

OSLO urban port of entry



OSLO urban port of entry

Architecture, Design & Media Technology
Aalborg University
Urban Design

Title:
OSLO urban port of entry

Theme:
Mobility

Group:
ma4-urb6

Supervisor:
Nicolai Steinø

Project Period:
Spring 2013, 04.02.13 - 22.05.13

Edition Number:
7

Pages:
86

abstract

As cities evolve and develop, the outskirts of yesterday become part of the city centers of today. In this context there are many cities that find themselves having industrial areas part of their center. The easy way out is to relocate the industry in order to make room for functions and activities that enhance the potential for urban development in the city center. Doing so the former industrial sites become disconnected, places that are ambiguous for the city inhabitants, because the physical framework remains, while the activities disappears. This leaves the city with grey areas in its center that need to be developed to serve new purposes. But what happens when simply moving the industry out is not the preferred option? It could be for many reasons: the identity of a place, the costs and difficulties of relocating, etc. Keeping these functions in the center while developing public spaces destined for pedestrians is the challenge of this paper. The project aims to show how places destined for mobility, industry and storage, places generally dominated by heavy traffic can be transformed to welcome the people and create city life. How they can become part of public spaces destined for vehicles, while keeping their original functions.

Eline Reitan Knudsen

Irina Totolici

Thomas Bo Mortensen



preface

This report represents the solution for the MSc.04 assignment of the Master Thesis. The main theme of the project is improving urban mobility and it has its roots in the 7th semester theoretical framework and practical assignments. The project was developed in the spring semester of 2013, and its main objective is to provide a solution for optimizing the traffic system, connecting the city center to the water, and enhancing city life in the site defined by the fortress walls and the edge of the water in Oslo's Vippetangen area.

method

The approach of the project lies in theoretical knowledge acquired during the master program and practical experience in working with urban areas.

The theoretical framework is based on the 7th semester course modules regarding urban mobility: Theories of the network cities (Ole B Jensen) The theories presented in the course allowed a deep understanding of the way people move in the city, and the way this movement can be influenced through the design of urban spaces.

The method used to develop the project is design through research and analysis, combining the two aspects (analysis and design) instead of approaching them in a successive manner. This allowed the group to view the process of designing the chosen site from a different perspective, always having in mind the possible design, while mapping the area, and at the same time learning and better understanding the site while trying different design approaches and concepts.

list of content

preface
method
list of content

Introduction	7
location	
mobilities	
concept	
vision	

Challenges	16
introduction	
functions	
ship networks	
restricted areas	
public spaces	
infrastructure	
buildings	
public transport	

Experiences	34
user groups	
events and activities	
promenade	
akershusstranda	
vippetangkaia	
silo district	
revierkaia	

Presentation	50
plan	
sections	
visualizations	

Conclusion
Reflection

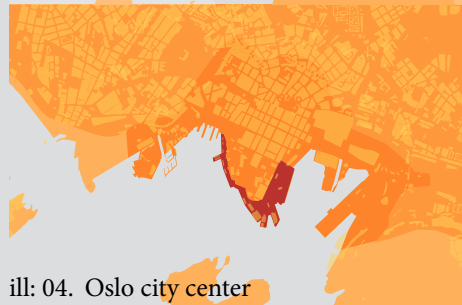
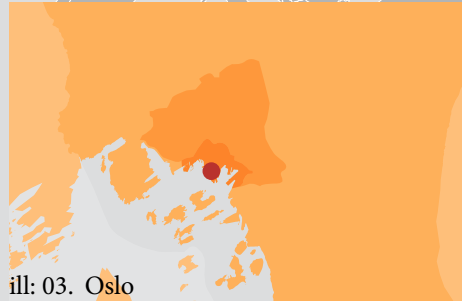
Appendix	68
----------	----

intro

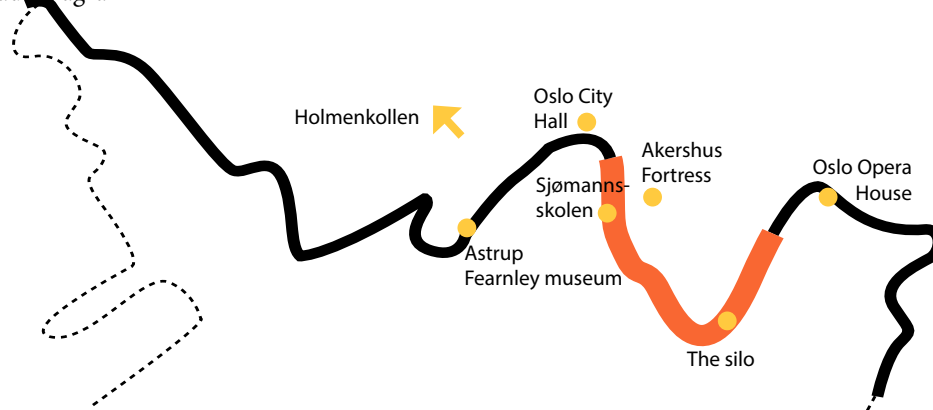
roduction

CHARACTERISTICS & INTENTIONS

location

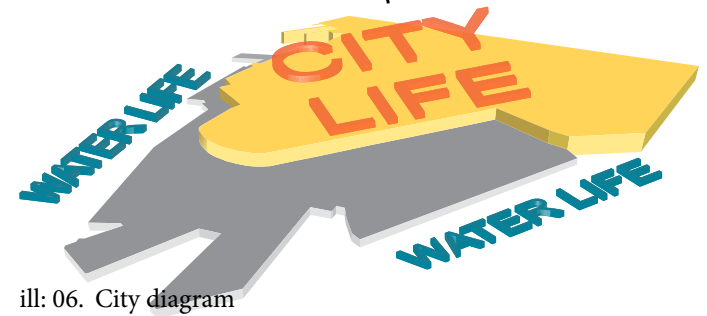


ill: 05. Promenade diagram



OSLO HARBOR FRONT WITH FUTURE PROMENADE AND LANDMARKS

The municipality of Oslo are planning to transform the fjord harborfront from an industrial zone to a cultural area. One of the proposals is to develop a promenade that would stretch 9 km in total, from Frognerkilen in the west to Alna's river mouth in Bjørnvika in the east. Akershusstranda, Vippetangen and Revierkaia, or what is referred to as just Vippetangen in this proposal, are located in the central part of this harbor front. A important link, connecting the city with the world through the fjord. A place that is for arrivals and departures today, and will remain so throughout this design process.



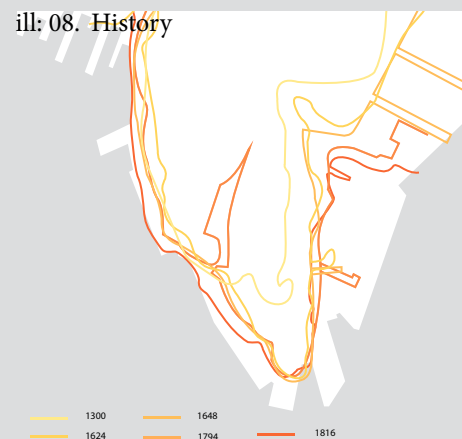
The chosen site presents unique characteristics. It is located in the vicinity of one of Oslo's most important landmarks: the Akershus Festning, the city's medieval fortress. The terrain rises from the water up to 30 meters, creating a natural barrier that guides the pedestrian along the edge of the water. The docking piers for cruise ships located in this area keep the view from and the waterfront itself closed for the public, a large part of the year. Another area closed to the public is the ferry terminal security zone. The places where the cruise ships and the international ferries dock are vital to the area and to the city because they are international gates to Oslo. They are nodes where multiple modes of transport meet and negotiate their passing through the area. The motorized vehicles are prioritized over pedestrians.

SIZE COMPARISON

The site has a distinctive spatial configuration as a stretch of land moulded on the edge of the natural terrain. It is because of this that a comparison to a space that has specific dimensions and area proves to be inefficient. Instead, comparing it to a central area of another Scandinavian city proves more adequate. The comparison is made to Aalborg city centre, showing how the site stretches for over a kilometre from Nordkraft to downtown Nytorv and all the way to Aalborg City Hall. The comparison is an important tool, as it gives a better understanding of the size, and the scale of the project.



ill: 08. History



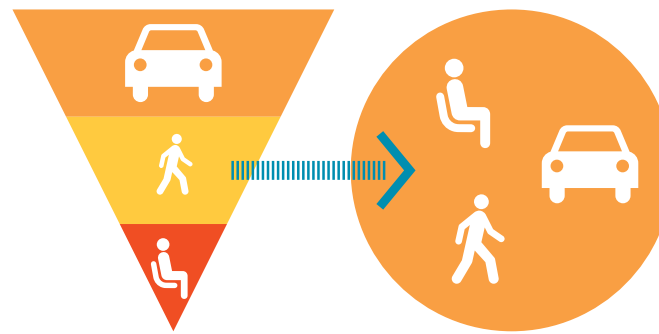
HISTORY OF AKERSHUSNESET

First settlement in Oslo was ca. in year 1000 on the east side of Bjørvika, 300 years later the Akershus Fortress was built. Protected by the fortress, the city was rebuilt on Akershusneset after a major fire in 1624. Rows of seaside buildings in wooden structure were built, and new port functions were established. Rock shearing and construction of tunnels, road, railway and quays, between 1898 and 1911, transformed the area from steep terrain, bastions and public sea baths. 80 years later the railway and main road around the fortress was relocated into underground tunnels. (1)

mobilities

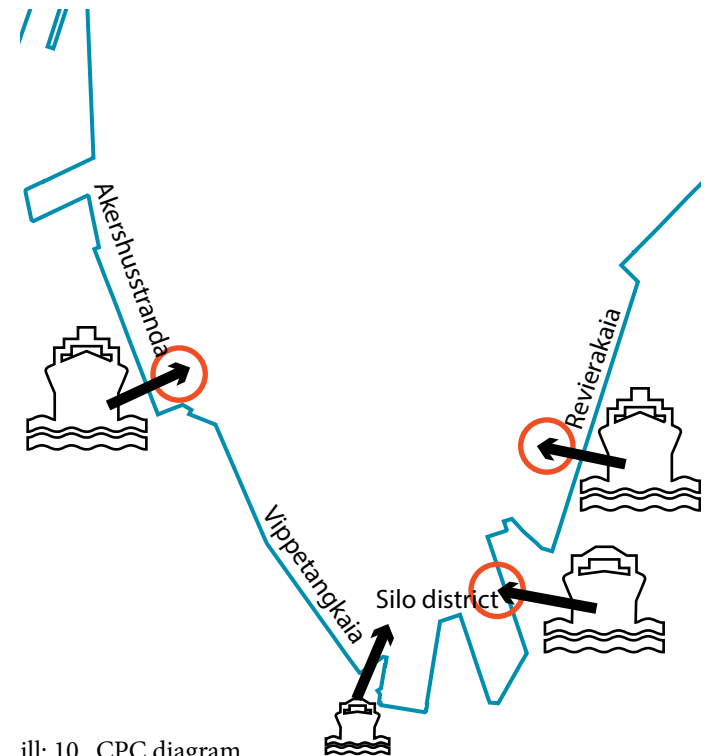
CRITICAL POINTS OF CONTACT

As the cities of today become more complex, new concepts and tools are developed in order to better understand these complex aspects, and help designers in their interventions in urban space. The CPC theory is one of these tools, as it gives an insight of what happens where various networks of the city meet, overlap and interact in the physical framework of the city. As the need to get to one's destination as fast as possible in large scale cities increases, and the city's flow arteries – the streets, roads and boulevards – can only take so much traffic, people spend a lot more time in motion (be it walking, biking, driving, etc.). In that context, it becomes clear that the journey from point A to point B becomes a significant part of the daily routine, and therefore it holds the potential to become an experience in itself. "The particular kind of 'network thinking' that the CPC seeks to foster is related to a specific way of thinking about mobility and transit as more than instrumental movements from A to B (Jensen 2009a, 2009b). Mobility is culture and the sites of movements are often locations with much more potential than is being granted in the everyday life routines." - Excerpts from Musings An Urban Design. (2)



ill: 09. Mobilities

There are two kinds of physical flows present on site: the on land traffic and the water traffic. They complement and influence each other. The traffic on water is dominated by the ferry and cruise ships arrivals and departures. These flows influence the on the land traffic in a major way, as the arrivals and departures of ships cause massive waves of vehicles and pedestrians on a fixed schedule. That, and the functions present on site make the on land traffic prioritize the motorised vehicle, in the detriment of pedestrian/bicycle flows. The hierarchy is very strict. Pedestrians are accepted, but not welcomed. It is the intention of this project to change that hierarchy in such a way that pedestrians and vehicles have an equal importance, none of them gaining an advantage over the other.



ill: 10. CPC diagram

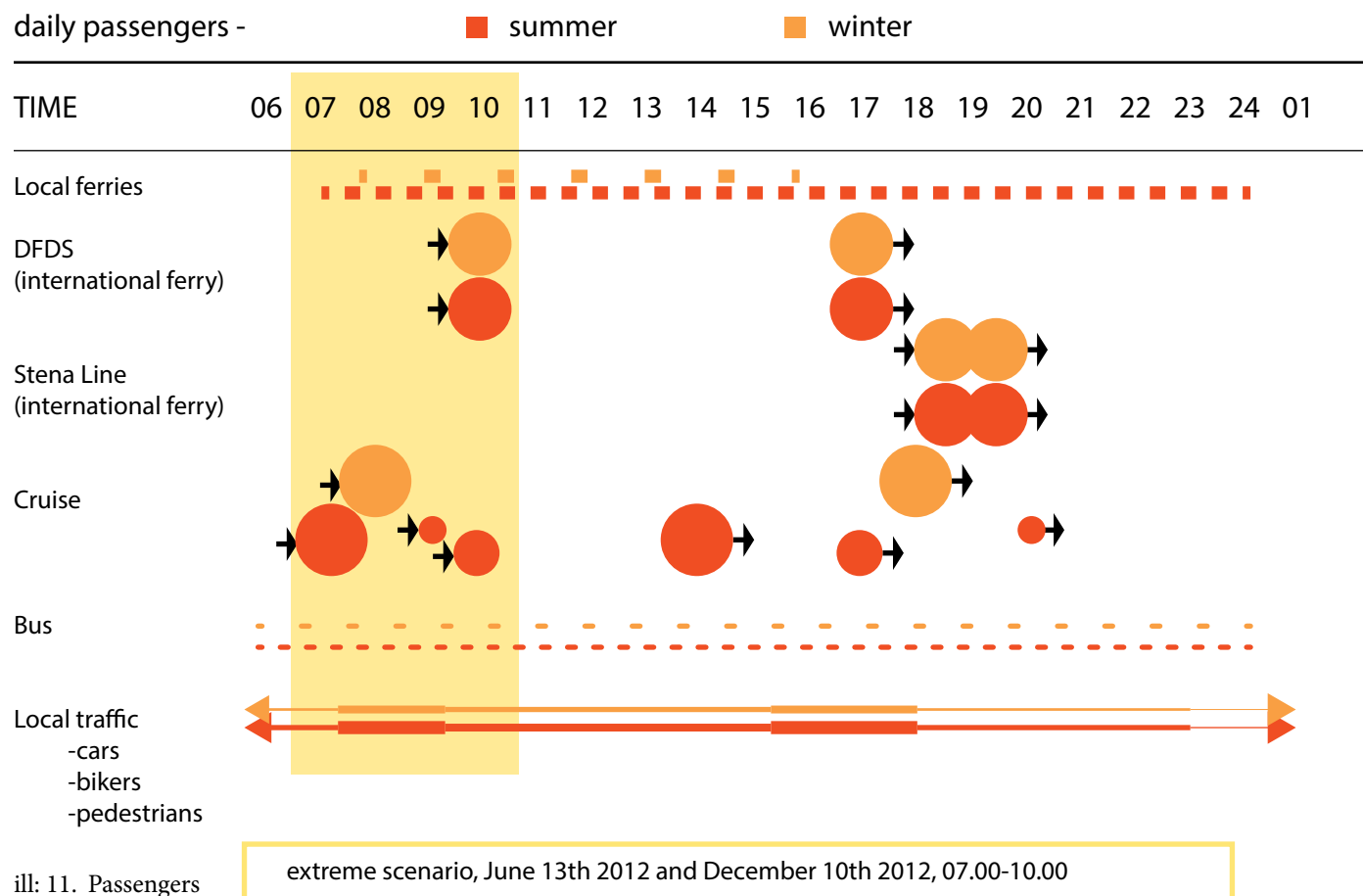
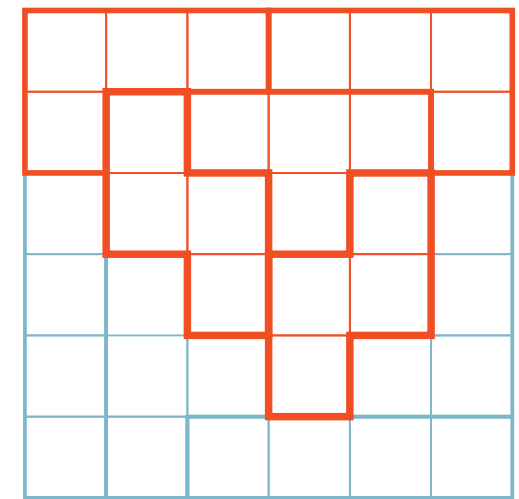
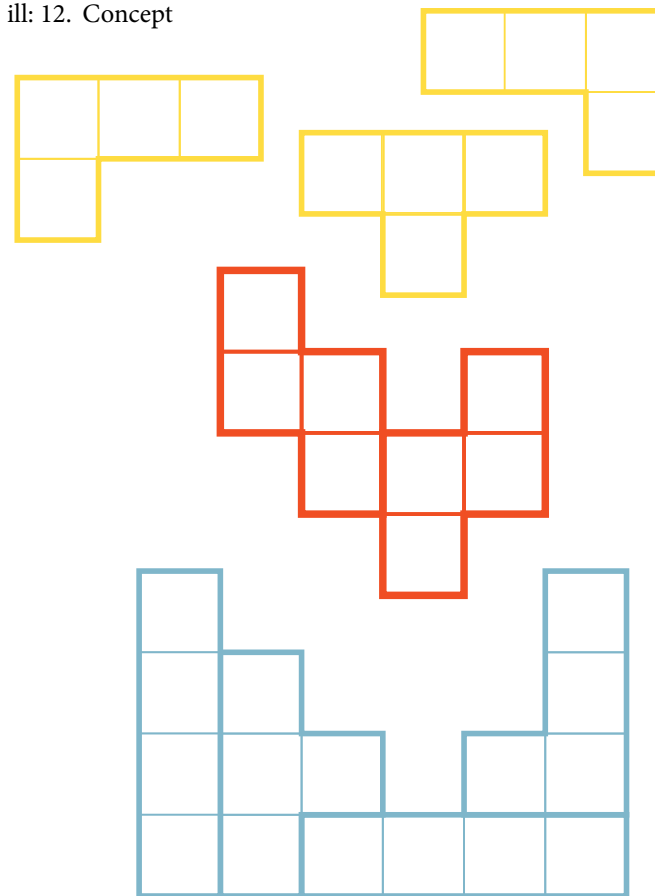


Diagram extreme scenarios:
 June 13th 2012, 07.00-10.00:
 Local ferries: 12 x 240 passenger capacity = 2880
 DFDS: 1 x 2100 passenger capacity = 2100
 Cruise: 3 x 1303 = 3909
 Bus: 20 x 100 passenger capacity = 2000
 Passengers in area: approximately 11 000
 (ex. local traffic) in 3 hours
 December 10th, 2012, 07.00-10.00:
 Local ferries: 5 x 240 passenger capacity = 1200
 DFDS: 1 x 2100 passenger capacity = 2100
 Cruise: 1 x 1928 = 1928
 Bus: 10 x 100 passenger capacity = 1000
 Passengers in area: approximately 6000 (ex. local traffic) in 3 hours
 There are many travellers by bus during the summer season, mostly because of the correspondence of local ferries. An average of 2 million ship passengers, by cruise, international ferries from Denmark or local ferries to the islands in the Oslo fjord, arrives or departures from Vippetangen area every year. There is expected an annual growth of 2%, and possibilities for expanding the ship capacity in Oslo harbor is wanted. (see appendix A) (3)

concept

ill: 12. Concept



The site represents the grey area in between the city's historic center and the water. It is ambiguous because for the pedestrian it is never clear what one is supposed to do there. One is surrounded by sharp clean edges, restricted by fences and signs. Viewing the area from above it seems that the site is a missing piece on the edge of the city center

The city is viewed as a tetris block structure, where different blocks stand for areas with different characters. At the moment, the tetris blocks are disconnected, even if they apparently fit together (in form, not in content). This project aims to connect the pieces and make the site a valuable part of Oslo city centre.

- Keep the identity of the place: the rough industrial/harbor character
- Public transport in detriment of car transport
- Pedestrian access
- Fishing area (for recreational fishing)
- Make it a “cool” place but not the “it” place
- Reuse the structure of the silo for new programs
- Take advantage of the views from the site
- Accommodate as many cruise ships as possible, without inconveniencing the public space experience
- Keep the ferries (both international and local) – they are part of the identity of the area
- Make use of the fort walls (not alter them but find a way to make use of them)
- Relate to the context (bring in the green, relate to Kongens Gate street, which has great potential for development – because of existing- and future planned functions)
- New ferry/ turnaround cruise terminal with some public access (or part of a promenade)
- A place open for everyone, but not used by everyone
- Promenade and public transport going through the site

Vippetangen will be transformed to create a balance between the industrial functions (and their specific requirements) of the port and the valued touristic, social and economic potential that this area holds. There are two aspects that need to merge in order to achieve this goal. First, an optimized infrastructure system including an international turnaround cruise/ferry terminal that is designed to evolve and continue developing over time to meet the city demands for cruise ships and ferry transport. Part of this system is also a strong connection to the public transport system in the means of a tram line that will link the public space in front of the Oslo city hall to the Oslo Opera House as part of the Fjordtrikken. The second aspect is the development (along this tram line) of a promenade linking a series of public spaces to create a continuous experience along the whole site. The purpose of these spaces is to create connections between the different elements that hold great potential for the social development of the area (Akershus Festning, Oslo Fiskehall, etc.). Another aspect of this approach is converting the existing silo into a cultural venue, as well as opening up and transforming some of the other existing industrial buildings in order to boost city life in the area. The ultimate goal is to transform Vippetangen into a link between the water and the city center.

ch

Challenges

EDGES & BARRIERS CONNECTIONS & TRANSFORMATION

The chapter introduces the main challenges encountered on site and the solutions found to overcome these challenges. It also illustrates the path from the existing situation to the chosen solution.

introduction

DEFINITIONS

BARRIER -a fence or other obstacle that prevents movement or access

EDGE -the outside limit of an object, area, or surface

CONNECTION -a relationship in which a person or thing is linked or associated with something else

TRANSFORMATION -a marked change in form, nature, or appearance. (4)



ill: 13. Edges and barriers 1



ill: 14. Edges and barriers 2

ill: 15. Edges and barriers

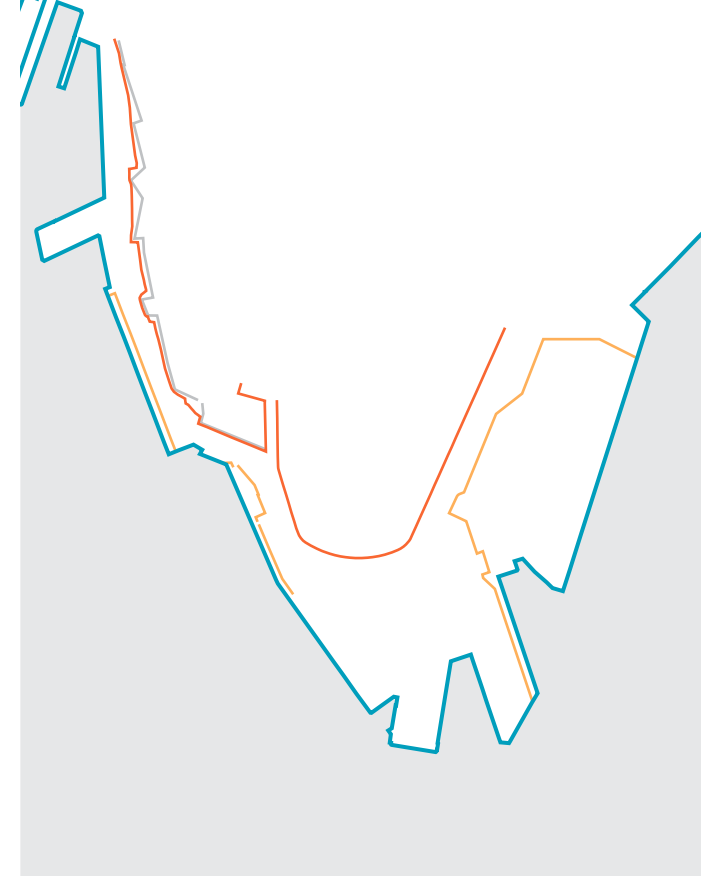


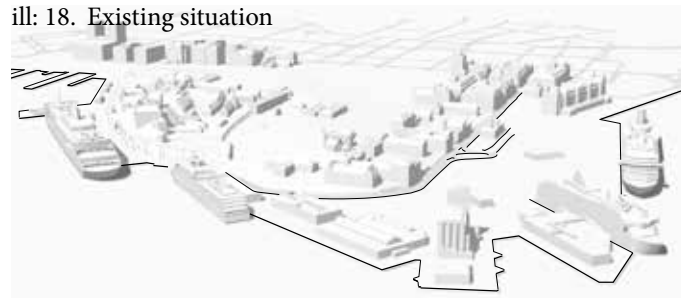


Illustration 16. Edges and barriers 3



Illustration 17. Edges and barriers 4

Illustration 18. Existing situation



At a closer look, a number of challenges arise. The main one comes from the natural topography of the terrain next to the site: on the westside, following the Akershusstranda street the land elevates from 0 m to 30 m forming a natural wall that delimits the site. There is no connection between the site and the fortress located on top of this elevation. This natural barrier is doubled at times by the presence of large cruise ships that dock on the edge of the land. When they are docked there, the street becomes a corridor. Following the street, as the natural land becomes lower other barriers arise: the fences used for the security areas of the cruise ships create a man made barrier that stops people from reaching the water edge. The space is clearly divided, the street and its sidewalks create a linear space following the stretch. The waterfront is linear as well, the edges are clean and sharp. Even if the edges doesn't constitute barriers, the layout doesn't invite people to linger. It is a place they move through. On the eastside, the security regulations for the ferry terminal and the cruise ships docking on this pier block another big part of the waterfront. Again, a man made transparent barrier.

functions

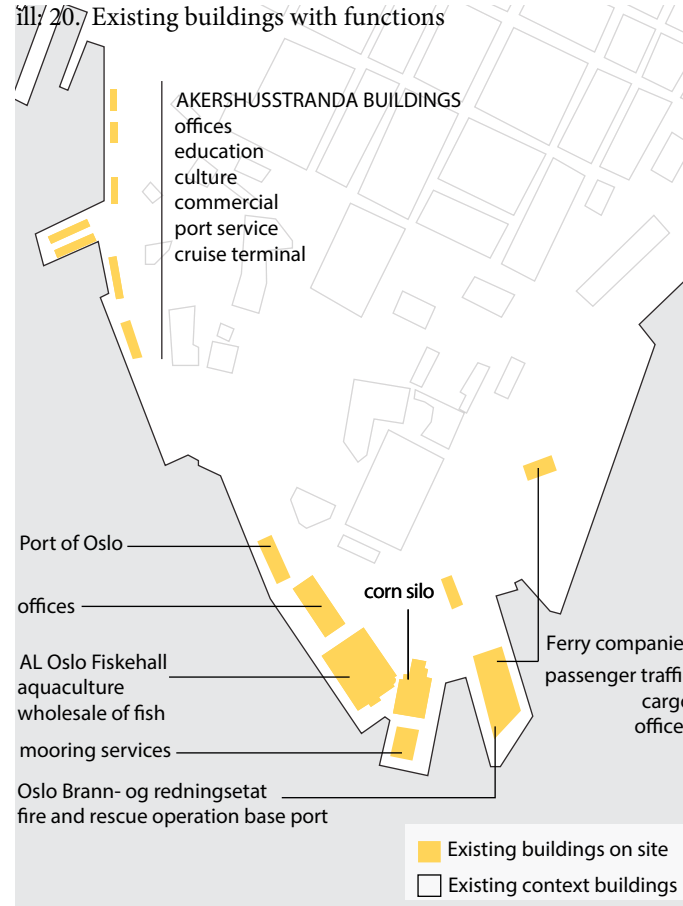
ill: 19. Nordkraft



CASE STUDY: NORDKRAFT

Once the power generator of the city of Aalborg, Nordkraft underwent a massive transformation from a coal power plant to a cultural generator. Nordkraft's transformation kept and enhanced the original atmosphere of the building, the rough materials and some of the machinery of the power plant. Nordkraft is a very special place because it is a place for everybody – all ages, cultural background and educations. The center encapsulates the dynamism of the city: “We get on with things. Therefore, we didn't hesitate, when it came to creating a culture and activity center that would be large-scale and multifaceted. A centre that could hold its own in international terms.” – Claus René Pedersen - Aalborg City's Culture and Leisure Department (5)

ill: 20. Existing buildings with functions

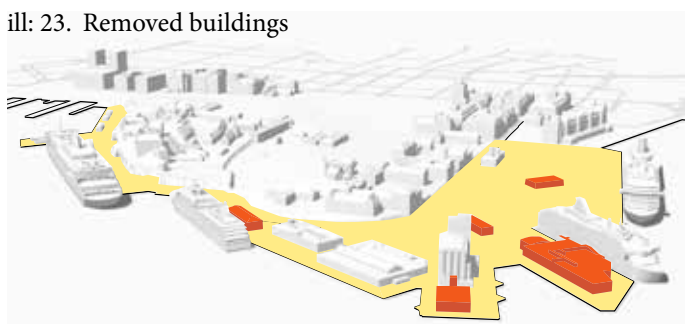


ill: 21. Akershusstranda



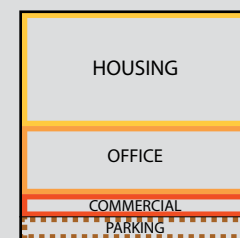
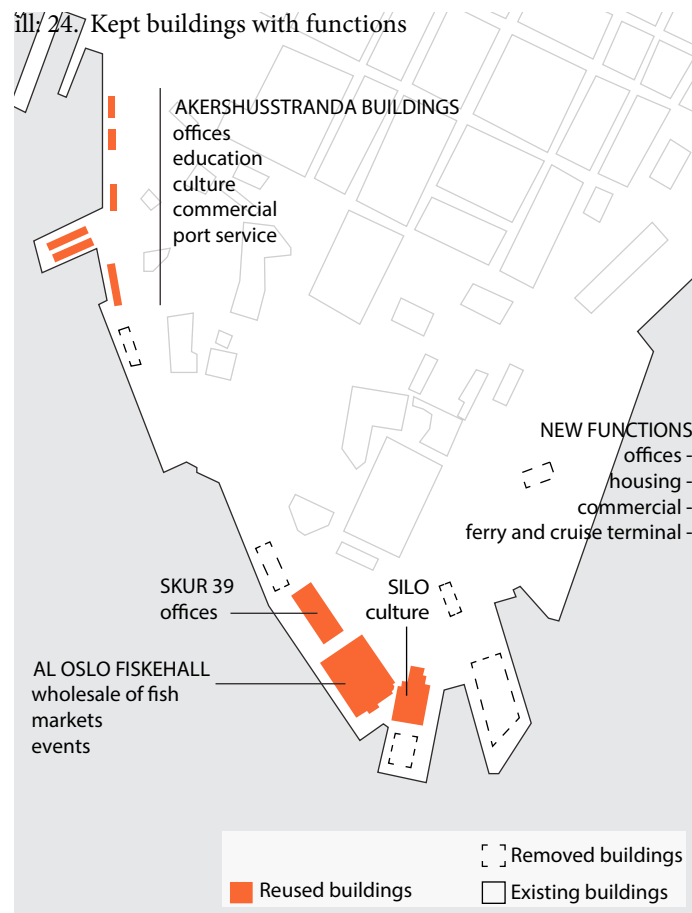
ill: 22. Vippetangen

ill: 23. Removed buildings



The existing functions are in a close relation with the harbor. There are a few exceptions: some of the buildings have office spaces rented out for different companies. This gives the site a specific character: that of a port. The references can be seen in the minor interventions regarding public space done in the area. In order to optimize the existing infrastructure some of the existing buildings need to be removed. All the other existing buildings with potential, will be kept but transformed in order to better show the activities they host. Their functions will be kept, but the facades will be opened up in order to show people what is going on inside. The existing silo will be transformed to become a cultural centre. The exterior aspect and the industrial feel inside will be kept. The idea is to create a cultural attractor in the area. A good example of such a project is the Nordkraft power plant transformation in Aalborg. Another special building is the Oslo Fiskehall. Even though it functions perfectly as a fish hall, parts of it are available for rent in case of private events. This trend will be kept and enhanced.

ill: 24. Kept buildings with functions



ill: 25. New functions principle

PRINCIPLE: FUNCTIONS IN NEW BUILDINGS

The proposed buildings that have more than 2 stories will have a strict functional scheme. The ground floor is reserved for commerce (boutiques, cafes, bars, etc.), the middle stories (depending of the height of the building) will be reserved for office spaces and the upper floors will be for housing. This functional scheme maximizes the use of space for the new buildings.

— ship networks —

CASE STUDY: SHIP TERMINALS

ill: 26. Yokohama terminal



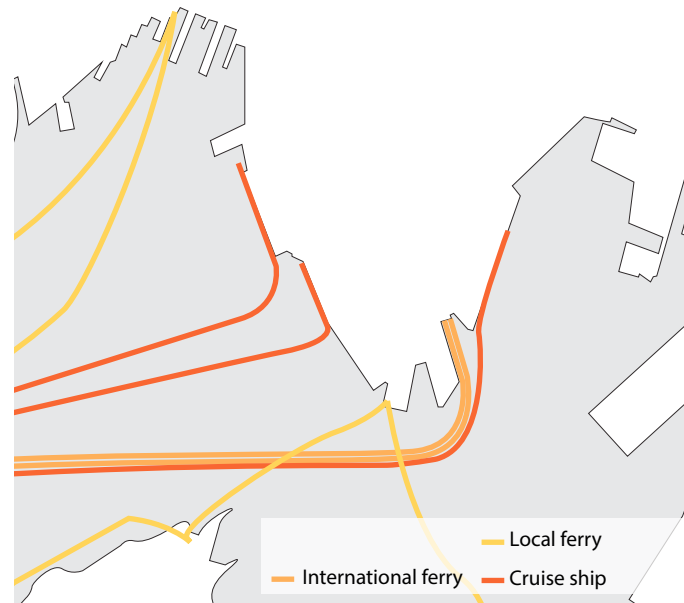
The Yokohama International Port Terminal is a good example of how ship terminal can blend into public space. The architects declared the site of the terminal to be “an open public space”. “Rather than developing the building as an object or figure on the pier, the project is produced as an extension of the urban ground”. -FOA Architects (6)



ill: 27. Kai Tak terminal

Another example of a cruise terminal that blends in the surrounding public space is Foster+Partners Kai Tak cruise terminal in Hong Kong. “A pedestrian route starting from the waterfront promenade progresses up through the building and opens onto a large public roof garden, with open and sheltered spaces for informal picnics and outdoor dining, set against the stunning backdrop of the city”. Foster+Partners (7)

ill: 28. Existing Ship docks



ill: 29. Cruise ship on revierkaia



ill: 30. Cruise ship on Akershusstranda

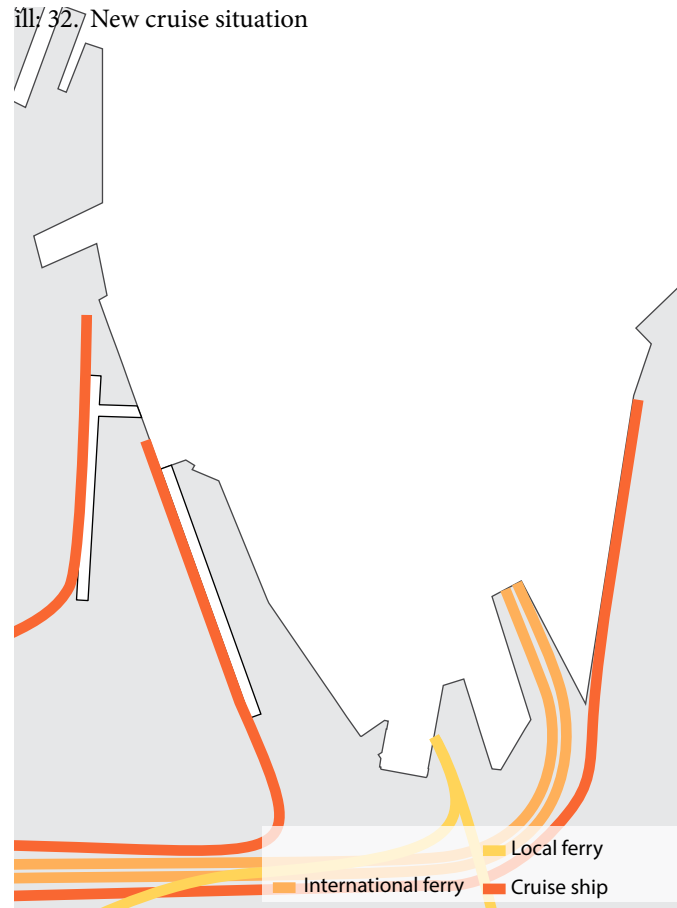


ill: 31. New cruise locations



3 local ferry lines departures from Vippetangen, reaching the islands in the fjord of Oslo, not far from the city center. Both a ferry to and from Copenhagen, and to and from Fredrikshavn docks at Vippetangen. This business demands large spaces for line-ups, terminal building and handling of goods. Nearly every other day international cruise ships arrive in the area, at Søndre Akershuskai, Vippetangkaia and Revierkaia. To be able to establish a turn-around, which is wanted in Oslo, a larger terminal, better infrastructure and parking facilities in relation to this is needed. With the current situation this is not possible. This proposal suggest to keep the existing ferry and cruise activity at Vippetangen, as well as creating the possibility for an extra cruise ship docking parallel to Vippetangkaia. Relocating and building of new piers are seen as necessary to better the use of the harbor front. Maintaining the heritage values of the dock fronts, better the public accessibility of the harbor front, and gather international ferry and cruise ships at Revierkaia for a combined terminal. (for further details, see appendix E and F)

ill: 32. New cruise situation



ill: 33. Akershusstranda



VISIT OSLO – CRUISE SURVEY
A survey done by Visit Oslo and G.P. Wild, cruise and tourism agency, in the period June to August 2012, shows that cruise tourists going to Oslo, in general were very pleased with their visit to the city, especially the many cultural and historical offers, which attracts 98 percent of the ships passengers to leave the ship when arrived in Oslo. The central arrival place in the city gives Oslo a huge competitive advantage, as this makes it easy for the visitors to explore the city on their own, by foot or using public transport. (8)

restricted areas

ACCESS

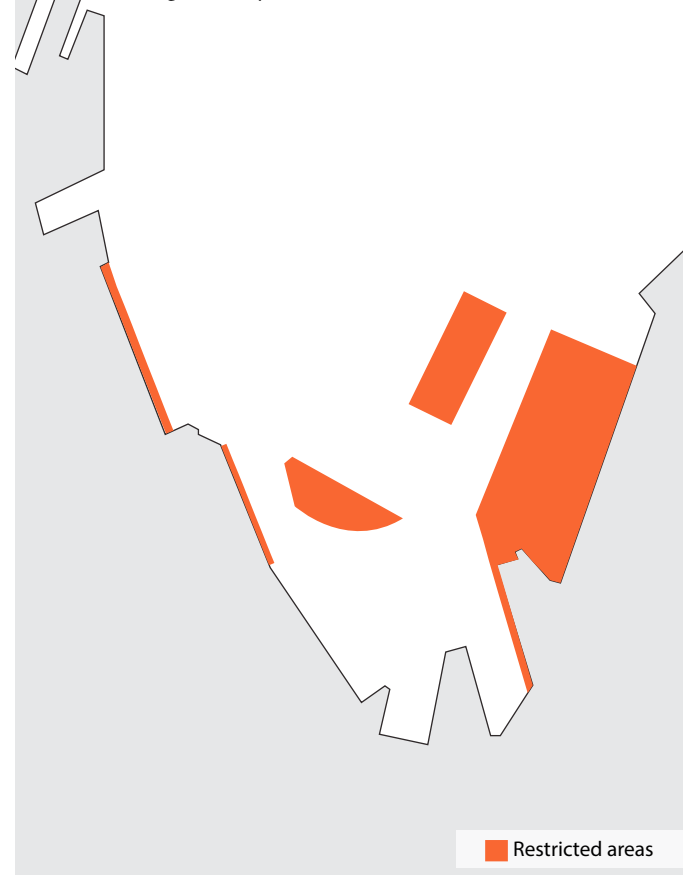
“A good environment is a place which affords obvious and easy access to a moderate variety of people, goods, and settings, while this variety can be expanded if a person wishes to expend further energy - an explorable world, whose vast diversities can be sought out or ignored at will.

No one wants maximum access, but only some optimum level, although that should be a level which can be increased, if one is willing to explore.

It is a matter of potential reach, and the obstacles to it may be physical, financial, social, or psychological.” - Kevin Lynch

(Kevin Lynch – Good City Form, chapter 10. Access) (9)

ill/ 34. Existing security zones

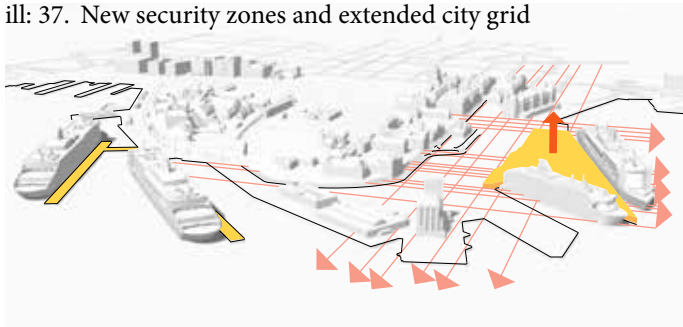


ill: 35. Fence at revierkaia



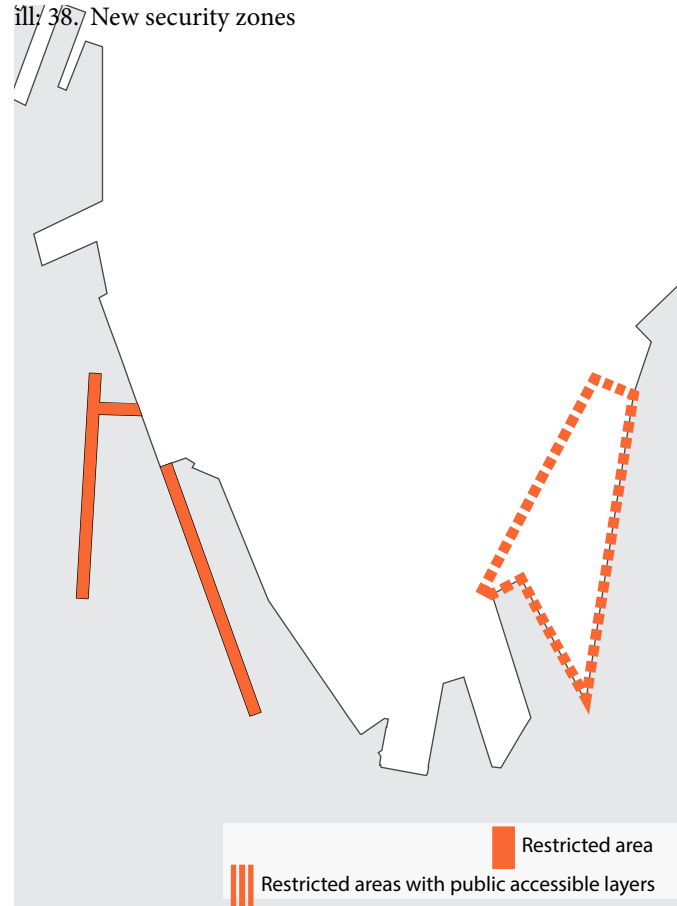
ill: 36. Fence by ferry terminal

ill: 37. New security zones and extended city grid

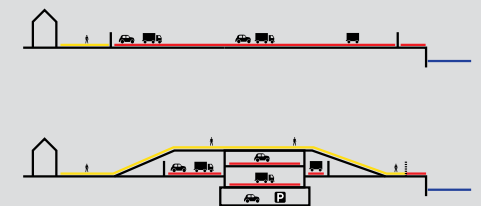


As mentioned earlier, there are areas of the site that are restricted for public access mostly because of security reasons. It is the case of the security zone, in the close proximity of the ferry terminal. The harbor front on the west side is also restricted during the time cruise ships are anchored there. Other than that there are security areas belonging to the Ministry of Armed Forces. The main intention is to reduce these restricted zones as much as possible, while keeping the existing ship traffic and even increase the number of ships that dock in area.

ill: 38. New security zones



ill: 39. Present and new security principle



PRINCIPLE: ACCESS OVER SECURITY ZONE

In order to reduce as much as possible the security zone needed for the ferry/cruise ship terminal a vertical flow scheme was preferred to the horizontal one. The bottom level is reserved car parking, 6 meters under ground, the truck line-up is lowered 2 meters into the ground. Above that comes the car line-up located 2,7 meters above ground level. The levels above the car line-up are reserved for the public and semi-public areas. This scheme reduces considerably the security area required for the terminal

public spaces

PUBLIC SPACES IN SURROUNDINGS



ill: 40. Roof of Oslo Opera house



ill: 41. Kontraskjæret - northern park of the fortress



ill: 42. Rådhusplassen - in front of City Hall

ill: 43. Existing green areas and public spaces

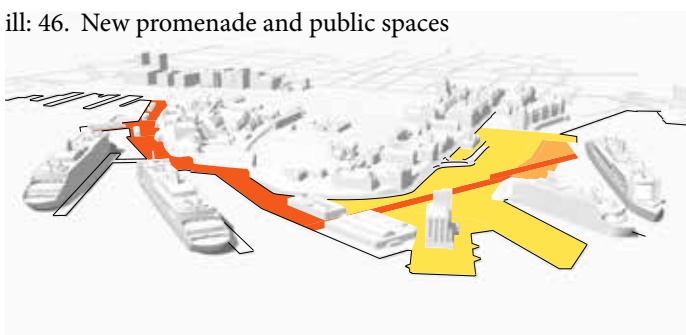


ill: 44. view between Skur 39 and Fiskehallen



ill: 45. View from Akershusstranda

ill: 46. New promenade and public spaces



Zooming out from the site and mapping the surroundings made it clear that there are a number of public spaces that have a great value to the city (Rådhusplassen, Akerbrygge, the Opera House public space, a series of parks, etc.). However, the fjord edge lacks a quality of its public space that would bring people into the area. The intention is to create a connection between Rådhusplassen and the Opera House following the edge of the fjord. The means to achieve this goal is the development along the edge of the water of a promenade that will connect all the small urban pockets formed by the buildings into a coherent public space. At the same time a green connection is to be achieved, by means of stretching a stripe of green spaces, going from west to east in the northern part of the site, all the way to the water. (for further details, see appendix D)

ill: 47. New green areas and public spaces



ill: 48. More London view



LONDON - INSPIRATION
FOR PROMENADE VIEW
part of the promenade will have view to the Oslo Opera House, from the harbor front by the Fish Hall towards the terminal.

infrastructure

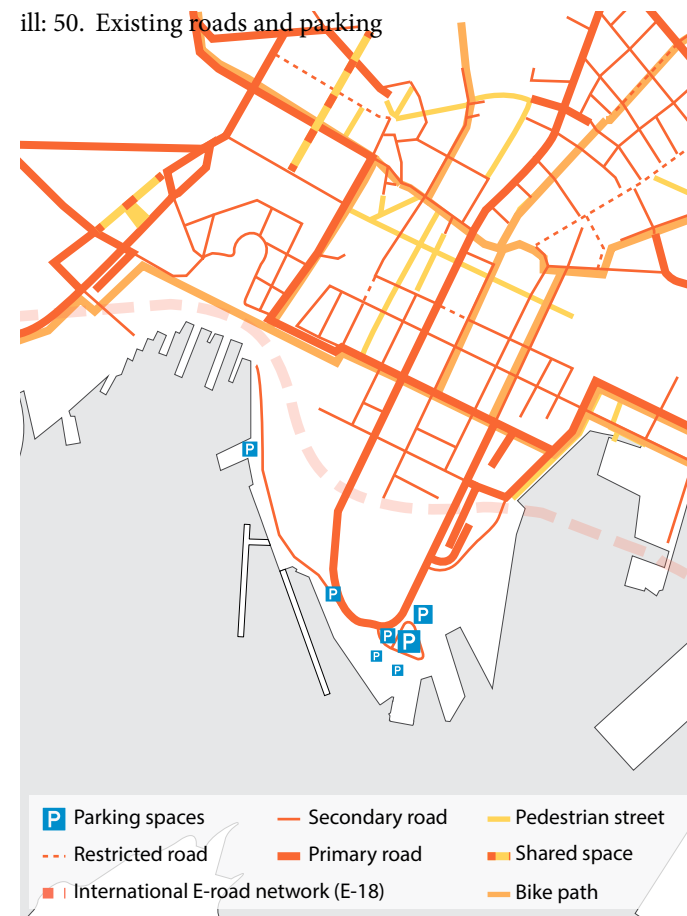
BALANCING PERFORMANCE AND STIMULATION



Lawson, B. (2001) *The Language of Space*, p. 20,
From Lecture 5 *Theories of the Network City*, Urban Design Ole B. Jensen, Aalborg University.

ill: 49. Performance and stimulation
Optimizing existing road networks, balanced between functional, clear and at the same time giving a sensory experience moving from A to B. (10)

ill: 50. Existing roads and parking

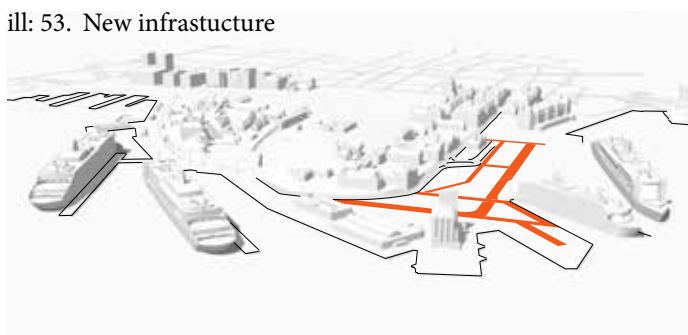


ill: 51. view of Revierkaia from silo



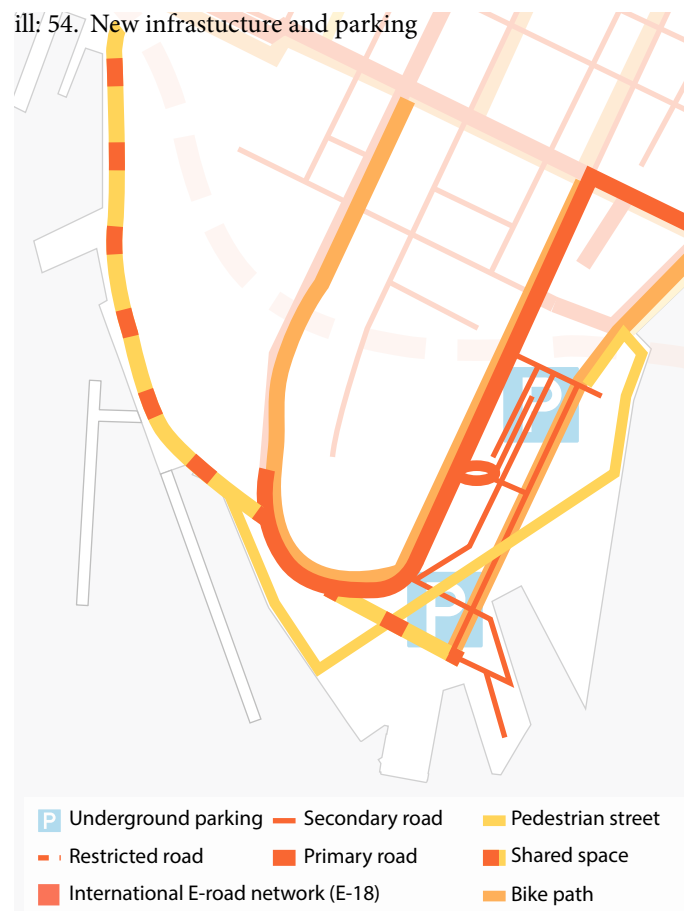
ill: 52. View of Revierkaia from museum of defence

ill: 53. New infrastructure

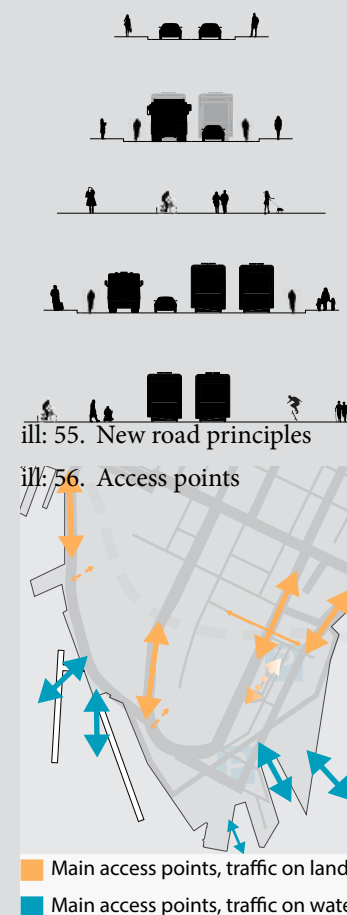


One of the main challenges of the project is the optimisation of the infrastructure of the area in such a way that the motorized vehicle is no longer prioritized over the pedestrians and bikers. One step in this direction is enhancement of the public transport in the area and discouraging the use of the car. It is for this reason that on the Akershusstranda the car access will be reduced to a minimum. The physical framework will be changed to accommodate the public transport and the promenade. On the east side of the site the infrastructure will be adjusted to the new conditions, made possible by the reduction of the security area. Also the promenade will become part of an elevated public space located on top of the car line up for the ship terminal, literally going on top of the security zone. Parking is moved, from taking up large amount of areas above ground, to be placed under the ground, one under the lineup and terminal, and one under the buildings of the central space.

ill: 54. New infrastructure and parking



ACCESS POINTS AND ROAD PRINCIPLES, SEE APPENDIX XX FOR MORE DETAILS



buildings

GREENWICH MILLENNIUM VILLAGE, LONDON

ill: 57. Greenwich millenium village



HUMAN SCALE ARCHITECTURE

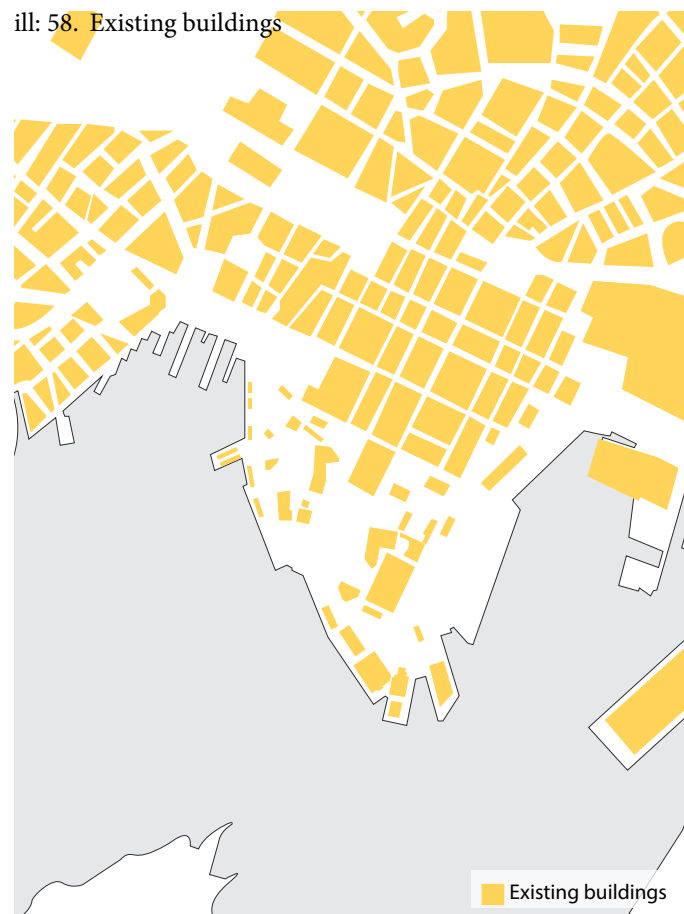
According to Jan Gehl the connection between buildings and streets are lost above 5 stories. "5 km/h architecture scale", which means for people walking, is about narrow streets and spaces, between small buildings, where details, faces and activities are experienced closer. This creates an intense sensory experience.

Higher buildings, wide promenade and roads and streets with various widths and modes of transport as proposed in this project, together with creating human scale experiences for the users, is a challenge to accomplish.

Jan Gehl mentions the architect Ralph Erskines works which are recognized for having both the small and the large scale in mind. This technique is wanted for this area at Vippetangen.

Example of his work is seen over. (11)

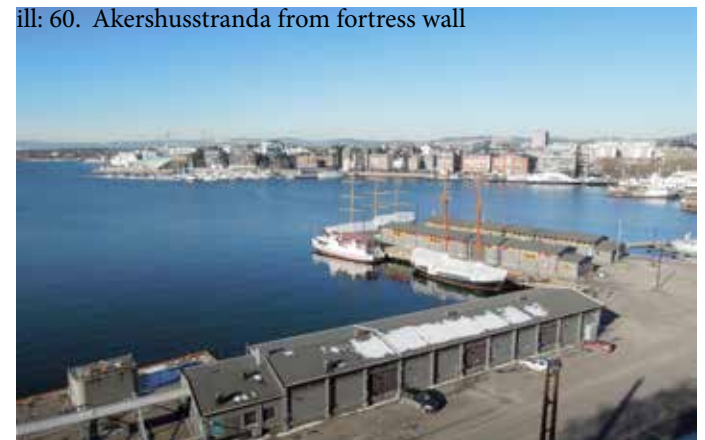
ill: 58. Existing buildings



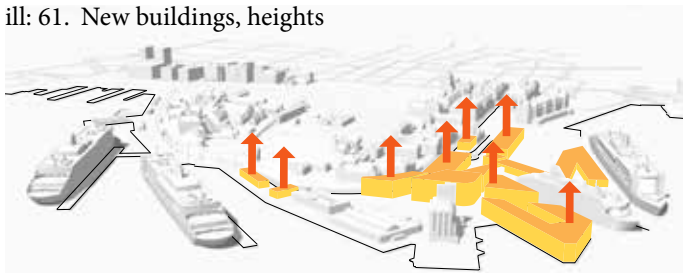
ill: 59. Oslo harbor office on Revierkaia



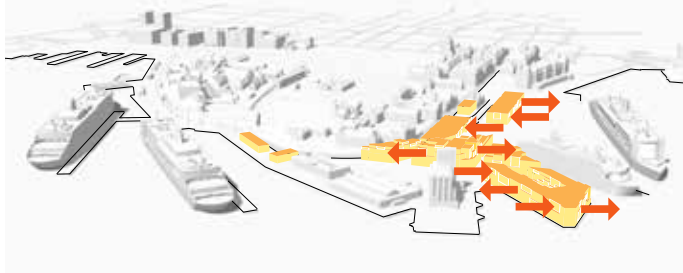
ill: 60. Akershusstranda from fortress wall



ill: 61. New buildings, heights

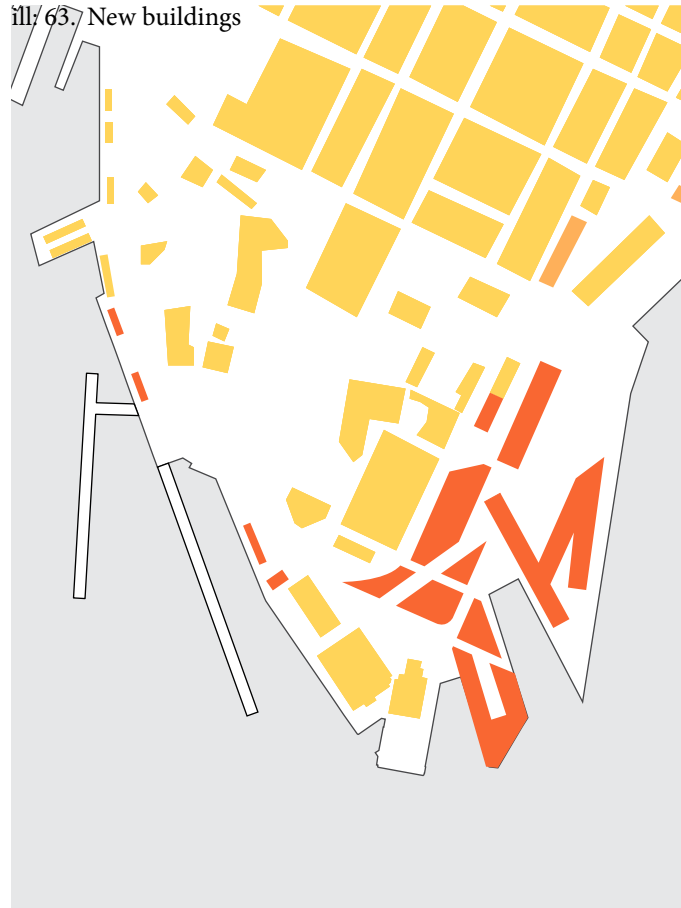


ill: 62. New buildings, facades



The proposed buildings follow the orientation and the structure of the existing city's street grid. This enhances the idea that the city structure and fabric extend into the site. The building volumes are quite massive. However the intention is to keep a human scale for them. They are to be carefully designed so that the pedestrian is not overwhelmed while passing them by. The proposed design of the buildings only works with the situation and heights. (for further details, see appendix C)

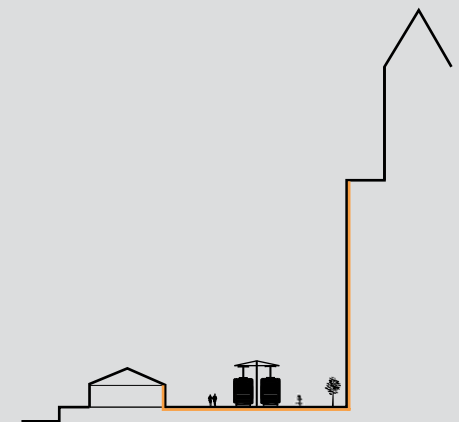
ill: 63. New buildings



HEIGHT OF BUILDINGS PRINCIPLES



ill: 64. principle 1: Silo district building height - street width ratio 1:1



ill: 65. Principle 2: Akershusstranda height of buildings: 1-2 stories

public transport

ill: 66. Tram line on Rådhusplassen

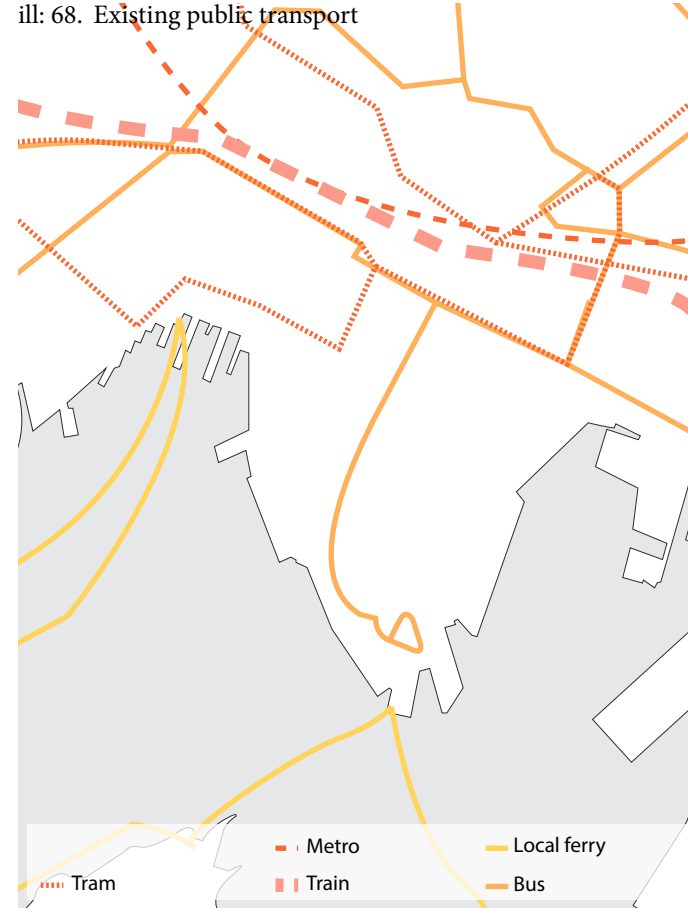


**SHARED SPACE,
MIXED TYPES OF TRAFFIC**
An approach to street design which minimizes boundaries between vehicles and pedestrians. (12)
Rådhusplassen, Oslo case study example of a functional space where the tram line crosses an open public space.

ill: 67. Tram line in city center



ill: 68. Existing public transport



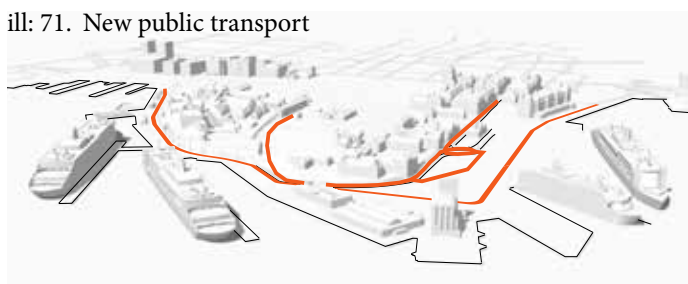
ill: 69. Local ferry



ill: 70. Bus stop on Revierkaia



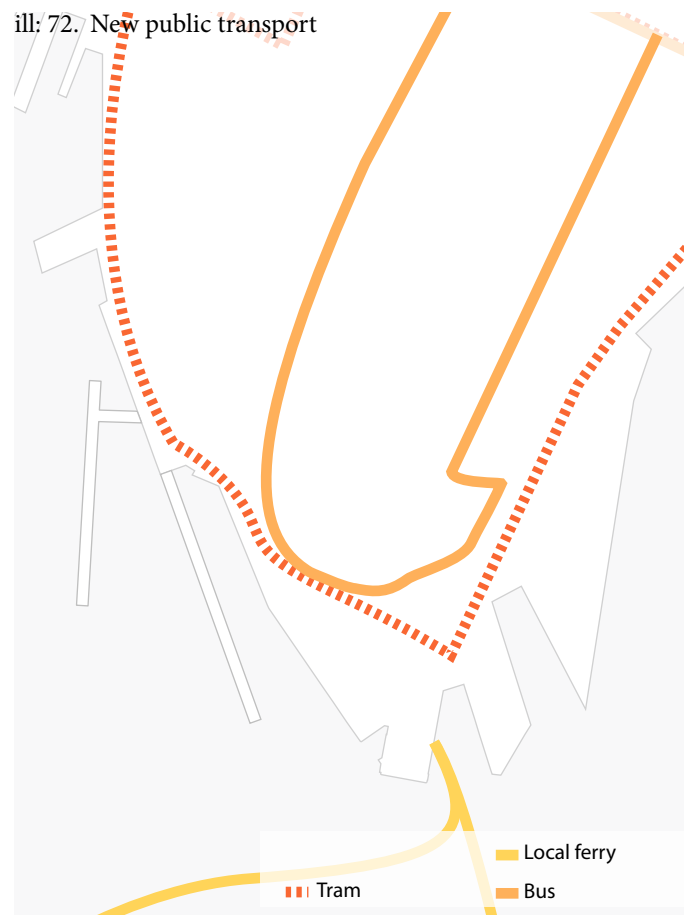
ill: 71. New public transport



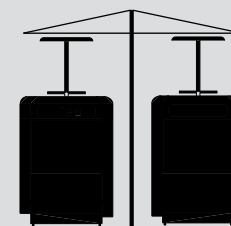
There are 2 bus lines, and 3 lines of local ferries connecting the city to the nearby islands, through Vippetangen. One bus line is permanent and passes through the area on its route, but people rarely get off and on in the site. The other functions mainly from May to August and connects the Central Station to Vippetangen, so it is only used by people who go in the area, mostly to take the local ferries. The passengers numbers for it are quite high (See Appendix A)

Vice Mayor for Department of Urban Development suggests relocating the local ferries to Rådhusplassen. His idea is to make the fjord, and its islands, more accessible for people, since the public transport coverage is not satisfactory at existing location. (13). With this strategy, the existing bus line to Vippetangen would decrease its departures because of the loss of passengers to and from the local ferries (supported argument by Steinar K at Ruter AS) (14). This will leave the area with close to no public transport connection to the rest of the city, and the site will lose the existing connection to the city. Hereby, the identity as a place for ships and travel on water will weaken. (15)

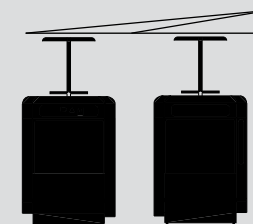
ill: 72. New public transport



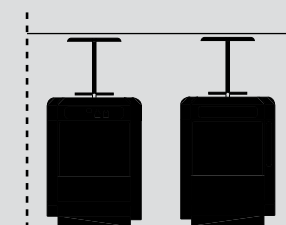
TRAM PRINCIPLES



ill: 73. Principle 1: Tram on straight lines



ill: 74. Principle 2: tram in sharp turns



ill: 75. Principle 3: tram in between buildings

exp

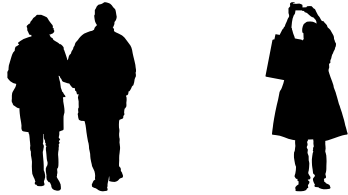
Experiences

ARRIVAL, STAY AND DEPARTURE

The chapter introduces the site from the perspective of the people passing through. What they see and experience in specific locations on the site. It shows principles and suggestions for the design of these locations.

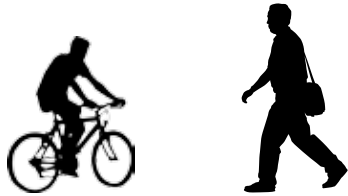
user groups

THE TOURIST



- Arrives by cruise ship/ferry
- Foreigner
- Typical; middle aged couple
- Expects a pretty place
- Needs access to public transport or guided sightseeing tours
- Wants restaurants, shopping, and a “Norwegian experience”
- Interested in culture and history

THE COMMUTER



- Arrives by local ferry, tram or bus
- Easy access between public transport or city bikes
- Interested in getting from A to B
- Wants to shorten time he needs to get to his destination
- Needs clear and simple orientation signs
- A coffee and a news paper on the way?

THE VISITOR



- Arrives by foot, bike or public transport
- Wants “a nice experience” – a meeting place, spending some time (relaxing, fishing, walking)
- Needs activity options and facilities
- Expects surprises and events
- Needs easy access by foot, bike and public transport
- Wants access to the water

THE TRAVELLER



- Arrives by international ferry by a car or by foot
- Typical; Scandinavian family with children
- Needs easy access on and off the ferry
- Needs easy orientation
- “a nice experience” (not stepping in “no mans land”)
- Need easy access to public transport, parking and larger road networks, going from A to B

QUESTIONNAIRE FROM THE CITY CENTER OF OSLO 09-10.03.13

10 people were asked questions about public spaces in general and Vippetangen. The result gave similar impression, no matter if it was a teenager's opinion or a 50+, man or a woman.

They described Vippetangen with words as:

Industrial, not defined, transit (travel by ships), fishing, boats, space and history. Common for most was that their main mode of transport was public transportation, and that accessibility is highly important for a public space.

Rated highest as preferred place to be in relation to the blue and the green nature – the fjord with its islands, harbor front, parks and vegetation.

However, looking at what their personal opinion of what the future Vippetangen can become, some of the words that were mentioned was:

Green, life, accessibility, promenade, shops, cafes, festival, sport, bathing, preserved identity, seating and clearer to understand. (See appendix G)

— events and activities —

ill: 76. Activities



ill: 77. Flower festival



ill: 79. Light and sound festival



SPRING ACTIVITIES

top left: Celebration of spring - one week
flower festival May

bottom left: Colors of the world day - one
day celebration of cultural diversity April

top right: Light/Sound Fest - one night of
electronic music and light projections on
buildings April

bottom right: Movie night - one night per
week with movie projections on the silo
building May

ill: 78. Colors of the world



ill: 80. Movie night



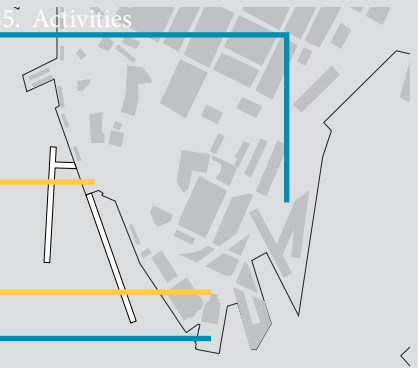
ill: 81. Outdoor nightstand



ill: 83. Outdoor bedroom



ill: 85. Activities



ill: 82. Dance festival



ill: 84. Light garden



Summer activities

top left: Outdoor nightstand festival - one week when people party in their pijamas July

bottom left: Tango festival - one week of dance workshops and lessons June

top right: Outdoor bedroom - one night event when people take a nap outside August

bottom right: Light garden - one week when the urban space turns into a wonderland of lights July

— events and activities —

ill: 86. Activities



AUTUMN ACTIVITIES

top left: Harvest Fest - a weekend celebration of seasons changing September

bottom left: Surreal Party - a night when the world turns upside down October

top right: Light a lantern night - one night where lanterns are lit to raise money for charity November

bottom right: Xtreme skate show - a day when the best skaters put on a show to help raise money for orphan children September

ill: 87. Harvest festival



ill: 89. Light a lantern night



ill: 88. Surreal party



ill: 90. Xtreme skate show



ill: 91. Ice festival



ill: 93. Winter bathing



ill: 95. Activities



ill: 92. Ice chess tournament



ill: 94. Ice skating



WINTER ACTIVITIES

top left: Ice sculpting festival - one weekend event when people can learn how to sculpt ice January

bottom left: Ice chess tournament - one weekend event when the chessmasters play to help ill children; all winter months

Top right: Ice bathing party one day when the vikings dive into the icy water February

bottom right: Xtreme ice skating - one day when skaters show their best December

promenade

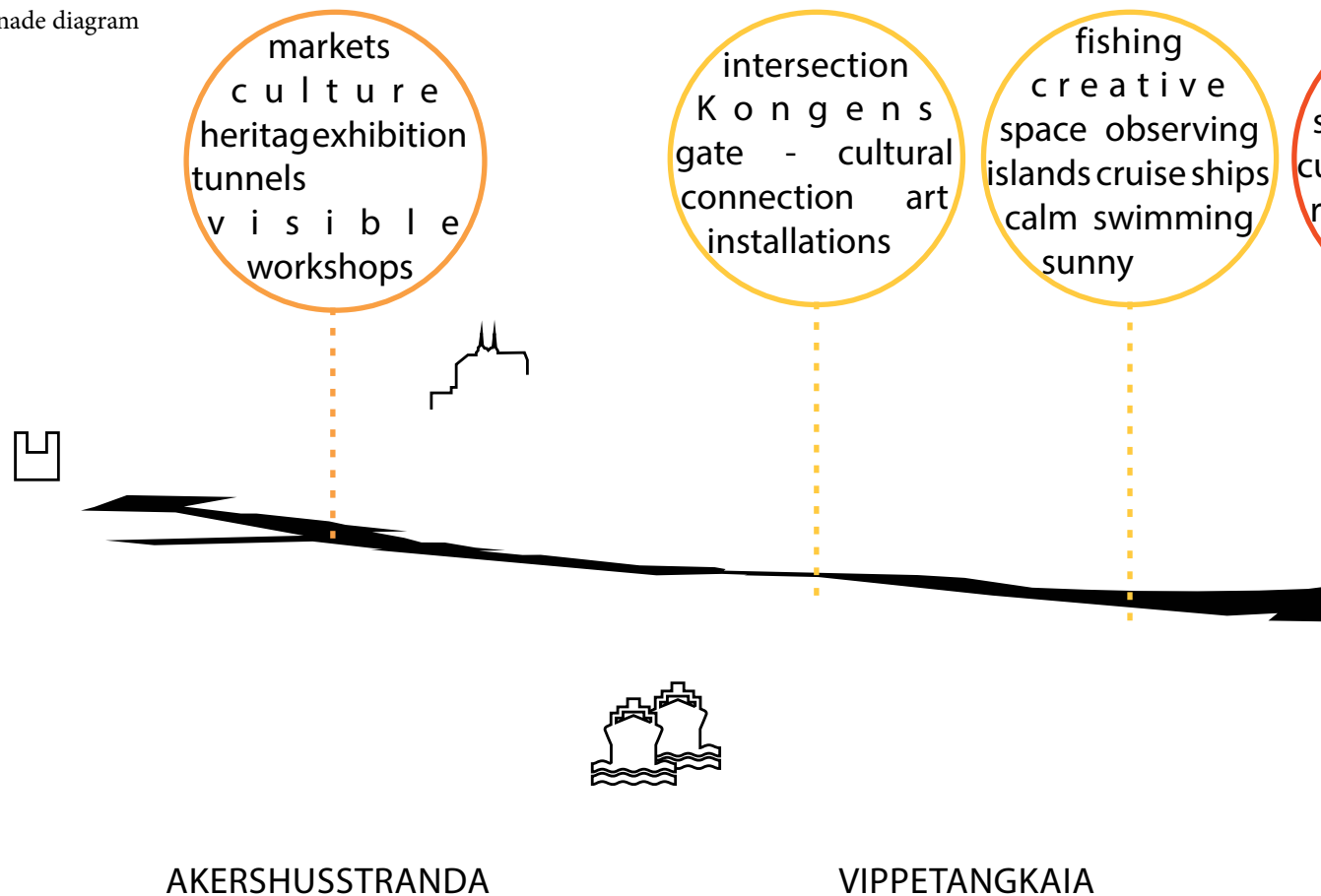
ill: 96. Fiskehallen 1930

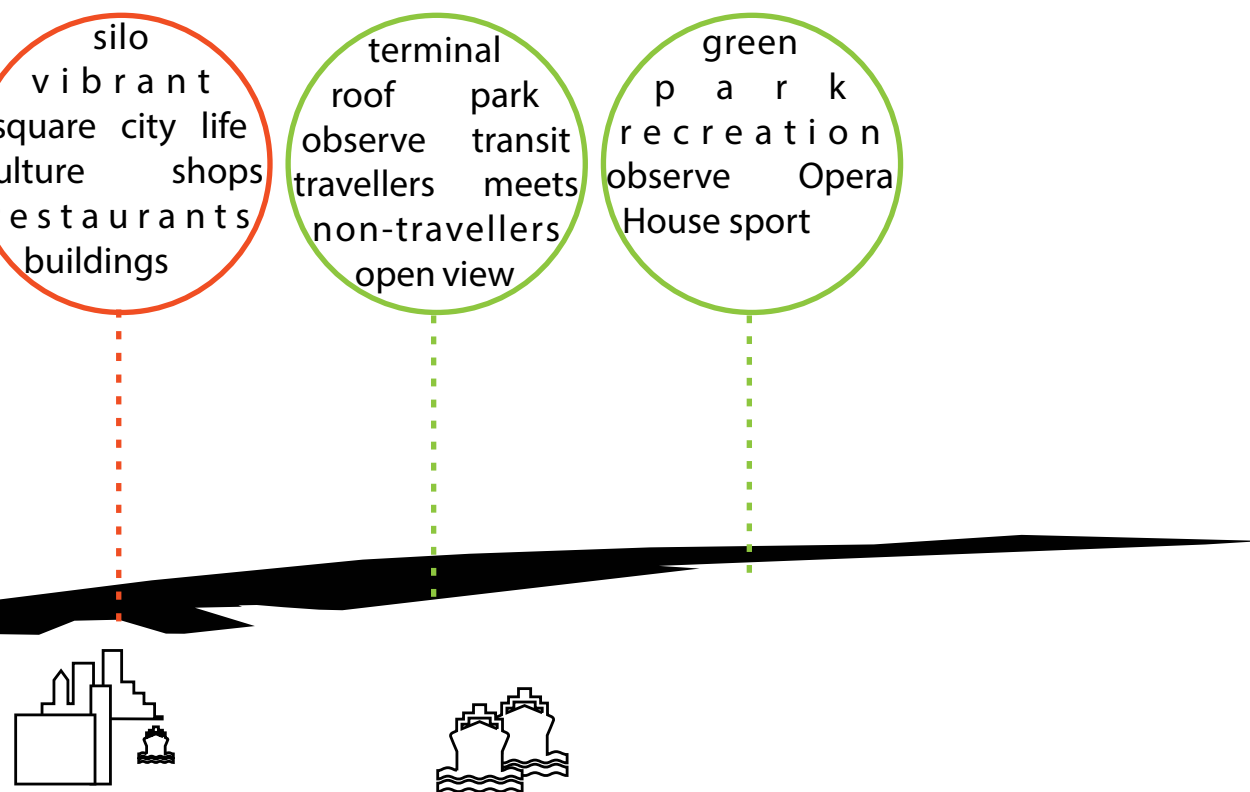


PROMENADE - RUNNING THROUGH THE ENTIRE SITE

The tram line represents the spinal cord for the development of a harbor front promenade with the approximate width of 20m. It will act as a generator for all the small open spaces at Akershusstranda, a coordination line for Vippetangkaia and a connective thread across the heavy infrastructure of Revierkaia. By definition, the promenade is a linear element, and this feature will be emphasized by having the pavement aligned to follow the path. Exceptions shall be made in areas that present interesting features (tunnel entrances, urban pockets, etc.). In these areas the pavement will be aligned to guide towards these elements, therefore breaking the monotony. Seating will be placed in areas that invite people to linger.

ill: 97. Promenade diagram





SILO DISTRICT

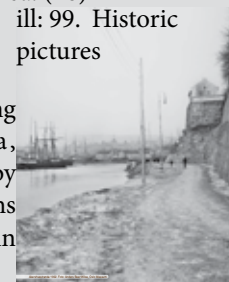
REVIERKAIA TERMINAL PARK AND GREEN PARK



ill: 98. Akershus castle and fortress
Medieval fortress, built in 1300, National symbol, 21 buildings in stone material, green recreational area. (16)

ill: 99. Historic pictures

the coast road along Akershusstranda, and the vibrant life by public harbor baths that were located in the area. (17)



ill: 100. Historic pictures

akershusstranda

URBAN POCKET - IN FRONT OF STIFTELSEN SKOLESKIPET

Area : 3570 sqm

The pier that extends from the waterfront widens the promenade into a larger area, creating a pocket. This area is defined by the buildings of the harbor police, the Solsiden Restaurant, the fort wall and the Stiftelsen skoleskipe because of its location and its surroundings it is suitable for minor events that can be harbored in a light structure (workshops, sail classes, etc.) Minor interventions like changing the pavement, adding some roofing and seating can increase the quality of the space, attract more people and give the area an infusion of new activities.

ill: 101. building in park

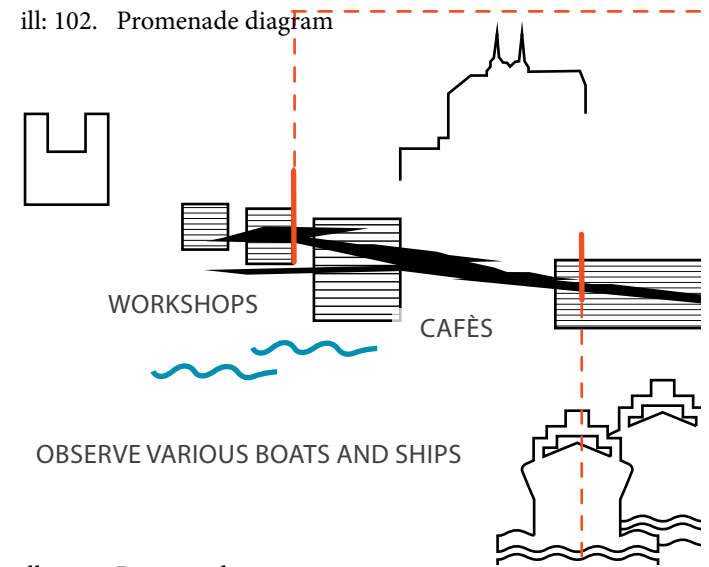


inspiration for new smaller buildings or sheds

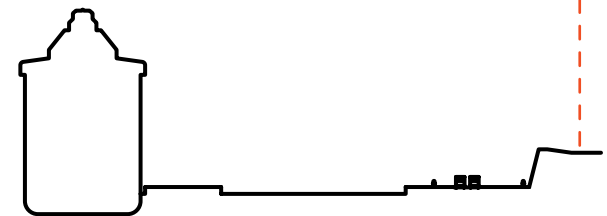
Typically, a long stretch of land transited by many people invites them to increase their movement speed. However, Akershusstranda represents the slow pace area of the site, between the walls of Akershus fortress and the water. Passing through, the maritime and historic environment give hints of the port history and activities. The open facades of the port workshops allow the passing by pedestrian to observe the people working inside and outside the small buildings.

Between the buildings, the linear stretch breaks, and pockets from the wall to the harbor front and water open up offering the possibility to take a pause. In specific location, direct connections from the promenade to the fortress in form of staircases are placed. After dark, when the daily activities are changing, the spectacular Akershus Fortress reveals itself with help of lighting, up on top of the rock wall. The linearity of the space is broken by indicating other directions than the one dictated by the tram line. The urban furniture is simple and it reminds of the maritime theme. It is a transit place, but it also invites people to linger, to take a break, have a seat or explore the fortress using the added stairs. They have a modern expression but blend into the landscape, complementing the medieval wall and fortress. Furthermore, the existing tunnels will be renovated and secured, and refurbished to house temporary and permanent exhibitions.

ill: 102. Promenade diagram



ill: 103. Promenade section



ill: 104. Promenade section



ill: 105. Building inspiration



ill: 106. Visualization of tunnel at Akershusstranda



ill: 107. Inspiration for fortress connection



ill: 108. Inspiration for public space



vippetangkaia



ill: 109. Inspiration for steps to the water and smaller piers.

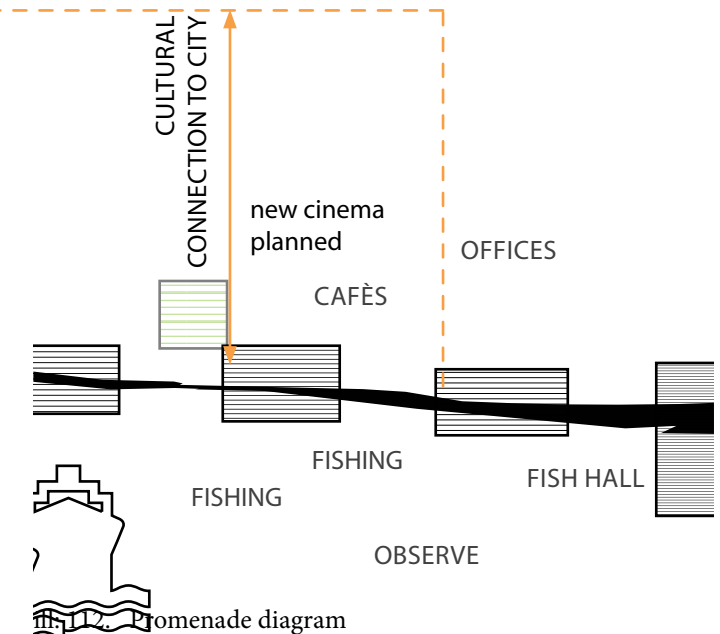


ill: 110. picture of the Fish hall with the old silo at Vippetangen in the background. Steps and simple floating docks can be seen as inspiration.



ill: 111. example for reuse existing public spaces and buildings

The space at Vippetangkaia is configured by the layout of the historic buildings located here. The structures present in this area are industrial in nature. Some of them were transformed to host non industrial activities, while the fish market building, the Oslo Fiskehall functions to the day in the same location. It gives the area a kind of character that is being taken advantage of in many cities around Europe. No exception is made here. The old, industrial building is opening its doors for events, becoming one of Oslo's most desired location for mundane events. Overall, the passing by pedestrians experience the roughness of the industrial port as the promenade guides them through the open spaces defined by the buildings. This is the place where the edge of the water is softened, allowing people get close and touch it. The municipality's efforts to improve the quality of the fjord water makes it possible today to fathom the idea of going



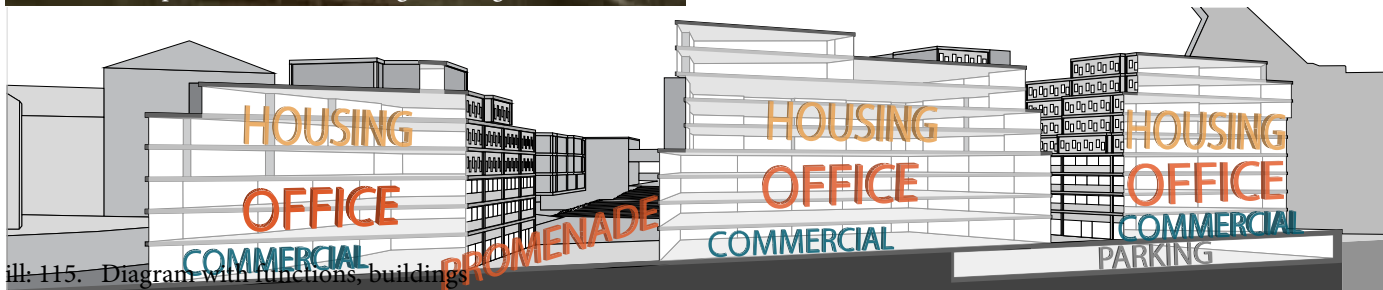
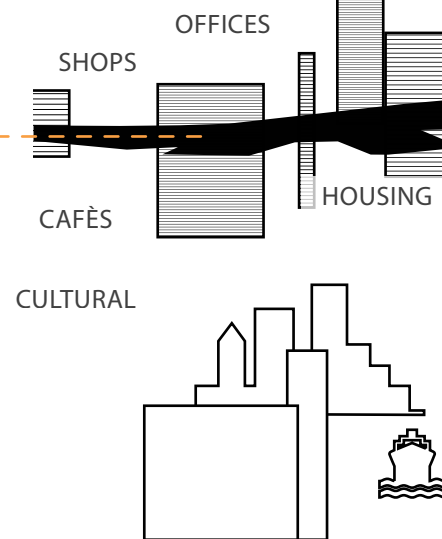
swimming right in the city centre. The urban interventions vary from minor (arranging seating, and temporary urban furniture in front of the Skur 39 building) to medium (breaking the edge of the water shore with an arrangement of stairs and platforms to allow direct access to the water. It is here that the fjord promenade abruptly changes direction guiding people towards the Oslo opera that is directly visible from the space in between the fish hall and Skur 39.

silodistrict



ill: 113. Example for reuse of existing building

ill: 114. Promenade diagram



ill: 115. Diagram with functions, buildings

URBAN SQUARE – IN FRONT OF HARBOR SILO

The space in front of the silo can easily be configured into a small urban square. This emphasizes the importance of the silo building, and acts as a centralizing element for the area. The silo and the square will complement each other, one acting as a cultural magnet, and the other one providing the physical framework for outdoor activities. The square would be opening up from the promenade, keeping a strong connection with it. In that spirit, keeping the choice of materials consistent is a must.



ill: 116. Inspiration for reuse of silo

— revierkaia - roof park and green park

ill: 117. Inspiration for connection over security zone

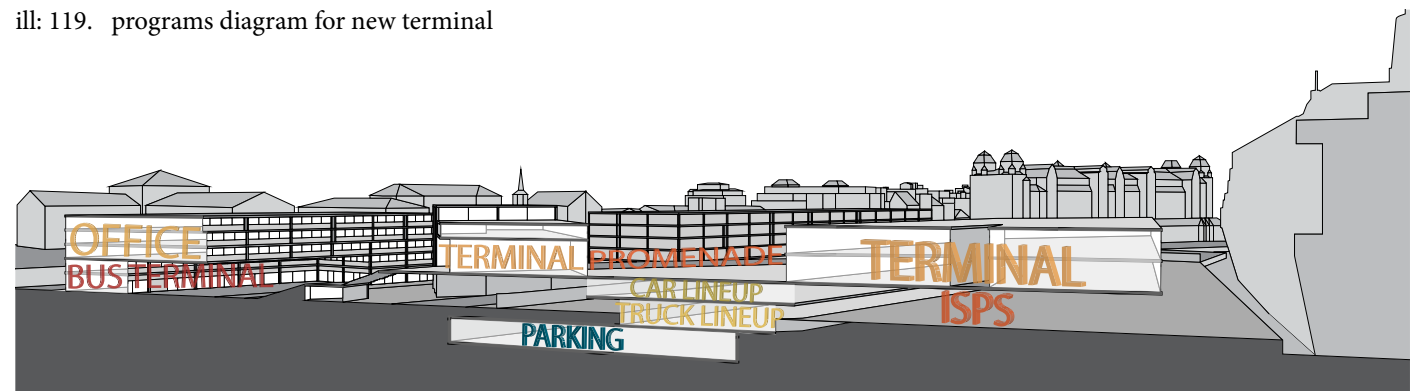


Inspiration for terminal building: public accessible roof park, and indoor line up for vehicles

ill: 118. Inspiration for new lineup

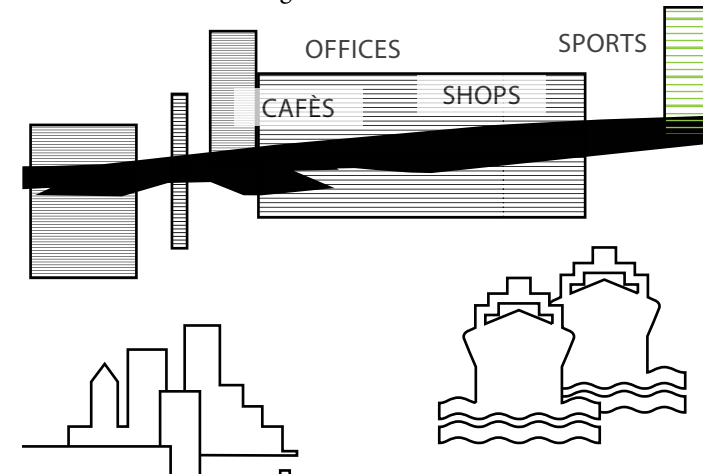


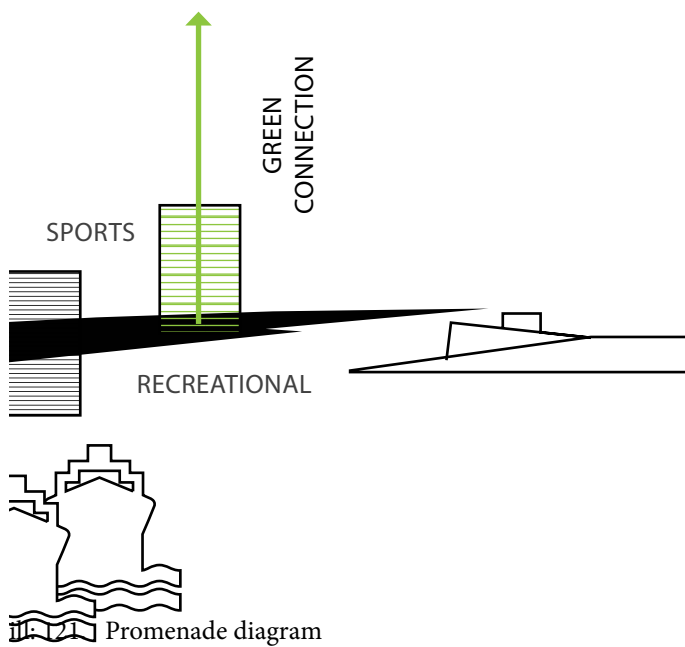
ill: 119. programs diagram for new terminal



ill: 120. Promenade diagram

The promenade is the element that connects the Vippetangenkaia in the south of the site to the water front on the east side. It goes over the terminal security zone, becoming part of the building, and opening it up for the public. The elevation is about 6 m, and the promenade widens to include an elevated urban skate park, before going down to the water edge. Walking this path is an interesting experience. One glances at the Oslo Opera House through the opening in the terminal building. Following that view, the pedestrians climb the monumental staircase that gets them above the terminal security zone. This connection is very important, because of the fact that it overcomes the barrier of the security fence. The public is no longer kept out of the terminal area. On the contrary, they are invited in, the promenade





becomes part of the terminal building, and the terminal becomes part of the public space. It is a place where the view of the opera house is dominant whenever there is no cruise ship anchored on the Revierakaia pier.

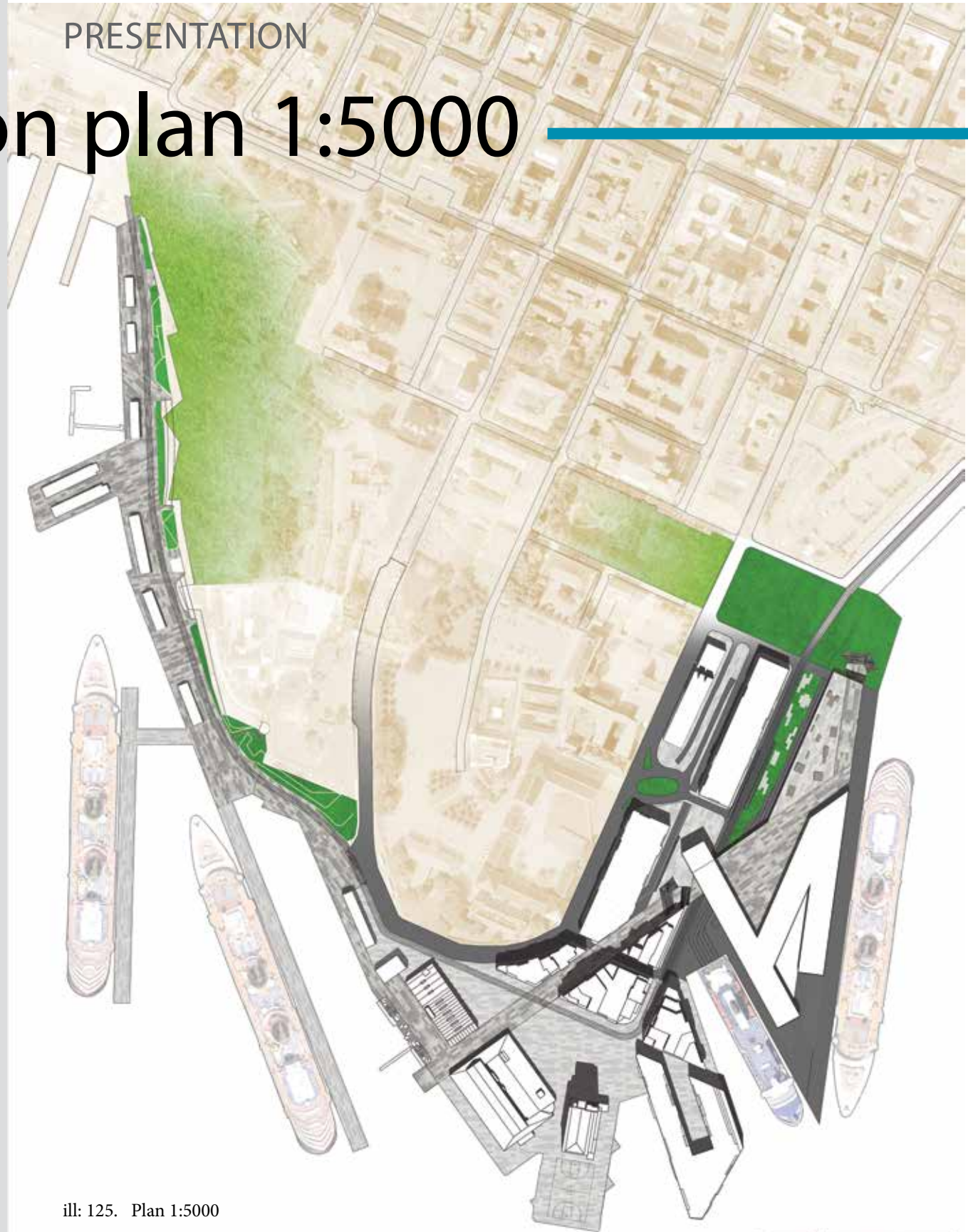


pres

resentation

PLAN
SECTIONS
VISUALIZATIONS

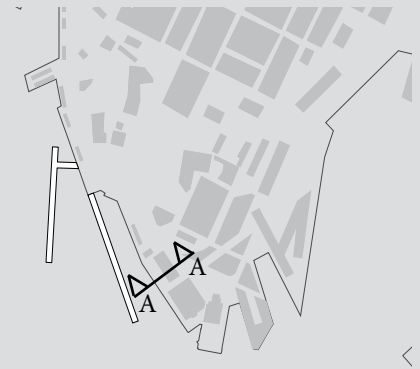
— situation plan 1:5000



ill: 125. Plan 1:5000

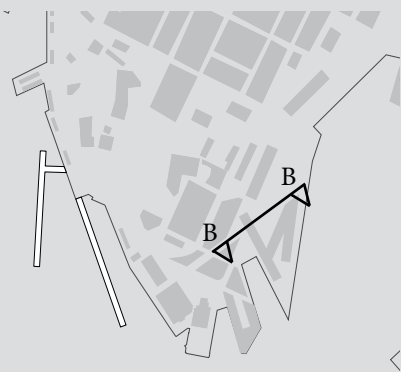


section A-A 1:500

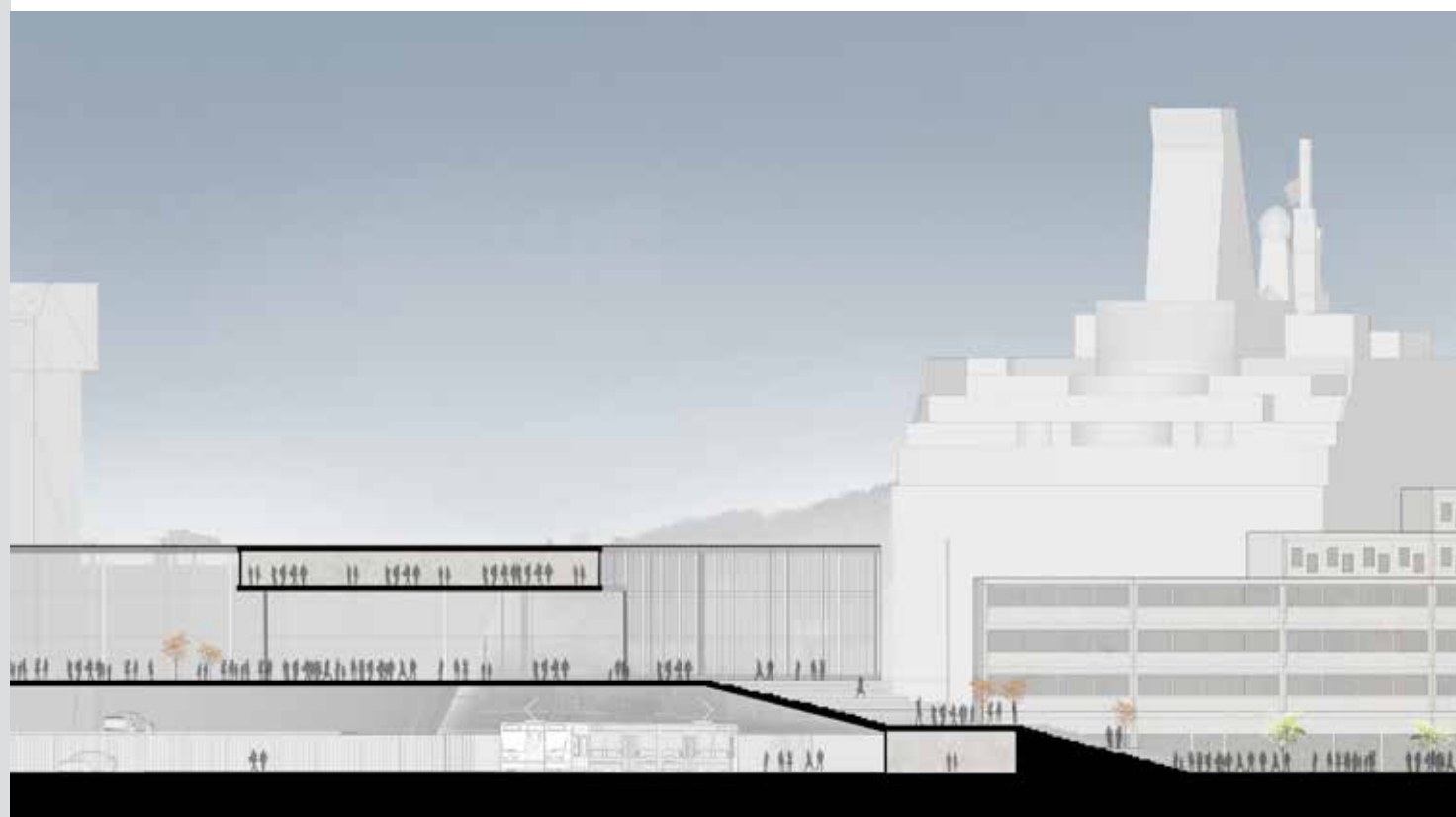


Section showing the situation, with the steps going down to the water, at Vippetangkaia.

— section B-B 1:500 —

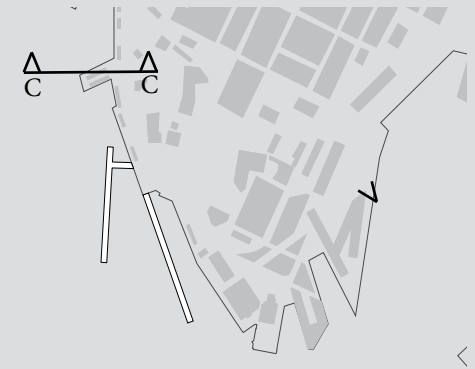


Section showing the situation, where the promenade goes on top of the security area, and through the terminal building, at Revierkaia.



ill: 127. Section

section C-C 1:500



Section showing the situation, with the small pier at Akershusstranda, with the public space, between the fortress wall and the water, for events and activities.

— visualization —

THE TRAVELER.

"I told you it was a good idea to go inside!
It is not just a silo!"

"Yes, yes, the view is spectacular. I finally
get why they opened up the top of the line
up! It is such a great view of the Opera!"

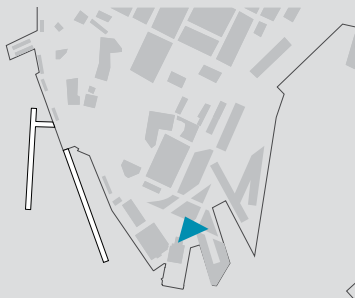
"Yeah, who knew we could go all the way to
the top? Isn't this exciting?"

"I would have been more excited if I
climbed my way up, instead of taking
the elevator, but having the kids with us
complicates things."

"Well, next time! Maybe tonight we could
come to see the program for this place. We
can grab a bit in the square and relax a bit."

"Good idea, but we should first attend to
our business here, and then see what time
we have."

"Sure! Let's go!"



ill: 129. Visualization from top of silo

visualization



THE TOURIST

"I am so glad we got off that ship! I need to stretch my legs on actual ground"

"Yes, dear! I know what you mean. And it's nice to have a place to get off to. We are in the middle of the city, not in the middle of nowhere"

"That's true. I am glad to be able to take a walk. Or should we take a bus tour?"

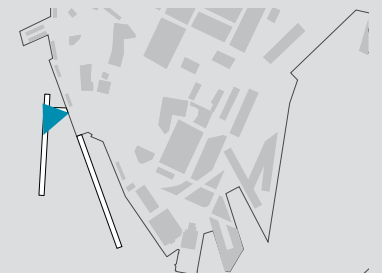
"Let's not. Not this time. We have a lot to see right here ! I read in the brochure that we dock right next to the medieval fortress. Don't you feel like visiting it?"

"Why not, it's right there. But I just hope we don't have to climb that wall. I am too old for that!"

"No, dear, there is the staircase. We can take it all the way to the top."

"Well then shall we get going? We are not getting any younger you know."

"Yes dear!"



— visualization —

THE VISITOR

“Hey Christian, how are you doing?”

“Hey! Just had lunch and enjoying this lovely day! Had some business at Snøhetta earlier and then I ate on the steps that lead to the water. Fantastic place to relax a bit! And there are so many people here!”

“Sounds like a great place to have a break!”

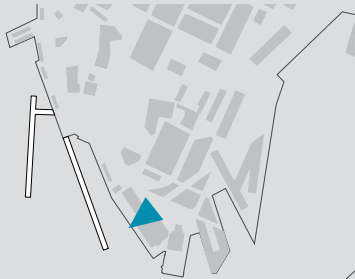
“Have you never been here?”

“Actually I never had time to check it out”

“You should come see it. It is really nice to be here. so many people come and just hang out on a sunny day. And if it's not that sunny there are a lot of people just walking around. I don't come here that often, but I would like to.”

“Hmm.. Now I'm interested. Maybe I should go see it... How about lunch on those steps tomorrow?”

“Sounds like a plan!”



ill: 131. Visualization from new promnade

visualization



THE COMUTER

"Hey, what's up?"

"Nothing much, on my way to work, just got off the tram. I think I will stop to get some coffee. Have you seen the new development in front of the old silo?"

"I haven't seen it yet but I want to."

"It is really cool. They made it into a square and there are cafes and shops everywhere. You can sit at a table in front of a bar, or in the stone benches in the square. Now all I feel like doing is hang around outside. Great way to start the working day!"

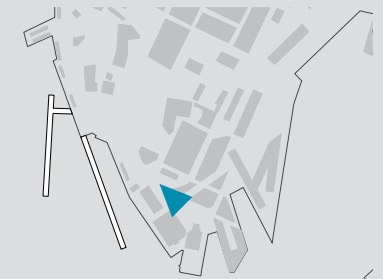
"I should check it out. I am in the search of a new bar to have a drink"

"Then you should come see this."

"A beer after work?"

"Sure! Meet me in the square and we'll take it from there. I get off at 4 o'clock"

"See you then!"



conclusion

It was the goal of this project to transform the waterfront into an attractive location in the city centre, while maintaining the functions of the port. Contextual awareness was necessary, because of the central location of the site, the historic traces present in the area, and the modern developments of smaller or larger scales.

The starting point in the design of the area was a thorough study of the site and the identification of the challenges that needed to be overcome and the elements that the team needed to work with. The elements that were omnipresent on the site were the barriers be they physical or virtual, natural or manmade. Because of the different kinds of barriers, the team chose to focus on one kind at a time, taking on smaller challenges that together helped overcome the main one.

The design element used to bind everything together is a pedestrian promenade that follows the edge of the water on the west side of the site and breaks the massive barrier of the security zone afferent to the ferry/cruise terminal on the east side. The promenade runs through the site expanding and contracting, connecting smaller spaces in between buildings and acting like the spinal cord of the entire proposal.

Because of the close proximity to Rådhusplassen and the Opera House, the design of the public spaces configured through this project was done so that they don't compete with these landmarks. It is still an interesting place to be, special in its own, but not in an iconic or

monumental way. The scale of the existing buildings on the site required a development with large scale structures. However, the facade suggestions in the proposal guide towards the idea of keeping a human scale for the new structures.

The team focused more on development principles and design suggestion because the area of the site required an overall development strategy before going into smaller design details. This would be the next phase of the project. The design suggestions illustrated through this report follow the vision of the project.

The work method used was based on the idea that function comes before design. Therefore, identifying the different functions challenges and finding solution for the problems was top priority. Having optimized the infrastructure system, the team focused on challenges that could be overcome through design in order to achieve the atmosphere and the feeling portrayed in the vision.

While this approach can suffer critiques because of the fact that the one could argue that the project is divided into small pieces, the team felt that as long as the overall vision is clear, the principle of "divide and conquer" can be applied, and the main challenge can be overcome throughout the means of achieving smaller objectives that together provide a solution to the main problem.

reflection

For the development of the Vippetangen area the team chose to take on a series of challenges that might have been overcome by following the guidelines outlined in the municipality's plans for the area. One of them was keeping all the ship traffic in the area. While the official suggestion was to divert the local ferry traffic to a different location, the team felt that doing so, the site would lose part of its identity and character, as well as a great number of users.

Another challenge was working with an area that is not only big in size, but also very complex in its configuration. The team chose to take on the task working with the whole area because of the chosen theme for the thesis, mobility, that allows for a zoomed out intervention in an area. Also mobility requires a zoomed out study of an area and its context in order to understand the flows of people, vehicles and ships.

One of the goals of the project was to create a strong connection to the city centre, making the site part of it, rather than an addition. This also gave insight into the scale of the project, and the level of detail needed. It could be argued that this project can be placed somewhere in between urban planning and urban design, as the scales used and the level of detail are closer to a planning scale. However, throughout the development process of the project user experience, behaviour and comfort were always part of the discussions, so the argument that this is a design project stands.

The proposal for Vippetangen area had two focus points: optimizing the infrastructure of

the area (narrowing the area required for the international ferry and cruise ships as much as possible) and the development of a series of public spaces, defined by new buildings and circulation that connect to the existing network of public spaces and invite people to get close to the edge of the water, walk the promenade and spend time in the area.

Optimizing the infrastructure required extensive research into the way international terminals function, the requirements for security, line up, public space, etc. Had this research been done less thoroughly, a higher level of detail might have been achieved in the design. However, the team deemed it more necessary to ensure that a realistic solution for the traffic challenges of the area was chosen.

bibliography

- 1: <http://www.verneplaner.no/?f=akershus&id=248958&a=4>(<http://www.forsvarsbygg.no/festningene/Festningene/Akershus-festning/>)
- 2: Musings An Urban Design anthology 2012– edited by Victor Andrade Shelley Smith and Ditte Bendix Lanng page 66
- 3: Representatives for DFDS, Stena Line, Oslo Havn and Ruter AS. (Mail correspondence can be found on memory stick)
Presse.steneline.no
www.travelnews.no
www.oslohavn.no
http://oslohavn.no/filestore/PDF/20130131_Forventet_Cruiseanlop.pdf
- 4: <http://oxforddictionaries.com/search/english/>
- 5: www.visitaalborg.com
- 6: www.archdaily.com
- 7: www.fosterandpartners.com
- 8: www.visitoslo.no
- 9: Kevin Lynch – Good City Form, chapter 10. Access
- 10: Lawson, B. (2001) The Language of Space, p. 20,
-From lecture 5; Theories of the Network City, Urban Design, Ole B. Jensen, Aalborg University 2011
- 11: Jan Gehl - Byer for mennesker, 2010, p. 67
- 12: <http://eprints.uwe.ac.uk/17937/>
- 13: <http://www.nrk.no/nyheter/distrikt/ostlandssendingen/1.8131020>
- 14: Representatives for Ruter AS. (Mail correspondence can be found on memory stick)
- 15: www.ruter.no
- 16: www.forsvarsbygg.no
- 17: http://oslohavn.no/filestore/PDF/2011/Brosjyrer__fakta/Maritimkulturminneplan24112011.pdf

illustrations

ill: 01.	Oslo harbor	Own picture
ill: 02.	Norway	Own diagram
ill: 03.	Oslo	Own diagram
ill: 04.	Oslo city center	Own diagram
ill: 05.	Promenade diagram	Own diagram
ill: 06.	City diagram	Own diagram
ill: 07.	Comparison	Own diagram, google maps
ill: 08.	History	Own diagram, http://www.byarkivet.oslo.kommune.no , (05.02.2013)
ill: 09.	Mobilities	Own diagram
ill: 10.	CPC diagram	Own diagram
ill: 11.	Passengers	Own diagram Representatives for DFDS, Stena Line, Oslo Havn and Ruter AS. (Mail correspondence can be found on memory stick) Presse.stenaline.no (04.04.2013) www.travelnews.no (04.04.2013) www.oslohavn.no (04.04.2013) http://oslohavn.no/filestore/PDF/20130131_Forventet_Cruiseanlop.pdf (05.02.2013)
ill: 12.	Concept	Own diagram
ill: 13.	Edges and berriers 1	Own diagram
ill: 14.	Edges and berriers 2	Own diagram
ill: 15.	Edges and berriers	Own diagram
ill: 16.	Edges and berriers 3	Own diagram
ill: 17.	Edges and berriers 4	Own diagram
ill: 18.	Existing situation	Own diagram
ill: 19.	Nordkraft	Own picture
ill: 20.	Existing buildings with functions	Own picture, http://www.oslohavn.no (05.02.2013)
ill: 21.	Akershusstranda	Own picture
ill: 22.	Vippetangen	Own picture
ill: 23.	Removed buildings	Own diagram
ill: 24.	Kept buildings with functions	Own diagram
ill: 25.	New functions principle	Own diagram
ill: 26.	Yokohama terminal	http://www.thecityreview.com/archart.html (16.05.2013)
ill: 27.	Kai Tak terminal	http://www.fosterandpartners.com (16.05.2013)
ill: 28.	Existing Ship docks	Own diagram, www.oslohavn.no , www.ruter.no (06.02.2013)
ill: 29.	Cruise ship on revierkaia	Own picture
ill: 30.	Cruise ship on Akershusstranda	Own picture
ill: 31.	New cruise locations	Own diagram
ill: 32.	New cruise situation	Own diagram
ill: 33.	Akershusstranda	Own picture
ill: 34.	Existing security zones	Own diagram
ill: 35.	Fence at revierkaia	Own picture

illustrations

ill: 36.	Fence by ferry terminal	Own picture
ill: 37.	New security zones and extended city grid	Own diagram
ill: 38.	New security zones	Own diagram
ill: 39.	Present and new security principle	Own diagram
ill: 40.	Roof of Oslo Opera house	Own picture
ill: 41.	Kontrastkjæret - northern park of the fortress	http://no.wikipedia.org/wiki/Kontraskj%C3%A6ret (16.05.2013)
ill: 42.	Rådhusplassen - in front of City Hall	Own picture
ill: 43.	Existing green areas and public spaces	Own diagram
ill: 44.	view between Skur 39 and Fiskehallen	Own picture
ill: 45.	View from Akershusstranda	Own picture
ill: 46.	New promenade and public spaces	Own diagram
ill: 47.	New green areas and public spaces	Own diagram
ill: 48.	More London view	Own picture
ill: 49.	Performance and stimulation	Lawson, B. (2001) The Language of Space, p. 20
ill: 50.	Existing roads and parking	Own diagram
ill: 51.	view of Revierkaia from silo	Own picture
ill: 52.	View of Revierkaia from museum of defence	Own picture
ill: 53.	New infrastucture	Own diagram
ill: 54.	New infrastucture and parking	Own diagram
ill: 55.	New road principles	Own diagram
ill: 56.	Access points	Own diagram
ill: 57.	Greenwich millenium village	Own picture
ill: 58.	Existing buildings	Own diagram
ill: 59.	Oslo harbor office on Revierkaia	Own picture
ill: 60.	Akershusstranda from fortress wall	Own picture
ill: 61.	New buildings, heights	Own diagram
ill: 62.	New buildings, facades	Own diagram
ill: 63.	New buildings	Own diagram
ill: 64.	principle 1: Silo district building height - street width ratio 1:1	Own diagram
ill: 65.	Principle 2: Akershusstranda height of buildings: 1-2 stories	Own diagram
ill: 66.	Tram line on Rådhusplassen	Own picture
ill: 67.	Tram line in city center	Own picture
ill: 68.	Existing public transport	www.ruter.no
ill: 69.	Local ferry	http://www.oslohavn.no (16.05.2013)
ill: 70.	Bus stop on Revierkaia	Own picture
ill: 71.	New public transport	Own diagram
ill: 72.	New public transport	Own diagram
ill: 73.	Principle 1: Tram on straight lines	Own diagram

illustrations

ill: 74.	Principle 2: tram in sharp turns	Own diagram
ill: 75.	Principle 3: tram in between buildings	Own diagram
ill: 76.	Activities	Own diagram
ill: 77.	Flower festival	http://4.bp.blogspot.com/-Ky98ucGVyaY/UXkPTUVHI6I/AAAAAAAAAKA/PIPrGdKoYm0/s1600/Mostra%2Bdei%2Bfiori%2B1-768388.jpg (14.05.2013)
ill: 78.	Colors of the world	http://1.bp.blogspot.com/-jWwj1FH4Bdk/T1cB7_yBBLI/AAAAAAAAAEs/frCL36ClTQ/s1600/holi+1.jpg (14.05.2013)
ill: 79.	Light and sound festival	http://ilsonschoisilyon.com/blog_english_version/wp-content/uploads/2012/12/F%C3%AAte-des-Lumi%C3%A8res-copyright-www.b-rob.com-6.jpg (14.05.2013)
ill: 80.	Movie night	http://www.filmetari.com/wp-content/uploads/2012/06/Open-Air-Cinema.jpg (14.05.2013)
ill: 81.	Outdoor nightstand	http://4.bp.blogspot.com/_N4SLNcnCrzc/TUcbF5gd8-I/AAAAAAAAAVA/2MG47QYPwaI/s1600/P1020928.JPG (14.05.2013)
ill: 82.	Dance festival	http://www.tangoclothingguide.com/wp-content/uploads/2011/07/4490533088_0ca45e5149_o.jpg (14.05.2013)
ill: 83.	Outdoor bedroom	http://0.tqn.com/d/manhattan/1/0/F/b/elevatedacre.jpg (14.05.2013)
ill: 84.	Light garden	http://eng.gg.go.kr/wp-content/uploads/old/eng/1385257986.jpg (14.05.2013)
ill: 85.	Activities	Own diagram
ill: 86.	Activities	Own diagram
ill: 87.	Harvest festival	http://ebyhoy.files.wordpress.com/2011/10/20111027-003835.jpg (14.05.2013)
ill: 88.	Surreal party	http://www.asia-trip.info/wp-content/uploads/2012/08/Sharjah-Light-Festival-UAE.jpg (14.05.2013)
ill: 89.	Light a lantern night	http://futureblue.wordpress.com/2011/10/25/halloween-around-the-world/ (14.05.2013)
ill: 90.	Xtreme skate show	http://www.schoolvoorjournalistiek.com/europeanculture/wp-content/uploads/2010/06/P1000738.jpg (14.05.2013)
ill: 91.	Ice festival	http://www.bubsonthemove.com/wp-content/uploads/2013/03/Sun-Island-snow-sculptures.jpg (14.05.2013)
ill: 92.	Ice chess tournament	http://wac.450f.edgecastcdn.net/80450F/rivergrandrapids.com/files/2011/01/IMG_2564.jpg (14.05.2013)
ill: 93.	Winter bathing	http://inapcache.boston.com/universal/site_graphics/blogs/bigpicture/harbin_01_06/h05_21603151.jpg (14.05.2013)
ill: 94.	Ice skating	http://graphics8.nytimes.com/images/2013/01/26/sports/ICE/ICE-superJumbo-v2.jpg (14.05.2013)
ill: 95.	Activities	Own diagram
ill: 96.	Fiskehallen 1930	http://blogg.nrk.no/byen/files/2011/09/ARBEIDSLIV_11.jpg (01.04.2013)
ill: 97.	Promenade diagram	Own diagram
ill: 98.	Akershus castle and fortress	Own Picture
ill: 100.	Historic pictures	http://oslohavn.no/filestore/PDF/2011/Brosjyrer__fakta/Maritimkulturminneplan24112011.pdf (08.02.2013)
ill: 99.	Historic pictures	http://oslohavn.no/filestore/PDF/2011/Brosjyrer__fakta/Maritimkulturminneplan24112011.pdf (08.02.2013)
ill: 101.	building in park	The public chance, Aurora Fernandez Per, Javier Arpa, page 139
ill: 102.	Promenade diagram	Own diagram
ill: 103.	Promenade section	Own diagram
ill: 104.	Promenade section	Own diagram
ill: 105.	Building inspiration	Own visualization
ill: 106.	Visualization of tunnel at Akershusstranda	Own visualization
ill: 107.	Inspiration for fortress connection	http://www.nasjonale turistveger.no/stream_file.asp?iEntityId=1885 (21.04.2013)
ill: 108.	Inspiration for public space	http://www.visitkoebenhavn.no/Se-og-gjore/8TALLET/382 (03.05.2013)
ill: 109.	Inspiration for steps to the water and smaller piers.	http://visitdrammen.no/portals/10/visitDRAMMEN/2011/UnionBrygge1_IMG_0191.jpg (16.05.2013) http://www.ghozm.org/fiskfiskfisk/wp-content/uploads/2009/12/gus_paa_flytebrygge.jpg (16.05.2013)

ill: 110. picture of the Fish hall with the old silo at Vippetangen in the background.Steps and simple floating docks can be seen as inspiration.	http://oslohavn.no/filestore/PDF/2011/Brosjyrer__fakta/Maritimkulturminneplan24112011.pdf
ill: 111. example for reuse existing public spaces and buildings	Own visualization
ill: 112. Promenade diagram	Own diagram
ill: 113. Example for reuse of existing building	Own visualization
ill: 115. Diagram with functions, buildings	Own diagram
ill: 114. Promenade diagram	Own diagram
ill: 116. Inspiration for reuse of silo	http://thegoat.backcountry.com/wp-content/uploads/2009/12/silo_climbing.jpg (16.05.2013)
ill: 117. Inspiration for connection over security zone	http://25.media.tumblr.com/tumblr_ld5tvmgOaR1qzfs3do1_500.jpg (16.05.2013)
ill: 118. Inspiration for new lineup	http://www.hpp.com/abbildungen/presentation/000095.jpg (29.04.2013)
ill: 119. programs diagram for new terminal	Own diagram
ill: 120. Promenade diagram	Own diagram
ill: 121. Promenade diagram	Own diagram
ill: 122. inspiration for rooftop activities	http://4.bp.blogspot.com/-f7pm1tQxi28/Tfs87tNkOgI/AAAAAAAAAEA/0qG1wgidQ8U/s1600/austin%2Bbowl.jpg (15.05.2013)
ill: 123. inspiration for promenade	http://www.archdaily.com/165327/kap-686-skate-park-metrobox-architekten/sk8_metrobox_skate_4/ (16.05.2013)
ill: 124. inspiration for promenade	http://www.archdaily.com/243021/punggol-promenade-look-architects/photo-6_choo-meng-foo/ (16.05.2013)
ill: 125. Plan 1:5000	http://www.virtualart.at/uploads/tx_vart/Pulse_Park_04.jpg (16.05.2013)
ill: 126. Section	Own visualization
ill: 127. Section	Own visualization
ill: 128. Section	Own visualization
ill: 129. Visualization from top of silo	Own visualization
ill: 130. Visualization from new cruise pier	Own visualization
ill: 131. Visualization from new promnade	Own visualization
ill: 132. Visualization from new public space	Own visualization

6

appendix

— traffic —

	pedestrians	in car	vehicles	trucks	passengers total	passengers total 2010	passengers total 2011	passengers total 2012	passengers in oslo harbor 2012
CRUISE						260.843	312.859	303.486	303.000 (166 ships)
DFDS	549.000	186.000	46.000	1.300-1.500	735.000	1.204.657	1.192.725	1.268.833	2.500.000
STENALINE	61%	39%			465.000				
LOCAL FERRY						596.498	545.304	533.484	
TOTAL						2.061.998	2.050.888	2.105.803	
CHARTER BOATS									140.000 (100 boats)
									7.000.000
	1. quarter	2. quarter	3. quarter	4. quarter					
BUS (60)*	293.900	321.100	337.800	334.700			1.287.500		
BUS (60X)*	700	22.700	34.800	1.200			59.400		

*bus line 60: tonsenhagen - Vippetangen, low proportion of the passengers are in area Vippetangen

*Bus line 60X: Central station - Vippetangen, runs primary May - August

Average passengers pr. ship/boat

Cruise: 1.806

Local ferry: 240

DFDS: 2.100

Annual growth: ~2% (cruise, international- and local ferries)

Source:

Representatives for DFDS, Stena Line, Oslo Havn and Ruter AS. (Mail correspondence can be found on memory stick)

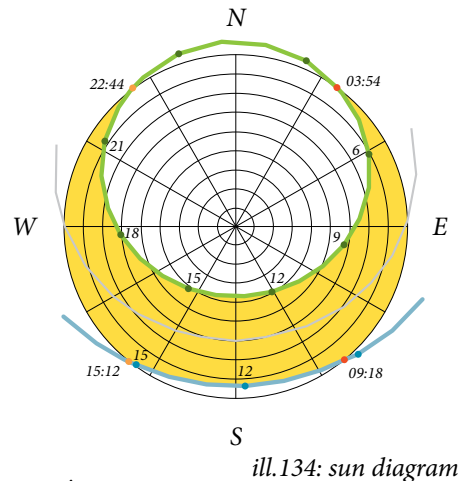
Presse.stenaline.no

www.travelnews.no

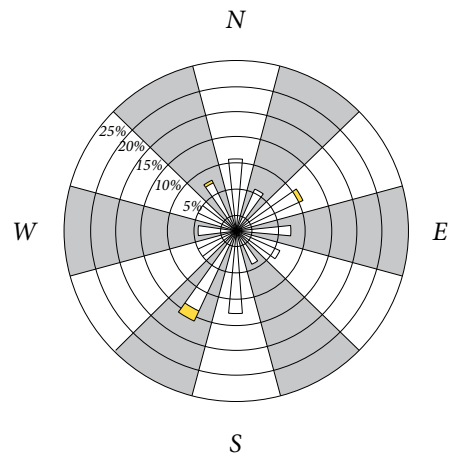
www.oslohavn.no

http://oslohavn.no/filestore/PDF/20130131_Forventet_Cruiseanlop.pdf

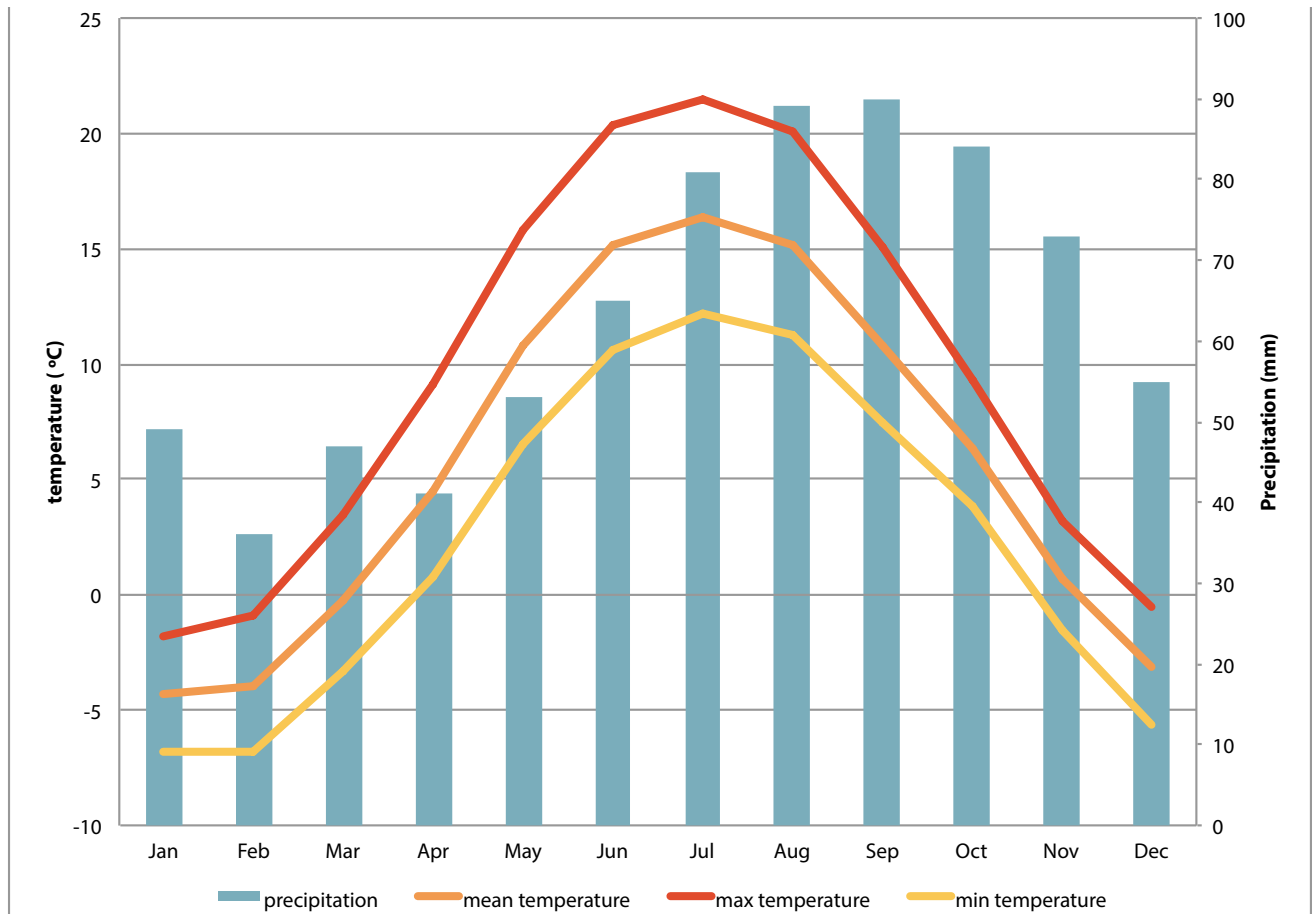
microclimate



■ june
 ■ december
 ■ anual variation
 ■ equinox (march and september)
 ■ sunrise
 ■ sunset








0,3m/s - 5,2m/s
 5,3m/s - 10,2m/s



- own diagram
- source: Meteorologisk institutt (<http://sharki.oslo.dnmi.no/>)
- Water quality: http://www.oslohavn.no/en/environment/oslofjord_clean_up/

— mapping the existing - buildings —

					
NAME	SKUR 28	SKUR 29	SKUR 30	SKUR 32	SKUR 33
LOCATION	Norde Akershuskai	Norde Akershuskai	Norde Akershuskai	Akershusutstikkeren	Akershusutstikkeren
BUILT	1949	1949	1949	1951	1951
STYLE	<ul style="list-style-type: none"> low rectangular simple functionalistic marine industrial saddle roof 	<ul style="list-style-type: none"> low rectangular simple functionalistic marine industrial saddle roof 	<ul style="list-style-type: none"> low rectangular simple functionalistic marine industrial saddle roof 	<ul style="list-style-type: none"> low rectangular simple functionalistic marine industrial saddle roof 	<ul style="list-style-type: none"> low rectangular simple functionalistic marine industrial saddle roof
MATERIAL	rough concrete	rough concrete	rough concrete	rough concrete	rough concrete
FOOTPRINT/SIZE					
HEIGHT/STORIES	1 story	1 story	2 stories	1 story	1 story
OFFICIAL VALUE	* interesting	* interesting	* interesting	* interesting	* interesting
- COMMENT	<i>architect designed with several good details, authentic</i>	<i>architect designed with several good details, authentic</i>	<i>architect designed with several good details, authentic</i>	<i>architect designed with several good details, authentic</i>	<i>architect designed with several good details, authentic</i>
FUNCTION	<ul style="list-style-type: none"> warehouse for local and coastal shipping private rental 	warehouse for local and coastal shipping	warehouse for local and coastal shipping	warehouse for local and coastal shipping	warehouse for local and coastal shipping
CONDITION	well maintained	well maintained	well maintained	well maintained	well maintained
CONTEXT RELATION	<ul style="list-style-type: none"> muted color schemes to subordinate the fortress contrast (+) marine industrial 	<ul style="list-style-type: none"> muted color schemes to subordinate the fortress contrast (+) marine industrial 	<ul style="list-style-type: none"> muted color schemes to subordinate the fortress contrast (+) marine industrial 	<ul style="list-style-type: none"> muted color schemes to subordinate the fortress contrast (+) marine industrial 	<ul style="list-style-type: none"> muted color schemes to subordinate the fortress contrast (+) marine industrial
POTENTIAL	<ul style="list-style-type: none"> high "clean up" surrounding area and add-ons (signs etc.) 	<ul style="list-style-type: none"> high "clean up" surrounding area and add-ons (signs etc.) 	<ul style="list-style-type: none"> high "clean up" surrounding area and add-ons (signs etc.) 	<ul style="list-style-type: none"> high "clean up" surrounding area and add-ons (signs etc.) 	<ul style="list-style-type: none"> high "clean up" surrounding area and add-ons (signs etc.)
COMMENT					
CONCLUSION					

Source:
 Maritimkulturminneplan24112011.pdf
http://oslohavn.no/filestore/PDF/2011/Brosjyre_fakta/Maritimkulturminneplan24112011.pdf (08.02.13)

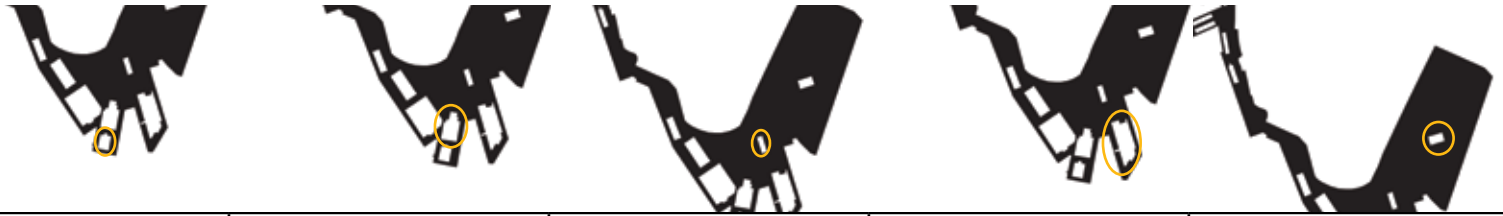




NAME	SKUR 34	SKUR 35	SKUR 38	SKUR 39	FISKEHALLEN
LOCATION	Søndre Akershuskai	Søndre Akershuskai	Vippetangkaia	Vippetangkaia	Vippetangkaia
BUILT	1958	1962	1915	1953	1932-33
STYLE	<ul style="list-style-type: none"> low rectangular simple functionalistic marine industrial saddle roof 	<ul style="list-style-type: none"> low rectangular simple functionalistic marine industrial 	<ul style="list-style-type: none"> low rectangular simple functionalistic marine industrial saddle roof 	<ul style="list-style-type: none"> marine industrial multi saddle roof 	<ul style="list-style-type: none"> low, large rectangular simple functionalistic marine industrial
MATERIAL	rough concrete	rough concrete	concrete, wood, steel	concrete	concrete
FOOTPRINT/SIZE					
HEIGHT/STORIES	1 story	2 stories			
OFFICIAL VALUE	* interesting	* interesting	** protected/listed	* interesting	** protected/listed
- COMMENT			<i>"Amerikalinjen", early reinforced concrete construction, special construction for loading / unloading</i>	<i>architect Engh, Snøhetta headquarters (architecture firm), recently renewed by Snøhetta (mainly interior)</i>	<i>important function, large hall with skylight/top light architecture Berntsen and Kløften</i>
FUNCTION	warehouse for local and coastal shipping	warehouse for local and coastal shipping	Oslo Havn KF - Port of Oslos offices	offices	wholesale of fish, events, offices, markets
CONDITION	well maintained	well maintained	well maintained	well maintained	
CONTEXT RELATION	<ul style="list-style-type: none"> muted color schemes to subordinate the fortress contrast (+) marine industrial 	<ul style="list-style-type: none"> muted color schemes to subordinate the fortress contrast (+) marine industrial 	<ul style="list-style-type: none"> Stands out (-) 	<ul style="list-style-type: none"> relates well to the surrounding buildings (saddle roof, materials) 	<ul style="list-style-type: none"> marine industrial
POTENTIAL	<ul style="list-style-type: none"> high "clean up" surrounding area and add-ons 	<ul style="list-style-type: none"> low? "clean up" surrounding area and add-ons 	<ul style="list-style-type: none"> low? 	<ul style="list-style-type: none"> high colorful artistic piece on facade by Snøhetta 	<ul style="list-style-type: none"> most interest inside and functions related to structure
COMMENT					
CONCLUSION					



— mapping the existing - buildings —



NAME	SKUR 40	KORNSILOEN	SKUR 41	SKUR 42	SKUR 44
LOCATION	Utstikker 3	Utstikker 3	Utstikker 2	Utstikker 2	Revierkaia (Utstikker 2?)
BUILT	1974	1935	1964	1963-64	2006
STYLE		<ul style="list-style-type: none"> Lower part: New classicism Elevator tower: functionalism 	<ul style="list-style-type: none"> Functionalism 		
MATERIAL	metal/concrete?	rough concrete	concrete?	concrete	metal/concrete
FOOTPRINT/SIZE					
HEIGHT/STORIES					
OFFICIAL VALUE	0	** protected/listed	* interesting	* interesting	* interesting
- COMMENT	<i>Tate & Lyle / Carl I. Hagen</i>	<i>One of many from same period. Possibly first with sliding formwork.</i>			<i>by LPO. Shows aesthetic ambitions.</i>
FUNCTION	mooring services	industry - corn	Oslo Brann- og redningsetat - fire and rescue operation base port	ferry terminal, passenger traffic and cargo	freight
CONDITION					well maintained
CONTEXT RELATION	<ul style="list-style-type: none"> marine industrial 	<ul style="list-style-type: none"> marine industrial 	<ul style="list-style-type: none"> marine industrial 	<ul style="list-style-type: none"> marine industrial 	
POTENTIAL	<ul style="list-style-type: none"> low 	<ul style="list-style-type: none"> high landmark identity 		<ul style="list-style-type: none"> low 	
COMMENT					
CONCLUSION					

Source:
 Maritimkulturminneplan24112011.pdf
http://oslohavn.no/filestore/PDF/2011/Brosjyrer_fakta/Maritimkulturminneplan24112011.pdf (08.02.13)





NAME	SKUR 39	FISKEHALLEN	KORNSILO	KORNSILO	NEW
LOCATION	existing	existing	existing	existing	Utstikker 3/Vippetangaia
BUILT	existing	existing	existing/renewed	existing/renewed	
STYLE					
MATERIAL	existing	existing +	existing	existing	
FOOTPRINT/SIZE	existing		existing	existing	
HIEGHT/STORIES	existing		existing	existing	
FUNCTION	existing	existing + increased use as market and events	affordable/student housing	various culture, activities/sports	
CONDITION	good				
CONTEXT RELATION	good				
POTENTIAL	<ul style="list-style-type: none"> colorful paint on facades 	<ul style="list-style-type: none"> paint, white and blue 	<ul style="list-style-type: none"> reuse transformed interior details of colorful paint 	<ul style="list-style-type: none"> reuse converted interior 	
INSPIRATION	<ul style="list-style-type: none"> Fargegata, Stavanger Bo Kaap, Cape Town 		<ul style="list-style-type: none"> Student housing, Grünerløkka 	<ul style="list-style-type: none"> Nordkraft 	<ul style="list-style-type: none"> containers
COMMENT					
CONCLUSION					

Source:

Maritimkulturminneplan24112011.pdf
http://oslohavn.no/filestore/PDF/2011/Brosjyrer_fakta/Maritimkulturminneplan24112011.pdf (08.02.13)



— mapping the existing - open spaces —



LOCATION	next to Radhusplass	next to Oslo Maritime Kulturvernssenter and	next to harbor police building	in between fort wall and Stiftelsen skoleskipet	next to Solsiden Restaurant
CHARACTER	• transit, grey	• intimate	• open	• open	• intimate
MATERIAL	asphalt	asphalt	asphalt	asphalt	asphalt, steel fences
FOOTPRINT/SIZE	~1700 sqm	~555 sqm	~2000 sqm	~3570 sqm	~1420 sqm
FUNCTION	transit	residual space	parking, transit	parking, access, transit	none
POTENTIAL	increase the experience of passing through	outdoor room		outdoor livingroom	outdoor room
COMMENT	no mans land				
CONCLUSION					



Source:
 Maritimkulturminneplan24112011.pdf
http://oslohavn.no/filestore/PDF/2011/Brosjyrer__fakta/Maritimkulturminneplan24112011.pdf (08.02.13)



LOCATION	next to the Cruisterminalen	next to Oslo Havn KF	next to Snøhetta AS	next to the silo and the ferry terminal	in front of Fiskehall and silo
STYLE	• open harbor front	• open harbor front	• harborfront	• harborfront	• open space
MATERIAL	asphalt, steel fences	asphalt steel fences	asphalt	asphalt and fences	asphalt, fences, green area
FOOTPRINT/SIZE	~6950 sqm	~7600 sqm	~3520 sqm	~ 4050 sqm	~16.150 sqm
FUNCTION	none	parking,	none	none	parking, circulation, transit
POTENTIAL	fishing lodge, promenade	promenade	open square, promenade	water front	open square, promenade
COMMENT					
CONCLUSION					



Source:
Maritimkulturminneplan24112011.pdf
http://oslohavn.no/filestore/PDF/2011/Brosjyrer__fakta/Maritimkulturminneplan24112011.pdf (08.02.13)

— principles for ferry location —



QUAY	EXISTING (UTSTIKKER 2)	REVIERKAIA	MOVE OUT OF SITE
NEEDS	existing	minor construction changes and possibly reconstruction of harbor front	possibly new quay
MANEUVER	good	good	good
RELATION TO OTHER SHIP TRAFFIC	no conflicts	requires coordination with other shipping	possibly lower complexity
TERMINAL	existing location	need for new	need for new
+	<ul style="list-style-type: none"> lower costs/no need for change 	<ul style="list-style-type: none"> possibility for a combination terminal with cruise lines opens up Utstikker 2 <ul style="list-style-type: none"> public accessible harbor front heritage value of harbor front 	<ul style="list-style-type: none"> releases large spaces at existing area <ul style="list-style-type: none"> opens up for other functions increased potential for urban development solves the challenge with the greatest barrier in the area decreased traffic reduced infrastructure requirements less complex solution
-	<ul style="list-style-type: none"> separate terminal buildings - cruise lines and ferry 	<ul style="list-style-type: none"> change of views to/from Bjørvika 	<ul style="list-style-type: none"> arrival experience <ul style="list-style-type: none"> eg. Larvik, ferry arrives outside of town, passengers need to pass a long distance of industrial "no-mans-land" loss of identity at existing area association of travel segregated solution (city functions)
COMMENT		opportunity of restoration of former historic harbor front of Utstikker 2	
CONCLUSION			

Source:

Maritimkulturminneplan24112011.pdf

http://oslohavn.no/filestore/PDF/2011/Brosjyrer__fakta/Maritimkulturminneplan24112011.pdf (08.02.13)

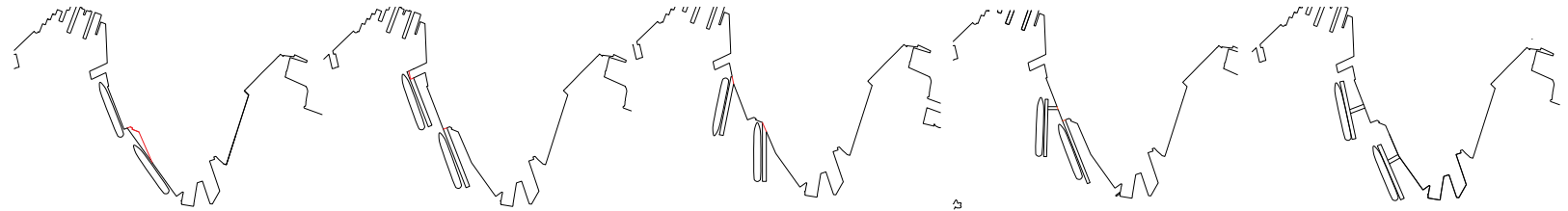
SAK: Cruisestrategi for Oslo havn

[http://www.prosjekt-fjordbyen.oslo.kommune.no/getfile.php/fjordbykontoret%20\(FJORDBYEN\)/Internett%20\(FJORDBYEN\)/Dokumenter/dokument/Havnestyresak%20nr.%2064-2008%20-%20Cruisestrategi%20for%20Oslo%20Havn%20med%20vedlegg%20\(nedgradert\).pdf](http://www.prosjekt-fjordbyen.oslo.kommune.no/getfile.php/fjordbykontoret%20(FJORDBYEN)/Internett%20(FJORDBYEN)/Dokumenter/dokument/Havnestyresak%20nr.%2064-2008%20-%20Cruisestrategi%20for%20Oslo%20Havn%20med%20vedlegg%20(nedgradert).pdf)

27/4-2013



— cruise ship/ferry placement study —



QUAY	Akershuskai/Vippetan gkaia	Akershuskai/Vippetan gkaia	Akershuskai/Vippetan gkaia	Akershuskai/Vippetan gkaia	Akershuskai/Vippetan gkaia
NEEDS					
MANEUVER	easy	easy	very difficult	careful	careful
RELATION TO OTHER SHIP TRAFFIC	no conflicts	no conflicts	impacts smaller boats/fer- ries movement	no conflicts	
TERMINAL	no	no	no	possible	no
+	<ul style="list-style-type: none"> - possibility for accom- modating larger ships - doesn't take space from the gulf 	<ul style="list-style-type: none"> - opens up the harbor- front - possibility to accom- modate more cruise ships (2 large ships+1 small, 1 larg ship+2,3 small) 	<ul style="list-style-type: none"> - opens up the harbor- front - possibility to accom- modate 2 large + 2 smaller cruise ships 	<ul style="list-style-type: none"> - opens up the harbor- front - possibility to accom- modate 2 large + 2 smaller cruise ships - turnaround terminal - possibility to accomo- date larger cruis ships 	<ul style="list-style-type: none"> - opens up the harbor- front - possibility to accom- modate 2 large cruise ships
-	<ul style="list-style-type: none"> - closes off the whole harbor front - no expansion for ships -blocks harborfront views - lack of space for terminal - turnaround com- plicated (terminal, infrastructure) 	<ul style="list-style-type: none"> - lack of space for terminal - turnaround com- plicated (terminal, infrastructure - narrows down the gulf 	<ul style="list-style-type: none"> - lack of space for terminal - turnaround com- plicated (terminal, infrastructure - narrows down the gulf 	<ul style="list-style-type: none"> - narrows down the gulf 	<ul style="list-style-type: none"> - lack of space for terminal - turnaround com- plicated (terminal, infrastructure - narrows down the gulf
COMMENT					
CONCLUSION					

Source:

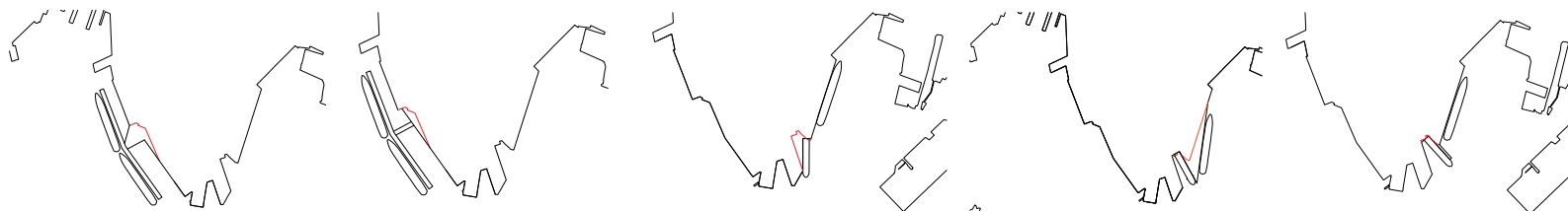
Maritimkulturminneplan24112011.pdf

http://oslohavn.no/filestore/PDF/2011/Brosjyrer__fakta/Maritimkulturminneplan24112011.pdf (08.02.13)

SAK: Cruisestrategi for Oslo havn

[http://www.prosjekt-fjordbyen.oslo.kommune.no/getfile.php/fjordbykontoret%20\(FJORDBYEN\)/Internett%20\(FJORDBYEN\)/Dokumenter/dokument/Havnestyresak%20nr.%2064-2008%20-%20Cruisestrategi%20for%20Oslo%20Havn%20med%20vedlegg%20\(nedgradert\).pdf](http://www.prosjekt-fjordbyen.oslo.kommune.no/getfile.php/fjordbykontoret%20(FJORDBYEN)/Internett%20(FJORDBYEN)/Dokumenter/dokument/Havnestyresak%20nr.%2064-2008%20-%20Cruisestrategi%20for%20Oslo%20Havn%20med%20vedlegg%20(nedgradert).pdf)

27/4-2013



QUAY	Akershuskai/Vippetan gkaia	Akershuskai/Vippetan gkaia	Revierkaia	Revierkaia	Revierkaia
NEEDS					
MANEUVER	careful	careful	careful	difficult	difficult
RELATION TO OTHER SHIP TRAFFIC					
TERMINAL	possible	not possible	possible	possible	difficult
+	<ul style="list-style-type: none"> - common terminal - possibility for turn-around - opens up the harborfront - possibility to accommodate more cruise ships (2 large ships+1 small, 1 large ship+2,3 small) 	<ul style="list-style-type: none"> - opens up the harborfront - possibility to accommodate more cruise ships (2 large ships+1 small, 1 large ship+2,3 small) 		<ul style="list-style-type: none"> - common terminal for cruise and ferry 	<ul style="list-style-type: none"> - common terminal for cruise and ferry - requires altering of the waterfront
-	<ul style="list-style-type: none"> - narrows down the gulf 	<ul style="list-style-type: none"> - narrows down the gulf - turnaround complicated (terminal, infrastructure) 	<ul style="list-style-type: none"> - closes up the harborfront - separate terminal buildings - cruise lines and ferry - requires filling in the harbor 	<ul style="list-style-type: none"> - closes up the harborfront - requires filling in the harbor 	<ul style="list-style-type: none"> - closes up the harborfront - requires filling in the harbor
COMMENT					
CONCLUSION					

Source:

Maritimkulturminneplan24112011.pdf

http://oslohavn.no/filestore/PDF/2011/Brosjyrer__fakta/Maritimkulturminneplan24112011.pdf (08.02.13)

SAK: Cruisestrategi for Oslo havn

[http://www.prosjekt-fjordbyen.oslo.kommune.no/getfile.php/fjordbykontoret%20\(FJORDBYEN\)/Internett%20\(FJORDBYEN\)/Dokumenter/dokument/Havnestyresak%20nr.%2064-2008%20-%20Cruisestrategi%20for%20Oslo%20Havn%20med%20vedlegg%20\(nedgradert\).pdf](http://www.prosjekt-fjordbyen.oslo.kommune.no/getfile.php/fjordbykontoret%20(FJORDBYEN)/Internett%20(FJORDBYEN)/Dokumenter/dokument/Havnestyresak%20nr.%2064-2008%20-%20Cruisestrategi%20for%20Oslo%20Havn%20med%20vedlegg%20(nedgradert).pdf)

27/4-2013

questionnaire

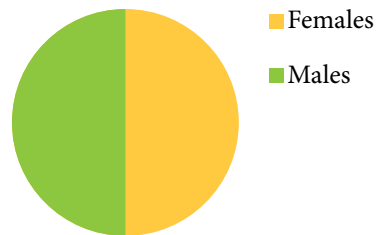
Questionnaire Data (10 Pers.)

gender	age	living place	employment	transport	Which public areas in the city do you prefer? (e.x. Grünerløkka, Aker Brygge, Central Park)	Have you been at Vippetangen
female	36-50	Living in Oslo	working	Public transport, Walking	The fjord (The islands)	Yes
female	>18	Visitor from elsewhere in Norway	student	Public transport, Walking	Aker brygge	No
female	>18	Living in Oslo	student	Public transport, Walking	Aker brygge	No
male	19-25	Visitor from another country	other	Public transport, Walking	-	No
male	26-35	Living in Oslo	working	Car, Public transport	Grünerløkka	Yes
male	50>	Living in Oslo	working	Public transport	Nordmarka	Yes
female	36-50	Visitor from another country	working	Public transport	Parks, Mountains	Yes
male	36-50	Visitor from elsewhere in Norway	working	Car, Walking	The harbor	No
male	36-50	Living in Oslo	other	Public transport, Walking	Østmarka	Yes
female	50>	Visitor from another country	other	Car	Central Park NY	No

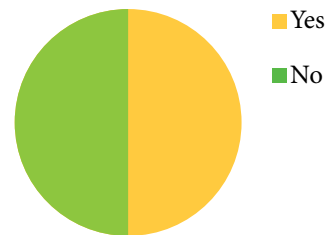
	Describe Vippetangen in approx. 5 words	Describe the future Vippetangen in approx. 5 words	Arrange important elements in the public space, after your personal interests	Arrange important elements in the public space, after your personal interests
	Industrial, Deserted, refuge(fishermen), Not defined, Prostitutes, no-mans land	Green, life, passability, promenade, cafe's	Aesthetics, Vegetation/Green areas, Places for seating, Shops/Kiosks, Culture, Sport and play	accessibility - Pedestrian, accessibility - Public transport, accessibility and Parking - Bikes, accessibility and Parking - Cars
		amusement park, festival, restaurants, shops, beach volleyball, trampolines, sport activities, club's for young people	Places for seating, Shops/Kiosks, Aesthetics, Sport and Play, Vegetation/Green areas	accessibility and Parking - Cars, accessibility - Public transport, accessibility and Parking - Bikes, accessibility - Pedestrian
	Travelling - exciting, Not for stay, Unknown, Not a place for stay	Club's/cafe's, space for bathing	Culture, Places for seating, Sport and Play, Shops/Kiosks, Vegetation/Green areas, Aesthetics	accessibility - Public transport, accessibility and Parking - Bikes, accessibility - Pedestrian, accessibility and Parking - Cars
	Industry, Boat to the islands, fishing, dirty	Fishing, Clean, boat for the islands, Industry, shops	Vegetation/Green areas, Culture, Aesthetics, Places for seating, Sport and Play, Shops/Kiosks	accessibility and Parking - Bikes, accessibility - Pedestrian, accessibility - Public transport, accessibility and Parking - Cars
	Cruise, not cosy - a lot of people, Functions, likes the sea	Seating, Aquarium	Vegetation/Green areas, Sport and Play, Culture	accessibility - Public transport
	Industry, habitation, space, history	Preserve identity, indigounis, different than other places, individuality	Vegetation/Green areas, Culture, Aesthetics, Sport and Play, Places for seating, Shops/Kiosks	accessibility - Public transport, accessibility and Parking - Bikes, accessibility - Pedestrian, accessibility and Parking - Cars
	Cold	Seating, Cafe's	Places for seating, Shops/Kiosks, Vegetation/Green areas	accessibility and Parking - Cars, accessibility - Public transport
	Fine		Shops/Kiosks, Vegetation/Green areas, Places for seating	accessibility - Public transport, accessibility - Pedestrian
	Are there now	Colorfull, more simple, more clear, more marked, fun	Aesthetics, Places for seating, Culture	accessibility and Parking - Cars, accessibility - Pedestrian

questionnaire

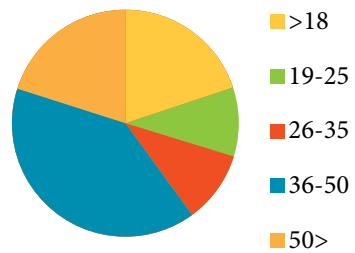
Gender



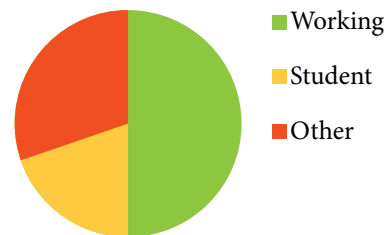
Been At Vippetangen



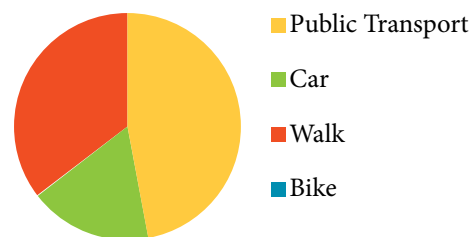
Age



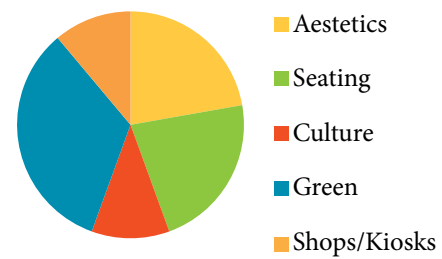
Employment



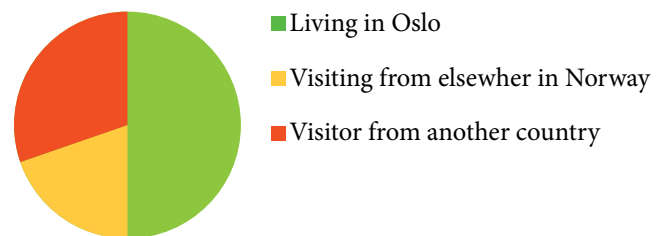
Transport



Values most



Living Place



Values most

