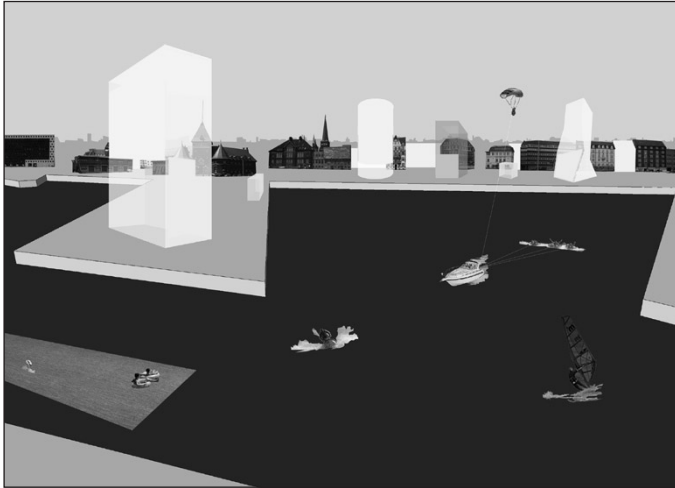
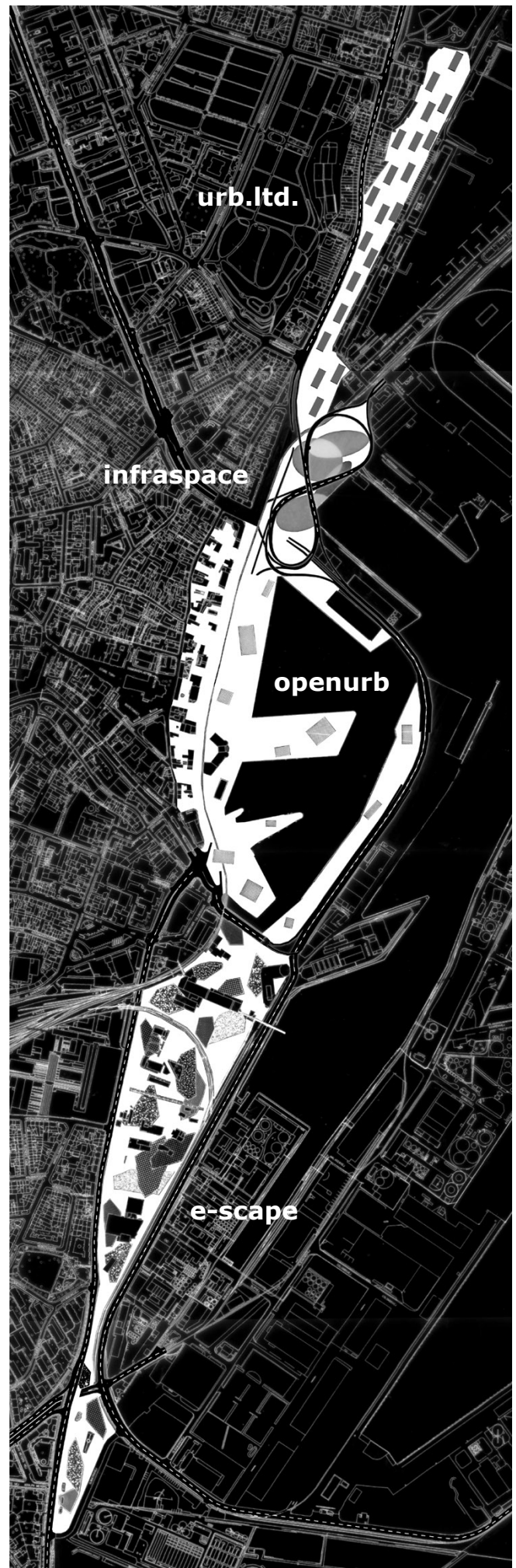


borderline

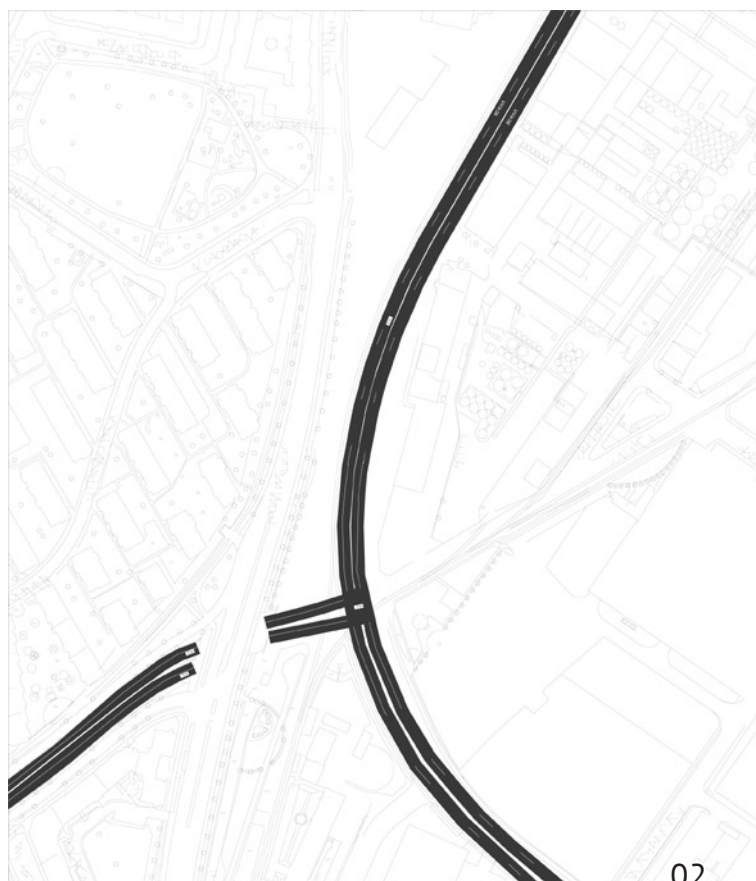
Open competition for the city related harbor areas of Aarhus. Proposal by Uid / Henrik Valeur, Søren Christian Madsen and Anne Katrine Hornemann, 1999.



With its nearly 300,000 inhabitants, Aarhus is the second largest city in Denmark. Like other cities it has undergone dramatic transformations over the past 30-40 years. The result of these transformations is a new urban order of loosely connected and highly specialized enclaves. Over the next 10-20 years the harbor of Aarhus is to reclaim vast new territories from the sea, substantially increasing its capacity, and thereby its autonomy. It is striving to become the principal hub between the regional distribution network of Jutland and the global network of container traffic. Meanwhile, its original twin - the historic city center - is cultivating a nostalgic image, as part of a careful marketing strategy directed at the shopping and entertainment industry.



Despite or perhaps due to this differentiation, the separation between these two enclaves has now reached a point where any attempt to connect them can only be purely formal, this nevertheless seemed to be the very motivation for this competition. An alternative solution would be to accelerate the already ongoing processes through the initiation of a series of new enclaves, based on individual strategies of territorialization, aimed at different target groups, and stretching along the entire interface between the historic city center and the harbor. The implementation of such a scheme would not only further diversify the urban composition, and in this way satisfy the contemporary demand for differentiation, it would also stimulate the development of a competitive environment, in which distinct enclaves can develop at various speeds with individual margins of negotiation and displaced phases of realization.



The development of a poly-nuclear urban pattern boosts the demand for evermore rapid and effective means of communication. Through expansions and alterations of the current road system it is possible to significantly ease the exchange of traffic flows and to optimize accessibility. With the introduction of a loop and a corridor the commuter will experience the passage through the core areas of the city as a single continuous movement without any yield signs or traffic lights.

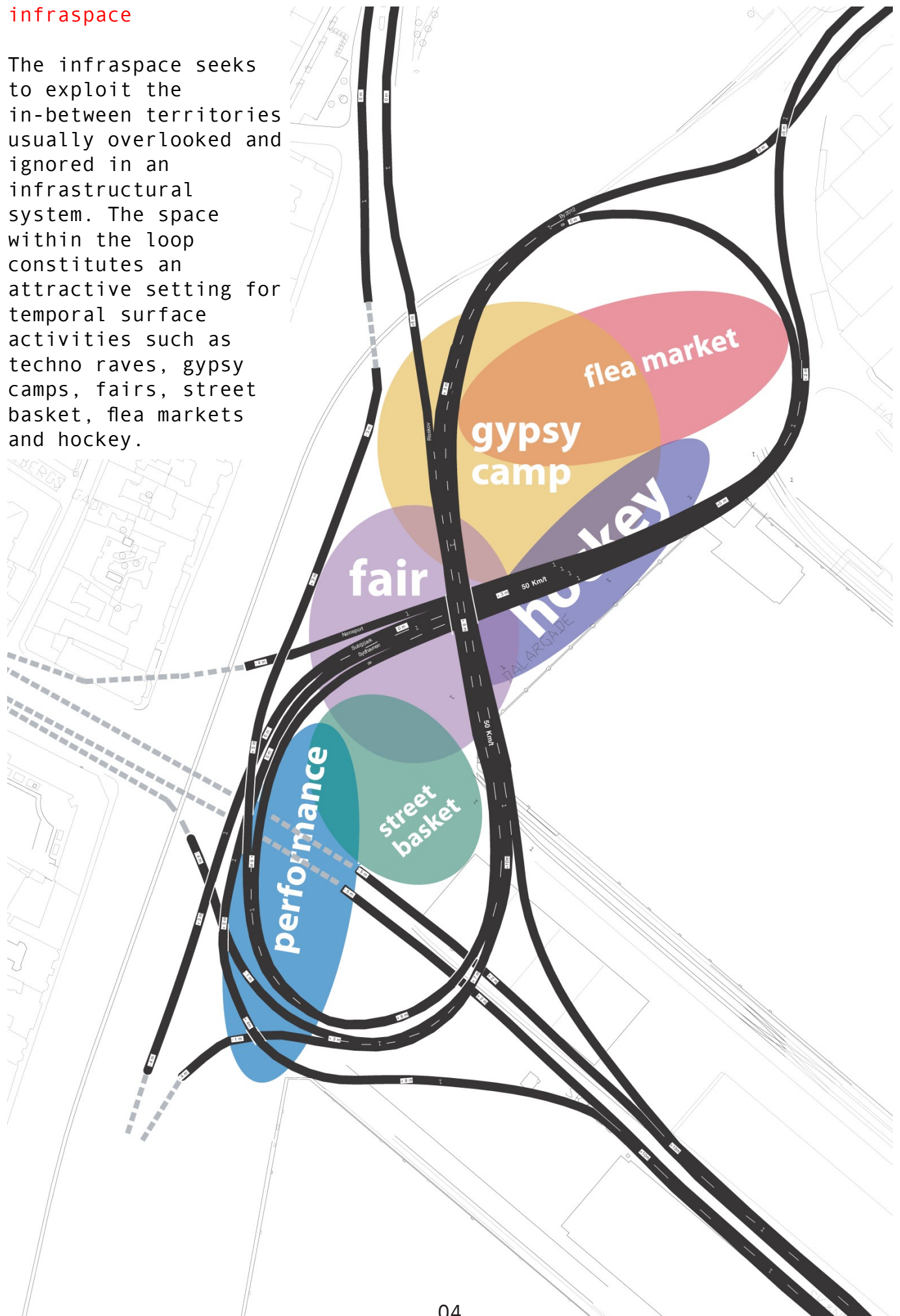
urb.ltd.

The urb-ltd. is an open field and a transportation corridor for joggers, mountain bikers and roller skaters commuting between the city center and the recreational area of Risskov. Detached single family houses with enclosed private gardens are randomly scattered throughout this field, thus making the suburban utopia of privacy drift in a stream of people moving by.



infraspaces

The infraspaces seek to exploit the in-between territories usually overlooked and ignored in an infrastructural system. The space within the loop constitutes an attractive setting for temporal surface activities such as techno raves, gypsy camps, fairs, street basket, flea markets and hockey.



openurb

The openurb is based on a quid pro quo deal, whereby every new construction around the inner harbor basin must be matched by the dismantling of an equal number of square meters of building mass in the adjacent historic city. The basin itself can be used as platform for various water sport activities like wind-surfing, ice-skating, water-skiing and diving.

