

1. Prologue:
Dreaming of Slowness

Makarska is a concrete and stone jungle, almost utterly lacking free space or urban voids. Moreover, the city and its surroundings have become synonymous with unregulated construction and the negative consequences of mass tourism. This can partly be attributed to the legacy of the 20th century's *heavy* modernity that aspired to conquer every square meter of territory on the globe. This aim at always keep getting bigger, better, more productive – to build and expand endlessly – took a visible toll on our

urban environment. Just as the premise of rapid expansion and growth is becoming spatially problematic, privately, in everyday life – we yearn to slow down, as well. In the cacophony of the contemporary, hyper-connected world, we frequently find ourselves longing for events, moments and experiences during which the passing of time does not seem so mercilessly fast. We are continuously accelerating, and yet dreaming of *slowness*.

Makarska is an ideal arena for experiments in *slowness*, with the Mediterranean way of life boasting precisely those qualities. Instead of the still widely-spread, toxic narratives glorifying myths of anxious hustling and grinding – the Mediterranean culture is one of hedonism: taking your time with everything in life, and enjoying it to the fullest.

3. Sites:
A Roof Without a House

Rather than taking up square meters at the city's ground level by designing classic buildings, new architectural additions to a hypersaturated space, our priority is to develop a continuity of open public spaces that serve as lively new focal points of the city center.

We perceive all the sites as a connected system, taking into account their programmatic compatibility and close location in the city center. On an urban planning scale, this connection is manifested by proposing a stronger pedestrian connection of all 3 sites. This could be realized through long-term plans of reducing the intensity of traffic on *Ulica don Mihovila Pavlinovića* and forming a new city promenade from the Cathedral to *Ulica Slikara Gojaka*. Traffic access to the promenade would only be provided to delivery vehicles for the Market and Gastronomy Center and vehicles intending to park in the planned public garage.

On an architectural scale, the link between the project sites is the main architectural element used in all of them: the roof. It is crucial to point out that in this project, it is never a *roof on a house*, but rather a *roof without a house*. On each site, a roof only partially covers the common ground of the designed public space. As an architectural proto-element, the roof performs its elementary duty of sheltering people from the weather (be it sun or rain), as it has done for thousands of years. This way, in a simple manner, it responds to the idea of slowness. By conditioning the atmosphere beneath it, making it more pleasant and livable, the roof enables and encourages us to slow down, pause and linger for a while, instead of just hurriedly pass by. On each of the 3 locations, the roof appears in a different form: a flat, walkable platform of the market roof; an arched, inhabited, pitched roof of the Gastronomy Center; and a natural substitute for a man-made roof on Site 3, a Mediterranean canopy of pine trees.



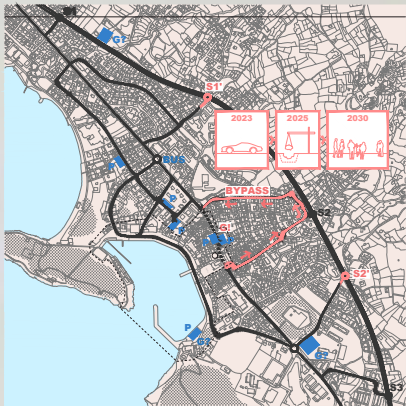
A continuity of open public spaces that serve as lively new focal points of the city center
A wide variety of daytime and evening scenarios is envisioned for the Market, the Center for Mediterranean Gastronomy and the Garden.



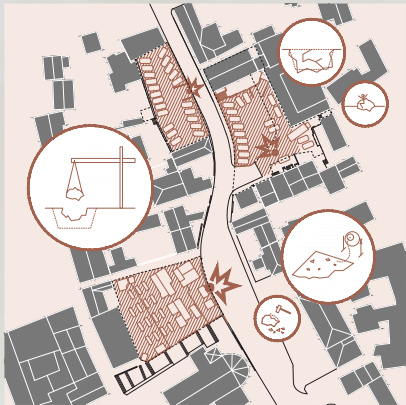
2. Strategy:
Speculating on Systems

In attempting to formulate spatial strategies suited for today, as well as for tomorrow, it is critical to recognize all crucial and interdependent actors, systems and networks that help shape our urban environment. Our outlooks thus shift from being purely anthropocentric, to observing a much wider perspective. Apart from our human realm, this also includes the non-human: plants, animals, natural and artificial elements, substances, and objects. The aim is to observe, question and develop a better understanding of ways in which these old and new actors can connect, and consequently shape new urban-natural orders, ecologies and systems.

In Makarska, we chose the systems to be studied and mapped based on the criterion of them having a significant connection with our three project sites. We searched for and observed links between the wider context of the city and the programs and spaces to be designed on our sites. Our design approach is thus multiscalar – equally considering the XL, the XS, and everything in-between.



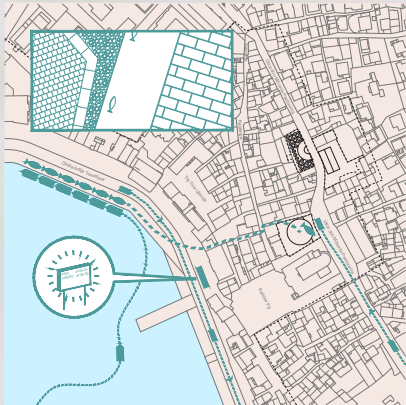
2.1 Roads
Through mapping of the existing and planned parking infrastructure in and around the city center, the necessity for an underground garage on one of our sites became clear. During its construction, we propose an eastern traffic bypass, that could continue to be used long-term in order to decrease traffic intensity on *Ulica don Mihovila Pavlinovića*. In the following years or decade, this could be additionally facilitated by the proposed new connections (S1 and S2) of the city's road system to the state road D8, *Jadranska magistrala*, which should become an efficient bypass for the city center altogether.



2.2 Rocks
Excavations for underground garages are always a kind of aggression in space, so our aim is to do our best to justify the process. Therefore, the next system we follow is the flow of excavated stone and rocks. We attempt to reuse as much of the excavated material as possible, by crushing it on-site and using different scales of crushed material for different building elements of our design: coarse or fine aggregate for floor coverings or concrete, and larger pieces as landscape elements. We also leave some of the excavated parts of the rocks visible, making up the walls of the underground garage.



2.3 Rainwater
Large areas of the city are covered in steep inclines, and as they are mostly paved with asphalt, water naturally flows down them. As a result, the city can be seen as an XL rainwater collector. It is thus speculated that the existing draining structure might be upgraded in the future to collect the rainwater more systematically, filling underground rainwater tanks (1-4), around which it would be possible to build new points of interest above ground: for instance, public water features or pocket parks. Part of the water could also be reused to irrigate green spaces or cool the overheated public areas of the city.



2.4 Fish
The early-morning uncertainty and thrill of waiting for the catch to arrive at the waterfront is an authentic, locally specific experience. Retaining this until the 21st century supermarket experience, the town authorities should preserve this gem in its purest form, modernizing it only minimally. A digital screen could be placed on the waterfront, through which fishermen could announce their arrival. The remaining part of the catch travels to the freshly re-designed city market with an indoor fish market. To make tourists more aware of the gastronomic link between the waterfront and the market, pedestrian signage could be introduced: fish symbols imprinted in the covering of walking or wall surfaces.