

ARCHIPELAGO LAB

PAULA CRUZADO
MARTA MARBÁN

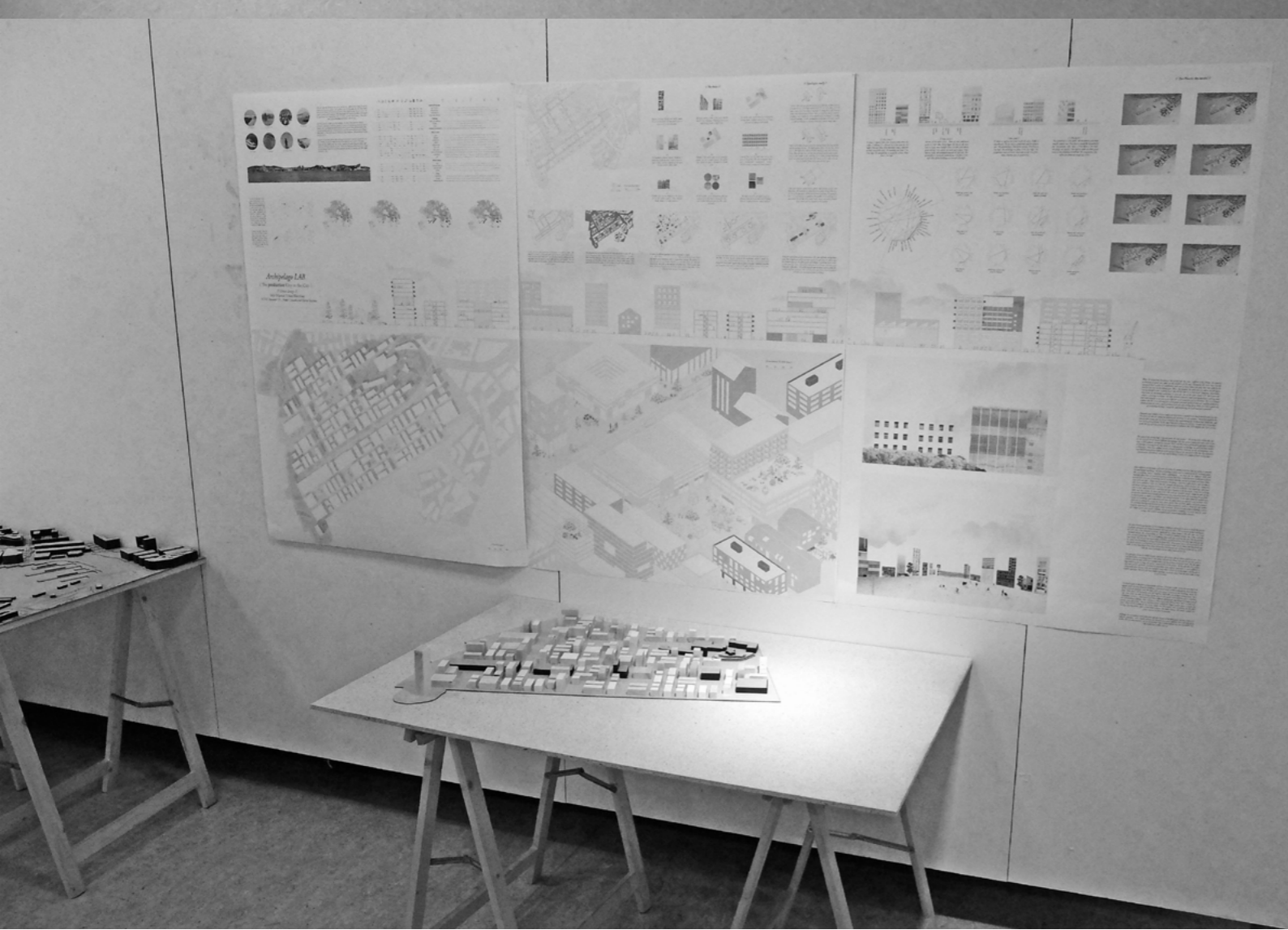


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With the Industrial Revolution the society and the cities suffered a big change, the massive production of goods was taken to the outskirts of the city. Nowadays the cities have heavily increased their number of inhabitants and some of these industrial areas that once were in the outskirts are now in the central part. When this happens the industries are taken outside again, leaving behind a new "waiting land" like KCAP refer to in their book Situation. These industrial areas are becoming reactivated to serve the city. In the other hand DIY "do it yourself" culture is growing nowadays. The idea of little industries and local production is getting more and more popular as we can see in different social networks such as Pinterest. This new lifestyle defends the idea of producing part of the goods you need by local little and medium industries, which provide the users a more personal and conscious feeling about them. It is also a good way of combating the huge companies and promoting the local and fair commerce.

Filipstad is an example of these industrial areas which wanted to be reactivated for the city's life. The idea is to take the industries and the port activities to the outskirts. The project propose the idea of taken away only the heavy industries but maintaining the medium and small ones and some of the port activities. In this way Filipstad will keep the roll of a "Production Archipelago" inside the city of Oslo, giving the opportunity to introduce this DIY culture into Oslo's society.

This idea of the Archipelago City will guide the hole project: "The production within the city". In the city of Oslo we found different archipelagos like the artistic production zone next to the river or the academic archipelago around AHO, but the propose production and port activities archipelago is missing in the city. Inside the Filipstad new archipelago we will find four smaller archipelagos. These four influent zones will give different characters to the surroundings, creating different atmospheres both for working and living in this new part of the city. The maintain preexistances (warehouses and big scale buildings) will be the centers of these archipelagos.

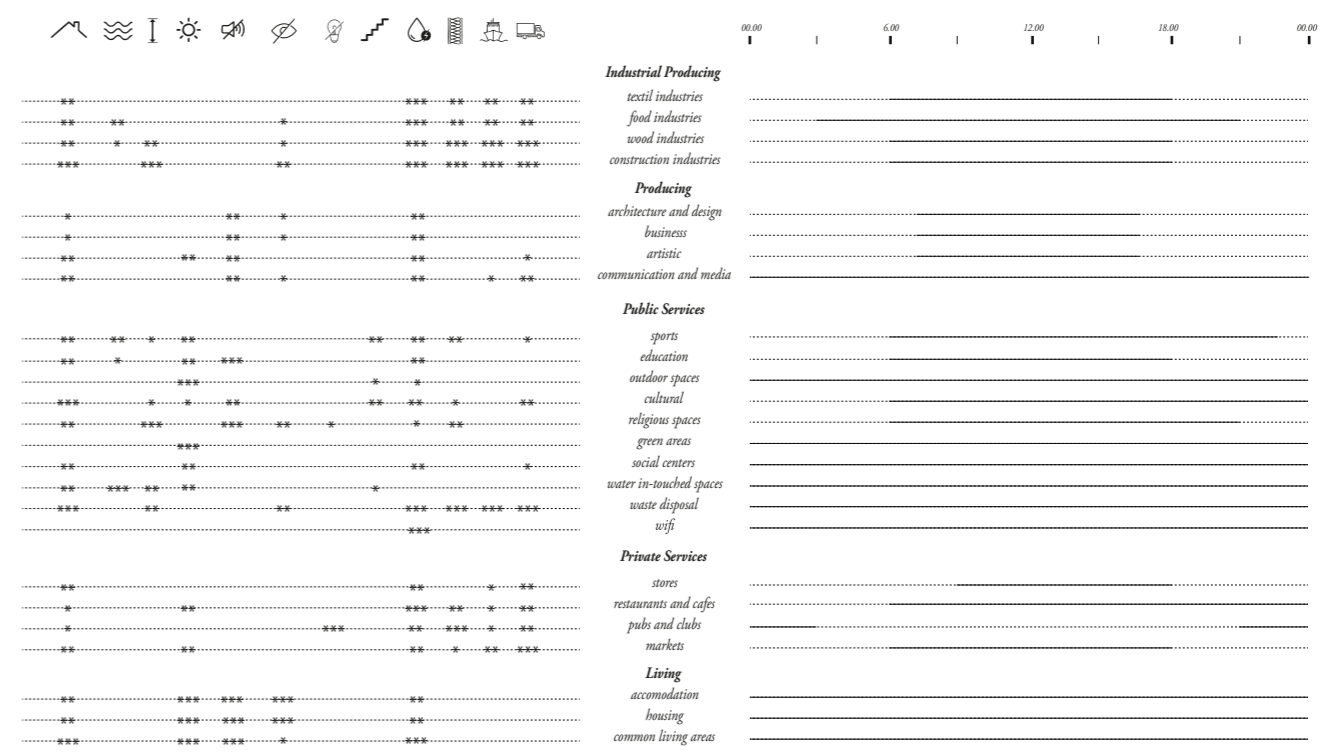




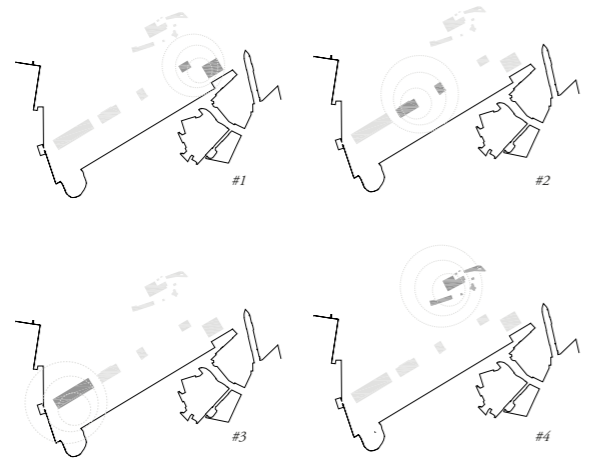
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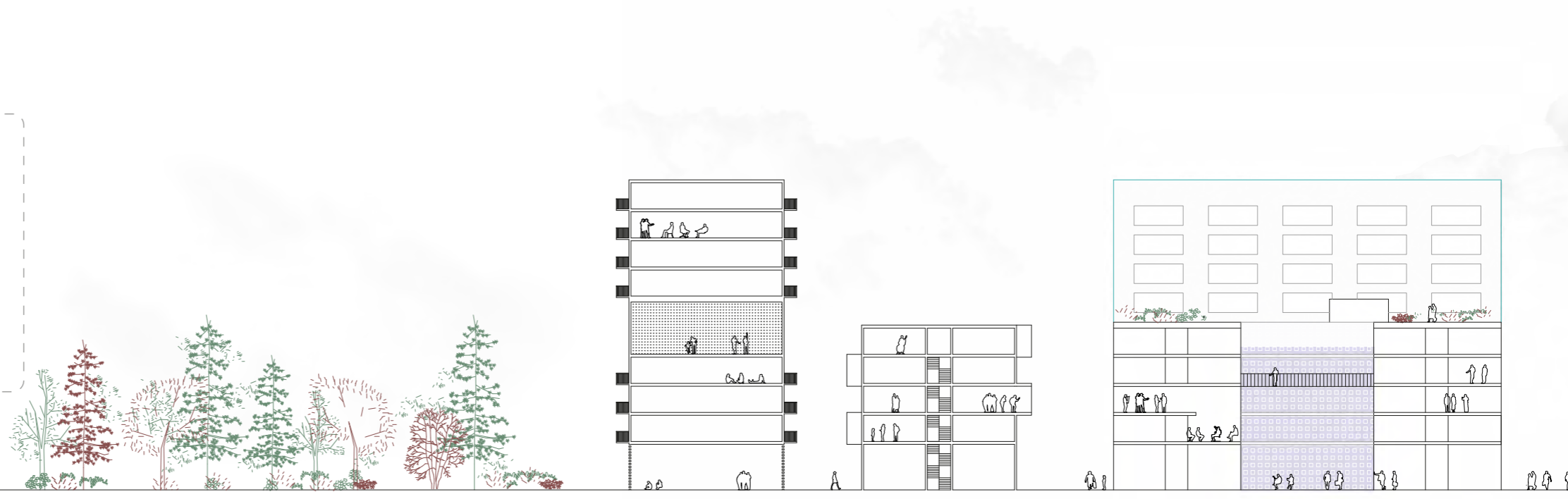
The Havn Promenade of Oslo is a project which consist on creating a walkable path next to the fiord of Oslo, making the city get in touch with the water. Along this promenade different sites have been reactivated and rebuilt, as Filipstad is going to be. Oslo's Kommune is really focusing all the cultural and turistic activities and attractions along this line, like moving the Munch museum.

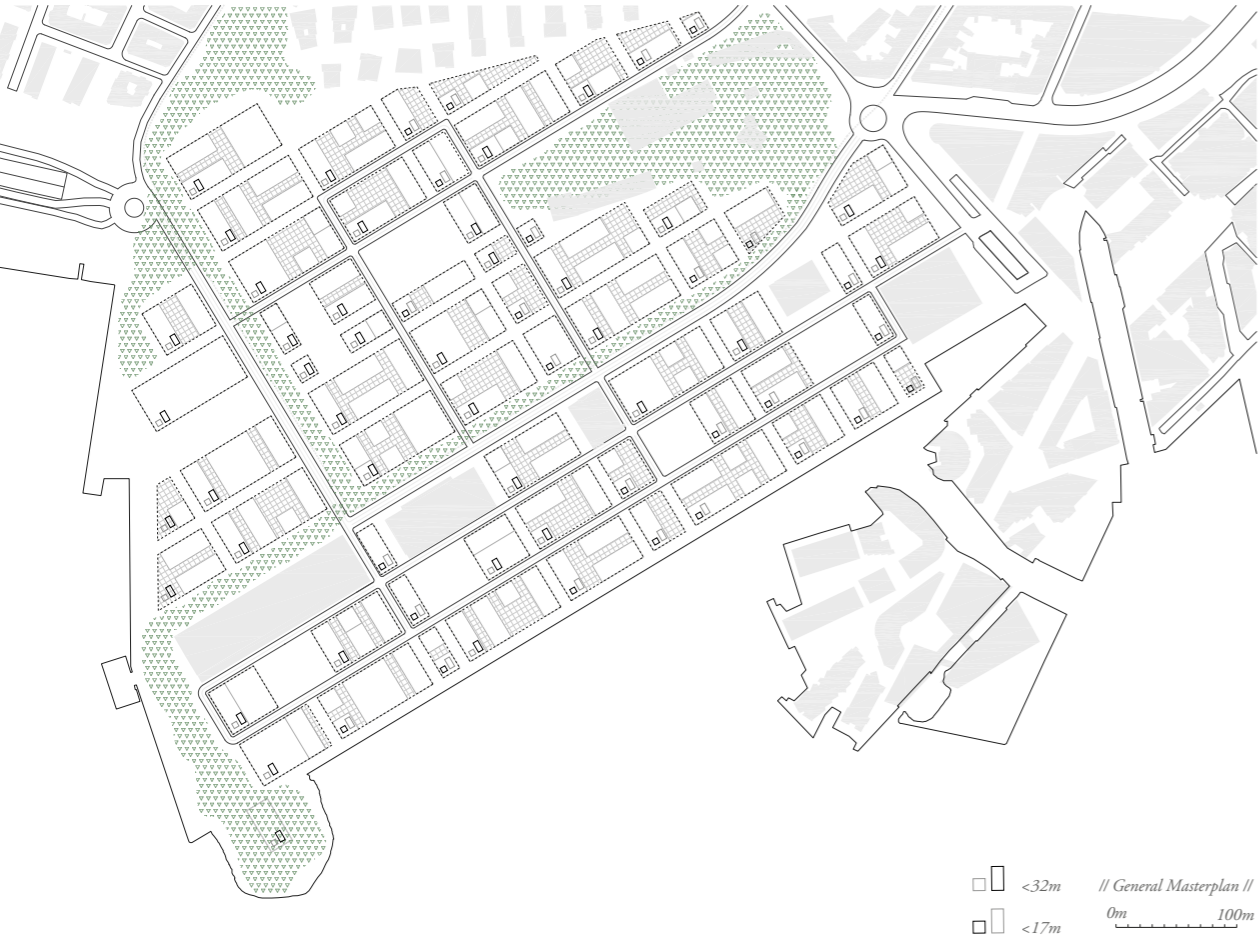


Nowadays cities don't have one only center, but they are becoming multi-central because of their growth. Different Archipelagos are appearing inside the cities. These idea extent to all the scales of the city: "the city within the city".



Archipelago LAB
 [The production City in the City]
 // Urban Design //
 Oslo Filipstad: Urban Waterfront
 NTNU Autumn '15 _ Paula Cruzado and Marta Marbán



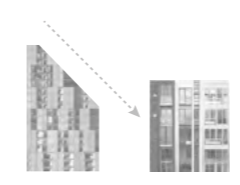


□ <math>< 32m</math> // General Masterplan //
 □ <math>< 17m</math> 0m 100m

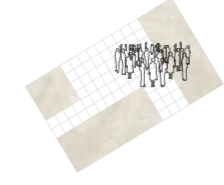
// The Rules //



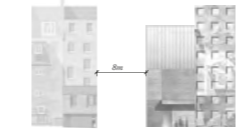
#1
 Relation between density and public space. The greater the height, the more public space it needs in the surrounding area.



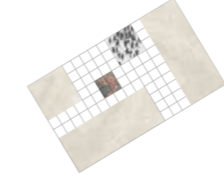
#2
 Relation between width of the street and the height of the buildings. Buildings have to set back if they provoke a big shadow.



#3
 The public space inside the plots is of private management. Neighbors decide its use which can vary according to their needs.



#4
 The minimum distance between buildings is about 8m (inside the plots). Distance between plots is 10m, with the exception of the main Avenue, which is 30m wide.



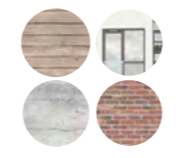
#5
 Portions of the public space can be rented for private use for a certain period. The public space inside the plots is divided in a 4x4m grid.



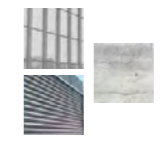
#6
 Ground floors are 5m high and have to be open to the public. We can distinguish three axis: recreational (waterfront), services (8-10m streets), commercial (main Avenue).



#7
 Outdoor uses can be extended to the streets and to the public squares. These includes kiosks, terraces, orchards, markets...

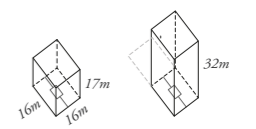


#8
 As all the plan is quite homogeneous, freedom is given when choosing the materials. Concrete, timber, brick and glass for villas, slabs and towers.

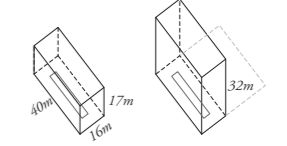


#9
 We make use of the materials to give a different character to the industrial buildings. Boxes are made of concrete, metal and glass.

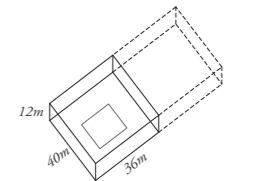
// Typologies study //



Urban villa and city apartments in tower housing, public services, private services. The height varies from 17m to 32m, from 5 to 10 floors respectively. First floor is 5m high. It is half of the slab, leaving a 8m street between two of them. There is a vertical core for communications and installations in the middle of the building. It is a fully enclosed building which is surrounded on all sides with streets, with a clear orientation to a public front and a semi-private space.



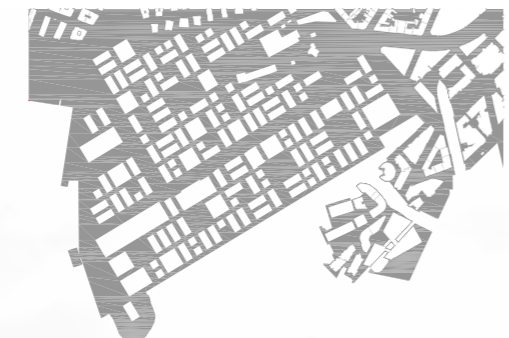
Offices and urban city apartments in slab and tower housing, public services, private services. The height varies from 17m to 32m. First floor is 5m high. It is half of the box, leaving a 8m street between them. There are two vertical cores for communications and installations in the middle of the building. It is a fully enclosed building which is surrounded on all sides with streets, with a clear orientation to a public front and a semi-private space.



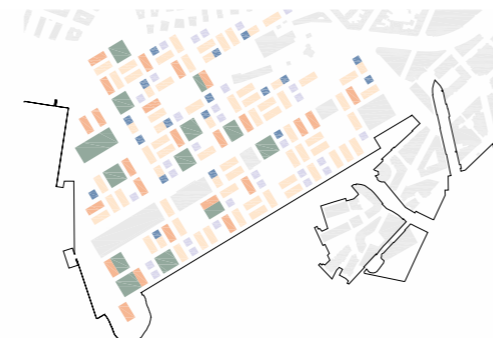
Lofts and creative studio-houses, public and private services and industries. The fixed plot is composed by two boxes, being it the basis for rest of the typologies. All the preexistence buildings are treated as boxes. A courtyard can be added in the middle of the building. It is surrounded on all sides with streets and it has a very public ground floor, which can be extended to the outdoor.



It shows the main communications to Filipstad: tram and car traffic. The tram line is extended to Filipstad and it goes along the main Avenue and it borders the green area in the north. As we finally decided to underground the road and extend the tunnel, a new traffic grid has been thought. The car traffic goes along the main Avenue and then it deviates in order to have access to all the plots.



This diagram shows the ratio between the built and no-built spaces. We see a quite homogeneous plan, which keeps some of the preexistence and introduces three building typologies. There are three large green areas in each corner connected with the main Avenue. There are two axis of public spaces. These spaces are fixed on the plan. As well as that, there are some smaller, public spaces inside the plots.



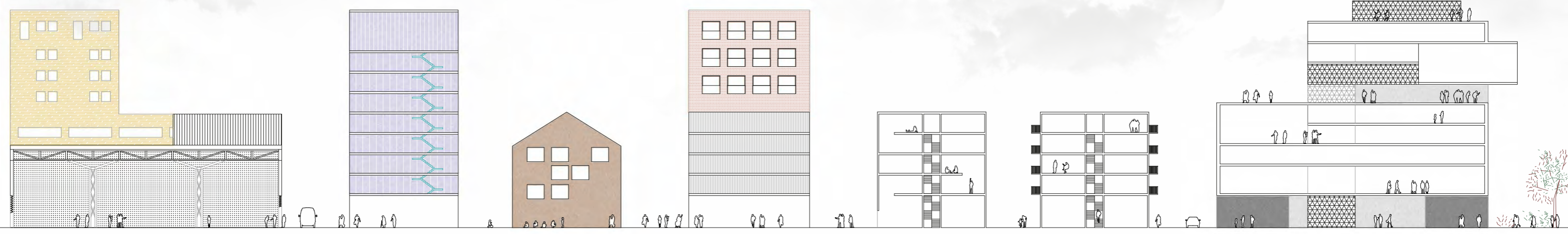
It shows the different typologies and its variations in height: preexistences, villa, villa tower, slab, slab tower, box. We can see that there are almost any tower in the waterfront, but it is quite dense anyway. The further it is from the coast, the more towers there are. As well as that, towers are a bit more dense in the west part, as the industry is heavier there. There are also more boxes, as all uses related to the maritime industry need a larger area. Urban villas and slabs are quite homogeneous.

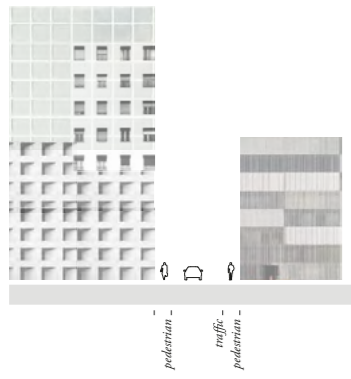


It can be distinguished three axis in relation to the programme and use of the first floor. It shows an axis along all the waterfront, which is mostly for recreational uses, which includes restaurants, cafes, bars... Services are located around the main public squares that are fixed in the plan. And there is a third axis along the main Avenue, which is thought to be for commercial use, as it is going to be the busiest street.



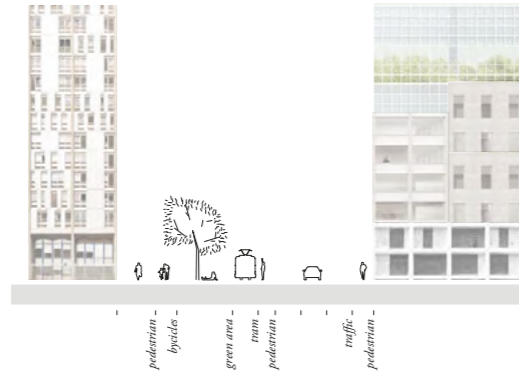
From the reactivation of the preexistences left, four different archipelagos arise. Their programme will be the main activity in each area. #1 will be used for common spaces for the offices in the surroundings: co-working spaces, auditorium, meeting rooms... #2 will be dedicated to workshops and some food industries (coffee, beer...) #3 will be used for port activities such as a fresh fish market, shipping repair... #4 will be a green area where cultural activities will take place in the preexistence buildings.





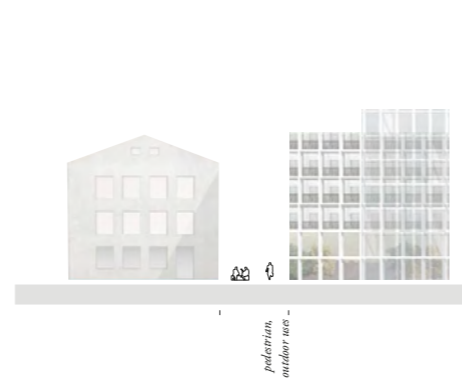
// 10m street //

It shows a typical 10m-street between plots where the traffic is allowed. It is formed by a 6m-road for the traffic (3m each lane, both directions) and a sidewalk on both sides of the street. The buildings are from 17 to 32m high. The ground floor is mostly for services. First floor is 5m high.



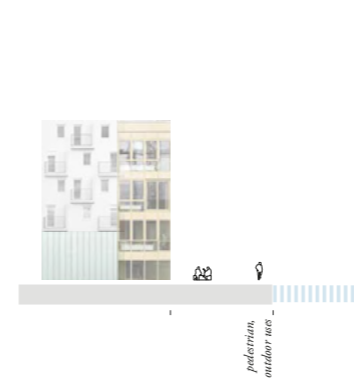
// 30m street //

Section of the main street. There are two pedestrian paths on both sides, being bigger the one on the east side, as it gets more sunlight. There is a bike path and a green corridor that connects the main green areas. Tram and car traffic are orientated towards the east side. The ground floor is mostly for commercial use. First floor is 5m high. Most of the buildings are around 32m high.



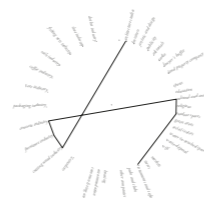
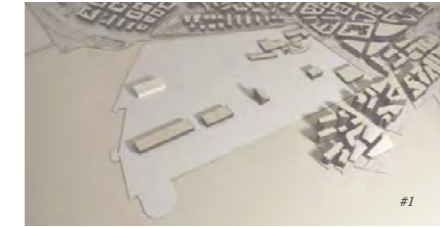
// 8m street //

It shows a typical 8m-street inside the plots. Traffic is not allowed. All the street is pedestrian and for outdoor uses. The ground floor is mostly for services. First floor is 5m high. The buildings are from 17 to 32m high. The programme connected to the street can occupy 4m of the street, leaving space for pedestrians.

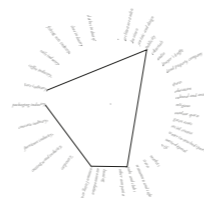


// 12m street //

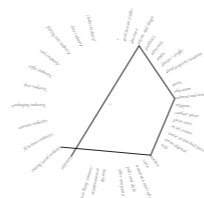
The waterfront is 12m wide. All the street is pedestrian and for outdoor uses. First floor is mostly for recreational use (restaurants, cafes, bars...) First floor is 5m high. Buildings are mostly 17m high in order to allow good views to the buildings of behind. The programme related to the street can occupy up to 8m.



Middle-age architect who works in a studio.



Worker in a small beer industry.



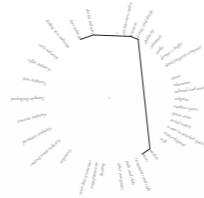
Man who works in a wooden workshop.



Elderly man spending a day in Filipstad.



Young tourist in Filipstad.



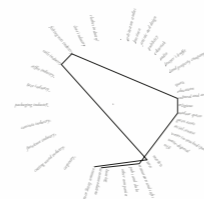
Boss of a clothes industry.



Artist who works and lives in Filipstad.



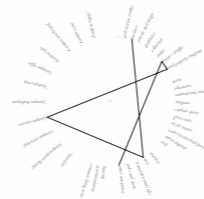
Woman who works in the communicative field.



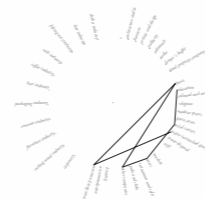
Older tourist in Filipstad.



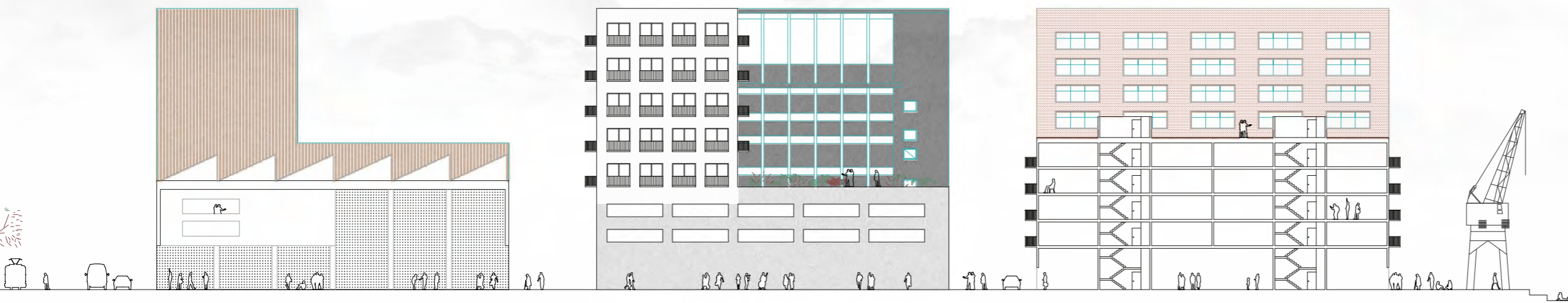
Middle-age architect who works in Filipstad.



Business man in Filipstad.



Mother taking her children.





// Fixed Masterplan //

0m 20m 40m 60m

// Zoom elevation: The Public Spaces //

0m 5m 10m 15m





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This idea of the Archipelago City will guide the whole project: "The production within the city". In the city of Oslo we found different archipelagos like the artistic production zone next to the river or the academic archipelago around AHO, but the proposed production and port activities archipelago is missing in the city. Inside the Filipstad new archipelago we will find four smaller archipelagos. These four influential zones will give different characters to the surroundings, creating different atmospheres both for working and living in this new part of the city. The main pre-existences (warehouses and big scale buildings) will be the centers of these archipelagos.

These different archipelagos will come out from the current activities that are going on around the pre-existence buildings. The first archipelago will focus on adopting all the common spaces, like co-working spaces, meeting rooms, auditorium... to share by the different little and medium offices that are currently working around that zone, attracting more small firms to form part of these new ways of working. In the second archipelago several workshops and some industries will take place. Today these pre-existence buildings are used by a coffee factory and the idea is that more industries come here like for example the growing self-production beer industries which are starting to appear in the city. The idea is that these industries and workshops, like wood and art and crafts production, will have an open character with the people living and working there and the visitors. In this way both sides will get benefits: people could be part of the production of goods and food and will be more conscious about them also as getting the possibility of participating in different workshops and related activities. In the other hand the workers and owners of workshops and industries will have the opportunity to advertise and promote their selves also as getting the change to create spaces where they can show and/or sell their products. The third archipelago will focus on the port related activities, such as a fresh fish big market, shipping repairation or the passengers cruise terminal. The fourth and final archipelago will be the biggest green area which includes several pre-existence buildings, currently used for train storage, that will be reactivated with cultural and public activities.

The fact of maintaining most of the existence buildings will make it easier to build the project in phases, giving the possibility to activate each part at a time. The activation of each archipelago will start with temporal activities supported by urban pioneers like the ones that have currently activate the surroundings of Skur 13 with an outdoor exercise site. These will take place in each archipelago. The new buildings plots will come up from the axes that the pre-existence have. The whole general masterplan will follow a grid based on these axes that will give all the streets the advantage of ending with the fiord views. Three green areas will be located in the two main entrances to Filipstad and in the left iconical corner, at the end of the long fiord-side walk. In these three green areas there will be three landmarks: the old house located on top of the hill, the cruise terminal and the tallest tower of the site.

The typologies chosen for fulfill the plots are three: the urban villa of 5 floors which in some cases rises till 10 floors becoming a tower; the urban slab also of 5 floors that can rise in some cases to 10 floors; and the boxes with sizes similar to the ones the current warehouses have. This last typology will be used for the big scale spaces, characteristic of the project. In the way that the production and services activities increased in their floor area needed and make it more difficult to coexist with them because they, for example, make more sound, the living spaces will densify in highest typologies. We will also have higher typologies as we go away from the fiord side, trying to get the views.

The fixed streets in the general masterplan will have 10 meters width, while the ones that will appear inside the plots, between buildings, will have 8 meters width as minimum. Both the sizes of the proposed typologies and the plots will create spaces in-between the buildings inside the plots. These spaces will be public and the neighbors will take care of their management. These rule comes from the idea of mixing all the users in the public and common spaces (workers, inhabitants, visitors...) These spaces will have different atmospheres depending on the position of the surrounding buildings, some will give a more semiprivate feeling while others will be completely open and public. The general masterplan will fix the biggest public spaces between the plots. They will be located in two of the bands that the project have, providing all the plots having near big public spaces, either these piazzas, the main Avenue (30 meters width), the green areas or the fiord promenade.

Although the masterplan could look quite rigorous because of the fixed grid, the idea is that the different typologies, their relative position in the plots and their different uses will have as a result a diverse and dynamic city, an archipelago city, a multi-central city, the city within the city, production within the city.