

RI-TORN

RISOY



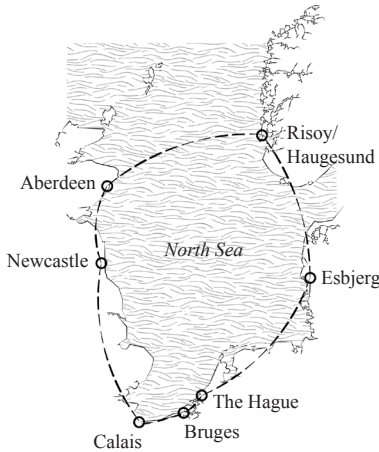
RI-TORN, a defined, yet open, framework for growth.

We propose Risøy's revitalization as a model for urban development that merges sensibilities, rights, and interests through an adaptive strategy. The proposal is a time-based system constructed together: celebrating and integrating differences, taking care of the vulnerable, and offering space for the new. The project sketches an interdependency within a territory with two differentiated areas: a charismatic neighborhood and a busy shipyard shifting towards sustainable activities.

Regenerating Risøy's represents an exceptional opportunity for Haugesund. The settlement of initiatives within the island will be the materialization of civic agreements, ultimately becoming a destination as it consolidates the sense of place-making for its community.

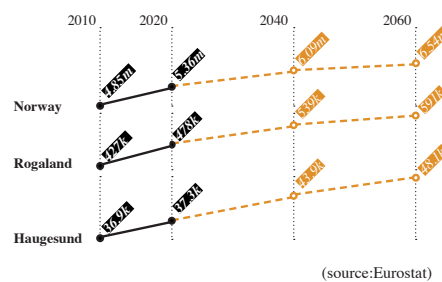
We speculate with the idea of setting up Haugesund as the Norwegian link in the chain of cities surrounding the North Sea. This network of cities will be an international research and manufacturing community dedicated to the sustainable harvesting of the assets of this northern Mare Nostrum. Our masterplan is a comprehensive kick-off for the reposition of Risøy as a new research campus in this strategic location.

The island of Risøy is a singular entity within the urban structure of Haugesund. It remains strategically connected to the city but at the same time it keeps a certain degree of autonomy. Its geographical characteristic is a condition which would be respected through the development of a self-sufficient urbanism.



DEMOGRAPHICS

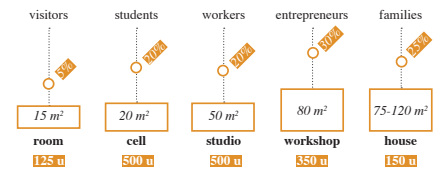
#1 prospection of population 2010-2060



#2 structure of population by age 2020



#3 configuration for 2500 new inhabitants for 2060



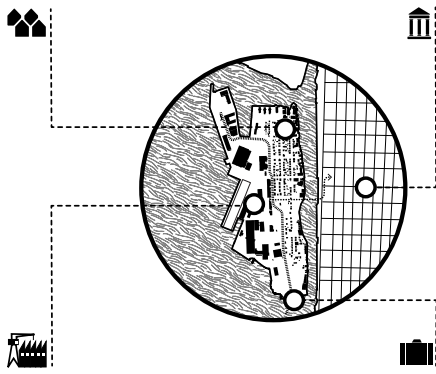
According to statistics, the population in Norway will have a tendency to grow in the next decades. The main reason for it, will be the rise of the high expectancy (5 years from 2020 to 2060). However, the actual figures show an ageing structure which could essentially be compensated from external sources. The biggest increase of population will take part in urban areas.

With an estimation of around 10k new inhabitants for the next 40 years in Haugesund, we propose Risøy as one of the pilot spots where part of these could progressively and consensually settle (25% - 2500 in the next 40 years).¹ Ageing population, workers, young entrepreneurs, immigrants, students and visitors are invited to conform a diverse structure which we believe would permit a balanced and lively coexistence.

Risøy would, at a first stage, improve and consolidate its existing urban tissue, according the needs of local residents through a negotiation between societal actors. At a second stage, and in order to maintain social structure in time, a process of densification will start opening the door to new inhabitants.

ACTORS

A shared responsibility between actors will be key to shape the future of Risøy. Together they are prone to find the balance so that every group can benefit in the fairest way as possible. Urban participation processes, collective mapping and strategic surveys will try to involve every person willing to take part in the transformation process.



Residents:

- better city quality
- multigenerational housing opportunities
- improvement of outside spaces
- stronger connection to greenspaces

Industry:

- better relationship to the city
- interaction with other business
- integration of housing for workers
- opportunities for reconversion for the future

Town Council:

- sustainable demographic growth
- densification of urban areas
- soft mobility network
- ecological restitution
- new productive and educational facilities

New residents:

- creation of innovation hubs
- attraction of entrepreneurship
- cohousing for young families
- educational opportunities

PRINCIPLES

RI-TORN is engaged with the principles of livable urban density as a way to ensure a higher quality of life in Risøy. The success of the urban form is measured in the adaptability and resilience of the residents of the island to change in society, environment and economy. We focus on a series of key principles to assess this quality.

- Diversity of urban and built form
- Adaptability
- Lower Carbon Footprint
- Climatic Design
- Soft and public Mobility
- Greater biodiversity
- Mixity
- Connection to natural elements



STRATEGIES

We envision the transformation of Risøy through a series of programmed strategies that unfold in parallel and in a non-linear time. The strategies take off independant from each other but they are prone to find common ground when interacting together. Negotiation between actors will determine the extension and the intensity of each intervention.

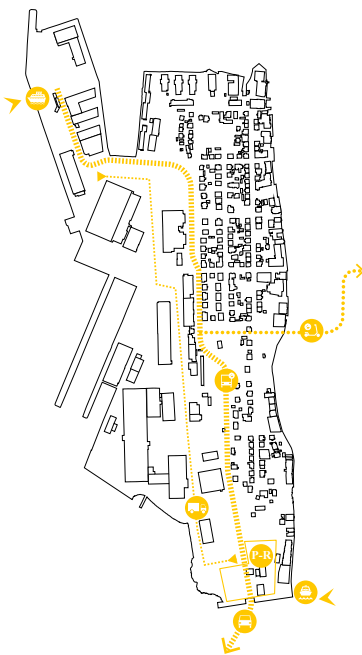
#1_NETWORKS RESTRUCTURING. The southern access to the island allows the traffic to be diverted into 4 main groups: heavy traffic to the shipyard, bus traffic for tourists, small vehicles for residents and vehicles for visitors. A P-R facility (600p) on the south end absorbs all the parking places for external visitors and workers and is offered to residents in order to move towards a car free model. Public transportation and vehicles from cruisers will be allowed to use the main axis. Heavy traffic to the shipyard will be accessed from the south. The old bridge to the town will then hold soft mobility and pedestrian mobility.

#2_IMPLEMENTATION OF THE SPINE. The buffer zone between the industrial site and the urban tissue will be structured through the introduction of an axial spine, which will connect the north and south ends of the island. It is a device that allows transitional architectures in a sequential development process in the long run. A series of minor constructions around the spine will be dismantled or relocated within the structure. This element, conceived in local timber allows both the use of recycled components from the shipyard reconversion processes and new traditional or ecological solutions.

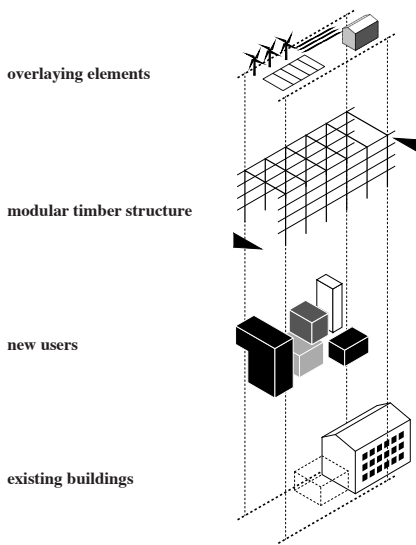
#3_ECOLOGY. The project aims to establish the equilibrium between human and non- humans through the progressive re-wilding of its transformed landscape. A north-south green corridor will connect all the existing green areas with new ones to be created. Rooftops for future constructions will integrate nature, gardens and renewable energy resources. As a way to project the town towards a circular model, the south end over the P-R Parking is dedicated to urban gardens and orchards.

#4_READJUSTMENT OF THE EXISTING URBAN TISSUE. The transformation of the existing tissue into a soft mobility network gives priority to citizens. From the central spine, with a more compact urban character, the streets will search the connection to the canal and the other side of the city. A series of squares will help to dynamise city life in search of centrality and open areas.

#5_CONSOLIDATION OF GAPS. The spine connects the existing buildings and fosters new interventions in relationship to these. An urban front will absorb and thread the connection between the industrial facilities and the city. This element will help to minimise the strong impact of wind upon residential streets. Inside the city, blocks will be allowed to search for higher density and conformation of street façade through the construction of multigenerational housing related to the existing ones.



#6_WATERFRONT TREATMENT. The search for a closer relationship to water and to the city is the main reason for the creation of a public promenade. The citizens will be able to access the waterfront from the streets and enjoy a series of leisure and sport spaces all along. The south part will hold a boat stop and will be connected to the P-R Parking and Public transportation system. Conceived mostly as a wooden deck, some parts would also be designed as device to contain sea level rise.



THE SPINE

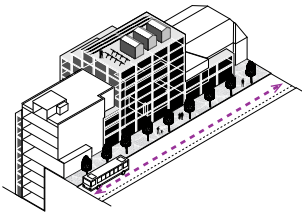
The Spine is a configurable system that consists of a modular timber structure extended along the transition area from the shipyard to the residential area. The system creates a relationship between the existing industrial buildings with new facilities and urban spaces. The purpose is to generate a multifunctional integrative methodology that is developed in the long run. The infrastructure will host public, private, and common spaces and will introduce shared facilities and ecological improvements to the existing buildings. By establishing it, we trigger the revitalization of the island.

The system aims to create an inter-dependency between the existing and the new, through reconversion and integrative methodologies. The hybrid ensembles will enable new users to reconfigure their spaces according to their needs. The independent timber structure allows a variety of constructive systems, with a preference for re-use of material from the shipyard and existing barracks. The Spine is a transitional model of adaptation between the city, the industry, and the non-human in the form of a co-dependant evolution.

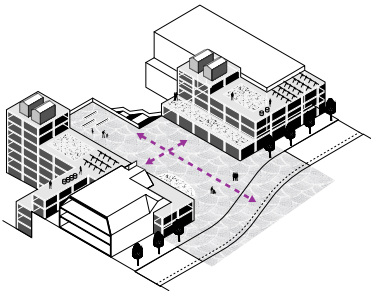
The development of the masterplan can adapt to future stages as the ‘filling’ of the spine reflects the engagement of the Haugesunders and their public officials. The spine sets a defined yet open framework for growth. The settlement of initiatives within the 3-dimensional grid is the materialization of these agreements, will ultimately give shape to the proposal, and will become a destination in this valuable part of the city as it consolidates the idea of place-making for the island.

The Spine unfolds along the transition area generating a series of configurations that dynamise the urban structure.

LINEAR CONFIGURATION. It generates unity and compacity through a relationship to the existing buildings in the form of a continuous new street front. The rear side is open in a terraced way to south and the shipyard.



OPEN SPACE CONFIGURATION. The continuity is interrupted at certain points in order to visually and, later, physically connect the residential area of Risøy with the industrial part. The new squares will help to dynamise the sense of urbanity with the concentration of retail on the ground level.



POROUS CONFIGURATION. The linear device functions as buffer element to activate the connections between each sides. The Spine, in a somewhat dematerialized way is a spatial generator of activity and urban life.

LOCAL STRATEGIES

The plan is built around improving the island through a network of people-first streets. One that provides wider sidewalks, enhanced cycling lanes, and mobility services to connect with the rest of the city. A key intervention is the transformation of the border between residences and industry along Jens Risøens Gate into a green boulevard and main transportation route. The agora defined on its street level is the central space for urban life is a square that offers visibility, shelter, and covered spaces. It is an attractive spot for the first initiatives and buildings to appear. Its forms offer climatologic protection and a place for citizens to gather.

In order to achieve a softer, more accessible pedestrian network we propose curbless streets. By doing this we reestablish the communal scale of the island. The streets running east-west are now defined on both ends, on Jens Risøens Gate the spine presents a formal façade, and on Sundgata we propose terraces towards the waterfront to connect the pedestrian experience between waterfront and residential streets.

John Risøens Gate will be turned into a green pathway connecting Tollbugata with Sundgata. By taking advantage of the improvement of these north and south gardens we establish a linear park to bring residents together and provide them with an intimate patchwork of recreation areas. From an ecological point of view, we are also setting the ground to attract endemic species into the island.

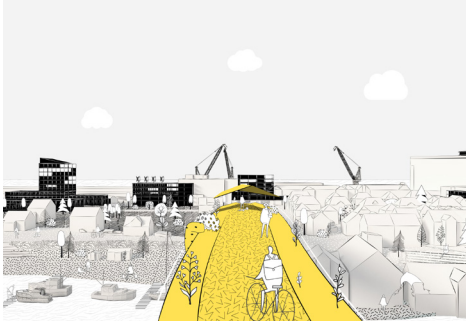
Complementing the already business-active waterfront on Haugesund, a system of decks on Smedasundet will host a range of water-based activities and sports. These deck-system offers a soft edge to the streets and can feasibly adapt to water rise. A barge connecting with the city will travel along the visual corridor between Flottmannsgata and Vår Frelser Kirke.

On the north edge we propose a system of landscaped dikes to protect this lower part of the island from flooding. The dikes represent an opportunity to extend the pedestrian realm from Garpeskjærvegen boulevard to the decks on Smedasundet and they are another take on leisure and infrastructure with its faceted topography. As an experimental prototype the landscape water retention system could be applied to other parts of the island. Some of the buildings can also be structurally and functionally adapted to assume the rise of water level. The temporary dwelling structures are transformed into formal dwellings in the shape of an 8-storey building, underlining this edge with a visual reference.



A key feature of the masterplan is Risøy's south landing, which forms the main road and ferry connections with Haugesund. Here the edge of the island is redefined and designed to adapt to possible water rise scenarios. The green deck built atop is an extension of the islands' topography, hides the road connection and provides with a privileged view point of the Karmsundet sound.

Risøybrua is an iconic landmark of Risøy. Featuring an array of creative programming on deck and sides where temporary installations can be displayed throughout the year, the bridge is celebrated as an integral part of Risøy's redevelopment and considered as a piece of events infrastructure for the city.



As the shipyard continues updating its activities we imagine the repurposing of obsolete Aibel's buildings into new affordable workspaces for service activities and light-manufacture. By matching the agendas of Aibel and other small businesses, the municipality can showcase Risøy's commitment to sustainability by encouraging the retrofitting and reuse of otherwise underutilized facilities.

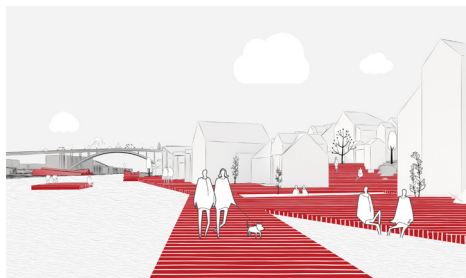
In order to consolidate the urban grid, the municipality can approve living arrangements that enables secondary residential units within the existing properties. This can increase the stock of affordable housing, optimize occupation, or create models of tenancy that help residents age in place. Additionally, from an urban point of view, the filling of vacant areas will create continuous street-walls for a more cohesive urban form.



In the city courtyard urban furniture will provide the opportunities for community interactions. Divided into a perimetral pergola and inner objects, the intervention seeks to create an intimate courtyard, protected from the winds, where occasional events for the residents to come together can take place.

By collectivizing resources, Risøy's community can have access to local activities and will be involved in far reaching decision-making with the municipality. The urban farms can help with building a strong community by stimulating local economy, social gatherings, and a sense of shared benefits.

The masterplan is designed to anticipate a potential water rise hazard. We believe that designing towards change is the best means of protection, and in the event of a substantial water rise, the shipyard deck may end up permanently flooded. In this scenario, the central spine will act as the new edge between water and land with its lower level being transformed into docks and the top levels connecting with Jens Risøens boulevard. The new water field can be used for aquaculture and events.



This overview of local measures outlines an open yet defined pathway for the revitalization of Risøy. These actions are designed to work together or independently, simultaneously or apart, to overtime create a thriving, mixed-use, pedestrian oriented Risøy.

