

URBAN & GREEN

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FRANCESCA SAVERIA VICARI

Skøyen is one of the main transport hubs to Oslo and serves as an entrance gate to the city. In Skøyen as in Oslo, the highway creates a barrier between the urban centre and the waterfront. There are currently two highways through which it is possible to reach the city centre: the E18 that goes through Skøyen and the 150 that goes around. It takes only 15 minutes longer to reach Oslo by the 150 than it does by the E18. In this proposal, the E18 is transformed into a city street, and the highway traffic is redirected to the 150 instead. While it will be possible to drive inside of Skøyen, the main road will have only two lanes that will be shared by cars and buses. As such, traffic will be slow-moving which, along with the reinforcement of the public transport options, will create an incentive for more people to opt for public instead of private transport.

Today, Skøyen centre is composed mainly by office buildings. Due to this fact, there is little life in the streets past office hours. Our proposal aims to activate the area and as such our main focus has been on the creation of an urban structure where habitation and recreation are the two primary uses. The goal has been to create a popular urban centre that is active for most hours of the day.

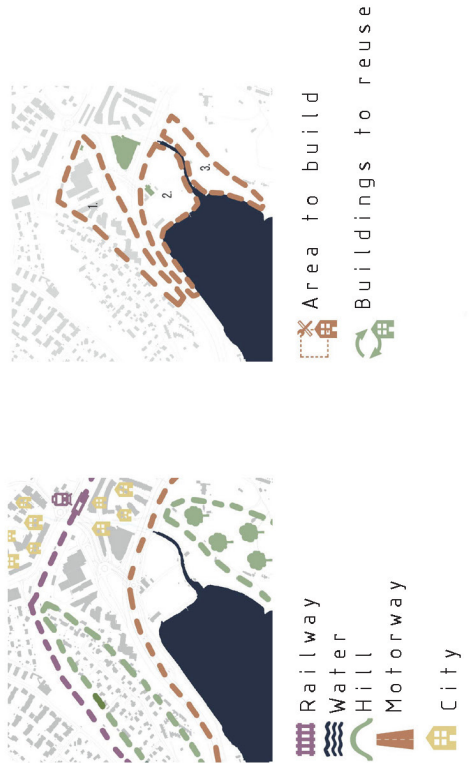
The project is divided into two areas, separated by the main street. The main concept is the use of a grid that defines the plots for the area. The strict grid is parallel and perpendicular to the railroad and the straight streets that separate the plots offer a direct sight-line from every street corner to the fjord. To create a better coherency between the two distinct areas, we have created a mix of typical buildings. This way, even though the north is dominated by urban blocks, urban villas are also present. And vice-versa in the south: while the south has mainly urban villas, there are urban blocks as well.

The two neighbourhoods have different characteristics. The north area is closer to the city and therefore it has an urban structure with semi-closed urban blocks. Active façades with public and commercial uses liven the main streets. The south area is located by the fjord and Bygdøy Nature Reserve, and conveys this closeness to nature with a more open and permeable urban area dominated by urban villas that are surrounded by greenery. In this area there is a focus on recreation. There is plenty of space for public gathering between the buildings, a promenade that circumvents the cove and an amplitude of green areas.

To keep the area human-scale, buildings will have a maximum of five floors. The highest buildings face the main and secondary streets and the railroad, as well as the two hills that frame the cove in the East and West. Reaching the fjord, buildings are maximum three floors. To counteract the strictness of the grid, materials vary from building to building. In the north, this strictness is also broken by implementing different building typologies and heights.

Even though access is made possible to all buildings, most inner streets will be shared: pedestrians and cyclists will have priority and car access will be restricted. The whole area will have underground parking. Parking will also be possible along the main street.

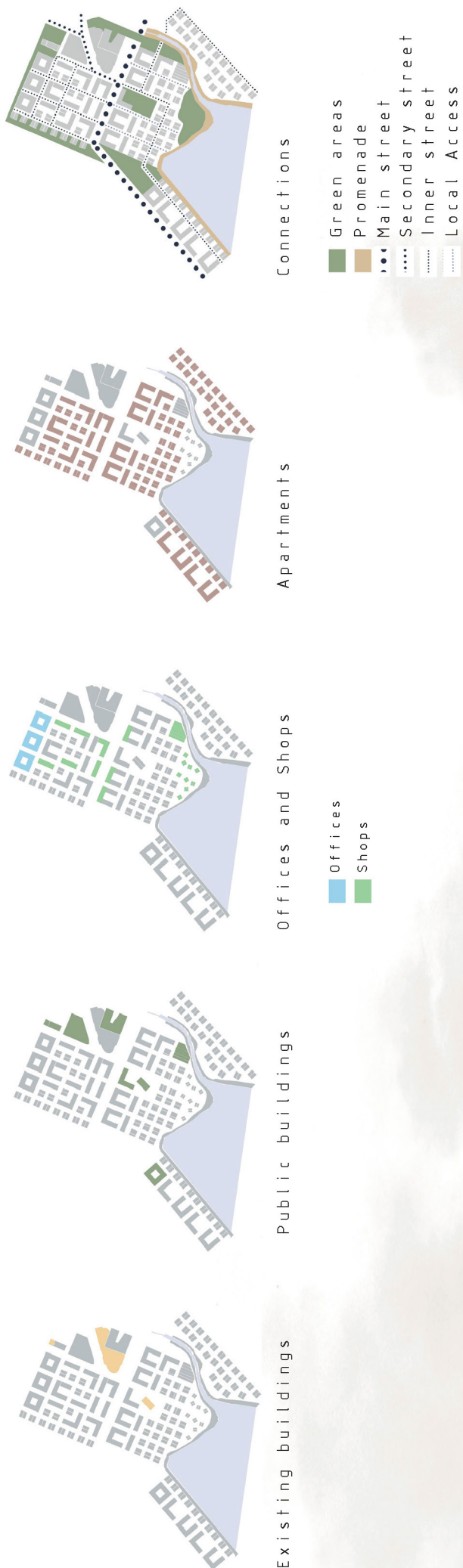
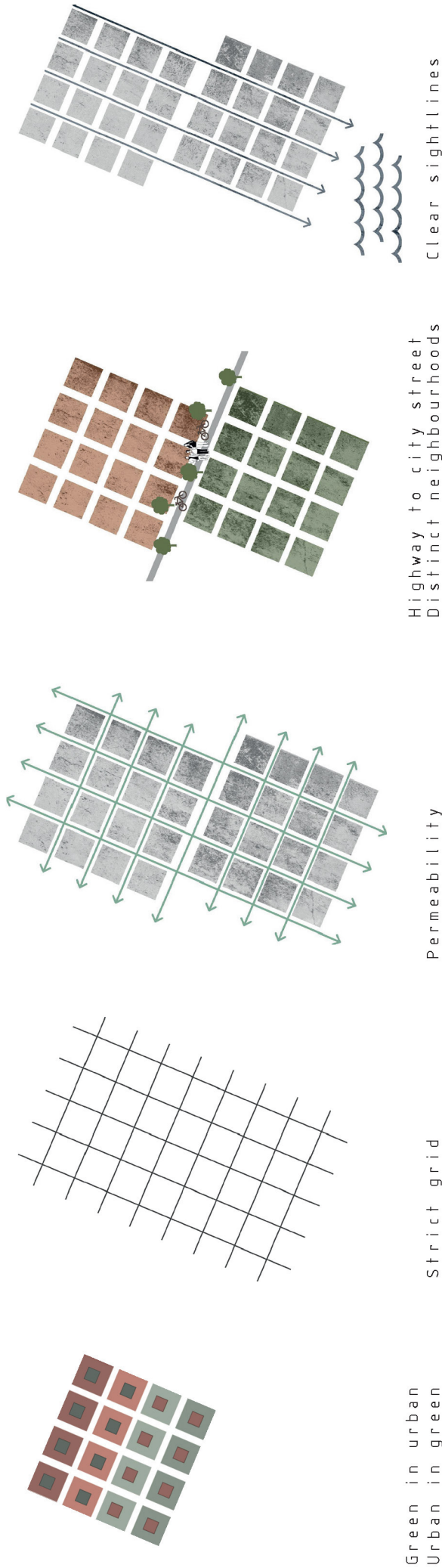
SITE ANALYSIS :



SITE PLAN 1:20000 :



ELEVATION, 1:400 :



RULES :



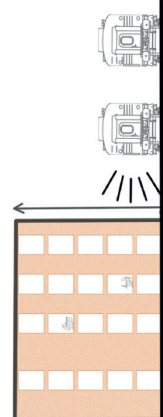
DIFFERENT MATERIALS

To counteract the strict appearance created by the grid, freedom of choice is given when it comes to which materials to use.



MAXIMUM HEIGHT

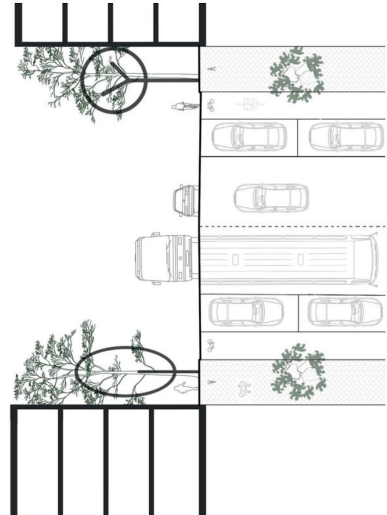
The buildings facing the main and secondary streets can be maximum 12m, to restrict the amount of shadow for the buildings behind.



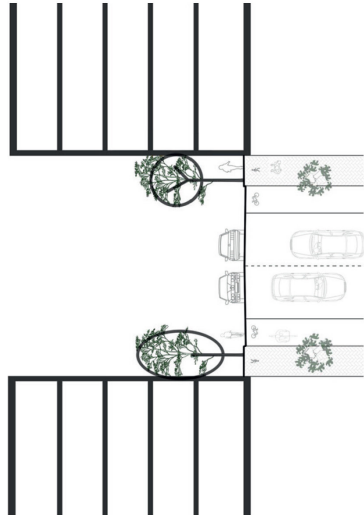
BUILDINGS TO BLOCK NOISE

The buildings facing the railroad will be five stories office buildings to more efficiently blocks the noise from passing trains.

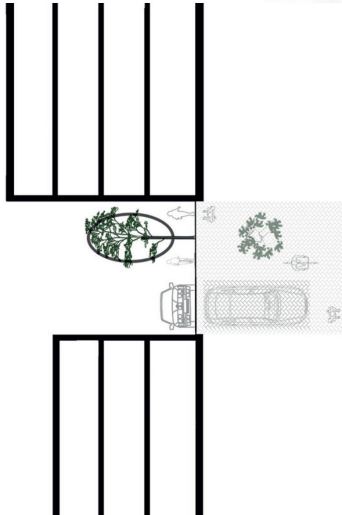
STREET SECTIONS :



Main street section 1:400

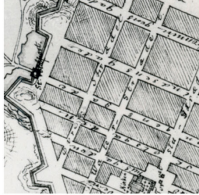


Secondary street section 1:400



Inner street section 1:400

REFERENCES :



Kvadraturen
Oslo



Filippstad
Oslo



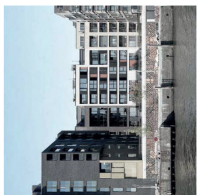
Spandau
Berlin



Bispevika,
Vandkunst-en.
Oslo



Stranden -
Aker Brygge,
Link Arkitektur
Oslo



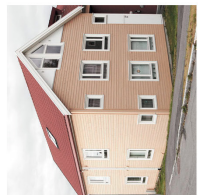
Dalmannkai
- Hafen-city, KCAP
Hamburg



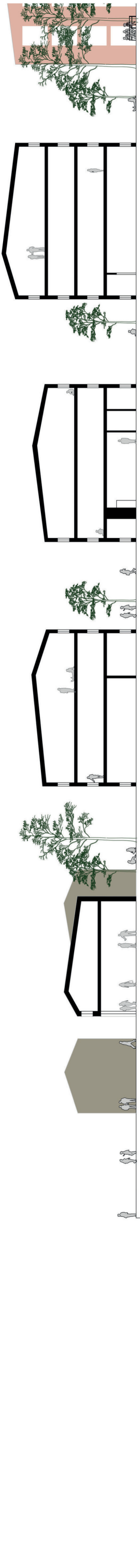
Intervention in
Oliva Artés
factory, White
BAAS Arquitectura.
Barcelona



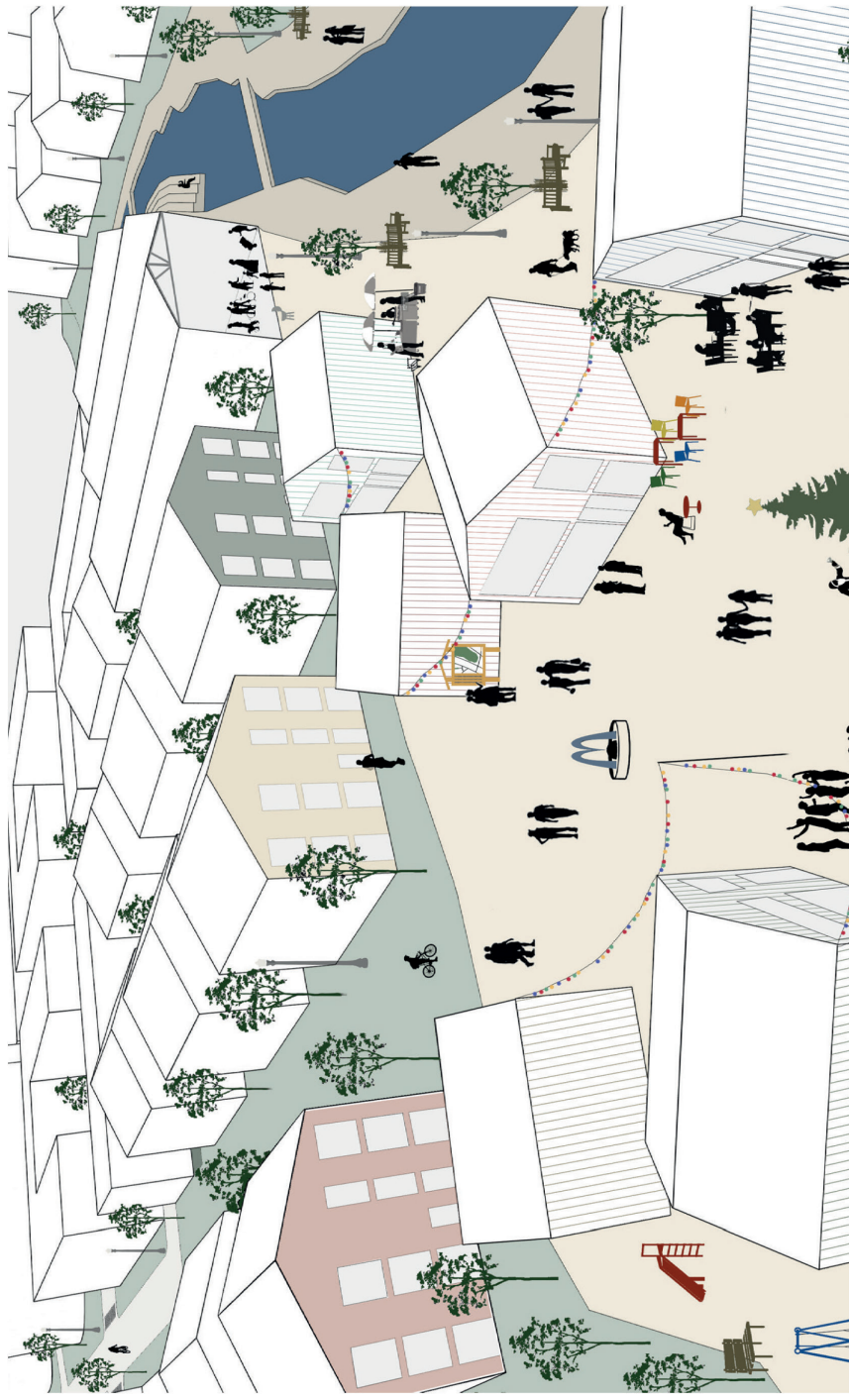
Väven Culture Center,
White Arkitektur
and Snøhetta.
Umeå



Nedre Berg
Studentby
Trondheim



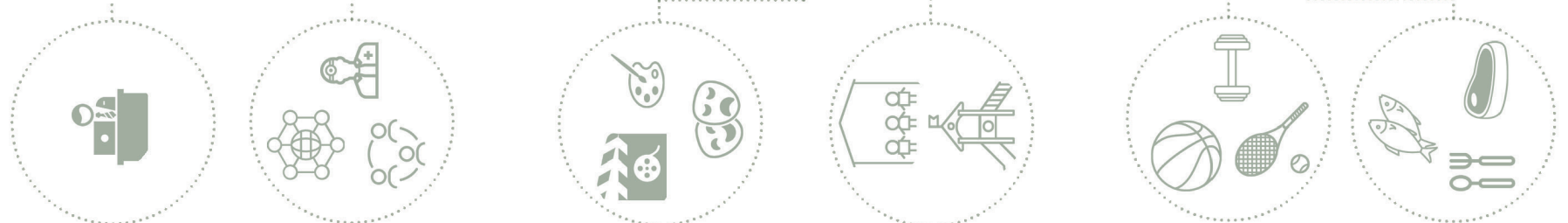
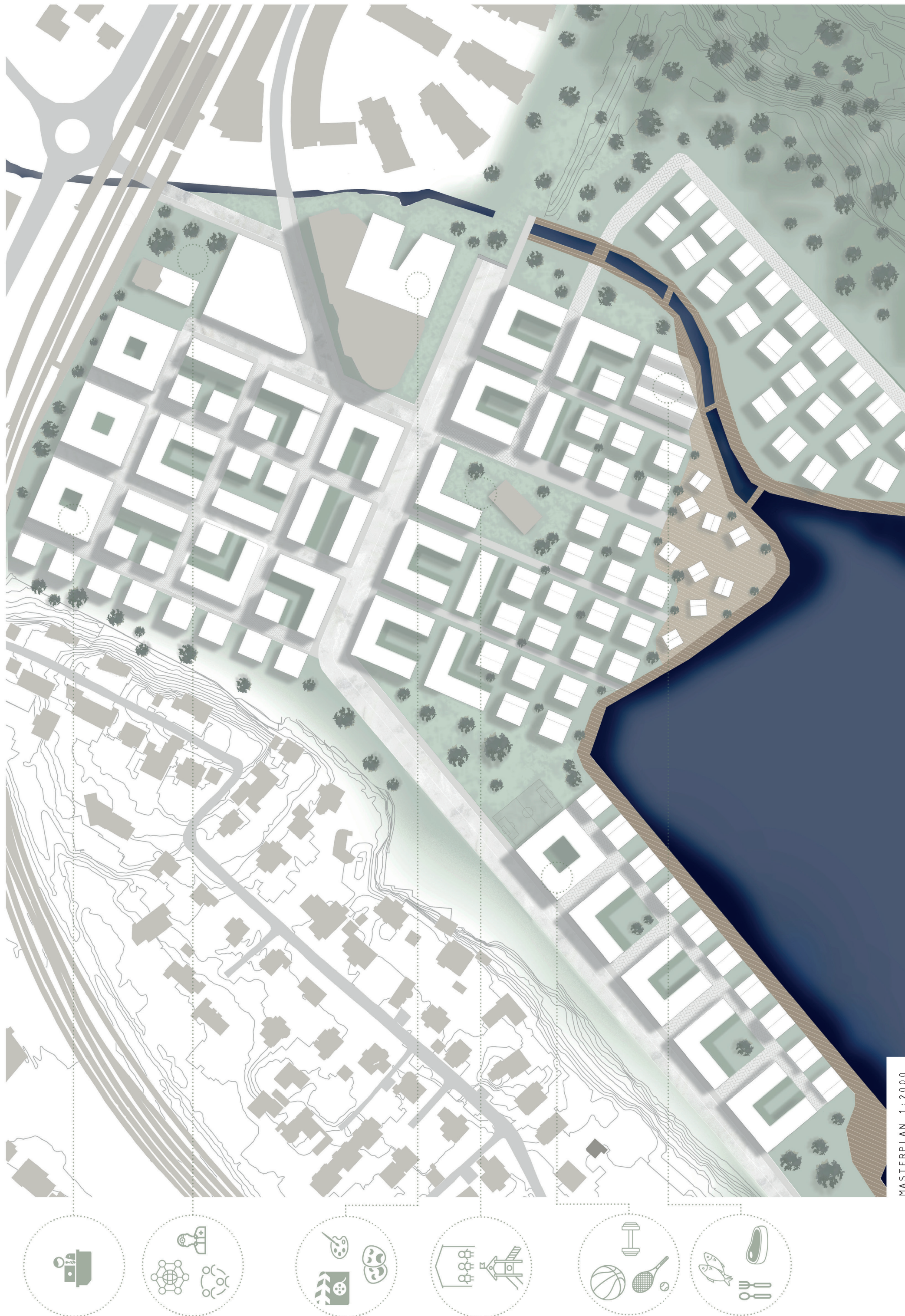
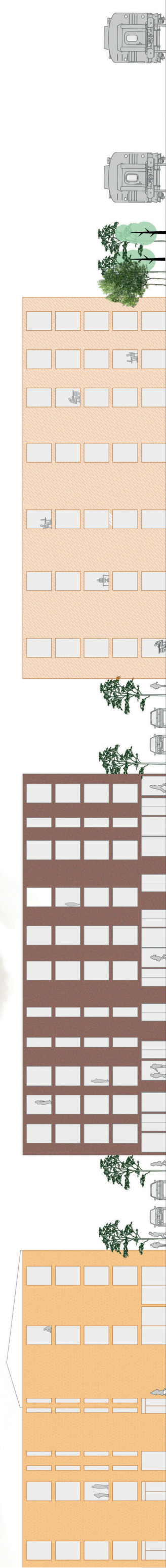
SOUTH SECTION, 1:400



SOUTH VISUALISATION: SHEDS WITH COMMERCE AND RECREATION



SOUTH VISUALISATION: KINDERGARTEN AND PARK



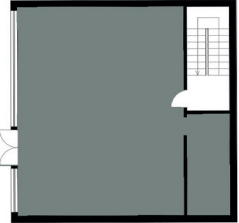
MASTERPLAN 1:2000



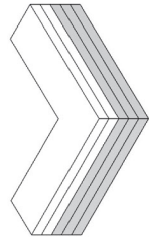
MASTERPLAN 1:2000

TYPOLOGIES 1:400:

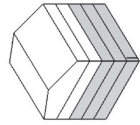
- Offices
- Commerce
- 2 bedroom-apartment
- 3 bedroom-apartment
- 4 bedroom-apartment



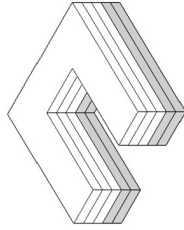
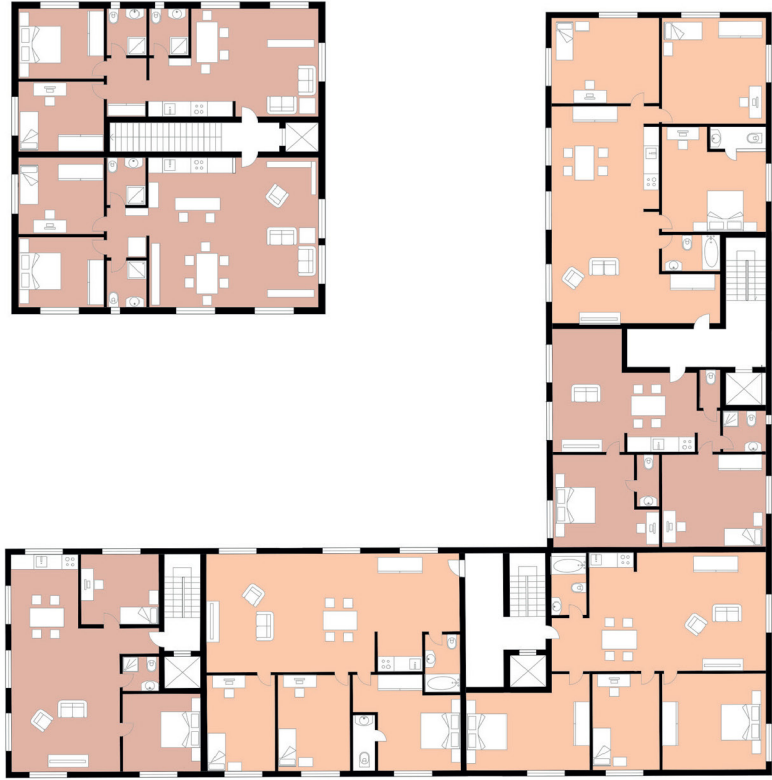
4 bedroom-apartment



L-SHAPED URBAN BLOCKS
40m * 40m / 40m * 12m
Minimum 3 floors
Maximum 5 floors



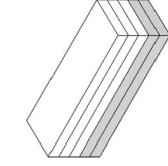
URBAN VILLAS
16m * 16m
Minimum 3 floors
Maximum 5 floors



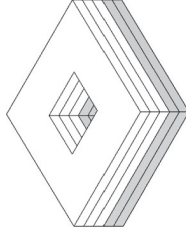
U-SHAPED URBAN BLOCKS
40m * 40 m / 40m * 12m
Minimum 2 floors
Maximum 5 floors



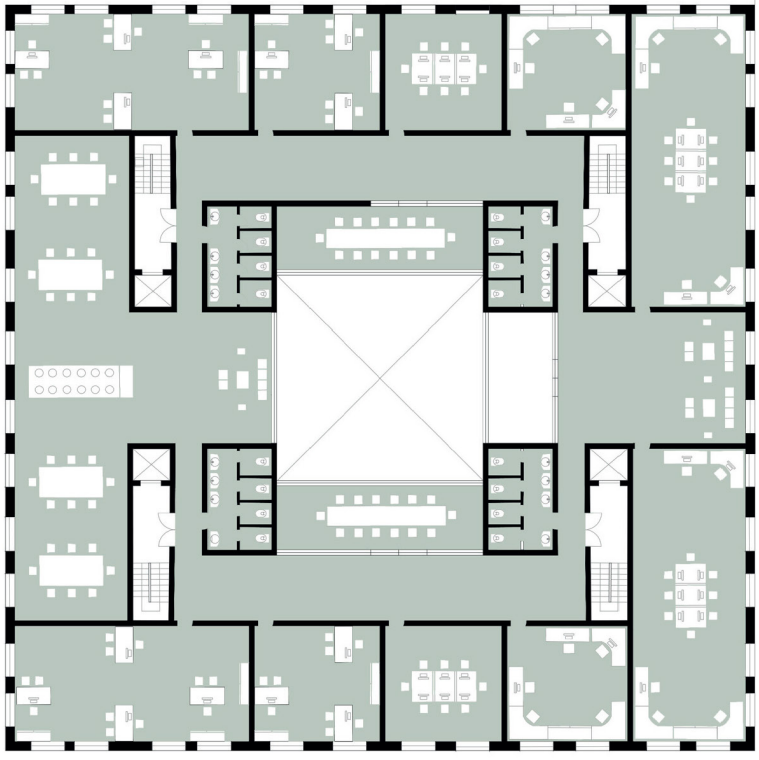
SHEDS
12m * 12m
Maximum 2 floors



I-SHAPED URBAN BLOCKS
40m * 40m
Minimum 2 floors
Maximum 5 floors



CLOSED URBAN BLOCKS
40m * 40m
Minimum 2 floors
Maximum 5 floors



SECTIONS, 1:400:

