonathan Sergison: 'A case for the normal' Film screening Lewerentz Divine Darkness by Sven Blume	1:500 site model Readings and precedent studies
26 - 27 September	Tutorials	Discussion of readings and precedent studies. Lecture by Elisabeth Hatz: 'Drawing matters'	1:500 site model Initial ideas of strategy plan
3-4 October	Tutorials	Initial ideas for the strategy plan	1:500 study models Initial ideas of strategy plan
9 -12 October	Study trip to Stockholm	Study trip to project site Survey visits	Survey and site studies 1:100 elevations and other survey drawings
17-18 October	Review	Initial ideas for the strategy plan Survey drawings	1:500 model studies and other drawings as necessary
24-25 October	Tutorials	Building concept, model, plans, sections, and elevations Lecture by Cristina Roiz de la Parra: 'Forms of living'	1:200 drawings, plans, sections and elevations 1:200 model studies
31 October	Intermediate review	Project reviews with guest critics	Pdf presentation Survey 1:500 models and 1:200 models 1:200 plans, sections, elevations Images 1:100 plaster model
7-8 November	Tutorials	Plans, sections and elevations Lecture by Flavia Saggese: 'Atmosphere'	1:100 plans, sections, elevations
14-15 November	Tutorials	Plans, sections and elevations	1:100 plans, sections, elevations

Date	Event	Details	Assignments
21-22 November	Tutorials	Facade, plans, sections	1:100 / 1:50 drawings
28-29 November	Reviews	Facade, plans, sections	1:100 / 1:50 drawings
5-6 December	Tutorials	Submission of final drawings	1:100 / 1:50 plans, sections and facades 1:200 situation plan
12-13 December	Tutorials	Final models and images	Interior perspectives, Exterior perspectives, Draft Pdf presentation
19 December	Final review	Project reviews with guest critics	Pdf presentation Interior and exterior perspectives 1:200 situation plan 1:100 / 1:50 plans, sections and facades Interior and exterior perspectives

Aldo Rossi
L'architettura della città
Padova: Marsilio, 1966

Anne Lacaton and Jean-Philippe Vassal
Freedom of Use
London: Sternberg Press, 2015

Bruther and Laurent Stalder
Dixit n° 01: Hyperconfort / Hypercomfort
Éditions Cosa Mentale, 2020

Daniel A. Barber
Modern Architecture and Climate: Design before Air Conditioning
New Jersey: Princeton University Press, 2020

Gaston Bachelard
The Poetics of Space
Beacon Press; Reprint edition, 1994

Georges Perec
Species of Spaces and Other Pieces
Penguin Classics; New Ed edition, 2008

Iñaki Ábalos
The Good Life: A Guided Visit to the Houses of Modernity
Zurich: Park Books 2017

Jun'ichiro Tanizaki
In Praise of Shadows
London: Vintage Classics, 2006

Philip Rahm
Climatic architecture
Barcelona: Actar, 2023

Robin Evans
Figures, Doors and Passages. Translations from Drawing to Building and Other Essays
Cambridge, MA: MIT Press, 1997

Stephen Bates, Irina Davidovici, Jonathan Sergison
Brick-work: thinking and making
Zurich: gta Verlag, 2007

Daniel A. Barber, Jeannette Kuo, Ola Uduku, Thomas Auer, Nick Axel, Nikolaus Hirsch (eds.)
After Comfort: A User's Guide
e-flux Architecture <https://www.e-flux.com>

Lucy Creagh (ed)
Modern Swedish Design. Three founding texts.
New York: The Museum of Modern Art, 2008

Henrik O Andersoom, Frederic Bedoire
Stockholm. Architecture and Townspace
Arlov: Berlings, 1988

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Sigurd Lewerentz. Architect of Death and Life
Zurich: Park Books 2021

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Nordic Classicism: Scandinavian Architecture 1910-1930
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Malcon Woolen
Erik Gunnar Asplund : Landscapes and Buildings
Abingdon, Oxon: Routledge, 2019

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The Complete Guide to Architecture in Stockholm
Copenhagen: Arkitektur Forlag AB, 2004

Pamela Johnston
Johan Celsing. **Buildings, Texts**
Zurich: Park Books 2021

Roger Diener, Martin Steinmann
Das Haus und die Stadt / The House and the City Diener & Diener, Städtebauliche Arbeiten/
Urban Studies
Basel: Birkhäuser, 1995

Yukio Yushimura
E. G. Asplund 1885-1940
Tokyo:Toto,2005

Klas Anshelm, Olle Svedberg, Åke Eison Lindman, Mikael Olsson, Anna Wohl
Klas Anshelm
Stockholm: Arkitektur Förlag 2004

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