

URBAN TISSUE EVOLUTION

REDEVELOPMENT OF THE GAMLESTADSTORGET AREA IN NORTHEASTERN GÖTEBURG.

The competition area is situated at the north-eastern part of Gothenburg, where the old industrial area of Gamlestadsorget takes place today. The urban tissue had been interrupted by the over-dimensioned traffic junction of Gamlestadsvägen, that not only isolates the site from the rest of the city but also had generated an unsafe place in the area for citizens and people that work there.

The competition area required the organisation of a new important node for public transportation, including a new train station for commuters connecting with tramway lines. The station has to be incorporated with new buildings with various programs like offices, housing, leisure and other facilities as well as commercial space on the street level.



VORTEX
The forces impressed by the envisioned density, buildings, infrastructures, and open spaces, come to the site as if they were organized fluids creating the @_evolution of the image and the urban tissue. This operation is called vortex.



URBAN INTERVENTION FOCUSING ON 3 ISSUES

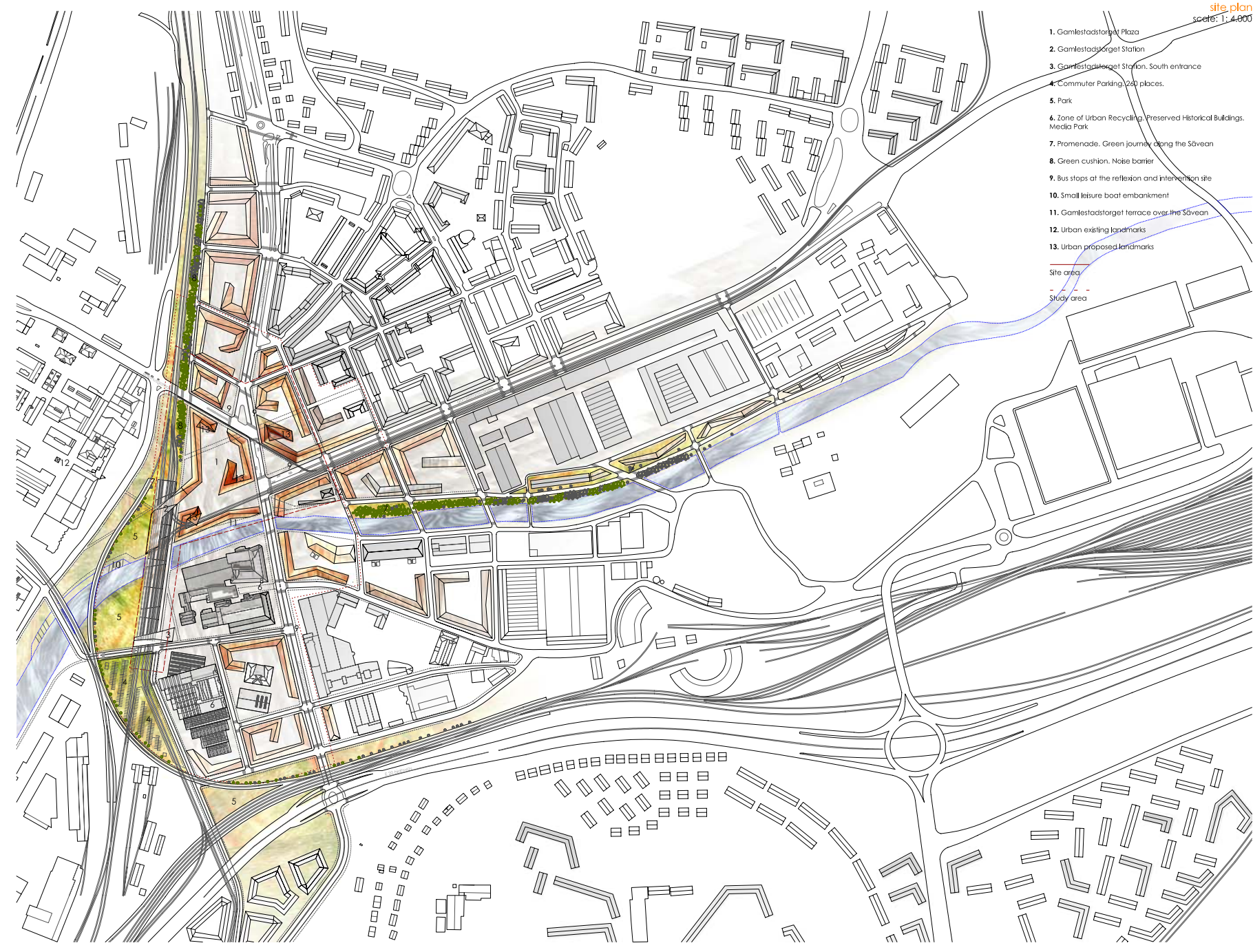
- Board 1.** Evolution of the urban tissue : Large scale planning ideas.
- Board 2.** Programmatic Swirl: Program mixture + urban image
- Board 3.** Tectonic Permeability: Building qualities

The strategy starts with completing the existing urban grid towards the competition area, by stretching the original urban block structure, using the same logics and existing patterns in order to fill the hole.



The idea is to give presence to these buildings as landmarks for Gamlestadsorget by developing a strong identity based on special towers. The buildings are positioned in order to open and provoke certain interesting views and reconfigure the open spaces.

Considering Gothenburgish county governor houses as building of great historical value, the proposal of the urban villa is inspired on the basic concept of these simple constructions: two wooden floors on top of a brick construction on street level. Taking them as a reference the new buildings are set upon a flying strip on top of a permeable plinth that contains facilities as commercial or mixed programme space on street level.



- site plan
scale: 1:4,000
- Gamlestadsorget Plaza
 - Gamlestadsorget Station
 - Gamlestadsorget Station, South entrance
 - Commuter Parking 260 places.
 - Park
 - Zone of Urban Recycling, Preserved Historical Buildings, Media Park
 - Promenade, Green journey along the Söveån
 - Green cushion, Noise barrier
 - Bus stops of the reflexion and intervention site
 - Small leisure boat embankment
 - Gamlestadsorget terrace over the Söveån
 - Urban existing landmarks
 - Urban proposed landmarks
- Site area
Study area

urban intervention
scale: 1:8,000



At the present, Gamlestadsvägen is an over-dimensioned traffic junction that separates the residential parts of Gamlestaden from the core of the competition area. The proposed urban structure develops around the reorganisation of the Gamlestadsvägen, Slakthusgatan, and Artillerigatan. This urban block structure is a regeneration and continuation of the north east tissue of the city

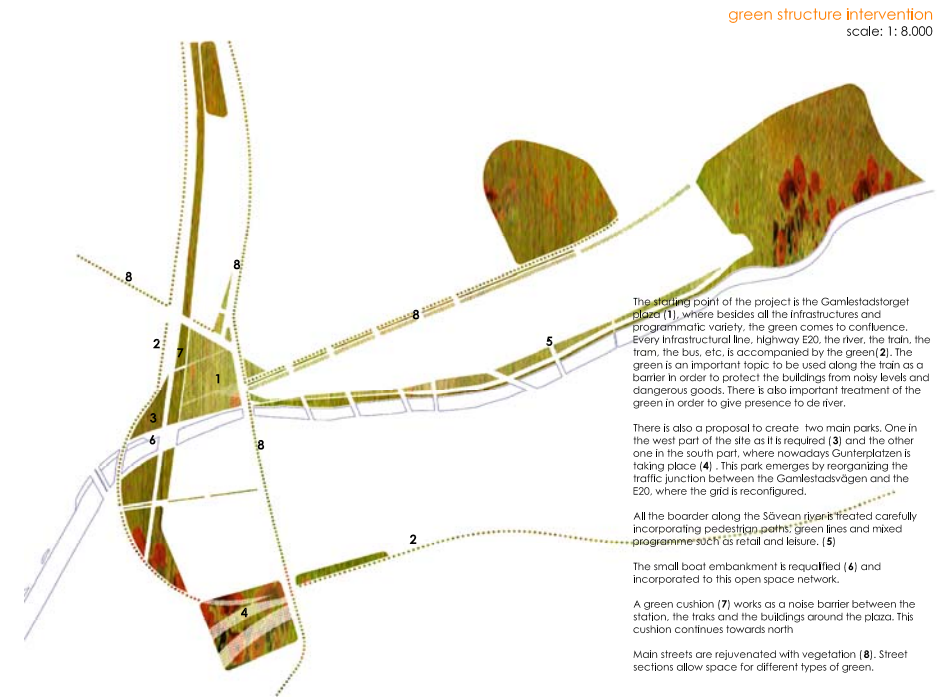
- Existing urban block structure
- Proposed urban block organization
- Gamlestadsvägen
- Artillerigatan
- Slakthusgatan

understanding the city
scale: 1: 8,000



The northeast part of Gothenburg is structured by non geometrical islands with differentiated programs, and organizational patterns: clusters of dispersed housing, clusters of continuous blocks (linear, "L", "C", "U", closed frames) alternating at most with green spaces.

green structure intervention
scale: 1: 8,000



The starting point of the project is the Gamlestadsorget Plaza (1), where besides all the infrastructures and programmatic variety, the green comes to confluence. Every infrastructural line, Highway E20, the river, the train, the bus, etc. is accompanied by the green (2). The green is an important topic to be used along the train as a barrier in order to protect the buildings from noisy levels and dangerous goods. There is also important treatment of the green in order to give presence to the river.

There is also a proposal to create two main parks. One in the west part of the site as it is required (3) and the other one in the south part, where nowadays Gunterplatzen is taking place (4). This park emerges by reorganizing the traffic junction between the Gamlestadsvägen and the E20, where the grid is reconfigured.

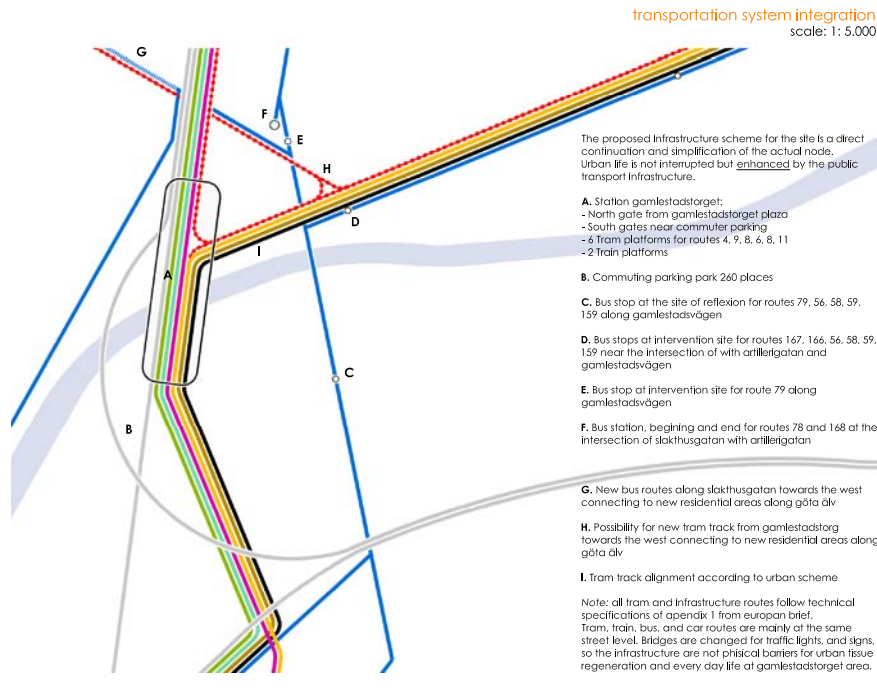
All the boarder along the Söveån (river) is treated carefully incorporating pedestrian paths, green lines and mixed programmes such as retail and leisure. (5)

The small boat embankment is requalified (4) and incorporated to this open space network.

A green cushion (7) works as a noise barrier between the station, the traks and the buildings around the plaza. This cushion continues towards north.

Main streets are rejuvenated with vegetation (8). Street sections allow space for different types of green.

transportation system integration
scale: 1: 5,000



The proposed infrastructure scheme for the site is a direct continuation and simplification of the actual node. Urban life is not interrupted but enhanced by the public transport infrastructure.

- Station gamlestadsorget:
 - North gate from gamlestadsorget plaza
 - South gates near commuter parking
 - 4 Tram platforms for routes 4, 9, 8, 6, 8, 11
 - 2 Train platforms
- Commuting parking park 260 places
- Bus stop at the site of reflexion for routes 79, 56, 58, 59, 159 along gamlestadsvägen
- Bus stops at intervention site for routes 167, 166, 56, 58, 59, 159 near the intersection with artillerigatan and gamlestadsvägen
- Bus stop of intervention site for route 79 along gamlestadsvägen
- Bus station, beginning and end for routes 78 and 168 at the intersection of slakthusgatan with artillerigatan
- New bus routes along slakthusgatan towards the west connecting to new residential areas along göta älv
- Possibility for new tram track from gamlestadsorget towards the west connecting to new residential areas along göta älv
- Tram track alignment according to urban scheme

Note: all tram and infrastructure routes follow technical specifications of appendix 1 from european brief. Tram, train, bus, and car routes are mainly of the same street level. Bridges are changed for traffic lights, and signs, so the infrastructure are not physical barriers for urban tissue regeneration and every day life at gamlestadsorget area.

TRAFFIC INTERVENTION

The treatment of macro and micro-scale of urban spaces was a key issue in the proposal. The project organizes flows of infrastructure, in order to give space to the main plaza.

The tram-tracks through north-south direction are reorganized by simplifying trajectories towards Bagaregarden area, once crossing the new station. They go parallel to one of the new streets (parallel to Gamlestadsvägen) that connect under the rail-tracks to the south part of the study area. Along this street pedestrian and bicycles paths appear. By this street you can get to the commuter parking and also to the new train station.

The idea is to promote two principal circulations. One continuous from Slakthusgatan to Artillerigatan and the other from North Gamlestadsvägen to south Gamlestadsvägen. By a red light it is possible to take turns between these two main circulations. On the south part of the competition area, the Gustavsplatsen park is taking place working as barrier between train-tracks and residential neighbourhoods from Bagaregarden.

The complicated existing infrastructure is simplified by reconnecting the new path of Gamlestadsvägen to the E20 highway. From E20 you can get connections to the study area and also to Bagaregarden once you get to Gamlestadsvägen. It is proposed to have four exits, one on each vertex of the E20 highway with Gamlestadsvägen. Once you slip down from the exits it is possible to go to any direction by the local roundabout down the street level of Gamlestadsvägen.

Thus, we get different ways of accessing to the commuter parking from the E20 highway. The commuter parking is divided in two parts, considering there is a huge useless land right next to the tracks, the idea is to create two parts of parking, the first situated as it was required, the second one taking place on the useless land. Both parts sum 10,418m² at the ground level.

