



Kisa

Our first acquaintance with Kisa was on one of the earliest, truly warm spring days of the year. What greeted us was as a prosperous community with the typical establishments of small scale urbanism not yet disturbed by vast, commercial urban sprawl structures. We could sense an aura of harmony and contentment around the settlement. Not least we felt a certain dignity; A small town with history and pride. This is a sense we hope our proposal can help maintain.

The site

The site of the project presents both problems and possibilities. On one hand its location is central in town with access to the main traffic arteries of both roads and railway tracks. On the other hand the site is in some way cut off from the surrounding town by the height difference from the tracks to Ydrevägen which increases to the south. The elongated shape of the site also poses a problem of accessibility.

Concept

A key factor in the proposed concept is the language of typologies and representative symbols of the small town. In the traditional town a number of key elements such as the church, the post office, the bank, the liquor store and the train station can be found. Each of these elements have their own typical characteristics and play an important role as cultural symbols for the settlement. We believe that the architectural value of these symbols should not be underrated and by employing them a degradation of public buildings and spaces into anonymous compounds can be avoided. In our opinion an integrated, large scale travel centre would be unsuitable in the established scale of Kisa. Separating the different components into individual buildings and structures will provide a more robust and adequate solution.

Using these typologies as building blocks, the different parts of a travel- and activity centre are sprinkled over the site. Weaving them into the town fabric, using the elements and urban grammar of existing local buildings and infrastructure. Thus a relaxed block structure is formed with buildings in a scale corresponding to the surrounding town. We like to think of this as a Swedish smorgasbord of typologies. Various symbols of the classic small town combined to form the full travel centre. Spreading the various elements of the travel centre over the site can also simplify the separation into distinct phases and stages in an eventual realisation of the scheme.

We would however like to stress that the scheme should not be read as a historizing or reactionary. Although possibly associated with an historical image of the small town the typologies of a town still have a cultural value, not least as architectural elements.

Main ingredients and connections

For increased access across the site a new road is established on the lower level of the site in a north-south direction. This new road serves both car and bus traffic. Bus stops are placed in front of the station building and bus parking is moved to a garage under the new fire station. The space between the tracks and the new road is mainly a pedestrian and recreational zone holding park areas, outdoor sport activities and an open air railway museum in the far south. This area is also where the station building is placed. Also the area west of this new road is predominated by parks. Among these parks new buildings such as the sports facilities building and fire station help connect the two levels of the site.

The connecting point for bus and car traffic from Ydrevägen to the lower level of the site is the road between the park pavilion and the housing building. From this point buses can turn either to the stops in front of the station or to the garage. Cars can from this point access the parking and the lower levels of the housing and sports building. The main pedestrian flow is either from the main square along the fence of Grahns Bilar or through the park and onto the pedestrian / recreational area where the station and other facilities are located. Visually the new travel centre is announced by the new buildings along Ydrevägen and by the hotel and restaurant building. The station parks open appearance ensures a clear view of the station.

THE COMPONENTS

The railway station

Perhaps the most central element in the proposal is the railway station; this building is what makes the entire site a travel centre. The importance lies not only in its function but also its symbolic value. Historically train stations have always played an important role as a symbol of the prospering community, the prospect of travel and relationship to nearby and far away places. We believe this symbolism still is valid and that a proper train station is a significant ingredient in any townscape.

Worthy this type of symbol the station is presented in a straightforward design; an uncomplicated volume clad in fair travertine with a centred clock face and a small canopy over the entrance doors. The heart of the building is the double-height waiting hall, lit by large overhead windows. Lower sections on each side contain storage lockers, toilets, a small cafeteria and the technical facilities.

Just north of the station at the edge of the park a small roof for bicycle parking is positioned.

The railway hotel and restaurant

North west of the station the railway hotel and restaurant is placed. Apart from its function as a meeting place and for accommodation, the building creates a backdrop for the travel centre area and defines the place in front of the station. The tall volume also visually connects the new station area with the Main Square and centre of Kisa as it is clearly visible over the red building of Grahns Bilar. The building holds a restaurant and lobby on the ground floor, three floors of rooms and a sky bar overlooking the town centre and surrounding parks. The building is accessed by the public from the south side facing the station park. On the opposite side facing north the service and loading entrance is placed. This area is combined with the access point to Grahns Bilar. The building is proposed as a curtain wall structure with horizontal strip windows and colourful glass panelling.

The railway park

A traditional and natural complement to the railway station. This cultivated park works together with the park pavilion to form a non commercial public space for a number of activities. The park consists of an undulating surface of different materials for strolling, playing or waiting for the train or bus. Different types of trees are sparingly spread across the park.

The park pavilion

Closely linked to the station park, the park pavilion can be seen as the parks indoor equivalent. It is a building to be used by the citizens of Kisa; a non-commercial space suitable for exhibitions, small events or festivals. It differs from the rest of the buildings in the proposal since it lacks a specific programme, and is therefore not a typology in the same sense as say the adjacent station. The pavilion is doughnut shaped, with a courtyard approximately concentric with the outer façade. Both made entirely in translucent polycarbonate sheeting.

The old warehouse

Kept in its original location the old warehouse is renovated and transformed to be utilized by the citizens of Kisa. Possible uses could be a gym or a collective workshop.

The taxi station

A small office and waiting room for the taxi drivers. The building has a flat roof and a stone clad façade. Just south of the taxi station a parking area is located.

Dwellings for the elderly

The Residential building plays an important role for the diversity of functions on the site and for maintaining activity throughout the course of the day. Proximity to shops and, of course, public transport also makes this plot suitable for dwellings. In addition to apartments the building holds a flower shop and a hair salon on ground level, both accessed from Ydrevägen.

The fire station and bus garage

The fire station is relocated to this new building freeing the old fire station for other uses. The level accessible from Ydrevägen contains the fire station facilities with engine garage, offices and resting rooms. The lower level accessed from the opposite side houses a bus garage for short and long term bus parking for up to eight buses. The south wall facing the park also incorporates a climbing wall as a part of the recreational services.

The outdoor theatre park

A green and leafy slope with a meandering path from the Ydrevägen down to the lower road. Along the path lays a small outdoor theatre with a covered stage and a few rows of benches.

The sports facilities building

Almost at the far south end of the park the sports facilities building is placed, containing a sports hall for different types of activities with small tribunals along the sides as well as changing rooms. It is accessible from both the upper and lower levels of the site.

The recreational areas

The region west of the tracks serves as a recreational zone and park area. North of the station; a Japanese style park with small ponds and various trees. The southern part offers various leisure and recreational activities. These include: a miniature golf course, an outdoor basketball court and boule courts. This area between the lower road and the tracks is the main route for pedestrians as they can walk across the site through the parks undisturbed by heavy traffic.

The engine depot and open air museum

In the southernmost part of the recreational zone where the engine depot is sited, an open-air railway museum is established. Here historical cars and engines can be brought for exhibition close to the newly renovated engine depot. A kiosk holding toilets and a souvenir shop is suggested adjacent to the old building.



VKNÄRREN

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+0m

5

+1.5m

6

7

+5m

8

+10m

KISA

9

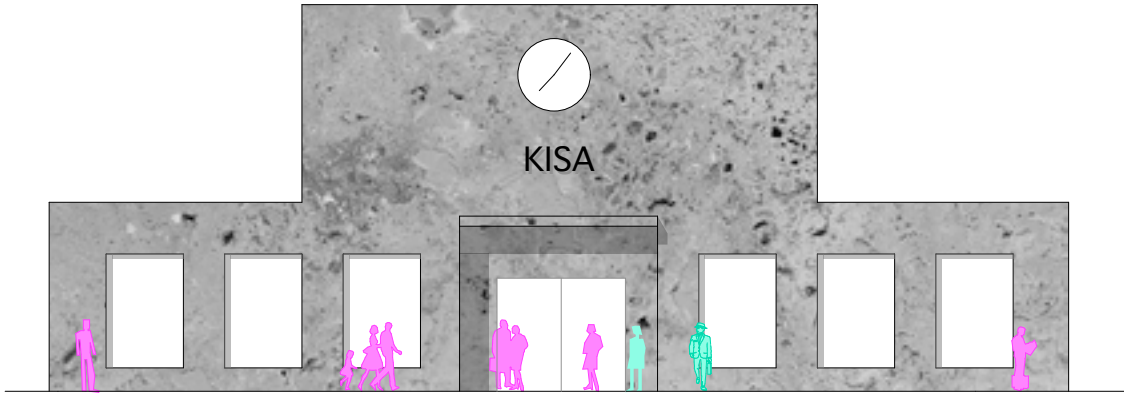


1. The railway hotel and restaurant

TAXI



4. The taxi station



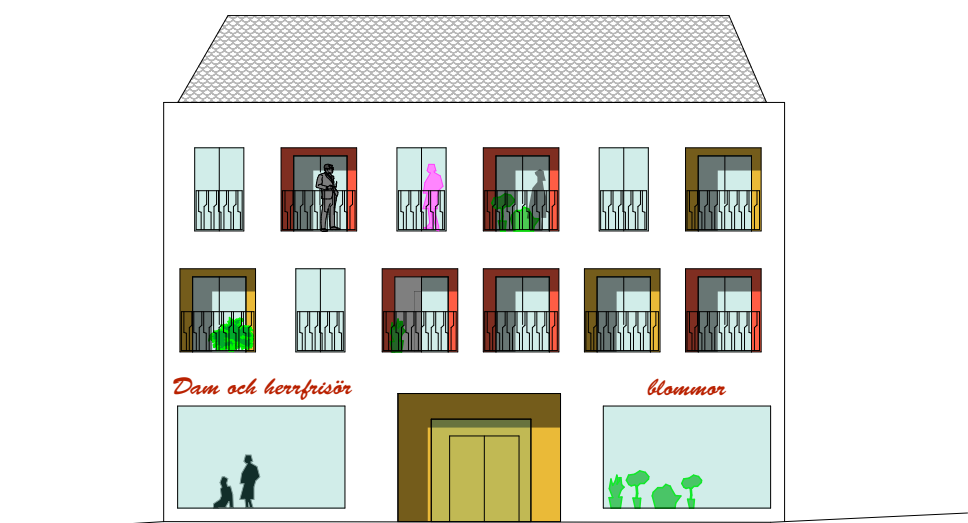
2. The railway station



5. The park pavilion



3. The old warehouse



6. Dwellings for the elderly



7. The fire station and bus garage

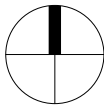


8. The sports facilities building



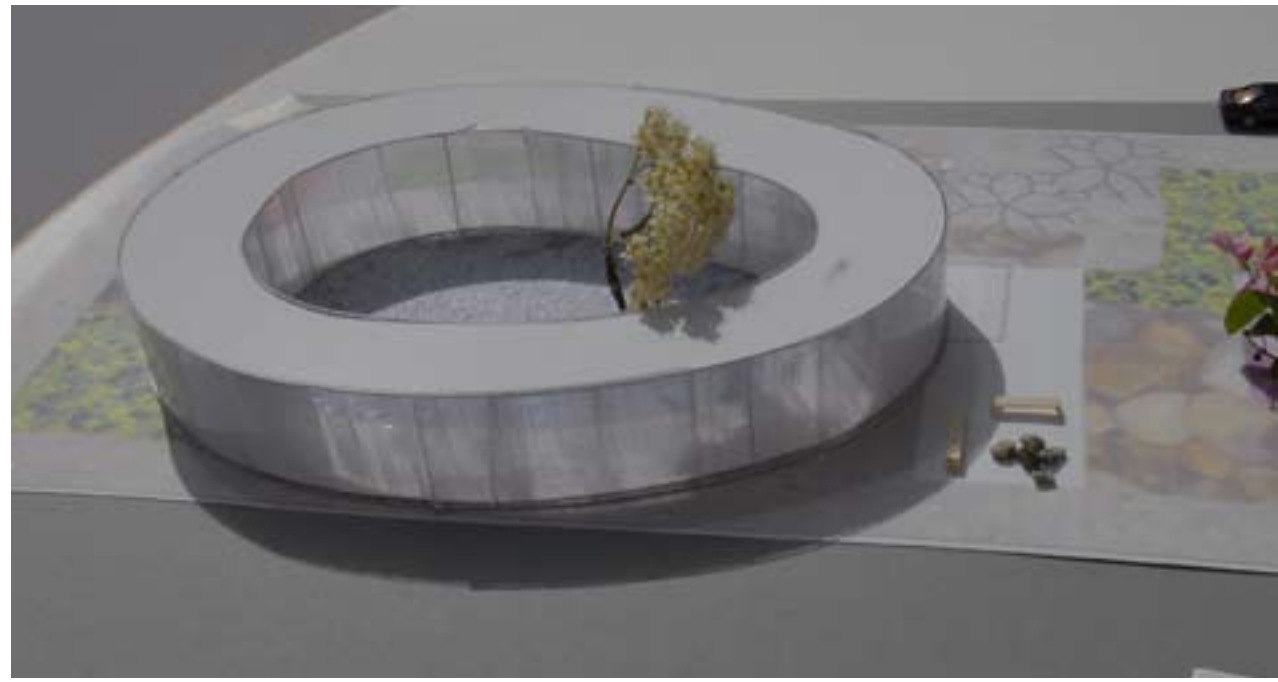
9. The engine depot

Elevations 1:200 (A1) 0 1 2 3 4 5





Travelers changes from train to bus at the new travel center.



The pavilion, birdseye view



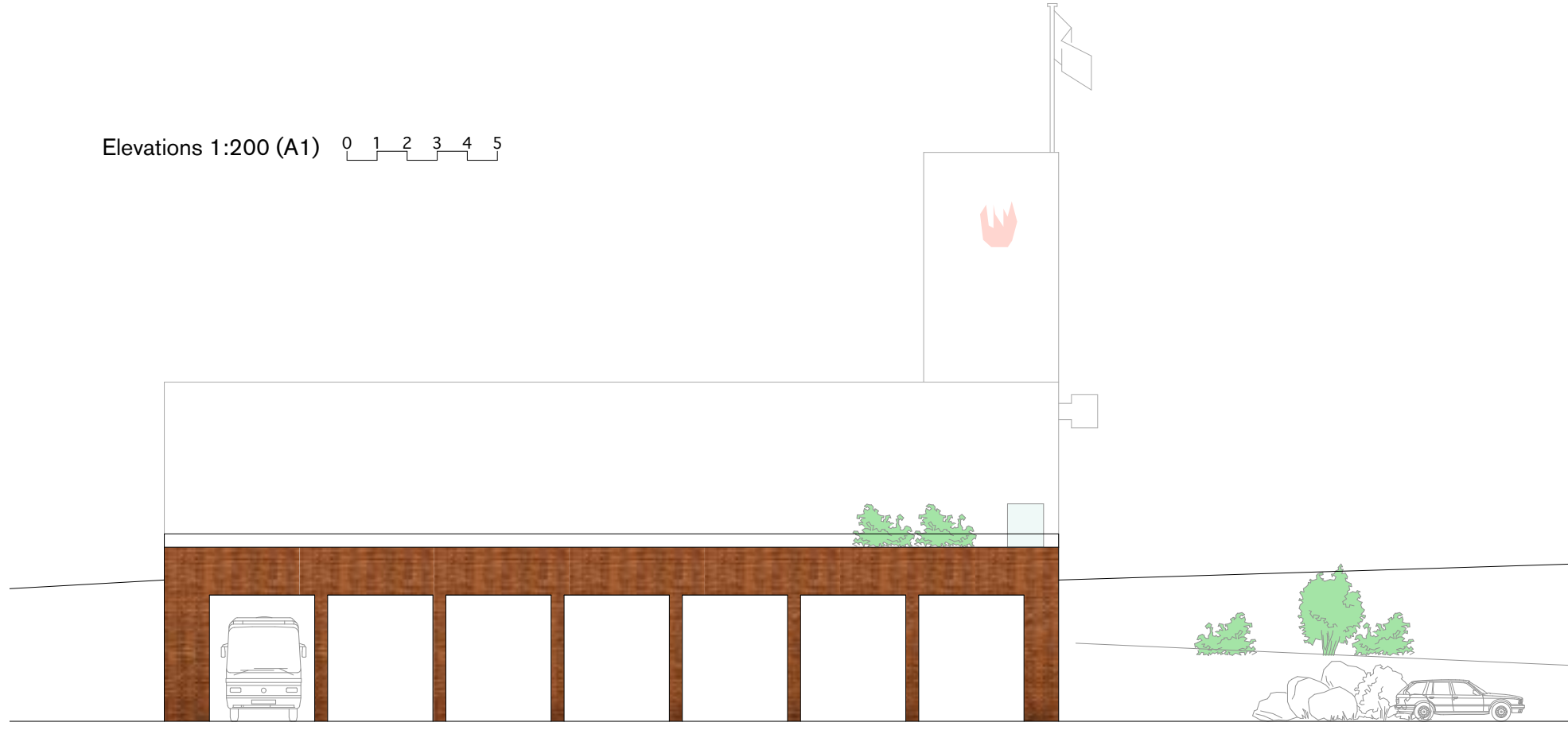
Ydrevägen

The railway park

The train station

Elevations 1:200 (A1)

0 1 2 3 4 5



The bus garage



The sports facilities building, elavation towards Ydrevägen

