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FOREST ARCHITECTURE.
IN SEARCH OF THE
(POST) MODERN WILDERNESS

EDITED BY STAMATINA KOUSIDI

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FOREST ARCHITECTURE. IN SEARCH OF THE (POST) MODERN WILDERNESS

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Mimesis

FOREST ARCHITECTURE. IN SEARCH OF
THE (POST) MODERN WILDERNESS
edited by Stamatina Kousidi

This volume aims to expand on the discourse
around the forest as an aesthetic-perceptual,
conceptual-symbolic, and operative subject
matter theme, as utopia and modernist notion
alike, across a broad range of scales and
contexts, exploring its contemporary relevance
for the design project.

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A DIVE IN THE
NORDIC GREEN.
FORESTURBIA:
A MANUAL FOR
A LANDSCAPED CITY

LUDOVICO CENTIS,
ANGELA GIGLIOTTI,
FABIO GIGONE

Foresturbia is the outcome of a practice-based research, an unsolicited project developed in 2015 within the architectural practices of Ludovico Centis – The Empire – and Angela Gigliotti and Fabio Gigone – OFFICE U67 ApS†.

It was initiated responding to a specific urban challenge of Oslo municipality towards 2030 and aimed to be a precious support, a tool for encouraging and spreading collective shared knowledge about sustainable living.

As the name itself suggests, *Foresturbia* is an overt homage to *Surfurbia* and the other ecologies that Reyner Banham individuated in his book *Los Angeles: The Architecture of Four Ecologies* (1971).

The project had the same ambition to bring a fresh look to the Norwegian capital's booming urban development and possibly to other cities of the Nordic Countries, Russia and Canada that experienced and still experience a similar development pattern. The aim was to intertwine a sharp analysis and clear design proposal for a specific built environment – that of the Hovinbyen area of Oslo – with wider reflections on lifestyle and urban process.

This allowed the research and design team to articulate a potentially vague but tremendously timely topic, such as sustainability, into a series of precise investigations and statements that ranged from cutting-edge technological solutions to reflections on the “memory” of the ground, from carbon-neutral mobility solutions to inclusive communication in the frame of city redevelopment.

The project engaged with different scales – from the territorial to room interiors, time frames and urban rhythms.

The design proposal acted in the vast field defined by the two extremes of pragmatism and utopia, with the awareness that “the charting and visualization of deliberate, coordinated action over an extended territory”↓ is the first and most powerful move to transform it.

This imagination was powered by and was grounded on a specific attention towards the territory itself, taking its strength from it. A fresh reading, a careful description, a precise proposal were equally important moves that all together were intended to form a shared, clear and powerful vision for the future of Oslo.

In this text, it will be first framed the research in the Norwegian context will be first framed, then they will be presented the urban strategies behind the applied project related to the Oslo municipality, and lastly it will be illustrated more in depth the outcome of the design proposal.

THE CONTEXT

Norway, with its mostly mountainous landscape, extends its borders along more than 22.9 latitude degrees, from the North Sea to the Svalbard Archipelago. Its coastline faces four seas: the North Sea to the South, the Norwegian Sea to the West and it is the only Scandinavian Country to have access to the Barents Sea and the Arctic Ocean to the North.

This coastline has become over the years a symbol in the collective unconscious and is well known for its fjords and indented appearance that reaches 83.281 km of total length – more than twice the length of the Equator.

This same coastline in the past forty years has witnessed one of the most important economic challenges in Europe, when in 1969 the first oil well was successfully drilled at Ekofisk Field, Southern North Sea. From that moment, the Norwegian Continental Shelf has become more than a hidden coast underwater offset, acquiring the status of a new political field. Here the world economic interests and its related rights have drawn a new geography that raises the coastline from being merely a bank toward the infinite to be the physical interface for an infrastructure of more than 8.000 km of oil pipelines as well as onshore facilities. The coastline turned suddenly from being the West border to the East limit of interest: a vast field of apparently homogeneous matter began to need a new cartography to represent a set of relationships hitherto useless or unknown.

Lastly, the Norwegian coastline is also the meeting of two dimensions, an onshore and an offshore one. The latter has historically been intended as the projection of the ambitions of discovery and adventure of the Scandinavian population, while it has recently become the contemporary place for a new economy. An economy based on energy management and innovation, which performs on a buffer condition where the oil exploitation reminds of the related problem of the definition of a supranational political agreement on the Arctic region; but also, echoes an internal controversy of profiting from the oil trading to other countries while promoting at home severe policies to lowering carbon emissions.

RESEARCH

Foresturbia, the project described in this essay, has to be considered in the economic and cultural framework that has been described above and specifically in the Norwegian capital city of Oslo, one of the European wealthiest and fastest-growing cities that is attracting the interest of the international community



for its quality of life, public service and policies. The challenge for the Oslo region is to encourage a future sustainable growth, understanding which are the best strategies to improve the quality of life in the city and answer at the same time to the growing speed of development and shift from an oil-based economy.

In 2014, with the introduction of the *Oslo 2030: Plan for the city*, the Municipality of Oslo estimated the growth of the city's population in the next years to 200.000 incomers – one third more of the current population. On the one side, the city plan – centered around three focus areas: smart policies, safe city and green approach – was very promising and in line with the contemporary policies of urban development. On the other, it was greatly challenging, as well as quite vague when coming to the definition of projects in these same areas. Together with the implementation of the plan, the Municipality of Oslo held both an Ideas Competition for the first city site to be transformed – Hovinbyen – and an International Conference on the topics of resilience, development and green sustainable approach, with the goal of learning by prominent European case studies.

The project had the ambition to raise the stakes set by the Municipality's call, aiming both to act as a precise answer to local needs as well as to connect with a wider audience living in the global Northern territories. The outcome of this effort resulted in a practice-based project developed with the collaboration of a wider team of researchers and experts for all citizens. ¶

The main research questions were: How to ensure a better future for the new generations? How to guarantee the actual standards of welfare for all the citizens in the coming years? Is it possible to develop an urban growth scenario that has the ambition to become a model in terms of future sustainable development? Which are the best green strategies to develop cities and keep the pace at the same time with an ever-growing speed and pressure? How will the Oslo region evolve as a competitive and sustainable European region?

AVISION FOR HOVINBYEN

Hovinbyen, as part of the city of Oslo, needs no revolutions, but coordinated modifications. To host 27.000 new flats and 2,5 million sqm of commercial space, as foreseen by Oslo 2030, Hovinbyen should not be turned into a tabula rasa: this complex area, that shows rapid patterns of change in land-occupation, deserves effective interventions that will take into account both regional and local dynamics, while preserving the qualities that turn its diversity into an asset ¶. Modification ¶, in opposition to

erasure, is also a form of care, of belonging, of recognition of the specific topography, climate, and history of Hovinbyen.

In this portion of the city of Oslo there are multiple souls. Bjerke, Sinsen, Loren, Lille Tøyen, Ensjø, Helsefyr, Etterstad, Bryn, Breivoll, Haraldrud, Vollebakk, Risløkka, Refstad, Økern, Hasle, Ulven, Teisen, Valle Hovin: the area of Hovinbyen is made of a multiplicity of neighborhoods, with different degrees of development, different histories and challenges to face. Its location, at the same time close to the historic center and gate towards two airports and main infrastructures, makes it desirable for a variety of potentially clashing programs, such as housing, shopping centers, logistics and large transportation hubs. This condition sets the regeneration of Hovinbyen as a fascinating yet complex goal that deserves careful consideration at the different territorial scales and administrative levels.

A balanced articulation is indeed fundamental for the quality of the urban space in Hovinbyen: public spaces should have a proper degree of qualification, an intrinsic legibility in order to compose a larger scale narrative. A subtle equilibrium should be reached between interaction and separation of urban programs. Contemporary peripheries often suffer from an excess of separation of programs and an excess of concentration that leads to out-of-scale dimensions, either of housing or of leisure districts. These factors should be carefully controlled during the regeneration of Hovinbyen, while guaranteeing and empowering infrastructural and immaterial connections both with the historic center and the wider region of Oslo.

The coexistence of a multitude of different programs in the same area might lead to the formation of internal peripheries, causing a mismatch between needs and desires of the citizens and the offer of private and public services. Potential incongruities between the location of social services and the location of their users should be addressed by precisely locating a series of facilities, both temporary and long-term ones, that will act either as “smoothers”, untangling problematic nodes, or as “magnets”, creating desired density of activities where needed.

The first crucial move has been defining a project of the ground: ¶ while buildings and programs are interested by rapidly changing conditions and plans for smaller or larger transformations that cannot always be easily controlled or foreseen given also the multiplicity of actors involved, ground represents a factor of positive inertia, an anchor in times of hectic development. This is in fact the space, the surface shared by people and vehicles, buildings and infrastructures, that cannot be considered just in terms of rules and standards. It should aspire to

Foresturbia. A new map of understanding: the ground project, 2015.

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 become the representation, the embodiment of inclusive social policies, wise lifestyles and “home” to sustainable buildings and leisure facilities.

A PROJECT OF THE GROUND

A site-assessment showed how the infrastructural system of Hovinbyen represents its most problematic condition. It constitutes a physical, psychological, practical and informational barrier. The area is in fact crossed, on the one side, by major roads and railway lines, by strategic facilities as the Brobekk incinerator that generate considerably heavy traffic, and will be further innervated by new bus lines, by a subway Økern – Breivoll station in Haraldrud/Ulven and also by a train station in Breivoll.

On the other, the low-speed infrastructures (e.g. local roads, bike lanes and pedestrian routes) in the area have been fragmented by its uncontrolled growth. What is left then is a scattered pattern composed by housing blocks, industrial warehouses, townhouses, logistics hubs, shopping malls, the Vålerenga stadium, an ice skating facility, the Økern center, among others. When assessing the land-value of such a pattern, as in many contemporary cities, there are “soft” areas relatively economically accessible and “hard” areas, where the current economic interests are highly concentrated.

The project reclaims a set of actions in several intermediate areas as well as in the gaps of the current urban pattern, aiming to provide a larger frame in which the heterogeneous fragments can successfully coexist. In order to improve the quality of life in the area the system of highways that bisect in two directions Hovinbyen should be rethought.

While the almost west-east axis connecting the city center to the Oslo airport remains relatively untouched, the section of the Ring 3 – since it crosses from north to south Hovinbyen – needs to be remodeled. The proposal connected the section at stake to the Ring 3 tunnel just north of the area, thus extending an already existing infrastructure.

This move could remove the strongest barrier between the western and eastern parts, while liberating a considerable strip of land that would constitute the backbone for the soft (bike and pedestrian) mobility in the area. More than this, it would turn what are today small and disconnected forgotten leftovers of land and the park of Valle Hovin into elements of a responsive linear park, crossing from north to south Hovinbyen, connecting the tracks and the forests of the northern and southern hills.

Foresturbia. The new linear park: the connection with the forests, 2015.

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Forskjeller områder



Ring 3 som fysiske og utsikt barrierer



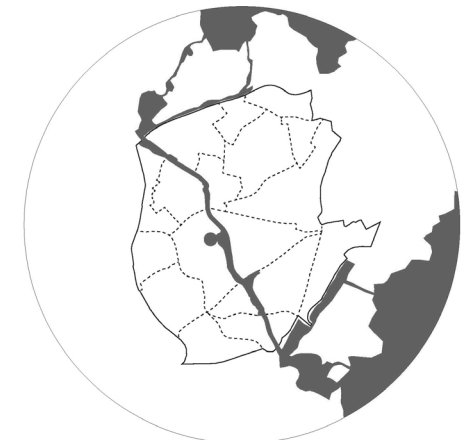
Grønn og sosial infrastruktur



Ny lineær park



Nye forbindelser mellom nabolag



Ny snarvei mellom Marka

This new responsive linear park would become an attractor for urban development, while guaranteeing continuity both in terms of ecological corridors and safety and efficiency of bike and walking paths. The effort in economic terms would be relevant, but the renowned trend and experience developed in Norway in the construction of tunnels, as well the many positive consequences for citizens would make it reasonable in the long run, allowing desirable qualities and opportunities for a life in a landscaped city.

About the responsiveness of the linear park, the intention was to design a continuous system able to adapt to the specific climatic, social and topographic conditions: each section would respond to its context, changing materials and sensorial qualities. The park would start in the northern section immediately south from Muselunden park, planting trees to redefine the spaces between the highway junction. In correspondence with the Sinsen section and its predominant housing pattern, it would become a refined system of circular flowerbeds. The following part would be paved with a harder surface that would let emerge irregular vegetation islands, while the section in relation with the new Økern Centre and the Hovinparken nearby would be strongly urban in character, with outdoor furniture loosely distributed to serve the users. This urban segment would be followed by a savage one, a kind of wild forest among rough warehouses. A dense birch (*Betula pubescens* and *Betula pendula*) forest providing alternative conditions of size, distance and time. A territory of the unconscious, of escapes and dreams, encouraging the visitor to look at the sky, while making him/her aware of the ground. This would be one of the wild reservoirs of Hovinbyen, breathing sanctuaries for ideas, spaces for physical and intellectual maneuver potentially providing an array of answers for unforeseen questions. In the subsequent Valle Hovin part, the park would expand in order to ideally and physically include the existing leisure area. Here the system of sports playgrounds would be redefined, in connection with the Valhall Arena and the Vålerenga stadium and ice-skating facility. The Hovinkollen, a new and unexpected artificial hill, would further enrich this central part of the linear park, reusing the excavation soils. The following section, in Teisen, just south of the E6 highway, would be dedicated to urban horticulture gardens, cultivated by the residents of the area, while the Bryn part would take the form of a tree-lined boulevard that would represent the counterpart to the planned park in Breivoll. The linear park would then pass over the last infrastructural barrier of the railway tracks in the form of a vegetated bridge, and

finally be concluded in the southern end in the same way as it started at the northern one, through a densification of the green mass by planting trees, connecting with the Østensjø park and the trails, lakes and forests just west from it.

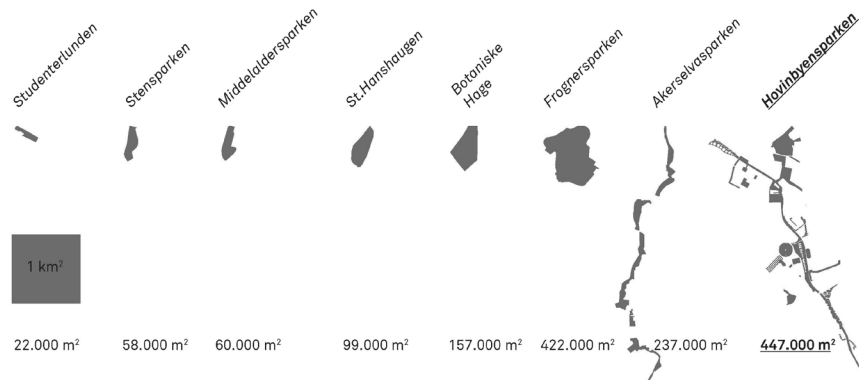
Hovinbyen has today a double face: on the one side, a calm residential neighborhood with fragmented green areas, related to a local dimension; on the other, a pervasive system of infrastructures that relate it to a wider context, to which all the warehouses and productive and commercial facilities are connected. These two faces undoubtedly create several problems and tensions, and a choice has already been made in the past years with a number of neighborhood transformations where warehouse districts are going to be replaced by new housing developments and parks. In coherence with this trend, it has been proposed to relocate warehouses profiting from the suggested underground section of the Ring 3. This move could, on the one side, transform the freed surface in a continuous linear park, while, on the other, it could host logistics and storage facilities as underground rooms, connected to the Ring 3 itself. This would allow Hovinbyen to improve the quality of life while not giving away the beneficial economic income coming from the storage activities. A double gain would be reached: keeping the goods in a strategic location close to the city center, while not consuming further land in the outskirts of Oslo to build new warehouses that would substitute the ones located in Hovinbyen today.

A plurality of rhythms: a successful and pleasant urban environment is largely dependent on a multiplicity of choices available in a relatively limited space and time. This is the goal that should be reached with the transformation and densification of Hovinbyen; to allow all the citizens, from children to the elderly people, to find their own comfortable rhythm in the city, related to different forms of mobility, different intensities of activities, various dwelling typologies and interests in leisure time. Several different interventions related to the built and open space should be coordinated and organized as an integrated system, of which the network of existing and planned parks, as the new linear park on the current site of the Ring 3, will constitute the backbone and most powerful element.

Urban tourism should be strongly supported, and there can be no tourism without attractive landmarks, landscapes or activities. The Hovinkollen, a new artificial hill built with the excavation materials coming from the realization of the new

Foresturbia. The new linear park: comparative scheme with the existing city parks, 2015.

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underground section of the Ring 3 in Hovinbyen, would at the same time satisfy all these demands. It would become a powerful landmark in the relatively flat topography of the district, establishing a dialogue with the surrounding landscape of the region, made mainly of vegetated hills innervated by a network of trails. A set of possible activities could be hosted by the Hovinkollen both in the summer and winter seasons, from sunbathing to going sledging, from climbing on foot or on bike on the spiral path to watching the panorama of Oslo and its bay from the top of the hill.

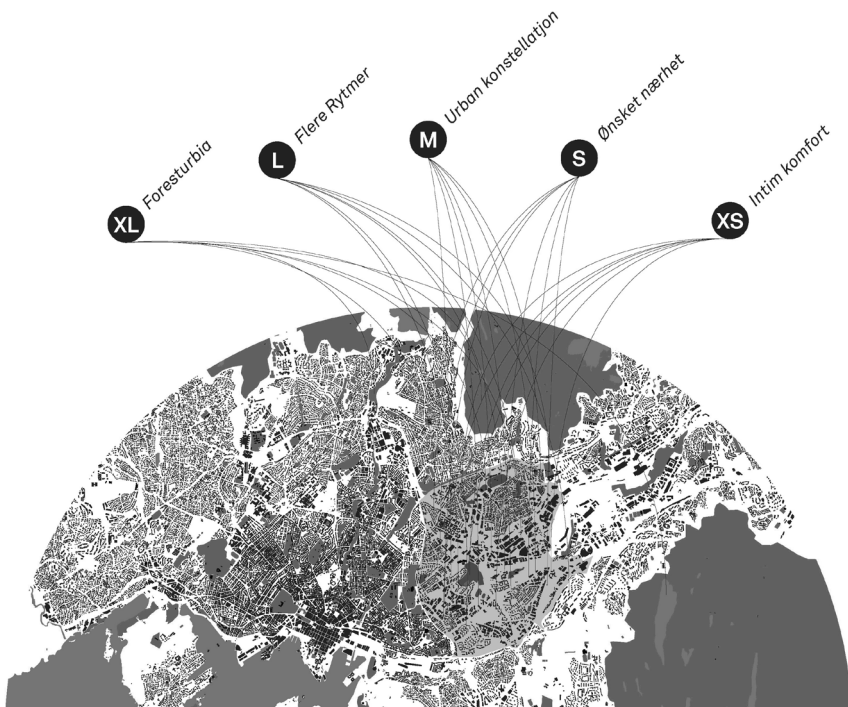
A MANUAL FOR A LANDSCAPED CITY

While the project is focused deliberately on the ground, a more comprehensive strategy has been adopted. In fact, a key outcome of *Foresturbia* is a publication meant as a tool complementary to the design proposal itself. Its form or appearance does not match with the one of an ordinary book, but it is closer in proportions and size to a guide-book, which must be consulted under very different conditions. Each page spread is defined as a cluster of instructions organized in correspondence with a detailed visual layout, in which both words and illustrations work together towards clarifying the complexity of the result. This publication is obviously not the first in its kind. On the contrary, its theoretical and methodological framework echo two other contemporary ones that engaged with a similar approach: *Urban Code: 100 Lessons for Understanding the City* (A. Mikoleit, M. Puerckhauer, 2001) and the *Manual of Decolonization* (Salottobuono, 2010). In particular, *Urban Code* proved to be a useful reference in breaking down intricate spatial behaviors and phenomena in immediately readable “lessons”, declined especially through textual means. The *Manual of Decolonization*, on the other side, showed a similar approach towards the deconstruction of complex conditions relying mainly on visual means. The *Foresturbia* publication contains a mixture of the two, with points and strategies explained through titles, short texts and a synthetic drawing.

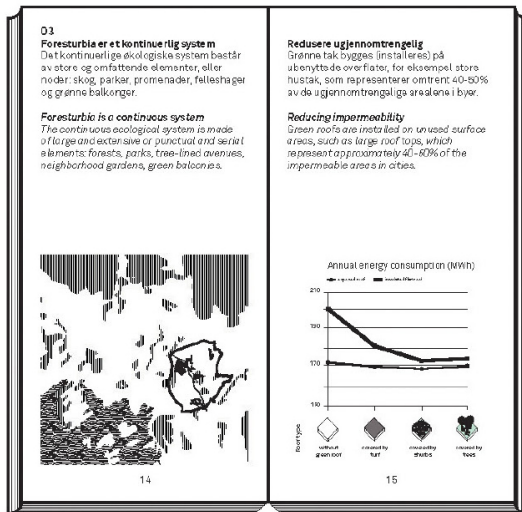
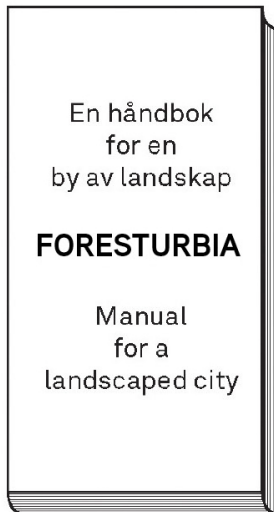
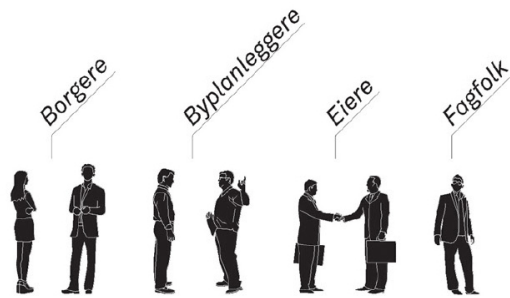
Contents are split into sections, clustered, introduced one by one, in order to augment their readability and understanding. Drawings are the primary means of communication. In order to privilege the flow of information rather than its simultaneity, single drawings build narrative sequences. They are computable, their measures are properly scaled, while the use of axonometry gives crucial means of representation. Text, drafted both in Norwegian and English, constitutes a complementary layer to the graphic one, a necessary “second language” of the manual,

Foresturbia. A multi-scalar approach, 2015.
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Angela Gigliotti and Fabio Gigone).

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bility is seen from a multidisciplinary point of view. The outcome
is not just a design proposal but also a manual that contains a
wide array of urban strategies combined with technological solu-
tions that should be considered by all decision makers, designers
and citizens that will face the development of Oslo and also of
other cities in the Nordic region.



Foresturbia. Concept for the manual, 2015.
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This essay is the result of the collaboration between the authors who share its contents and general approach. Specifically, the paragraphs "Introduction," "A vision for Hovinbyen" and "A plurality of rhythms and activities" were written by Ludovico Centis, based on the research developed in the frame of the PhD in Urbanism he obtained at Università IUAV di Venezia (2013-2017). The paragraphs "The context," "A project of the ground" and "A manual for a landscaped city" by Angela Gigliotti, based on the predoctoral research project grant "OAFs fellow for videreutdanning" (2015-2016) awarded by the Oslo Association of Architects, Norway. The paragraphs "Research," "A set of precise moves" and "Conclusion" by Fabio Gigone, based on the research project developed under his Associate Professorship at Norwegian University of Life Sciences NMBU, Ås, Norway (2015-2018).

The manual has already been publicly presented for the *Unge Talenter Award* in Oslo (October 2015) in which the manual was short-listed; in the R.E.D.S. conference *Flowing Knowledge* in Trento (January 2016); in the *Landscape and Life* conference in Lisbon (May 2017); in the *NAF Annual Conference* in Oslo (June 2017) and lastly at the Oslo Architecture Triennale Degrowth (2019). A more in-depth description of the manual is available in: L. Centis, A. Gigliotti, F. Gigone, *Foresturbia: a Manual for a Landscaped City*, in S. Favargiotti, S. Staniscia (eds.), *Monograph*. RESEARCH. R.E.D.S. 03 *Flowing Knowledge*, LIST LAB Internazionale Editoriale, Trento 2017, pp. 241-243.

See for instance the experiences developed in the last decade in Swedish cities such as Kiruna and Stockholm: A. Malkawi et al. (eds.), *Sustainability in Scandinavia: Architectural Design and Planning*, Edition Axel Menges, Stuttgart; London 2018, pp. 154-173.

B. MacKaye, *The New Exploration: A Philosophy of Regional Planning*, University of Illinois Press, Champaign, Illinois 1962, p. 153.

In 2020, the European Union had an export surplus against Norway of 6 billion euro, but only a year later, in 2021, it was Norway that counted a surplus in export towards the European Union of 18 billion euro. <https://oec.world/en/profile/country/nor>, accessed December 2022.

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An interesting precedent in this regard for the city of Oslo, which also included the area of Hovinbyen, can be found in the study titled "One Hundred Thousand" developed by the Japanese office SANAA in 2000. See SANAA, *Kazuyo Sejima + Ryue Nishizawa/SANAA: Works 1995-2003*, TOTO, Tokyo 2003, pp. 118-135.

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The reference is to those linear parks that have dramatically raised the appeal of large metropolitan areas, such as the Highline in New York City, the system of Green Streets in Portland and the Rose Fitzgerald Greenway in Boston.

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Architect, author and educator. Operating through multiple media, his work opens a collaborative field aimed at environmental justice and counter-narratives in architecture. He is the author of several books questioning the colonial legacies of modernity, most recently *Des-Habitat* (2019), *Lucio Costa era Racista?* (2022), and *Derechos No-Humanos* (2022). The project *Terra*, in collaboration with Gabriela de Matos, was awarded the golden lion for best national participation at La Biennale di Venezia 2023. In Brazil he leads the spatial advocacy agency *autonoma* and teaches at the University of Brasília.

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Architect, theorist and curator who lives in Athens. He studied at the Faculty of Architecture at the University of Rome "La Sapienza", and is professor at the Department of Architecture, University of Thessaly, and artistic advisor at the DESTE Foundation of Contemporary Art. He is the author of *Sub-modernity and the Labor of Joy-Making Mourning: The Crisis Effect in Contemporary Greek Culture* (Kastaniotis Editions). In this context investigate the "dismeasured impulse", the "becoming minor", and the new forms of "retribalization" in contemporary culture.

KOSTIS VELONIS

Associate Professor at Athens School of Fine Arts. His sculptures explore the comic and awkward condition of the object as subject, implying allegoric, everyday narratives and mythological plots. His work has been shown in institutions such as Kunsthalle Osnabrück (2019), Cranbrook Art Museum (2019), Art Basel (2018), Documenta 14 (2017). He studied Arts Plastiques/Esthétiques at Université Paris 8. He holds an MRes in Humanities and Cultural Studies from London Consortium and a PhD from the National Technical University of Athens.

LAURA ZAMPIERI

Architect, PhD in Landscape and Environment at Sapienza University of Rome. From 2006 to 2021, with Paolo Ceccon, she combined architectural design with teaching and university research in the field of Landscape Architecture. Member of the Scientific Committee of the *Quaderni del Centro Studi Mediterraneo del Paesaggio* (University of Cagliari) and Senior Researcher at IUAV University of Venice. Since 2021-22, she has been a member of the Prin "Sylva" National Research Unit and the Line 1b/Tedea Research Unit "Paper Architectures and Great Revolutions." Her recent publications include: *The World is No Longer a Garden. Towards a new alliance between landscape quality and environmental reasons* (2021) and *CZstudio associati. Scritti e Progetti* (2020).

FRANCESCA ZANOTTO

Architect, PhD, she is junior researcher in Architectural Design at the Department of Architecture and Urban Studies of Politecnico di Milano, where she works on ecological implications of architectural design within the National Biodiversity Future Center. In 2021 and 2022 she was Research Fellow within the Integral Design Environment Research Infrastructure (I.r.ide) – Center for Publishing Actions and Research Development (Pard) at Università Luav di Venezia, taking part in the scientific activity of the national research project PRIN "Sylva."

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