



The new Piteå Station and square, become a vital link between Sörfjärden, the old city centre and the three new districts: Västra Kajen, Railway Yard and Södrahamm. The centre is surrounded by a ring of green allowing endless recreational possibilities and diverse urban spaces for all ages and communities.

RECLAIMING TERRITORIES



HISTORICAL
Diagram based on 18th century map which clearly shows the access to water being the city's basis of existence. Furthermore, it shows the city's grid layout, which was back then surrounded by a full peripheral ring of unbuilt green land.

BARRIERES
Timmerleden and the North Botnia line creates a heavy barrier between the city centre and waterfront, without providing any urban qualities.

CONNECTIONS
Connections – both physical, visual and narrational – creates coherence. The project's physical connections are underground, overground and long sightlines linking territories and creating an accessible city.

NEW DISTRICTS
Piteå station becomes the vital link between Sörfjärden, the old city centre and the three new districts: Västra Kajen, Railway Yard and Södrahamm. The station and square becomes the catalyst of the urban development of Piteå.

THE GREEN RING
The original peripheral ring of green should be restored, reclaiming territory. The ring binds the new developments to the existing, creating a holistic city.

INTRO
Forget the single-minded economical focus when developing Piteå – we must create a holistic city that will sustain!

With the new North Botnia Line Piteå has the potential to grow into a thriving urban hub, with rich qualities within research, culture and recreation. But within this golden opportunity lies also a potential urban recession: the new proposed line for the railway will cut the city off from Sörfjärden – a major recreational value for Piteå – and have the city turn its back to the waterfront, its basis of existence.

The city of Piteå has many existing qualities which must be enhanced. The city is everchanging, as the coastline is constantly moving due to geological processes. This is therefore Piteå's third location. Originally built as a coastal city to provide ground for the wood industry, the city has always been closely linked to the waterfront. Old maps dating back as far as the 1700s clearly show the city's grid layout, which was back then surrounded by a full peripheral ring of unbuilt green land and total circular access to the waterfront, as the city was then not as connected to the mainland.

With this proposal for the future development of Piteå we wish to reclaim the territories of the coastal line, recreate the narrative of the industry and resurrect Piteå as a living city. This is done by creating new connections across all levels of the urban environment, particularly linking the city centre to the waterfront and new districts.

TYPOLOGIES FOR CONNECTION
We propose laying out the traffic hub, Piteå Station, in the intersection Timmerleden / Västergatan. This will create an urban space, which also serves as a link between the three new districts: Västra Kajen, Railway Yard, and Södrahamm. Through Piteå centre the railway tracks are laid out along Timmerleden, gathering heavier infrastructure in one zone. This is done due to several reasons: first and foremost, it gives up space for a new and larger waterfront useful for endless recreational purposes. Second, from an urban standpoint that Piteå and its new districts must consist of social, economic, fun, serious, messy, global, local, historical, futuristic, closed, open, loud, quiet, surprising and diverse layers. The development of Piteå should not only be made up by a conventional buildings, plots and spaces focus, but should be approached with a holistic mind, to assist urban evolution that will sustain. Piteå Station, which is introduced to the environment as a space for urban potential.

This line of traffic through Piteå Centre creates the opportunity for new connections to arise. We propose three new visible types of connections:

The tunnel: the current Uddmångstattan is heavily trafficked but takes up a privileged place in the grid structure. An important quality of the grid is its long sightlines allowing for visual connection with Sörfjärden. When planning the railway, this should be restored by laying out a tunnel beneath the traffic corridor. This connects Piteå Centre and the new Södrahamm district with the new cultural hub and recreational area in the

Södrahamm Park. The tunnel should be quite long and not very steep to allow for visual connection from afar, as well as to give the possibility for a new urban edge to arise. On the edge opposite to the station square and play to take place. And from large wet beds trees can grow, creating cover and space. The tunnel can be used for markets or serve as an art space. With this urban connection an important existing quality from Piteå is maintained whilst generating new features and experiences.

The bridge: spanning across the Piteå Station we propose connecting the new districts with a pedestrian and bike bridge. This will rise above the city towards west as a landmark welcoming both locals and visitors of Piteå. From the Station Square the bridge links to the new Sörfjärden Square ending in a set of stairs allowing for beautiful waterfront views.

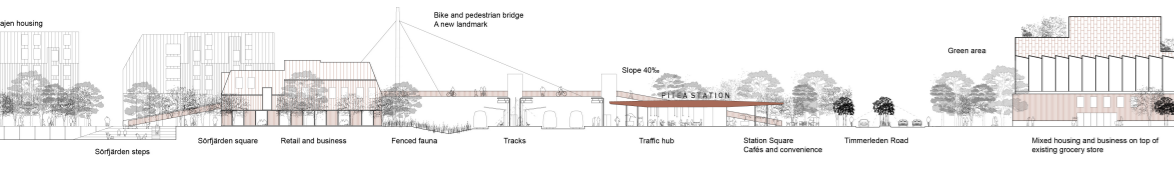
The exploration path: The original peripheral ring of green should be restored, reclaiming territory. Within this ring we implement the exploration path. This path will in this contemporary version be much more urban, connecting different areas of green and social meeting points. Towards Sörfjärden a new modified waterfront allows for recreational activities in both green and blue surroundings: following the promenade one will cross the new boat club, cultural hub and sea water bath, each serving as satellites connecting to the larger grid. On Västra Kajen the new green Sörfjärden connects to Västra Kajen sports park. This area allows for space to potentially develop further in the future as a forest city. A new light pedestrian and bike bridge spans the forestry area across the railway and Timmerleden to the

new Railway Park district. Old tracks and the train depot are kept, leaving industrial traces to tell the origin story of Piteå. From here the path runs through Ceciliaparken up to Sundsgatan which is greenfield and towards east programmed into an active boulevard with basket lanes and ping pong tables – a great way for students to spend the afternoon after finishing classes at the local school or for guests staying at the local hostel in the City Park to hang out. The exploration path can also be linked to a greater context, perhaps creating a hiking path to Fårön or to sister-paths in nearby cities e.g., an industrially themed trail in Sittans or the archaeological trail in Jävre, and can in this way narrate the cultural heritage of the area.

The tunnel, the bridge, and the exploration path are the most significant and important connections, as they play a key role in bridging history and existing qualities, creating urban spaces and experiences, and most crucial in making Piteå a holistic city, with a strong connection to its' origin: the waterfront.

NEW DISTRICTS
Within the existing centre lies many qualities, which we wish to take into the development of new districts. As mentioned, the grid structure allows for long sightlines, green courtyards, and squares to emerge. The wooden houses with roofs of metal and various detailing creates a charming cityscape. This typology can serve as an inspiration for developing a new sustainable building typology for Piteå.

Piteå Station: By placing the station within the urban environment, a new type of scenery is added to the



Section AA 1:500



Masterplan 1:2000



Section BB 1:500



New underground connection transforming Uddmångstattan into a lively urban space that can host markets or serve as an art space. It maintains the important sightline towards the waterfront and links to the new cultural hub and recreational park along Sörfjärden.



ANCHORPOINT AND EXPLORATION PATH
The exploration path within the green ring connects the existing city with the new districts. Along the path there are different types of social meeting points creating various urban spaces and experiences, supporting many different diverse communities.

swimming, rowing or ice skating can take place, and the south are accommodated through sheds and bridges. Biodiversity should be enhanced as some areas are kept wider and more diverse. All year-round locals and visitors can enjoy events in the new cultural hub. The beautiful view towards the inlet can create for a magical setting in which communities of all ages can emerge – visiting theatrical groups can take residency here, local dance schools can perform and seasonal concertos can lure people from the upland.

Västra Kajen: The newly accessible district can host spaces associated with the station such as hotels and conference venues towards north, thereby creating a buffer to the railway and allowing for a higher building typology to take place. Housing can be placed in the southern part of the district towards the forestry area and the new sports park – here children will be able to play a football match on summer evenings, or easily and independently go for sports training. The district will have a view of the paper mill – an important typology in the narration of Piteå, as this industry holds the origin of the city. The new district is laid out in a distorted grid, an interpretation of Piteå's centre. Towards Sörfjärden an urban space with commerce and restaurants can attract locals and campers to go out for dinner, shopping or simply enjoy the lovely waterfront.

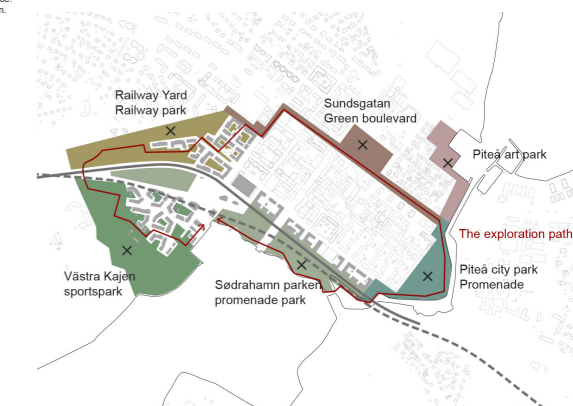
Railway Park: The existing centre will expand into the new Railway Park district. Here industrial traces such as the old train depot, existing warehouses, sheds, and old tracks meet mixed housing, commerce, and business. The new building typology is placed in the grid structure creating a natural extension of the city. Once again this adds the quality of the large green courtyards. Towards the station square is kept free to allow for a green

parking area and a bus station. In the western part the grid dissolve and open to the large railway park. On the tracks old carriages can create small contemporary spaces or fulfill neighbourhood needs. How playful it could be to have one as a nursery, almost resembling a circus wagon, or to use them for rehearsal spaces for local bands.

Each of the new districts contains around 500 units, making it a total of 1500 new types of housing. When developing these new areas, the industry can for some seem as a barrier for development, but it is crucial to see it as an important layer in the narration of Piteå. The extraordinary nature of North Botnia provides a beautiful scenery for the often large, fascinating typologies industry will provide. Furthermore, these areas are much more interesting to develop in the future, rather than starting off with bare land.

Another element to keep in mind when developing Piteå is the many scales that must be taken into consideration. Small scale, big scale, high-density, low density are all factors which create attractive, sustainable, living environments. In the new districts higher and denser elements can be used to create a buffer and more urban environment towards the railway, whilst small components spread out near the waterfront generates a temporary feel useful for communities and culture to arise. The diversity in the urban landscape allows for urban potentials and possibilities. Connections – both physical, visual and narrational – creates coherence and a sense of something place-bound.

Forget the single-minded economical focus, Piteå will resurrect as a holistic city for all. Reclaim territories, reclaim Piteå!



THE GREEN RING
The ring is clearly divided into a series of parks each with their own identity and opportunities. The Västra Kajen becomes a sports park offering activities for all ages. Railway Yard is a natural area with a wild and diverse fauna and the industrial traces left to narrate the story of Piteå. Sundsgatan becomes a lively green promenade in a natural relation to the library and school. The old City Park has the classic leisure vibe and the new Södrahamm Park becomes a recreational promenade park with different social hubs in close contact to Södrafjärden all year round.



A new sea bath in Sörfjärden gives life to new communities in Piteå and creates contrast to the high speed trains passing by.