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Complex Projects

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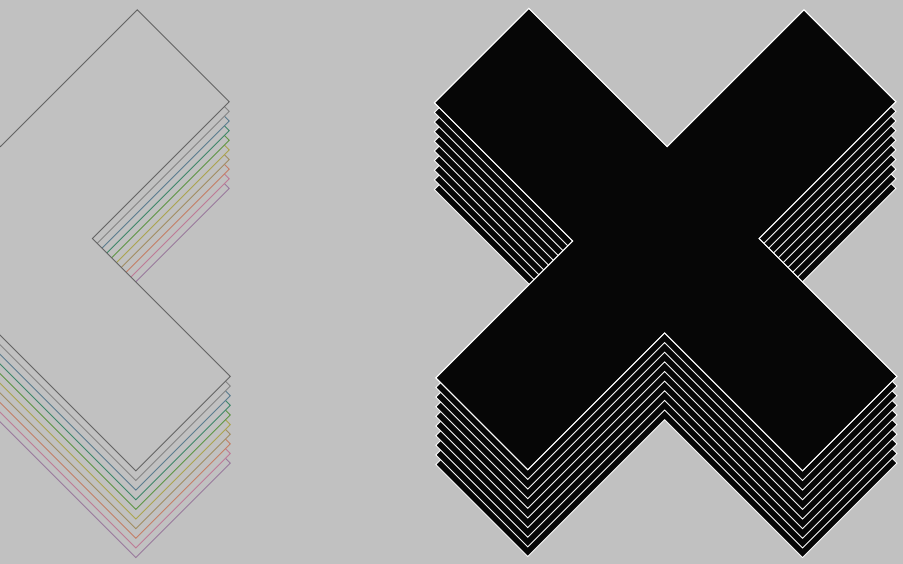
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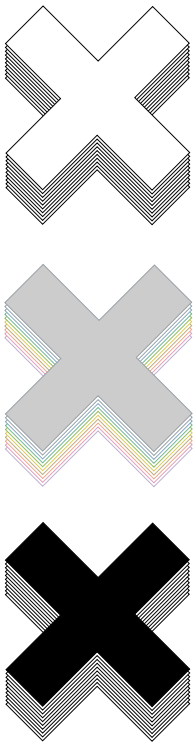
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2050

Complex Projects



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AMS
Amsterdam Institute for
Advanced Metropolitan Solutions

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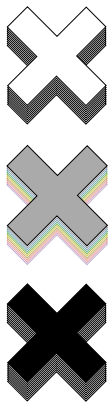
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Book concept

Book structure

The book is a systematization of the work of more than 80 students and 6 tutors with the input from researchers and invited critics on a case study on 9 sites in Amsterdam. The research-through-design process of documenting and analysing the present urban conditions (Chapter 1 of the book) investigating various trends directing future urban development (Chapter 2 in the book) resulted in design solutions and a visualisation of the predicted development of the same 9 sites in the city (Chapter 3 in the book) .



Chapter 1
Amsterdam Present
9 sites

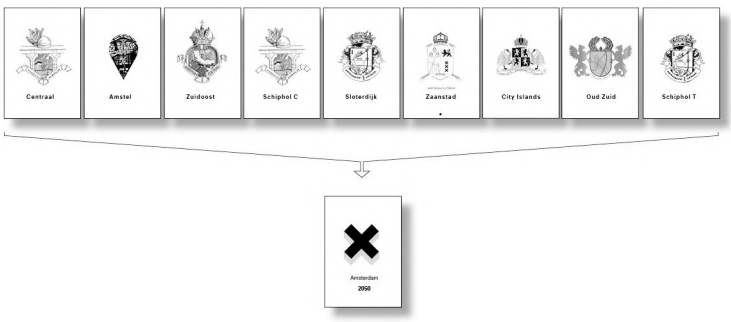
Chapter 2
Trends
10 trends groups

Chapter 3
Amsterdam Future
9 sites

The analytical work, as much as the existing typology documentation and future typology proposals implementation on site, is a method that with a certain adaptation, is scalable and usable in any other urban context; a tool with a potential of further development and usage in future urban planning strategies. The book is organized in sections:

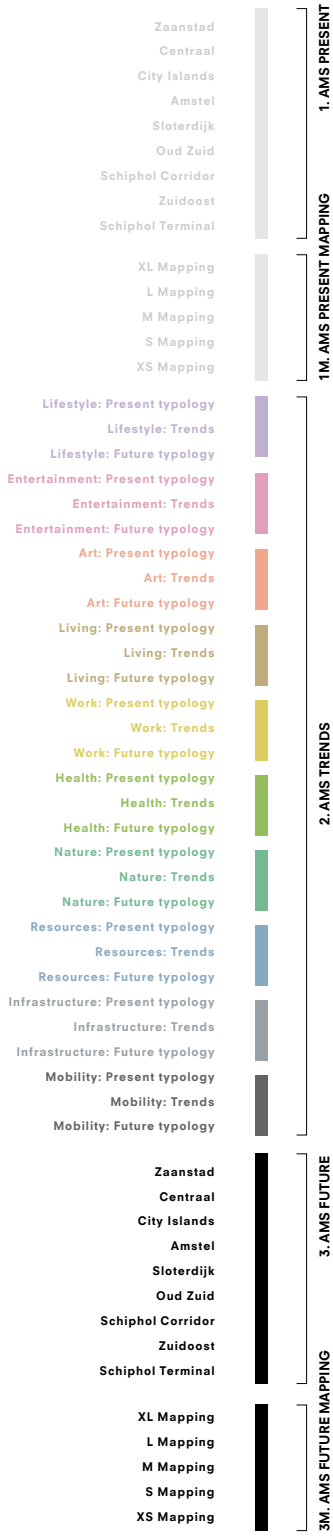
0: Intro

The chapter introduces the Complex projects Studio work, the research approach and work methods, with texts: **"Imagining Amsterdam 2050 and beyond"** by Kees Kaan (Professor of Complex Projects & AMS Principal Investigator), "**Recovering the future with architecture**" by Ruud Brouwers, **AMS Mid-City Research** by Manuela Triggianese (Lecturer & Researcher Complex Projects Delft University of Technology & AMS Institute) and **AMS Mid-City Methodology** by Hrvoje Smidihen (Coordinator of AMS Mid-City graduation studio).



The book Amsterdam 2050

The work of more than 80 architecture students, 10 researchers and 20 invited lecturers, based on case studies of 9 sites in Amsterdam has been systematized into one book



1: Amsterdam Present

The chapter documents the present condition on chosen sites in Amsterdam, by mapping, literature research, and interview methods. The imaging and text pointing out the main factors defining the present condition of the urban areas were documented by the tutors and students of the studio.

1M: Amsterdam Present Mapping

Mapping of the actual sites in Amsterdam and their actual conditions goes through different scales:

XL:The site location and orientation on the city scale,

L: The urban area analysed,

M: Block scale,

S: Building scale,

XS: Building fragment scale.

2: Amsterdam Trends

The chapter bridges and binds together **Amsterdam Present** and **Amsterdam Future**, by investigation on historical and recent trends in various aspects of urban life.

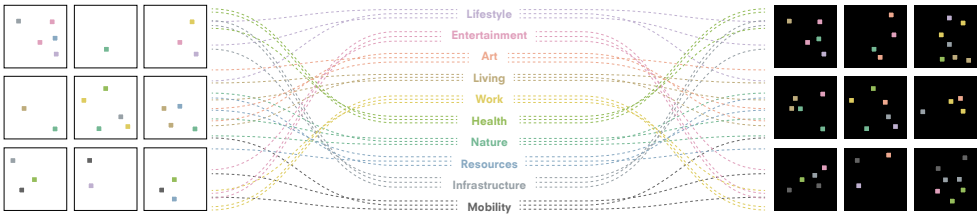
The chapter is divided in 10 different groups, consisting of a palette of trends defining and directing future development of the city: lifestyle and social behaviour, living and working social trends, relation to nature and resources, development in technology, mobility and infrastructural systems. **Lifestyle, Entertainment, Art, Living, Work, Health, Nature, Resources, Infrastructure** and **Mobility** are the groups shaped by the areas of interest during the research process.

Each subtopic is represented by :

- **3 present extracts:** building typology extracted in the mapping process, historical and recent building types representing the topics.
- **Trends**: estimation and investigation of the historical, present and future trends on the topic
- **5 future extracts**: building typology solutions for the future, as a result of a research-through-design process

3: Amsterdam future

The chapter projects the future scenarios of the 9



Chapter 1: Amsterdam present
Present condition analysed on 9 sites in Amsterdam

Chapter 2: Amsterdam trends
Various trends directing the future changes

Chapter 3: Amsterdam Future
Projections for the 9 sites in Amsterdam in the future

The book systematizes the design-through-research process from the documentation systematisation to design solutions

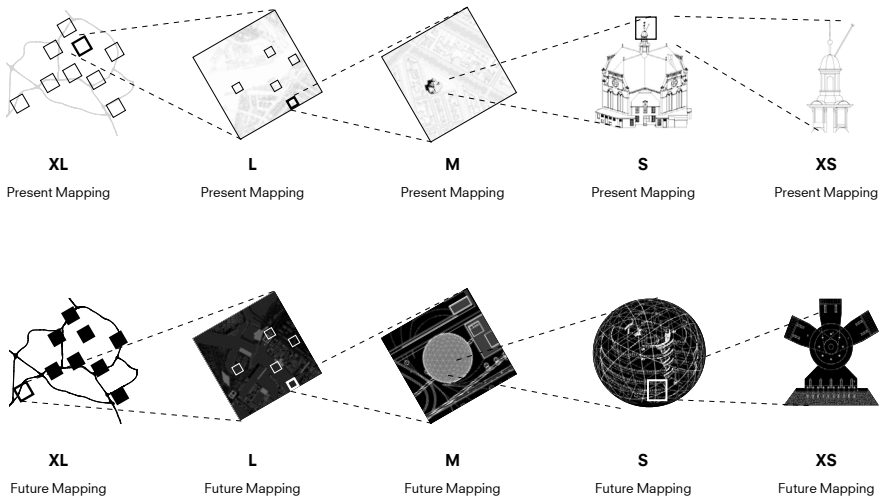
sites in Amsterdam, based on the research process. It visualises the trends investigated are implemented on sites in Amsterdam, as a case study communicated in plan drawings, physical models and collage media.

The vision collages visualise the implementation of Future typology designed in Chapter 2, on Amsterdam sites, projecting the new site conditions achieved.

3M: Amsterdam Future Mapping
Mapping of the proposed solutions on case study on sites in Amsterdam over same scales as The Amsterdam Present Mapping: **XL, L, M, S, XS**. The chapter includes an overview of materialisation of the projects in physical models.

The book structure systematizes the work in a comprehensible way scalable and adaptable for future research work, as an alteration of research in Amsterdam and as a tool for other urban areas of interest.

Ivana Stancic
Chief editor



The mapping and analysis of the sites was done on 5 scales: from the city scale all the way to the building fragment / detail scale
The same mapping visualisation was conducted for projections of the future

INTRO

Imagining Amsterdam 2050 and beyond

"Urban developments in Amsterdam are currently guided by the program 'Koers 2025', a densification strategy of 50.000 dwellings. We have asked our students to assume 2025 as the steppingstone and think beyond. The leading question is whether smart urban technologies and energy transition will allow us to live in cleaner and denser cities of higher quality, assuming radical transformation of the existing, towards 2050"

Kees Kaan

Ambition

Digital technology in the Information Age and all its offspring have a largely different effect on our lives than previous technological revolutions had. Next to the possibility to develop and produce differently and quicker, the new technology allows us to use what we already have in a completely different way. New technologies bear the promise of a more sustainable life.

The space that we move in will be aware of our presence and actions and the vehicles we drive and tools we use will be connected and communicate directly. This opens a perspective on new unimaginable possibilities of a different daily life to come true in the already existing urban space. The future will not only be made with new buildings and spaces but will also show an entirely different use of what is already there.

Architects are ultimately interested in urban change caused by new ways of living and working, new infrastructure and urban facilities and different uses and management of public spaces. To be able to design for an unknown future we need to develop a proper understanding or informed intuition of this change. To predict the future based on what we know and can imagine today is hardly possible. However, it is possible to get a better understanding of what is already there and from that point onwards to identify and understand what is likely to change and what not. Only then we can start to speculate on how to recover the future with architecture.

The studio

Cities will assume a different physical shape as a result of so called smart innovations and this future has to be defined and designed. The 'global city' will be creative rather than fully planned.

For planners/architects/designers, the challenge is to translate the impact of rapid changes – especially on energy, mobility, health and leisure - into planning and design questions. The question for tis studio was: 'how can the City of the Future be imagined? How can those smart innovations be introduced to the domain of architecture and urban design?'

By using Amsterdam as a living laboratory, graduate students, researchers and teachers of the architectural design chair of Complex Projects have been exploring how these changes might affect this city. The creative exploration presented in this publication aims to understand

today's structure of Amsterdam, to explore possible future scenarios and to speculate on new architectural types and new ways of living in this city.

In this research-by-design process urban planners and designers of the City of Amsterdam were involved through mutual presentations, reviews and debates with the students. All this to attempt to provide input for the decision making of the redevelopment plans 2025-2050. The work has been connected to the research themes running at the Amsterdam Institute for Advanced Metropolitan Solutions, AMS Institute. They are dealing with the concepts of Connected City (mobility, infrastructure, logistics and metropolitan development issues), Vital City (social interaction and urban spaces) and Circular City (local and regional networks, data and knowledge sharing, resource security and buildings as energy sources). A scenario analysis has been conducted by our work, involving substantial experts-stakeholder interactions, starting from the investigation of nine urban areas selected from the map "Space for the City 2025" and chosen in consultation with the City of Amsterdam, Department of Physical Planning and Sustainability. The aim of the work presented in this book is fourfold:

- to increase the awareness of current urban conditions and (shared) values for the development of Amsterdam, related to: density, housing, amenities, offices, public spaces, ways of living, uses of infrastructure, quality of the urban space and the buildings.

- to make a bridge between Research and Education through research-by-design and visualization tools (graphic design, parametric design, modelling) approachable and scalable.

- to map, comprehend and redefine the spatial problems of selected locations, understanding the spatial consequences of new technologies and big scale decisions and to speculate on their evolution.
-to use architectural design thinking as a tool to explore urban changes.

Landry, C. The Creative City: A Toolkit for Urban Innovators Routledge (1995)

Research Focus

In the coming decennia Amsterdam Smart City will change. Propelled by economic growth, the application of new technologies and smart systems will drive this change. The City Council's objective is to reduce CO2 emissions by 40% by 2025, compared to the 1990 baseline. Next to this ambition, Amsterdam needs to overcome several challenges: maintaining a lead role in European innovation, overcoming the damaging effects of mass tourism, intelligent implementation of Schiphol airport's ambitious expansion plans, dominating the post Brexit race to be Europe's next financial centre, moderating the housing shortage and rapid increasing housing prices that leave first time buyers with no possibility to enter the market, and many other issues.

Change of the city is currently driven by strategic interventions and market forces, rather than large scale master planning. There is no clear long-term vision available with full political support. It seems also that there is a gap between the waves of city growth and technology development. The current economic boom came as a 'surprise' after a deep crisis. Under the current market pressure proven technology is favoured over innovation, there is simply no time for experiment. Only when the City-requirements demand certain specific innovations those will be implemented. In this context the question is: 'how can architects contribute to and anticipate the impact of the technology on cities, to expose the debates surrounding the technologies, speculate on their evolution, and project new realities at building and urban scale, highway and buffer zones, district, town, neighbourhood etc.? The work presented in this book is all done by Master students of Tu Delft Complex Projects. They have been asked to project an architectural project in 2050 Amsterdam against the backdrop of expected change on the scale of the region to neighbour-hoods and the building level by means of tangible locations in the Amsterdam Metropolitan Area.

Kees Kaan
Professor of Complex Projects
& AMS Principal Investigator

Recovering the future with architecture

In the academic year 2017-2018, nearly eighty trainee architects at Delft University of Technology's Faculty of Architecture produced a picture of Amsterdam in the year 2050. Divided into ten teams, the AMS Mid-City – imagining Amsterdam in 2050 studio, supervised by Kees Kaan, professor of 'complex projects', focused on specific parts of the city and its surroundings: central Amsterdam, Overamstel, south-east Amsterdam, the Schiphol corridor, Sloterdijk, Zaanstad, the Stadseilanden and Oud-Zuid (the 'Old South', which despite its name includes the newly emerging 'South Axis' and South Amsterdam railway station), Schiphol Terminal and Amsterdam Totaal. Besides the team productions, including readily comparable, clear scale models, all the participants completed projects of their own. In support of the research-by-design, an accompanying City of Innovations Seminar was organized in partnership with the Amsterdam Institute for Advanced Metropolitan Solutions (AMS).

AMS was initiated by Amsterdam city council in 2013, in partnership with several universities. Mindful of the fact that the future cannot be predicted, Amsterdam is nevertheless seeking ways to get an idea of future developments and the initiatives that are needed to ensure the city will continue to flourish. AMS is a knowledge centre where Amsterdam presents itself as a 'living laboratory' for research into future urban developments in energy, mobility and health. The institution has an open structure, with numerous participants. Its main partners are the Massachusetts Institute of Technology (MIT) in the United States and Wageningen University & Research and Delft Universiteit of Technology in the Netherlands. Various business sectors are now also involved in the initiative.

AMS has three main goals: training students for master's degrees, carrying out research projects together with consortium partners, and building up a value platform in relation to Amsterdam as a living laboratory. These goals are in keeping with those of Delft University of Technology's Faculty of Architecture. In the studio, the training of students as architects has been put into actual practice by making a contribution to tomorrow's Amsterdam. Training is accompanied by the use of young people's talent and inventiveness.

Starting points

Urbanization is increasing all over the world, and in the case of Amsterdam what this will above all mean, besides expansion, is intensification and diversification. This raises questions about sustainability and quality of life, particularly in large cities and metropolises. There is a growing realization that continuing digitalization and development of artificial intelligence are set to change everyday life radically, and even that this is to some extent necessary, at least if we are to enjoy human living conditions in comfortable surroundings. We are therefore now seeing transitions in almost all fields, which also turn out to affect each other. Against this somewhat vague background, there is a need for a complete make-over of perhaps entire areas of cities.

Amsterdam city council's efforts to shape the city in accordance with projected needs are part of a tradition. They inevitably recall the 1930s General Expansion Plan (Algemeen Uitbreidings Plan, AUP), which was not implemented until after the Second World War. The AUP turned Amsterdam into a 'finger city', with wedges of green space that help it to breathe. Despite this fine result, quite a few things have turned out differently than foreseen in the plan, notwithstanding the famous

survey which created a sense of reliability. To take just one example, many of the new city districts came due for replacement earlier than the traditional districts for which the 'garden cities' were intended as an attractive alternative.

Nevertheless, some of the assumptions were rather sweet. Drawn in on the AUP map C (intercommunal communications) are a small flying boat to the east of the city on the IJsselmeer lake, at Schellingwoude, and a standard aircraft to the south of the city, at Schiphol. The assumption at the time was that flying boats were the future of transatlantic air traffic. If the event of engine failure or other trouble they would not sink into the ocean but would stay afloat, allowing passengers and crew to be rescued – a faintly hilarious Jules Verne-like illustration of inability to predict the future, even in such sharp minds as those of the early urban-planning researcher Theo van Lohuizen and the architect and urban planner Cornelis van Eesteren, who produced the AUP.

Inability to predict the future is part and parcel of an unpredictable, elusive reality. A major uncertain factor in the case of the AUP was future population size – and it still is. The professor of European studies at Tilburg University, Paul Scheffer, has for some time been calling on future cabinets to take a position on the desired number of foreign immigrants: 'More guidance is essential if we are to guarantee room for legal migration and reception of refugees in the long term.' In Amsterdam, the unrestricted influx from the rest of the Netherlands now seems to be becoming an equally major problem.

But even if we know exactly what the population of Amsterdam will be in 2050, little can be said for certain about what the city will look like. Cities leave their own mark – especially a city like Amsterdam with its curious status as the partial capital of the Netherlands. The government and parliament are in The Hague, along with the main courts of justice, and the king resides there too, while the broadcasting organizations are in Hilversum. In comparison with such traditional capitals as Copenhagen, Stockholm and London, Amsterdam is a capital manqué – and yet very many Dutch people want to live there. The city is bursting at the seams. There are limits to how far east, south and north it can expand without encroaching on other towns and valuable scenic resources. Urbanization of the western port area provides some spatial room for manoeuvre, but this too is limited. Further growth means intensification, involving more parties – an organizational task that will be more complex than expansion in rural areas.

Little can therefore be predicted about the intensification of Amsterdam, even if precise population figures are available. Another unknown is the need for space. In the 1970s population growth was not particularly great, but there was acute hunger for space. The large Binnengasthuis hospital in the city centre and the even larger Wilhelmina Gasthuis hospital together sought expansion along the metro line in South-East Amsterdam, and the new AMC teaching complex was opened in 1983. By superimposing their ground plans in the journal Wonen-TABK, the architect Carel Weeber showed to many people's surprise that the AMC is larger than the giant Pentagon building in Washington DC. Amsterdam had suddenly expanded from small-scale to large-scale, especially on the edges of the city.

At the same time, the University of Amsterdam was moving out to the 70-hectare Amsterdam Science Park in the Watergraafsmeer district to create several new buildings for the exact sciences. Within a short period there was considerable upscaling in various areas, and space was sought for this not only outside the existing city but also in part of the city centre. The demolition and widening of Weesperstraat and Jodenbreestraat were the result. There was not yet room to think outside the box of the historical city centre.

The metro line from the main station to the Bijlmer estate had to be built underneath the small-scale Nieuwmarkt neighbourhood. If the line had been built in a loop through the Oosterdok ('Eastern Docks') area, the busy urban facilities that were built later on Oosterdokkade, such as the Amsterdam Public Library and the Amsterdam

Conservatory, would now be located near the 'Library' metro station – which in the upshot was never built.

The Nieuwmarkt neighbourhood is an instructive case study, even though the emphasis is on the programme rather than the architectural expression. The idea of linking South-East Amsterdam to the main station blurred the view of a favourable development for the city centre. A plan which, with hindsight, proved inadequate was pushed through too quickly. With intensification of Amsterdam now becoming an urgent goal, architectural designers will have to be ready, in view of the emerging trends, to treat stratified situations as valuable opportunities. This will require not only creativity, but above all a method that will be served by creativity.

A neomodernist approach

How are we to cope with all these uncertainties? In any case, it is clear that Amsterdam can no longer expand by annexing adjoining areas, as was customary until the 1960s. This is a fact of life, including for the expansion of all the other urban activities that the city wishes to carry out. Today the only way to expand is to make more intensive use of the available land; and this is the goal of the city's latest plans, where possible supported by technological services.

The purpose of the Koers 2025: ruimte voor de stad ('Target 2025: room for the city') programme is to densify by building at least 50,000 more dwellings. Most of these will have to be built in the 'Ring Zone' – the area between the prewar and postwar city along the A10 motorway, the circular railway line and the banks of the River IJ. In the years to come this area is set to become a link between the centre and the parts of the city outside the ring, and a gateway to the city from the surrounding region. How are we to see these plans? This is the main focus in AMS Mid-City: imagining Amsterdam in 2050. Here the studio's research goes a step further than the goals the city has set itself for 2025.

In this connection, 'imagining' should in any case not be seen as presenting specific pictures of tomorrow's Amsterdam. In the past century the world – and above all the city – have certainly not become more predictable. Pinning down the future has been compared to sitting in a moving vehicle and trying to hit a target that is shifting at different speeds. It is therefore a question of architectural practice that gives expert and well-considered shape to the city in a constantly changing reality, rather than projecting unsubstantiated assumptions.

In the title of Kees Kaan's Complex Projects, 'complex' does not just mean large, technically complicated building assignments involving numerous parties, but also a way of approaching such assignments. Whether they are large or small, buildings never stand alone; they are part of the city and must make a positive contribution to their surroundings and be meaningful to their users. This requires the architect to maintain close communication with various stakeholders, which can be seen as a complex task. Yet Complex Projects has more far-reaching ambitions than this.

The guiding principle is contemporary postmodernism, or rather neomodernism. We should not let ourselves be confused by all the different terms used in the field of architecture. To be quite clear, the current philosophical postmodernism that is used by some parts of society to reject enlightenment thinking by embracing old and often backward values and customs is something very different from the neomodernism that Kees Kaan advocates as an architect and professor. The neomodernism in Complex Projects stands for a high degree of functionalism, as propagated by the heroic modernism of the interwar period and for technical ingeniousness, but complemented, or rather enriched, by nuances and subtleties, and in any case rid of pernicious dogmatism.

A full ten years ago, in his inaugural address as professor of Architectural Design entitled De Keuze ('The choice'), Kees Kaan said: 'The fundamental principles in our work should not be to pursue a particular style or follow the latest fashion, but to be willing and able to act freely and, without prejudice, seize opportunities and make choices based on the specific underlying facts of a

project. As far as I am concerned, all styles can be freely used – the signature remains personal. Freedom of style, but subject to Sullivan's law "Form ever follows function". So there is no need for architecture to express change. Architects are part of their time, and so their buildings automatically reflect a Zeitgeist. Knowing this saves a lot of time, which can then be used to practise our profession well.'

Graduation studios

Today it is customary for architecture students at Delft University of Technology to complete their studies in 'graduation studios'. This involves doing several months of research, which then forms the basis for the design assignment. The second part of the graduation period is intended for the design. The research focuses on the various dimensions of the context of a potential design assignment and reflection on the customary analytical and design instruments in the discipline. Various types of urban and rural analysis play a key role in the this; and it is here that AMS Mid-City: imagining Amsterdam in 2050 displays a surprising approach.

AMS Mid-City places the architectural assignments in the context of what Amsterdam city council intends to do with the existing city. The graduates thus directly confront the harsh practice of current urban development, and first of all unreservedly reveal its impact on the architecture of the city. This then forms the context for the individual architectural design assignments, in which the graduates make clear how they intend to approach them.

Students work both in teams and individually. The guidelines indicate specifically what material must be presented and in what way, and what it must be about. Each design team is assigned a 2 x 2-kilometre area of the city which is divided into nine equal sections, one for each team member (although minor shifts are allowed). The specifications are very precise, to the point of prescribing the use of materials and colours in the scale models and the division into chapters of the Site Book and Site Scenario. There are even rules on the detachable feet of the scale-model frames, for purposes of transport.

In the scale models the proposed future developments are shown in transparent perspex, already planned developments in matte translucent perspex, the existing situation in white styrofoam, water in reflecting black plastic sheeting, and personal interventions in coloured material chosen at will. This strict subdivision makes for ease of comparison. It may be wondered whether such a strict, rigid framework provides enough room to think creatively about 2050 from an existing situation. The designers are required to stick almost pettily to the rules and yet look daringly into the future, even though they are tied to logical insight and reasoning. The organizers of the studio and the seminar have a clear answer to this: acting in the box allows you to think out of the box.

The research and design method of the studio is described in the following articles.

Ruud Brouwers

extract from the article " Recovering the future with architecture. AMS Mid-City: imagining Amsterdam in 2050 published in OverHolland 20/21 (summer 2019)

Symposium AMS Mid-City at TU Delft, 14 February 2018 / Photographer: Mariapaola Michelotto




COMPLEX PROJECTS
AMS MID — CITY

Symposium AMS Mid-City at TU Delft, 14 February 2018 / Photographer: Mariapaola Michelotto





AMS Mid-City Research

Approach

The Chair of Complex Projects teamed up for almost two years with AMS Institute and the municipality of Amsterdam, to focus on the theme AMSTERDAM 2050, with also a support from the architectural office KAAN Architecten. Almost 80 students re-imagined what nine different sites located along the 'fingers' of the metropolitan area of Amsterdam- would be in 2050, based on a critical analysis of current findings and practices in the city.

Complex Projects offered three graduation studios, called AMS Mid-City, and City of Innovations seminars from February 2017 until July 2018 to work on the future of Amsterdam. In AMS Mid-City, the focus has been on 'growth' and 'change': growth of numbers of inhabitants and tourists, and change of energy, mobility, health and leisure concepts. There is an extra demand for new housing and housing types, new workspaces, new infrastructure and urban facilities and for different uses and management of public spaces.

Assuming that big changes will happen in Mid-City of Amsterdam, the current fringe-belts located within the ring zones of Amsterdam Metropolitan Area, Complex Projects studied nine locations where strategic development projects are currently taking place. In Mid-City there is a room for 80.000 housing projects, that should have impact on the city, in terms of energy efficiency, climate, noise and air pollution, waste water treatment and mobility.[1]

The investigations started with three areas located along the rail-metro Oostlijn (Eastern line), connecting Amsterdam Central station with Amstel station and Zuidoost area (South East). The next semester six more locations were added to the investigation. These new locations are situated along radial corridors that connect Amsterdam inner city with new sub-urban settlements in the metropolitan region (following the fingers' model of the City of Copenhagen). These are urban growth areas where the densification process will take place in the next 30 years. In the last graduation studio of AMS Mid-City we focused on Amsterdam Schiphol Airport and the topic of the urban development along infrastructure and infrastructural nodes. In total nine of the areas that were analysed by Complex Projects overlapped with the development strategy "Koers 2025" [2] (Space for the City) of the City of Amsterdam.

Main questions were: Who are we designing for? What period are we designing for? What are the future needs of the inhabitants? How can we prepare the City for innovative solutions (such as self-driving cars)? And more than that, in what ways will the city improve from these solutions? How will this change impact

1 Stadsregio Amsterdam is responsible for planning and financing of local and regional infrastructure for road traffic, road safety including cycling and urban (light)rail, housing, sustainable economic development and tourism. In its Structural Vision Amsterdam 2040: Economically strong and sustainable, the Ring Zone (here named Mid-City) has been identified as the most suitable area to develop into an attractive new part of Amsterdam.

2 City of Amsterdam, Interactive map of Koers 2025 - Ruimte voor de Stad, https://www.amsterdam.nl/bestuur-organisatie/volg-beleid/koers-2025-amsterdam/

on existing street profiles, parking facilities, use of space in general?[3]

AMS Mid-City aimed also at classify and compare urban axes, public spaces, blocks, buildings and details according to their current geometry, in order to understand the qualities of the Dutch model and to be able to speculate on their evolutions with the individual graduation projects. Researchers and tutors highlighted interesting cases that explain the acceleration process of the development of Amsterdam, and together with the students they examined examples of around the world to compare with the City of Amsterdam (Vienna, Paris, London, Singapore, Copenhagen).

They visited these examples during the research phase of the studio, in order to understand how to turn the cities challenges into design opportunities for a city to grow, thrive and set an example for others to follow.

Locations

The investigations on the selected locations have considered the following themes as point of departure:

1. Zaanstad: Post fossil port and the integration of new a city district

2. Amsterdam Centraal: the redevelopment of the waterfront and the new city centre.

3. City Islands: building on water, building high-rise and the new mobility connections

4. Over Amstel: densification around infrastructural nodes and re-uses of the highway.

5. Sloterdijk: the A10 as a physical barrier and the infrastructural node (within Havenstad)

6. Oud Zuid: Berlage area and the re-development of Amsterdam Zuid-as.

7. Schiphol corridor: the sustainable district with green- blue areas and leisure activities

8. Zuidoost: Integrating Amsterdam South-East with regional leisure activities.

9. Schiphol Terminal: Airport-City, new dynamics of Schiphol and urban potentials with proximity to the airport

10. Amsterdam Totaal: the impact of the future of mobility on the city development and logistics.

The investigations in the design studio and seminars are based on the following city ambitions:

1.Public Space: redesign the inner city toward an increased density;

2.Densification: along the airport corridor;

3.Urbanized Lagoon: quality of the landscape;

4.Health care system: discussion on hospitals;

5.Smart Urban Mobility: Car free city centre and acupuncture connections; extension of the existing lines (focus on sprinter system); shared mobility and the concept of MaaS (Mobility as a Service).

Preliminary conclusions

The strategic project of AMS Mid-City has developed some preliminary conclusions from the investigations within the studios and seminars, by asking the students to design urban scenarios and architectural interventions based on assumptions of the implications of technology development (i.e. new mobility, automated vehicles,

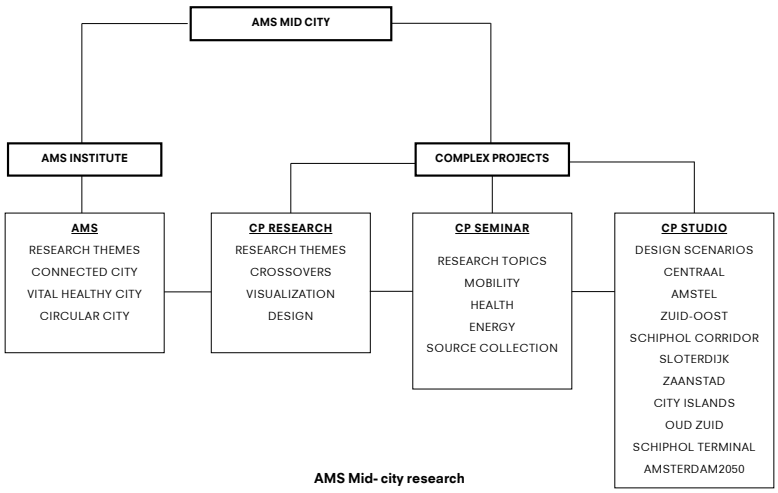
3 **For a better understanding of the urban questions, see the recent research projects 'Smart streets' by MIT (and the publication Reinventing The Automobile) and the BNA Onderzoek ontwerpstudie 'Snelweg en Stad' about the reinterpretation and reinvention of the highways of the future.**

re-use of highways). The students' projects aimed to improve well-being and social cohesion, human health, air and water quality, to reduce energy demand by limiting temperature extremes (heat island effects), to provide natural cooling, to improve insulation in buildings and to reduce traffic congestions. Students' projects presented in this book propose new way of living and working by defining and experimenting innovative urban programs and architectural types.

The investigations emphasize the importance of getting a better understanding of the different 'waves' of urban innovation and its relationship between city growth and technological changes. There are forces in the city that resist these changes and there are places that resist or accelerate the urban growth.

From the education project it becomes evident that urban changes are primarily dictated by (economically) strategic areas that grow more rapidly than others, such as areas around mobility infrastructure and nodes. Mobility – among other agents - becomes 'The' driver of urban changes.

Manuela Triggianese
Lecturer & Researcher Complex Projects Delft
University of Technology & AMS Institute



AMS Mid- city research

AMS Mid-City Methodology

Studio Goal

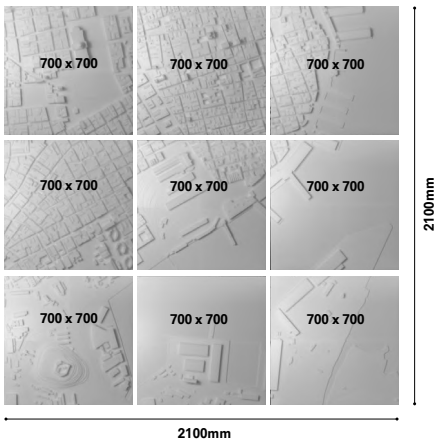
Upon completion of the graduation studio students are able to incorporate an understanding of the design process attained with regard to the collected data and research conclusions. Based on this understanding, students will be able to further develop the project design, and focus on the program, circulation, structure, materialization of buildings, comfort and climate control.

AMS Mid-City Studio is paralleled by and interconnected with City of Innovations Seminar into a singular graduation assignment. The Seminar focuses on the theoretical background and research, which is then applied to the design process in studio. There will be both individual and group work, focusing on different research topics tested on the same site.

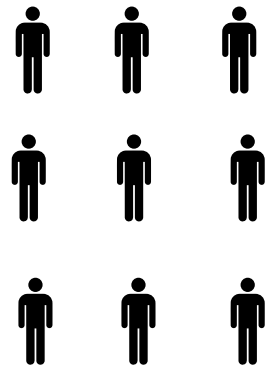
Students' Group

Individual studio group consists of 9 or so students, and deals with assigned part of Amsterdam. Each of given sights is 2.1 by 2.1 kilometre large and divided in 9 tiles, so theoretically each student can be dealing with one tile. Every studio group together needs to develop a vision, design scenario for the site, rendered by the individual project interventions.

Individual design scenarios and group site visions should be strongly interconnected and constantly inform each other. Students are free to choose thesis topics and encouraged to develop designs individually, and consequently connect them into overall group strategy. Next to the general strategy for the site, each group needs to develop a future vision and prediction of possible growth.



ONE SITE: 9 tiles, 8-10 projects



ONE GROUP: 8-10 students

Group model

Each studio group have made a site model out of white foam. Models are in scale 1:1000, 2.1 x 2.1 meter divided in 9 tiles 0.7m x 0.7m. Model have been actively used during the whole semester, and for each presentation updated. Model of the current condition have been built in first phase, individual site locations determined in the second phase, and potential future scenarios envisioned. In concept phase models of references have been tested on different locations. For final presentation of the first research phase of the studio, basic massing of each project have been incorporated into the model. The same model has been used as a progress model for the graduation final exam and as a base for development of the final site model for expo.

Individual model

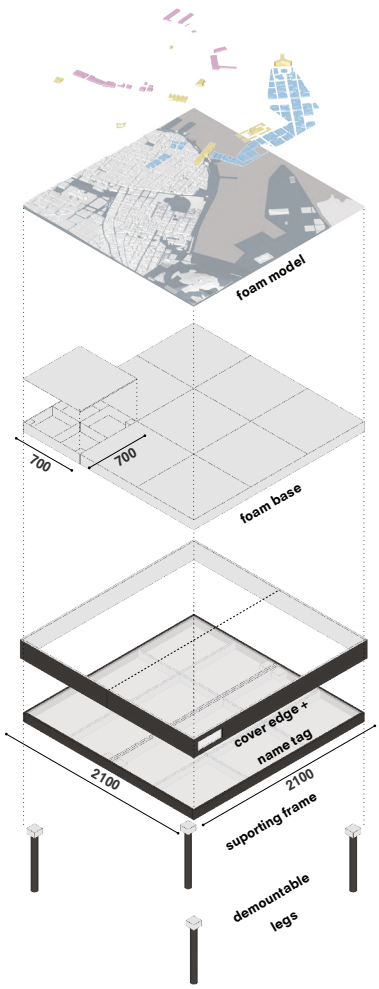
From the very beginning students are encouraged to work with the models. In the research phase (MSc3) this will be mostly related to the 1:1000 scale of the big group model, and in the final design phase (MSc4) model making will extend to all scales. For the final presentation, students are obliged to make one presentation model of their project. Scale of the model is free, but the model needs to be placed on the plate no bigger then 70 x 70 cm.

Site Books

In addition to each site model, there is one matching Site Research Book. In this book, each site is extensively researched in depth and includes all the AMS 2050 work on that specific site. The books are graphically and structurally coordinated to make them comparable with each other. The research books are based on three main topics of the future city: an investigation on the future trends of mobility (development of self-driving solutions), the re-use of energy (resources), and the changing health-care systems. Conclusions on these first findings are then further developed into scenarios for the AMS 2050 and their specific locations.

Project Books

Each student has set up a personal book at the very beginning of the graduation process. The book has been used as a personal notebook and a diary for the graduation process. Also, the book is the best way to organise thoughts and communicate them with the tutors. Books include essays from parallel graduation courses, as well as graduation plan, and graduation



Group model

reflection. In this way, personal book becomes a overall summary and overview of each thesis project.

Exhibition

The final goal of the AMS MID CITY Studio is the public presentation and final exhibition, in collaboration with the city of Amsterdam and AMS institute. The idea of the exhibition was to present both, rigorous research of the current condition of Amsterdam, and future speculations on possible developments of the city through design scenarios. Students presented future scenarios with the site models and individual models showing design proposals.

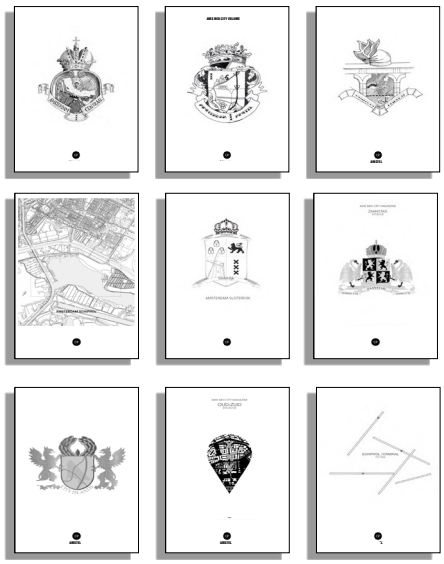
AMS site model specifications

Physical models measure 2100 x 2100 mm on a scale of 1:1000. For a full year, the students of this group developed their vision by actively experimenting and testing ideas inside this model. It is a result of a year-long discussion and learning by doing combined with more academical research.

Model specifications

White Polystyrene embodies the exciting building fabric in combination with transparent perspex that visualized the planned expansions that are taken place in this area. The individual projects are materialized in high-end materials that clearly communicate the importance of the project. Main spatial elements of the group strategy are highlighted with coloured engraved perspex that forms a contrast with the reflective black of the water.

Hrvoje Smidihen
Coordinator of AMS Mid-City
graduation studio



Site books



Site models

The summer event 2018 / Photographer: Sebastian van Damme





The summer event 2018 / Photographer: Sebastian van Damme





The summer event 2018 / Photographer: Sebastian van Damme





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The summer event 2018 / Photographer: Sebastian van Damme





AMS PRESENT

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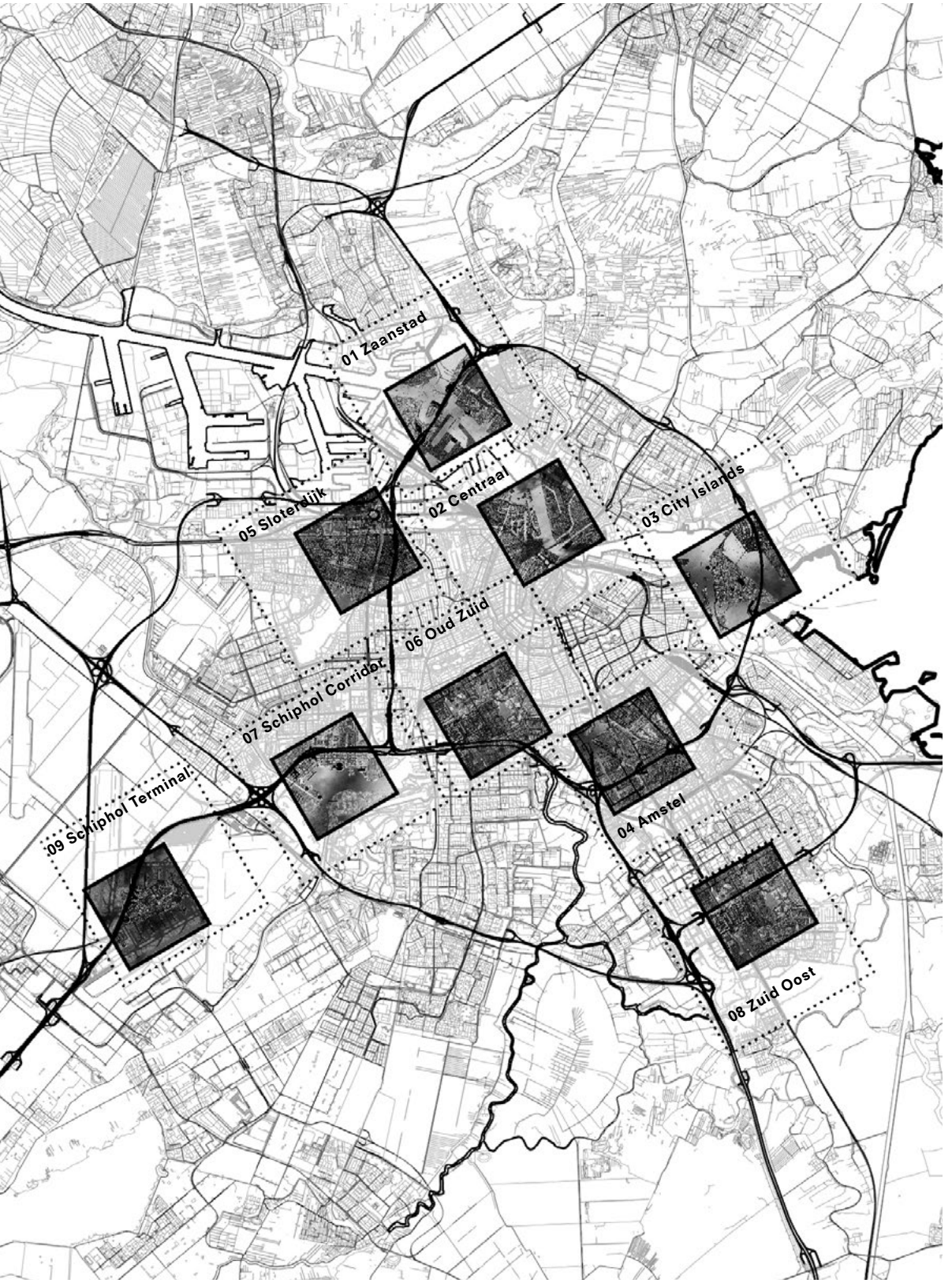
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Zaanstad

Present condition; Text by Olindo Caso

Known as an industrial site before anything else, Zaanstad is the next area to be redeveloped to accommodate the rapidly expanding city centre of Amsterdam. The current debate on the fate of this site which encompasses part of Haven-stad is between preserving the industrial heritage of the past, or, invoking a form of tabula rasa and developing the site from scratch.

The site is characterised by an overwhelming landscape of open spaces comprising of water (the Ij, articulated into piers, ports and bays), the large Petroleumhaven (whose future is linked to that of fossil fuel) and green spaces that are largely inaccessible. Other than the large building grain and dense presence of silos, there seems to be little evidence of urban planning other than for logistics and transportation of industrial goods.

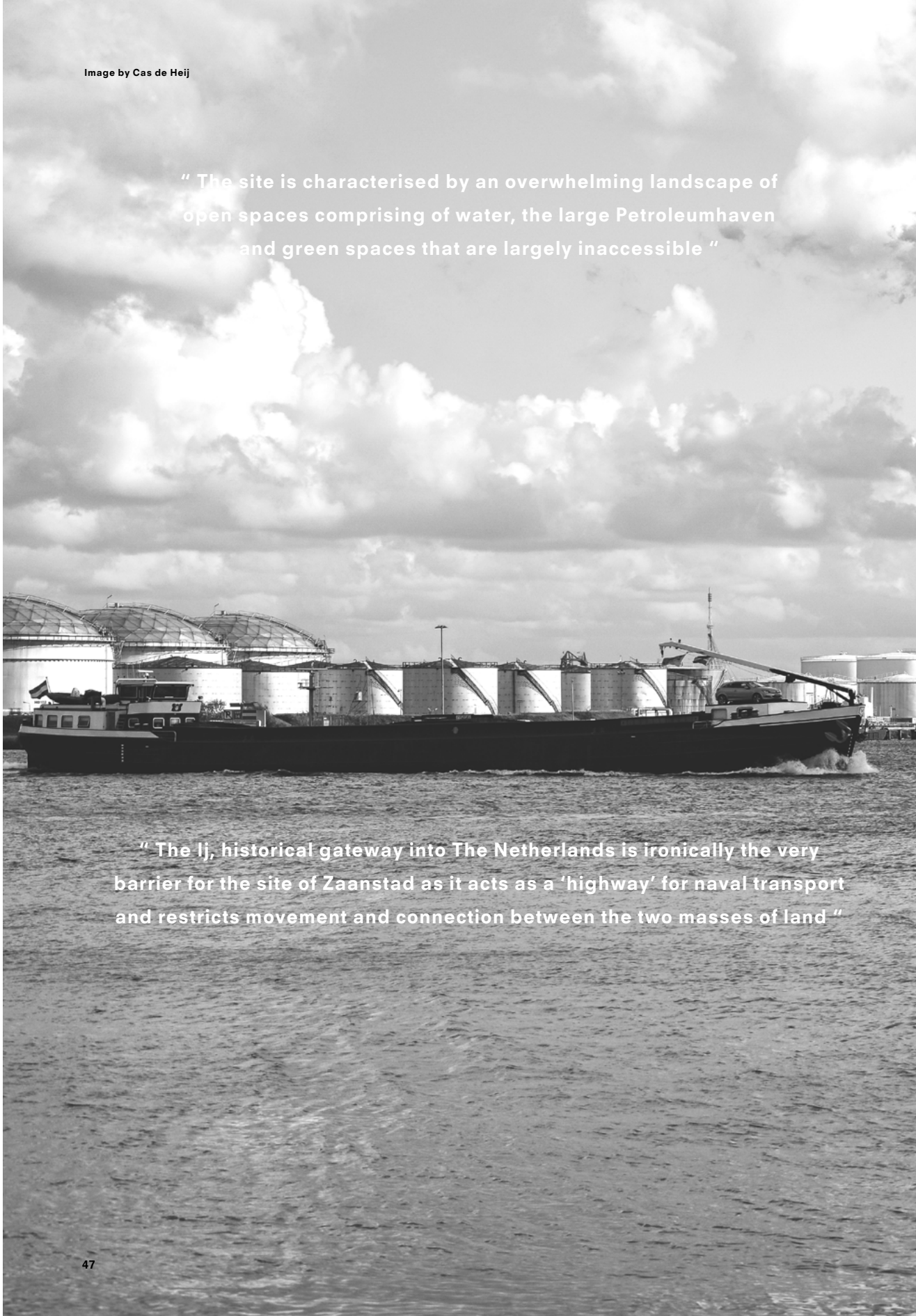
The Ij, historical gateway into The Netherlands is ironically the very barrier for the site of Zaanstad as it acts as a 'highway' for naval transport and restricts movement and connection between the two masses of land. It is evident that specific city planning that focuses on connection and improved relationship with the water must be done if there is to be meaningful redevelopment and urbanisation of the area.







Image by Cas de Heij



" The site is characterised by an overwhelming landscape of open spaces comprising of water, the large Petroleumhaven and green spaces that are largely inaccessible "

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" It is evident that specific city planning that focuses on connection and improved relationship with the water must be done if there is to be meaningful redevelopment and urbanisation of the area "

Centraal

Present condition; Text by Alexis Keng Yee Oh

With the iconic Amsterdam Central Station marking the gateway into the city, central Amsterdam is a point of convergence for different segments of society against the backdrop of the old city. It is this harmonious marriage between old and new that gives off a certain charm. The centre is characterised by a series of physical and emotional boundaries, and with each crossing a different theme emerges.

The Ij river underscored by the old railway tracks remains the most visible form of physical separation, making distinct in both economic and social terms an identity of north and south. While less visible, the emotional boundaries that have resulted from the large disparity in income and demography manifests itself in a us vs them mentality.

The municipality has plans to transform various areas within the centre to counter the fragmentation within the social fabric through public space and infrastructural reforms, but the high land value remains an obstacle, pushing new developments to the waterfront. With excitement mounting at prospective new ways of building, living and working, how can the city negotiate a balance without losing its rich heritage?









Image by Jelmer van Zalingen

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City Islands

Present condition; Text by Sven Jansse

City Islands is surrounded by nature and residential neighbourhoods in the form of a polder landscape in the north, numerous garden villages and rural dwellings that are dotted along the periphery. This contrast between the site and its surroundings reinforces the border conditions that seem to distance it from the rest of Amsterdam despite the numerous traffic connections that run through it.

Zeeburgereiland is part of the site and sits on the trajectory of the urbanisation wave moving from Amsterdam's centre towards Almere, exhibiting evidence of intensive urban expansion as new housing projects are emerging at a pace. According to studies commissioned by the municipality, roughly 15,000 inhabitants are planned for the City Islands.

At present, the site is considered a residential area and these future development plans from the municipality restricts the potential of the location to serve a larger area than the immediate vicinity. There are emergence of multiple new 'ring centres' appearing in former borders of the city, providing a framework that could support development of the City Islands, turning the site into a key contributor to the urban densification scenario.

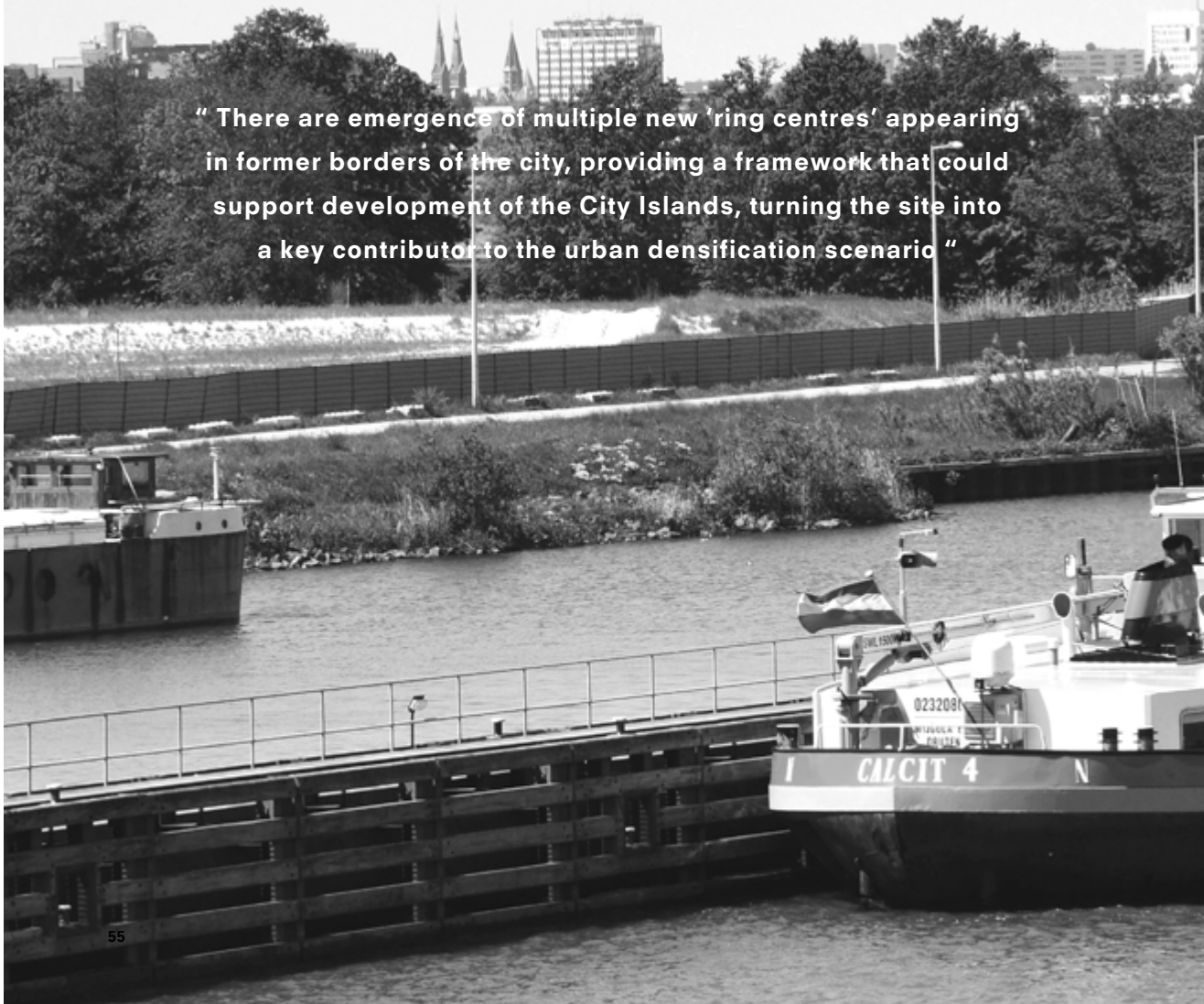






Image by Jelmer van Zalingen

" The contrast between the site and its surroundings reinforces the border conditions that seem to distance it from the rest of Amsterdam despite the numerous traffic connections that run through it "



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in the form of a polder landscape in the north,
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Amstel

Present condition; Text by Olindo Caso

The Overemastel site located on the south-east edge developed over the years with the Amstel river playing an important logistic role in the urbanisation of the city. The presence of the A10 Ring Road and mobility infrastructure together with the water infrastructure inherited by previous industrialisation of the area led to spatial fragmentation, splitting the site into four mono-functional parts.

Although the existing industrial and social housing typologies grant an abundance of open space, they are often used as a buffer layer that serve to further divide the site. The four segments suffer from a lack of walkability and public accessibility resulting from the absence of an urban strategy, relying instead on 'patchwork interventions' that do not contribute to the larger vision for the site.

According to the Amsterdam 2025 densification scenario, the area is expected to house 50,000 inhabitants in the future – In order to achieve a sustainable city with this level of density, it is necessary to have an overarching urban plan that can act as a unifying guide for future developments.







Image by Jelmer van Zalingen



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“ In order to achieve a sustainable city with this level of density, it is necessary to have an overarching urban plan that can act as a unifying guide for future developments “

Sloterdijk

Present condition; Text by Alexis Keng Yee Oh

Sloterdijk is situated just west of the city centre on the crossing of the A10 ring road and Haarlemmerweg, the entrance to the city from the west. Once a small village, Sloterdijk has developed considerably since the Great Expansion Plan of van Eestering in the 1930s. Industries bloomed in Sloterdijk in the 19th century, contributing to the first operating train in The Netherlands that travelled from Sloterdijk to Haarlem.

After the war, areas in the south of Sloterdijk experienced a housing boom which gave rise to some of the more characteristic modernist housing blocks in the city. As tram lines and metro connecting the south-west edge of the city was integrated with the train system, the area surrounding the station is now a business cluster and is predicted to expand southwards along the ring road.

In 2010, Sloterdijk was announced as part of the new stadsdeel (a name used for urban or municipal districts in large municipalities), strengthening its position as a contender to become a business district in the city of Amsterdam.







Image by Jelmer van Zalingen

" The area surrounding the station is now a business cluster and is predicted to expand southwards along the ring road "



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Oud Zuid

Present condition; Text by Alexis Keng Yee Oh

Oud-Zuid is one of the more mature estates in the city of Amsterdam, however, there is potential for the site to evolve with the times. Created due to the original merchant economic boom which resulted in the physical expansion of the city walls, Oud-Zuid sits on the border of the old city centre but does not relate to peripheral zones in socio-spatial terms as it includes the rapidly developing area of Zuidas.

This disparity in wealth will likely grow as developers will be continually driven to economically lucrative areas. As it stands, the A10 acts as an informal city wall between the old estates and new developments outside the centre in Zuidas. If left unregulated, Zuidas will likely expand aggressively, leading to an urban sprawl. The lack of cultural amenities and homogeneity of functions in the area further contributes to this disconnection, further aggravating the social fragmentation between different social groups.

The problem facing Oud-Zuid is one of balance – due to the increase of population, developments are entirely necessary, but how can this without threatening the local heritage?







Image by Jelmer van Zalingen

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Schiphol Corridor

Present condition; ; Text by Hana Mohar

The Schiphol corridor occupies the strategic position between the three growing economic hubs of Schiphol (landside developments), Zuidas and the city centre of Amsterdam. As the area is a rail corridor that runs across borders, its lands are co-owned by the city, the Haarlemmermeer municipality and the Schiphol Group. The highway cuts across the site, bringing through it vast amounts of traffic daily. Yet it is this very same highway that splits the site into two – the low density residential and commercial zone to the north and the undeveloped idle green terrain to the south.

Taking up a large part of the site is the Nieuwe Meer lake, an artificial water basin that continues into the Amsterdamse Bos, two large and important recreational zones that are partially protected. While these natural zones have slowed down developments in the past, the exponential growth in population will see them come under significant pressure.

What is certain is that the presence of the rail infrastructure will bring about increasing changes to the towns around it, turning the stations on this corridor into gateways to the immediate hinterland and unlocking more opportunities for growth.





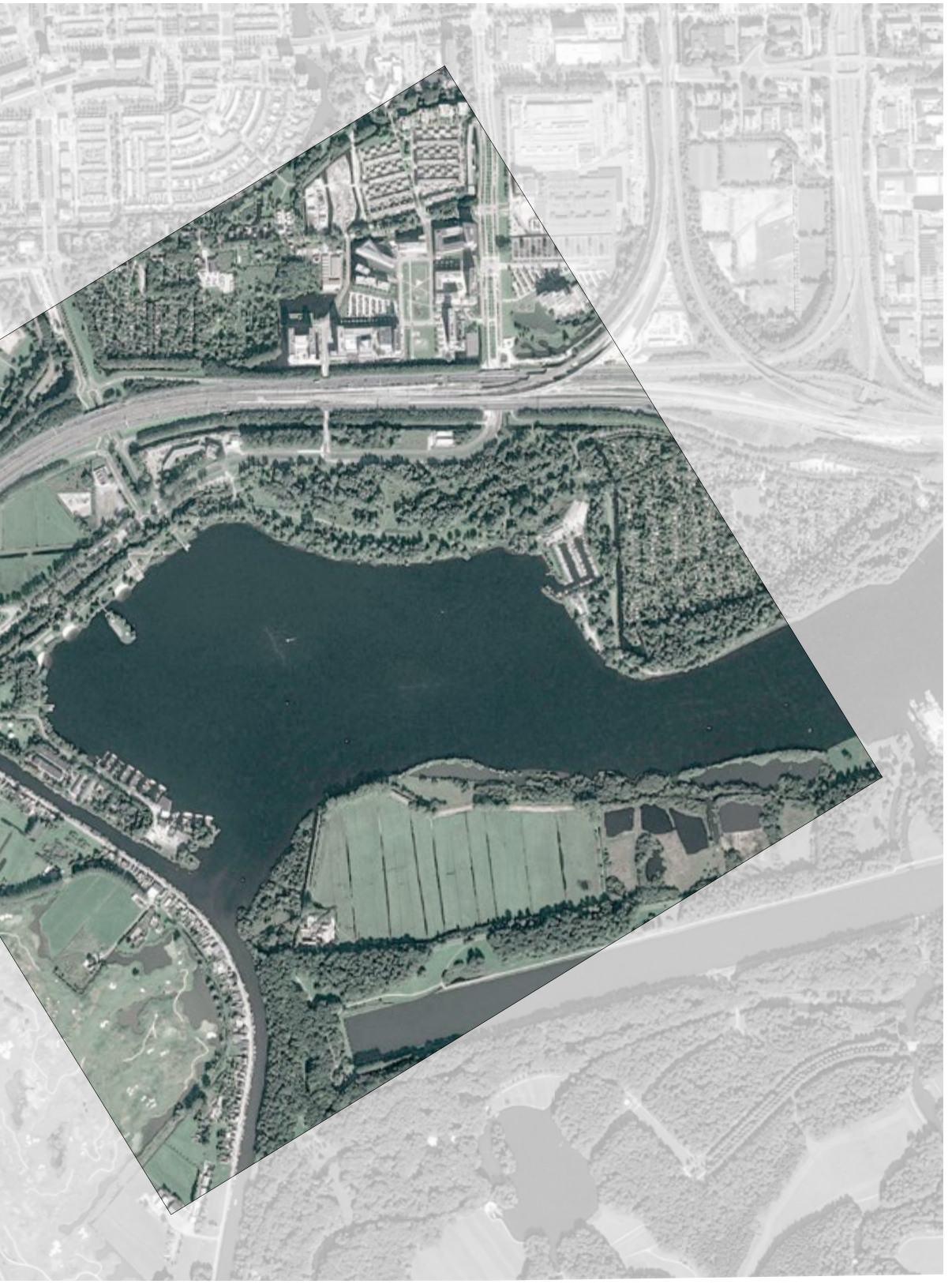
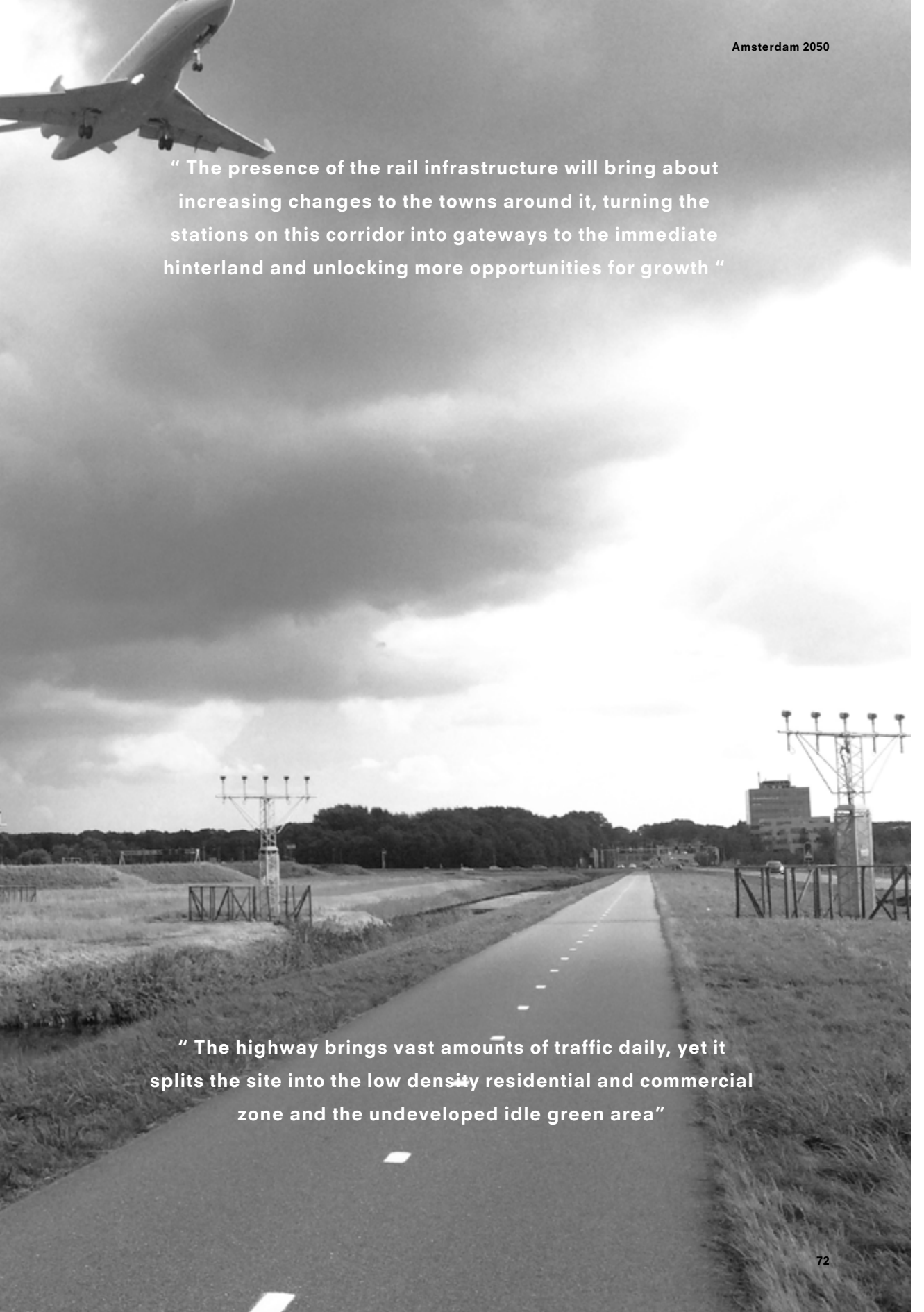




Image by Brygida Zawadzka

“ Natural zones have slowed down developments in the past, the exponential growth in population will see them come under significant pressure “



" The presence of the rail infrastructure will bring about increasing changes to the towns around it, turning the stations on this corridor into gateways to the immediate hinterland and unlocking more opportunities for growth "

" The highway brings vast amounts of traffic daily, yet it splits the site into the low density residential and commercial zone and the undeveloped idle green area"

Zuid Oost

Present condition; Text by Alexis Keng Yee Oh

Located on the South-East the city, the site is geographically an exclave of Amsterdam as its borders are separated from the main city. This was theoretically resolved when the first metro line was completed in 1977, thereby establishing a physical connection between the centre of Amsterdam and the neighbourhoods of Zuid Oost.

This line of infrastructure was the catalyst for the transitional urban zones that ran parallel to it, and was meant to support the planning of Zuid Oost as a 'town of the future' in alignment with the principles of Le Corbusier. However upon completion, the tower blocks planned with intention to separate the functions of living, working, traffic and recreation proved to be unsuccessful and the area struggled with crime and vandalism. Gaining the reputation of an underprivileged neighbourhood with a high rate of unemployment, the eastern part of Bijlmermeer was marked as aandachtswijk (disadvantaged neighbourhood) which sparked large scale urban renewal projects were initiated across multiple levels.

The current plan of action is to unify the different parts with amenities for regional leisure activities in attempts to rectify the effects of the past masterplans for the area.







Image by Jelmer van Zalingen

“ The site is geographically an exclave of Amsterdam. The line of infrastructure was the catalyst for the transitional urban zones and was meant to support the planning of Zuid Oost “







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Schiphol Terminal

Present condition; Text by Alexis Keng Yee Oh

Since it's opening as a military airbase in 1916, Schiphol has now become the largest airport in the Netherlands, serving as a transport hub for roughly 70 million passengers annually. Functioning as a machine, the airport is a highly secured environment for a variety of activities that occur constantly over 24 hours, but this efficiency is undermined by the severe lack of public spaces. Talks of expansion has always been around, even when the first big terminal was under construction in 1967. While Schiphol is no doubt a contender in the international market, it still struggles to cope with the high levels of traffic in the increasingly turbulent aviation industry.

One of the main factors affecting the expansion of Schiphol is the advancement in technology with regards to The Alders Agreement. The agreement imposed a cap on the number of flight moves, limiting the allowed air movements to a maximum of 500,000 in 2020 to combat noise pollution, but as aviation engineering becomes more sophisticated, airplanes are able to produce lesser decibels, thereby creating a loophole in the terms, allowing for more air traffic within the same limits.







Image by Jelmer van Zalingen

" Schiphol has now become the largest airport in the Netherlands, serving as a transport hub for roughly 70 million passengers annually "

" Functioning as a machine, the airport is a highly secured environment for a variety of activities that occur constantly over 24 hours, but this efficiency is undermined by the severe lack of public spaces "





" While Schiphol is no doubt a contender in the international market, it still struggles to cope with the high levels of traffic in the increasingly turbulent aviation industry "

AMS PRESENT

MAPPING

XL Mapping

Present condition

P_01_01 Noorderkerk
P_01_02 Oude Haagseweg
P_01_03 Verhulststraat

P_02_01 Hilton hotel
P_02_02 Apollohal
P_02_03 Bridge No19S

P_03_01 Van Eestern Museum
P_03_02 Van Gogh Museum
P_03_03 Wi Eegi Kerki

P_04_01 Van Brienenhofje
P_04_02 Bijlmerflat
P_04_03 Bijlmer Bajes

P_05_01 Korthals altes silo
P_05_02 A'dam tower
P_05_03 The Keynes Building

P_06_01 Windsurfing marina
P_06_02 Klimhal
P_06_03 Amsterdam Velodrome

P_07_01 Gardenpark Wijkergouw
P_07_02 The houseboat
P_07_03 L-blocks

P_08_01 Westbijlmer mill
P_08_02 Farm Meerzicht
P_08_03 Afvalpunt Seineweg

P_09_01 Rai Amsterdam hall 12
P_09_02 BP Gas station
P_09_03 Junction A10-Gooiseweg

P_10_01 Amsterdam Central Station
P_10_02 Air traffic authority
P_10_03 Amsterdam Sloterdijk Station




P_07_02
P_06_02
P_10_03
P_08_02
P_07_03
P_03_01
P_05_01
P_02_03
P_05_02
P_01_01
P_10_01
P_04_01
P_07_01
P_03_02
P_01_03
P_02_02
P_09_01
P_04_03
P_05_03
P_06_03
P_01_02
P_06_01
P_09_02
P_10_02
P_08_02
P_09_03
P_04_02
P_03_02
P_02_01
P_08_01

L Mapping

Present condition

01 **Zaanstad**

02 **Centraal**

03 **City Islands**

04 **Amstel**

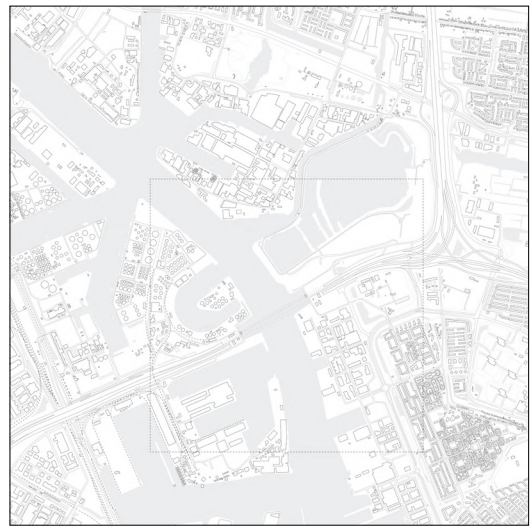
05 **Sloterdijk**

06 **Oud Zuid**

07 **Schiphol Corridor**

08 **Zuid Oost**

09 **Schiphol Terminal**



01



04



07



02



03



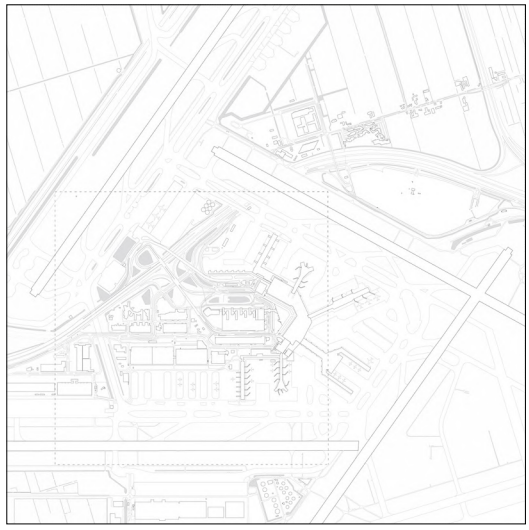
05



06



08



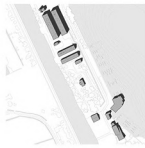
09

M Mapping

Present condition



Present type 01_01
Noorderkerk
Centraal



Present type 01_02
Oude Haagseweg
Schiphol Corridor



Present type 01_03
Verhulststraat
Oud Zuid



Present type 03_01
Van Eestern Museum
Sloterdijk



Present type 03_02
Van Gogh Museum
Oud Zuid



Present type 03_03
Wi Eegi Kerki
Zuidoost



Present type 04_01
Korthals Altes Silo
Centraal



Present type 04_02
A'dam Tower
Centraal



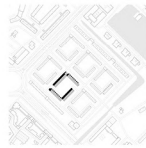
Present type 04_03
The Keynes Building
Schiphol Corridor



Present type 08_01
Gardenpark Wijkergouw
City Islands



Present type 08_02
The Houseboat
Zaanstad



Present type 08_03
L-blocks
Sloterdijk



Present type 10_01
Rai Amsterdam Hall 12
Oud Zuid



Present type 10_02
BP Gas station
Schiphol Corridor

Present type 10_03
Junction A10-Gooiseweg
Amstel



Present type 02_01
Hilton Hotel
Zuid Oost



Present type 02_02
Apollohal
Oud Zuid



Present type 02_03
Bridge No19S
Centraal



Present type 06_01
Van Brienenhofje
Centraal



Present type 06_02
Bijlmerflat
Zuid Oost



Present type 06_03
Bijlmer Bajes
Amstel



Present type 07_01
Windsurfing Marina
Schiphol Corridor



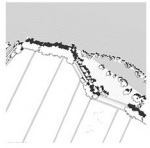
Present type 07_02
Klimhal
Sloterdijk



Present type 07_03
Amsterdam Velodrome
Schiphol Corridor



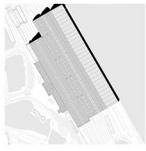
Present type 09_01
Westbijlmer Mill
Zuid Oost



Present type 09_02
Farm Meerzicht
Schiphol Corridor



Present type 09_03
Afvalpunt Seineweg
Sloterdijk



Present type 05_01
Amsterdam Central Station
Centraal



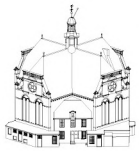
Present type 05_02
Air Traffic Authority
Schiphol Corridor



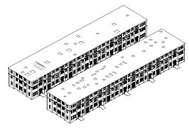
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Station Amsterdam Sloterdijk
Sloterdijk

S Mapping

Present condition



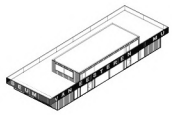
Present type 01_01
Noorderkerk
Centraal



Present type 01_02
Oude Haagseweg
Schiphol Corridor



Present type 01_03
Verhulststraat
Oud Zuid



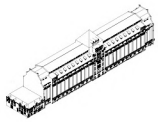
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Van Eestern Museum
Sloterdijk



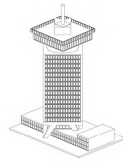
Present type 03_02
Van Gogh Museum
Oud Zuid



Present type 03_03
Wi Eegi Kerki
Zuidoost



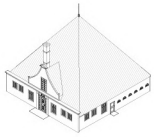
Present type 04_01
Korthals Altes Silo
Centraal



Present type 04_02
A'dam Tower
Centraal



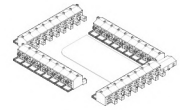
Present type 04_03
The Keynes Building
Schiphol Corridor



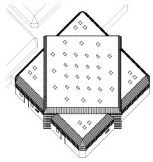
Present type 08_01
Gardenpark Wijkergouw
City Islands



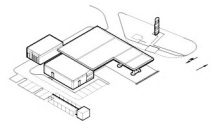
Present type 08_02
The Houseboat
Zaanstad



Present type 08_03
L-blocks
Sloterdijk



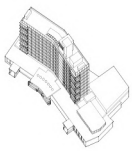
Present type 10_01
Rai Amsterdam Hall 12
Oud Zuid



Present type 10_02
BP Gas station
Schiphol Corridor



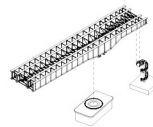
Present type 10_03
Junction A10-Gooiseweg
Amstel



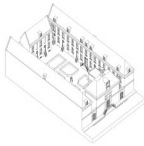
Present type 02_01
Hilton Hotel
Zuid Oost



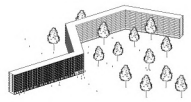
Present type 02_02
Apollohal
Oud Zuid



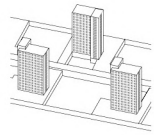
Present type 02_03
Bridge No19S
Centraal



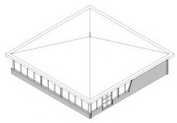
Present type 06_01
Van Brienenhofje
Centraal



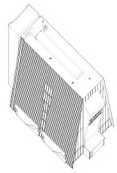
Present type 06_02
Bijlmerflat
Zuid Oost



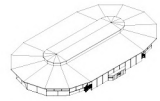
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Bijlmer Bajes
Amstel



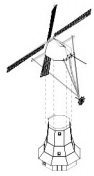
Present type 07_01
Windsurfing Marina
Schiphol Corridor



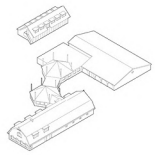
Present type 07_02
Klimhal
Sloterdijk



Present type 07_03
Amsterdam Velodrome
Schiphol Corridor



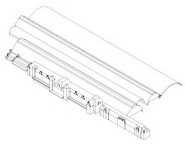
Present type 09_01
Westbijlmer Mill
Zuid Oost



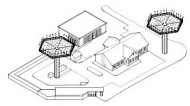
Present type 09_02
Farm Meerzicht
Schiphol Corridor



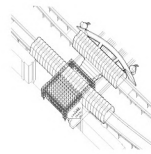
Present type 09_03
Afvalpunt Seineweg
Sloterdijk



Present type 05_01
Amsterdam Central Station
Centraal



Present type 05_02
Air Traffic Authority
Schiphol Corridor



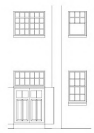
Present type 05_03
Amsterdam Sloterdijk Station
Sloterdijk

XS Mapping

Present condition



Present type 01_01
Noorderkerk
Centraal



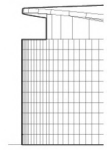
Present type 01_02
Oude Haagseweg
Schiphol Corridor



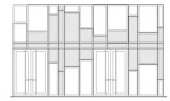
Present type 01_03
Verhulststraat
Oud Zuid



Present type 03_01
Van Eastern Museum
Sloterdijk



Present type 03_02
Van Gogh Museum
Oud Zuid



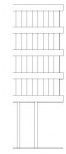
Present type 03_03
Wi Eegi Kerki
Zuidoost



Present type 04_01
Korthals Altes Silo
Centraal



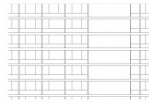
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A'dam Tower
Centraal



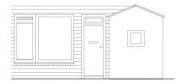
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The Keynes Building
Schiphol Corridor



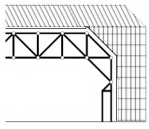
Present type 08_01
Gardenpark Wijkergouw
City Islands



Present type 08_02
The Houseboat
Zaanstad



Present type 08_03
L-blocks
Sloterdijk



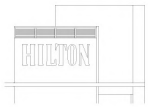
Present type 10_01
Rai Amsterdam Hall 12
Oud Zuid



Present type 10_02
BP Gas station
Schiphol Corridor



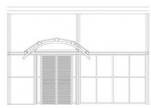
Present type 10_03
Junction A10-Gooiseweg
Amstel



Present type 02_01

Hilton Hotel

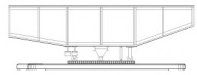
Zuid Oost



Present type 02_02

Apollohal

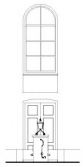
Oud Zuid



Present type 02_03

Bridge No19S

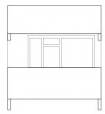
Centraal



Present type 06_01

Van Brienenhofje

Centraal



Present type 06_02

Bijlmerflat

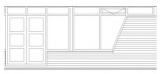
Zuid Oost



Present type 06_03

Bijlmer Bajes

Amstel



Present type 07_01

Windsurfing Marina

Schiphol Corridor



Present type 07_02

Klimhal

Sloterdijk



Present type 07_03

Amsterdam Velodrome

Schiphol Corridor



Present type 09_01

Westbijlmer Mill

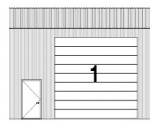
Zuid Oost



Present type 09_02

Farm Meerzicht

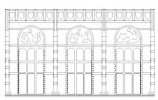
Schiphol Corridor



Present type 09_03

Afvalpunt Seineweg

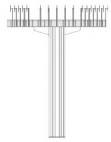
Sloterdijk



Present type 05_01

Amsterdam Central Station

Centraal



Present type 05_02

Air Traffic Authority

Schiphol Corridor



Present type 05_03

Station Amsterdam Sloterdijk

Sloterdijk

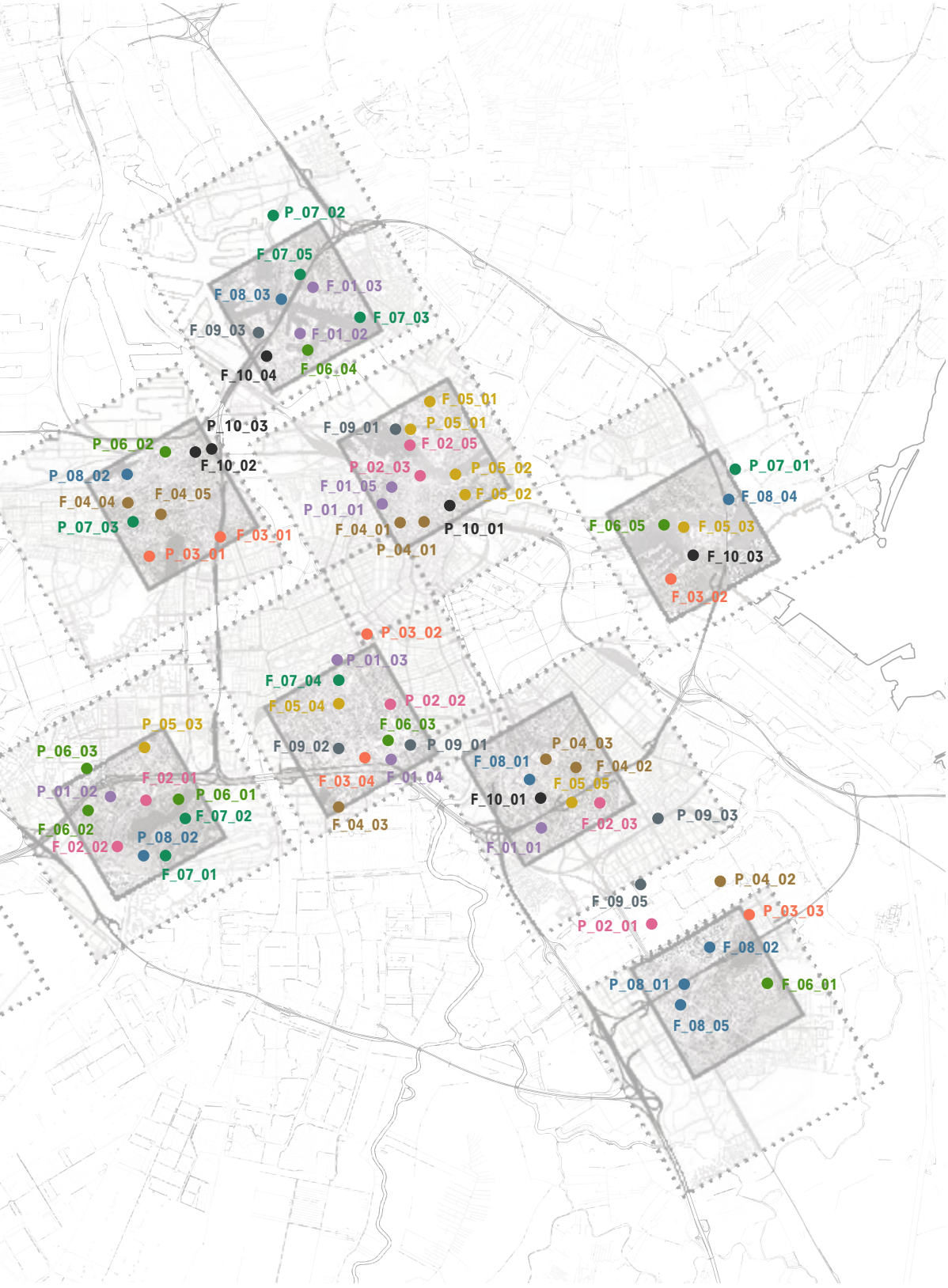
AMS TRENDS

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Location map

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P_01_03	Verhulststraat
F_01_01	Amstel Activity route
F_01_02	The shared platform
F_01_03	The garden of anthropos
F_01_04	Bike Factory 4.0
F_01_05	Reclaim the streets
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Image by Lydia Giokari



Lifestyle

Present type 01_01

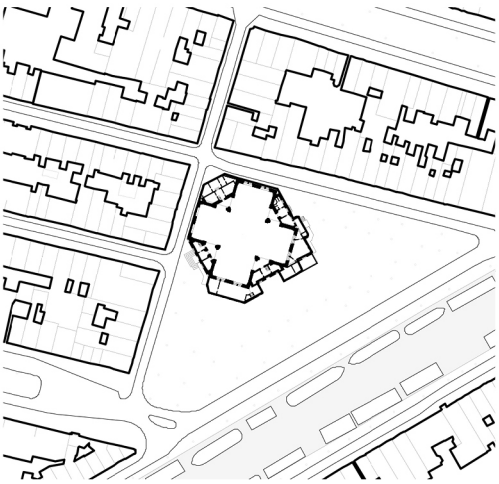
Noorderkerk

Centraal

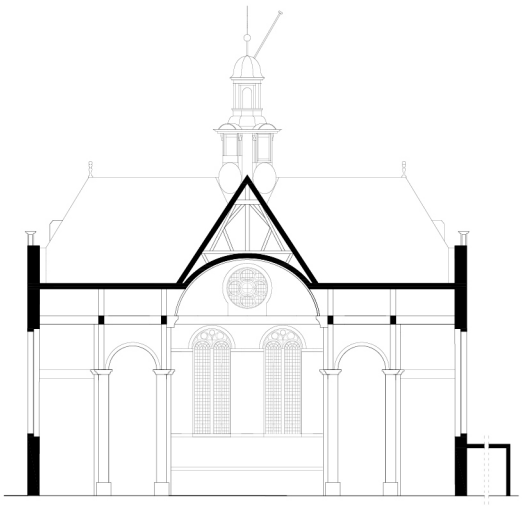
The Noorderkerk church (Northern church), along the Southern, Western and Eastern church was completed in the 17th century. They have been built for the wealthy protestant residents of the canal rings areas.

These newly built specifically protestant churches were a challenge for the architect Hendrick de Keyser, since their design differ from catholic churches. The difference is the is minimal amount of statues and religious imaginary, no ambulatory and the requirement of an east-western orientation of protestant churches. The Noorderkerk was shaped in a symmetrical, cross-shaped layout (Greek cross) with large Tuscan pillars dominating the interior. On each corner of the cross, there is a small annex buildings and a small tower crowning the top of the building.

Architect Keyser designed the church in a Renaissance style, representing one of the first examples of protestant architecture in Europe.

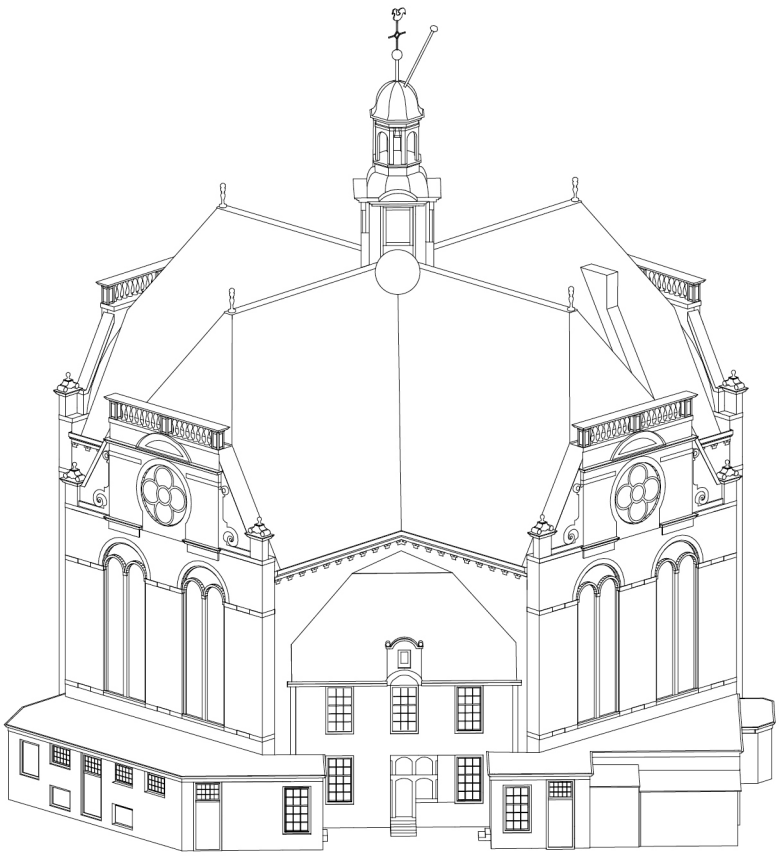


Siteplan



Section

“ Shaped in a symmetrical, cross-shaped layout with large Tuscan pillars “



“ Minimal amount of statues and religious imaginary and no ambulatory ”

Axonometry

Present type 01_02

Oude Haagsewegw

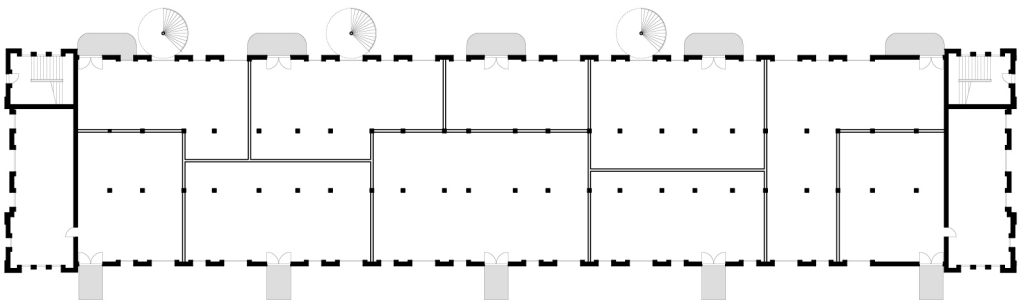
Schiphol corridor

The Nieuw en Meer complex was originally built as a weapons and ammunition depot of Defense. The first buildings date from 1918 being part of the Defence Line of Amsterdam.

After the last conflict in 1962 in, so called 'Dutch New Guinea', the military stores fell into disuse. In1988 the buildings were squatted by a group of artists an activists from the squat at Conradstraat 11. A month later Stichting Nieuw en Meer was founded, paving the way for legalization. The formal legalization in 1991, the lease contract between Stichting Nieuw en Meer and the City of Amsterdam marked the start of extensive renovations. The two large warehouse buildings with a total floor space of 7200 m2 had to be transformed into more than 80 smaller individually accessible studio's. The construction supervision was done by Casa Architects (Hein de Haan), while a large part of the work was carried out by the tenants themselves. The establishment of the tenants association Niks Minder provided a formal end of the legalization process in 1991. Today the Association represents the interests of the tenants and takes responsibility for the maintenance of the public space in the area.



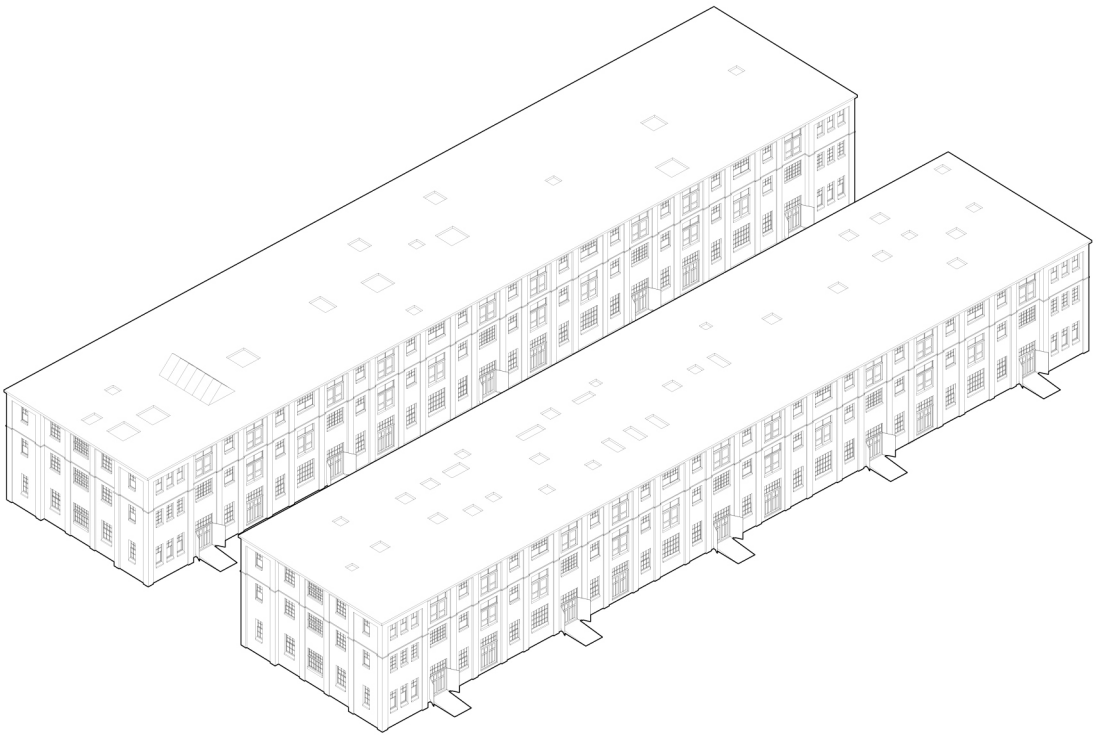
West elevation



Floor Plan

“ In 1988 the buildings were squatted by a group of artists an activists “

“ The two large warehouse buildings had to be transformed into more than 80 studio’s ”



Axonometry

Present type 01_03

Verhulststraat

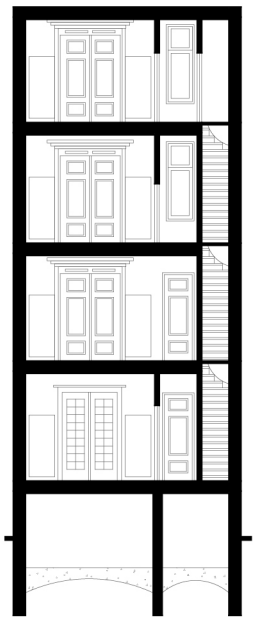
Oud Zuid

Johannes Verhulststraat is a posh street with high end quirky shops and tiny markets Located in the Museumkwartier neighborhood of Amsterdam. The area has been developed following the construction of the Rijksmuseum. The street runs parallel to the north of the De Lairessestraat street. The building was built in 1909 in the typical Neo-Renaissance and Art Nouveau styles, and has been under the instruction of Housing Act in 1905.

It was designed as a residential housing with the ground floor being used as commercial space; a café and a supermarket.



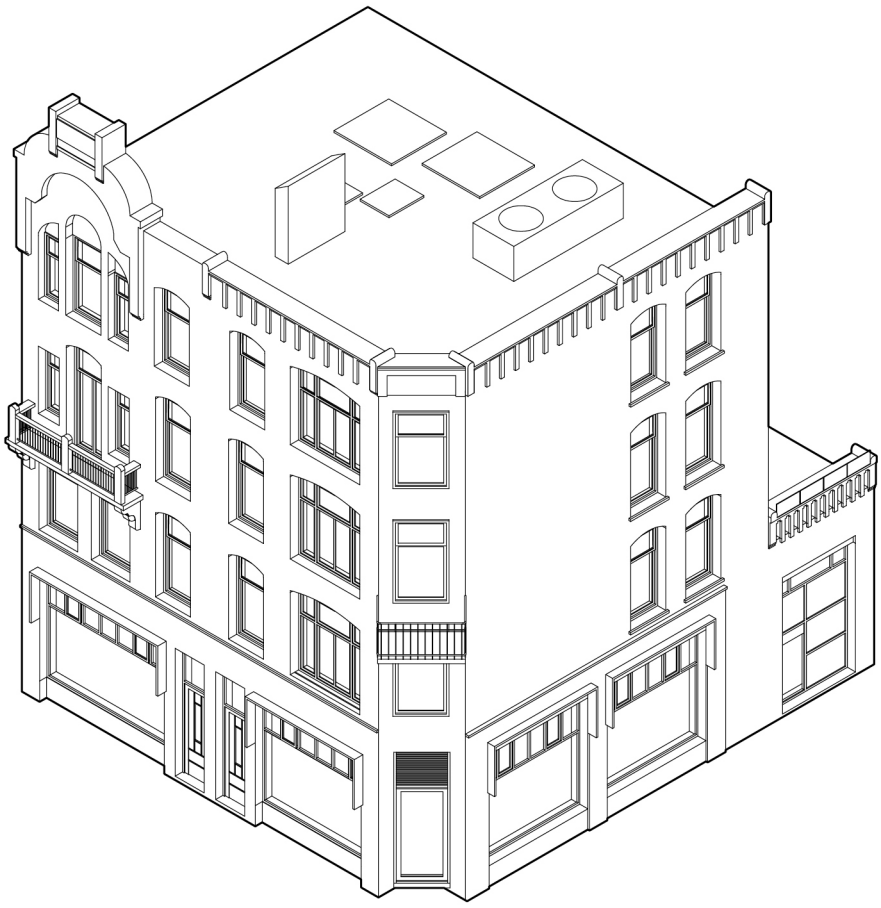
Street elevation



Section

“ It is a very posh street with high end quirky shops and tiny markets “

“ The building was built in neo-renaissance and art nouveau style. “



Axonometry



Image by Selene Lijie Zhuang

“ What are the challenges contemporary urbanism has to meet? “



“ The social analysis show the great diversity of inhabitants in Amsterdam’s urban zone, with noticeable differences between different neighbourhoods “

Public space history

Text by Sloterdijk; Oud Zuid Group

Ancient times

The western public space has its origin in the ancient civilizations dating back to Greek and Roman times. The Greek 'polis' is highly related to the concept of public space, often described as democratic space. Agora in ancient Athens is one of the significant example, as a place where citizens could vote on issues of government and justice.

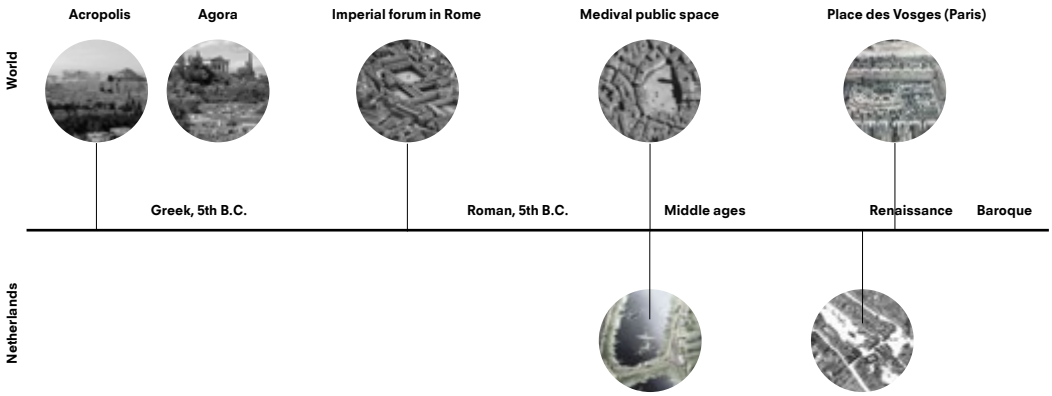
Yet, during the height of Greek civilization, only one-seventh of the population were citizens, and only citizens are allowed to access public spaces. Women, foreigners and slaves were not considered as citizens. Acropolis was the prominent focal point of the early Greek Polis, evolving from a hilltop fortification into a public space for religious and secular assemblies and commerce. From that, the public space kept evolving and shifted towards Agora with less focus on religion and fortification and more about daily communications and formal and informal assembly. It contains multi-functions, like acropolis, but evolved principally into a marketplace. In Roman times, the public space took form as a forum. The large forums consisted of open, semi-open and enclosed spaces, functioning as markets, places for religious meeting, political events athletics and informal meetings. They contains piazzas, important civic buildings such as basilicas and temples. Roman city had introduced a more planned approach to the production of urban public space.

Middle ages

During the middle ages, church became powerful and the public life and public space were mostly functioning oriented towards the church. Medieval public space was framed and often controlled by the church. City dweller and citizen were, for the first time, synonymous term, which was reflected in the unrestricted use of public space. The street systems shaped organic, commercial and vibrant public spaces.

Renaissance and baroque

During the Renaissance and baroque times, the grand piazzas sought to emulate the classical world, aesthetically and politically. Artists and architects were



employed to beautify the public piazzas and the grand palaces of the ruling class to display their own status and wealth. This trend of public display of the status and wealth of the ruling classes can be seen during the baroque times as well as the contemporary times where contemporary public spaces are often designed to show off the power and wealth of the corporate/ business sector.

In most historic European towns today, the main public space is the marketplace, the centre for news and gossip in the town, as well as a buying and selling ground. It offered a chance to take part in public life: religious, political, commercial and informal.

19th century

Starting from around 19th century, examples of public space for gathering and display had emerged. In the late 1850s, a series of park movement was formed for citizens to have greater access to open space. Semi-public corporate spaces started emerging at that time as well.

20th century

The new zoning resolution was created that 'introduced a new type of space: privately owned public space, on private property yet physically accessible to the public at large. From that on, further cooperate space typologies have been added to the official city list through legislation: Plaza (1961), Arcade (1961), Elevated Plaza (1968), Covered pedestrian space (1970) etc.

Compact city and Garden city

In 1924, the international town planning conference was held in Amsterdam combine the former garden city movement with the town planning movement, which focused on urban reform. Instead of concentric rings, radial expansion was now favoured. Zoning was seen as essential. The urban core was destined to become the "city" with banks, cultural facilities, the public administration, and high-quality shops; housing would move to the periphery, and industry would be located in the vicinity of canals or of harbours and also be accessible by train and car. This idea influenced the latter extension plan of Amsterdam. Amsterdam's general expansion plan of 1926 was designed under the concept of functional city and garden city.

Urban renewal and global economy

By the mid-1970s, most of the Netherlands cities had changed their course: they ended the demolition of abandoned areas, and maintained existing street patterns and banned high rise. Urban renewal marks a huge change: an attempt to stop the outward trend toward the suburbs. The mix of functions was seen as valuable and encouraged wherever possible. The city centres have become attractive consuming places relying on marketing tactics. Since 1980s, Dutch urban development has increasingly been approached from an 'entrepreneurial' perspective in which responsibility has been devolved from the national to the local government and even to the private sector.

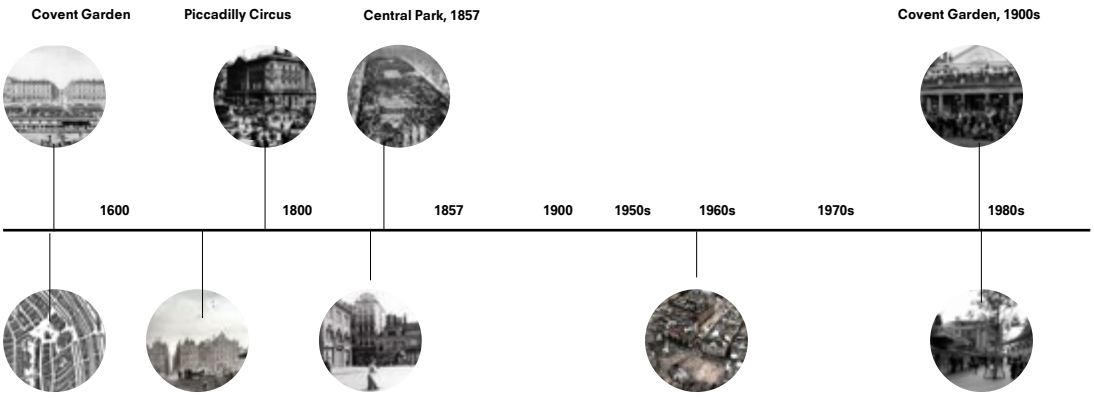




Image by Dan Jing

" Privatization, globalization, and the communications revolution will continue to shape the future demand and supply of public space "



“ In contrast to cars and public transport, people walking or cycling are actively participating in the street public life ”

Mapping and Designing Urban Lifestyle

Text by Oud Zuid Group , Amstel Group

Lifestyle organizes the endless possibilities that a consumer society offers and provides a basic rhythm for life. Life does not simply happen to us, we produce it.

Town planning can greatly contribute to a more sustainable world, and the means it needs to do so are at the heart of the discipline, in the form of rational zoning, that is, the design of urban patterns that minimize the need for traffic.

Tools of liveable city design

To encourage slow movement a city needs specific tools that are used by the pedestrians. In contrast to cars and public transport, people walking or cycling are actively participating in the street public life. They do not have a strictly fixed path to follow, more likely a general route that might change depending on current needs, mood or even boredom.

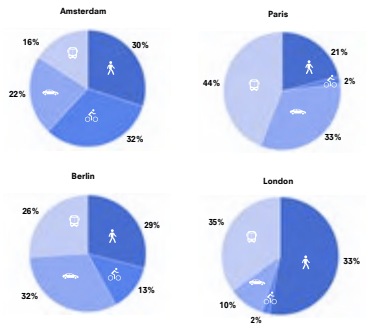
Kevin Lynch in his book The Image of the City defined basic elements that allow a pedestrian to read the urban structure of the city and translate it into a mental map that, according to Lynch, we automatically draw in our minds whenever we move around any space. The elements that he calls paths, edges, nodes, districts and landmarks are nothing else than means to create a communication system based on walking. In the way-finding process a specifically interesting role play the landmarks.

Mapping social values

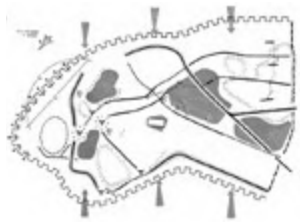
The social analysis show the great diversity of inhabitants in Amsterdam's urban zone, with noticeable differences between different neighbourhoods.

Meeting points mapping

When it comes to meeting in public, there are three



Percentage of the vehicle use



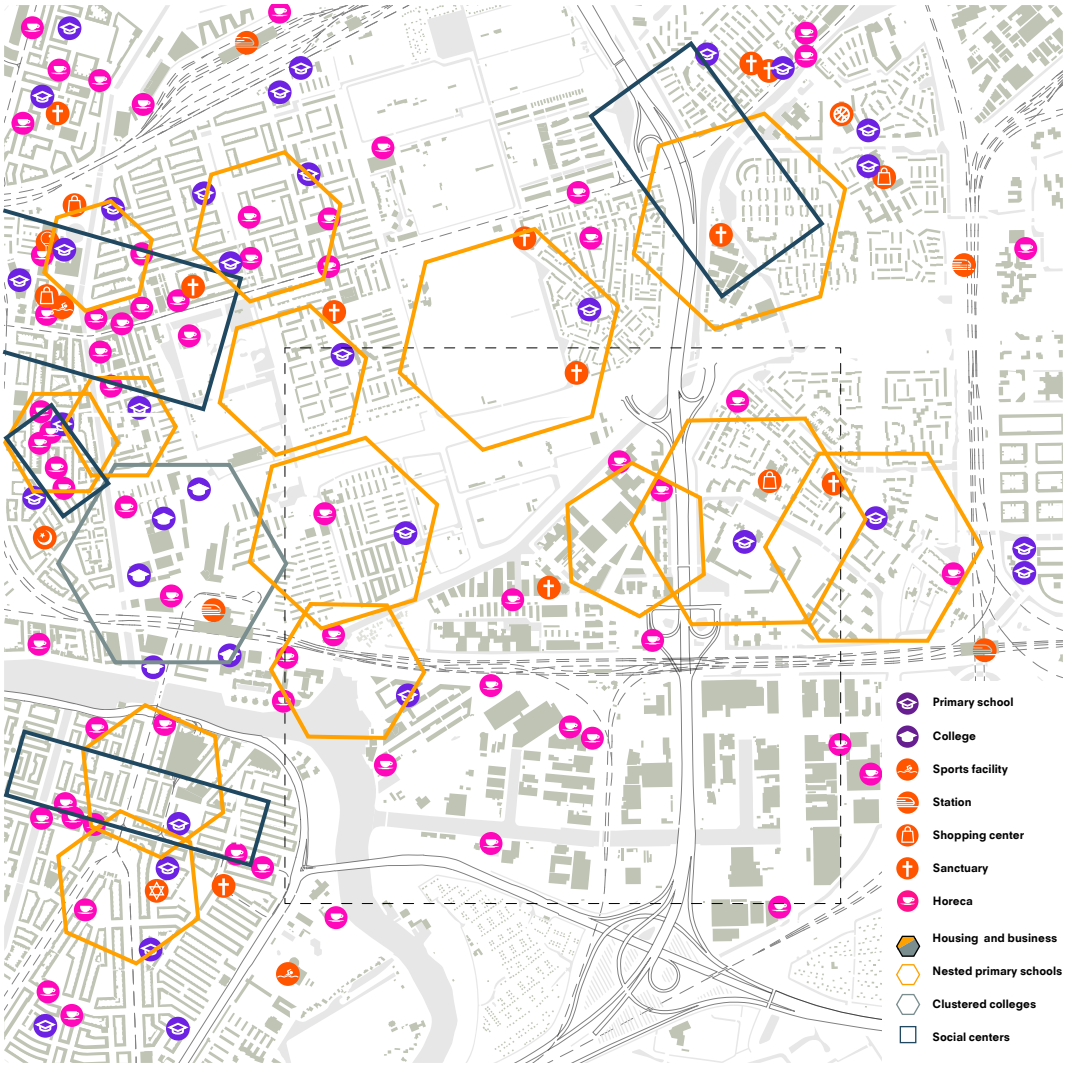
Kevin Lynch, The Image of the City



One of the happy city experiment "Happy Street "in Vancouver, focused on small scale interventions have become a popular way to enhance public life in cities – humanity's most widely adopted habitat.

noticeable patterns in the area. First of all the distinction made by planning authorities between the assigned areas for housing and light industrial activities becomes apparent when we look into the type of meeting places available. Secondly, of these types of meeting places, the schools form very specific markers. The primary schools function as gathering point within the neighbourhood. Thirdly, hotels, cafés and restaurants are usually clumped together, profiting from the incidental pass by and general atmosphere of the area. When situated outside of the main streets, it is either a historical remnant, a very small establishment, or it provides a specific service. In more dense areas the squares are populated by people of all ages meeting and socializing.

As space within the city becomes more valuable, the pressure on underutilised land pushes those space demanding functions towards the edge of the city. Not only garages and warehouses, but sports facilities like football, baseball and ice skating, as well as gardens, get a similar treatment.



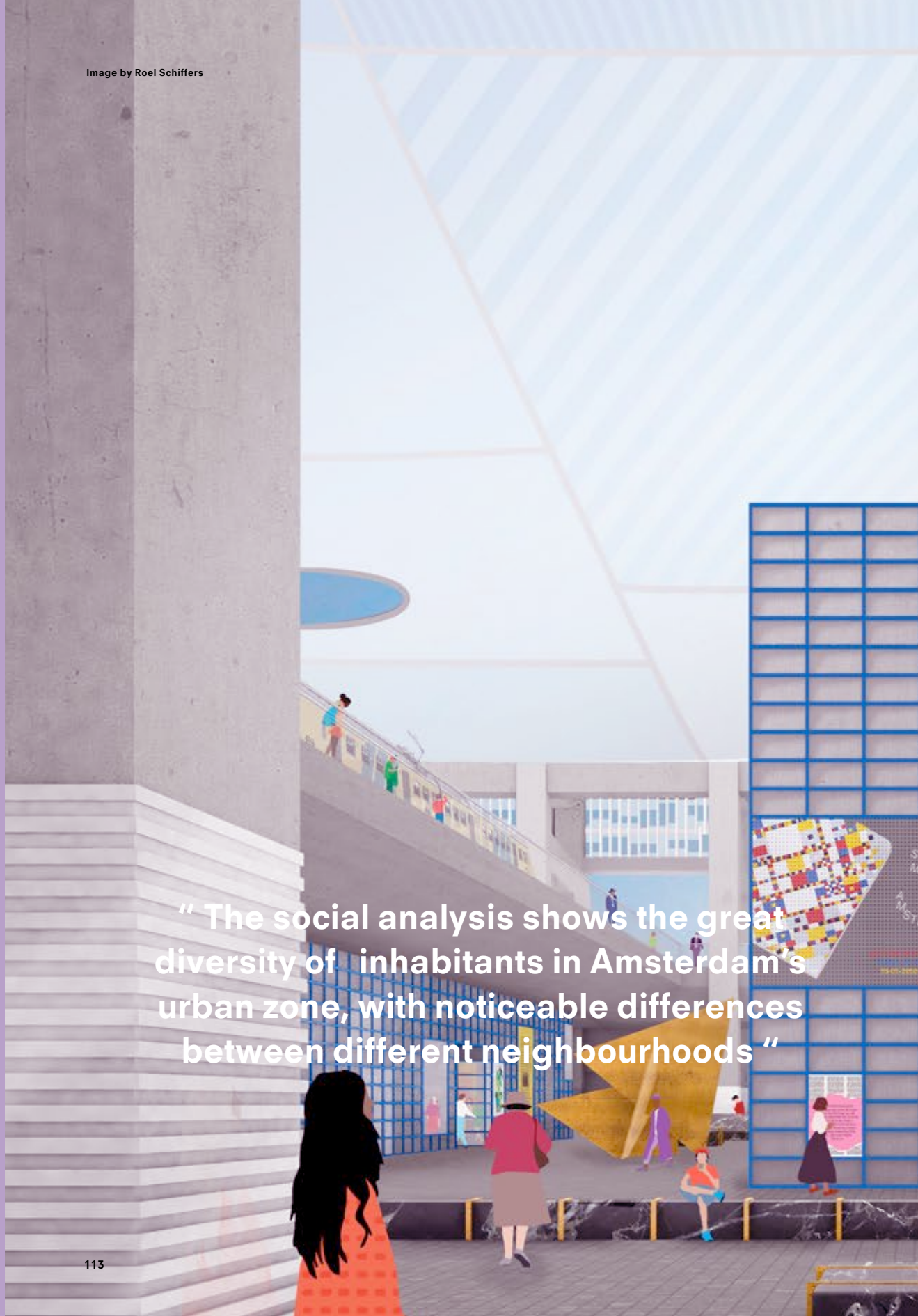


Image by Roel Schiffers

" The social analysis shows the great diversity of inhabitants in Amsterdam's urban zone, with noticeable differences between different neighbourhoods "



" The balance between public and private interests on public space share a deep root in the history "

Integration and Social Justice

Text by Sloterdijk; Zaanstad; Oud Zuid Group

Communities

Integration and social exclusion are still big problems in today's society. Integration is the process in which differences between population groups are getting smaller. Since the Second World War many immigrants have found our country, most of the immigrants have a non-western background. Most of the immigrants come to the city and this leads to the fact that Amsterdam is the place where different groups / communities with different backgrounds, whether it is class, ethnic, religion or sexual preference come together.

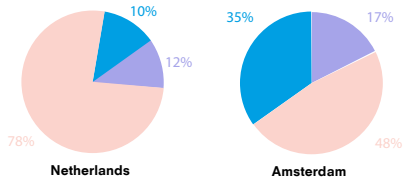
People with the same background can be considered to form a community with each other. Communities are people who belong to group based on the same background(cultural or historical), interests, religion, occupation or common characteristics.

Community driven development example

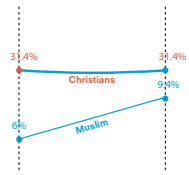
De Ceuvel is community driven development where houseboats taken out of water and placed on land, creating a unique feel. The project is a demonstration ground for "closed loop" and regenerative urban development; using clean technologies for managing water, energy, sanitation, and food production, as well as cleaning the polluted soil using plants.

Migration waves in the Netherlands

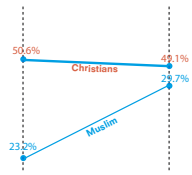
Since the Second World War, several waves of immigration have happened in Amsterdam. Post-colonial immigrants from Indonesia, Suriname and the Caribbean, immigrants from Turkey and Morocco and recently many war refugees came to the country and to Amsterdam and laid the groundwork for the current mix of religions and culture. The three ethnic groups: Moroccans, Turks and Surinamese, contain a much higher percentage of people who feel affiliated to a particular religion. In



In the Netherlands the number of non-western immigrants is 12,6%, in Amsterdam more than 33%, in Sloterdijk more than 50%



Expecting migration of Dutch population, 2010-2050



Expecting migration of global population, 2010-2050



Airbnb listings in Oud Zuid and Buitenveldert, 2017

the Netherlands the number of non-western immigrants is 12,6%, whereas Amsterdam has the percentage of non- western is more than 33%, and Sloterdijk more than 50%. In Sloterdijk only one mosque is originally a mosque, while the others used to have been Christian churches turned into mosques.

Fragmented society

Social interaction is very important for integration and to prevention of social exclusion. Differences in culture, class and political standpoints are getting bigger. As the group of non-western will grow until at least 2050 it is important to come up with solutions to let different communities meet each other and get a cohesive society.

How can we design an inclusive society?

With an unprecedented influx of a new generation of inhabitants, Amsterdam is faced with the inevitable clash of cultures between the new and the old. This saturation in diversity could potentially make the population of the city unique in its dynamics, but if handled poorly, segregation and antagonistic vibes could fester, leading to a divided city. To reach a possible solution, there are questions that first need to be answered: What are the tools of inclusivity that focus and maximise interaction between inhabitants? An intervention that exists in between the temporary solutions and permanent built forms; where impermanence is celebrated for the dynamism could be the result.

With recent global events fueling fear mongering and stirring racial sentiments, how can the future developments ensure a cohesive and inclusive society without losing its local identity to the inevitable waves of gentrification?

Increasing social justice

Increased globalisation, inner- and cross-country migration flows result in compositions of highly mixed demographical groups coexisting in close proximity from one another. In the past, especially after the Industrial Revolution, and up until the end of the 20th Century, employers and housing associations worked closely together to provide arrivals with appropriate accommodation. There is consequently a common tendency that newcomers and low-income people are being pushed to the peripheries of dense urban nodes, such as Oud Zuid. Therefore finding accommodation in close proximity of workplaces is a struggle in Amsterdam, leading to questions of social justice in relation to the redistribution of material goods, flows of power and opportunity.

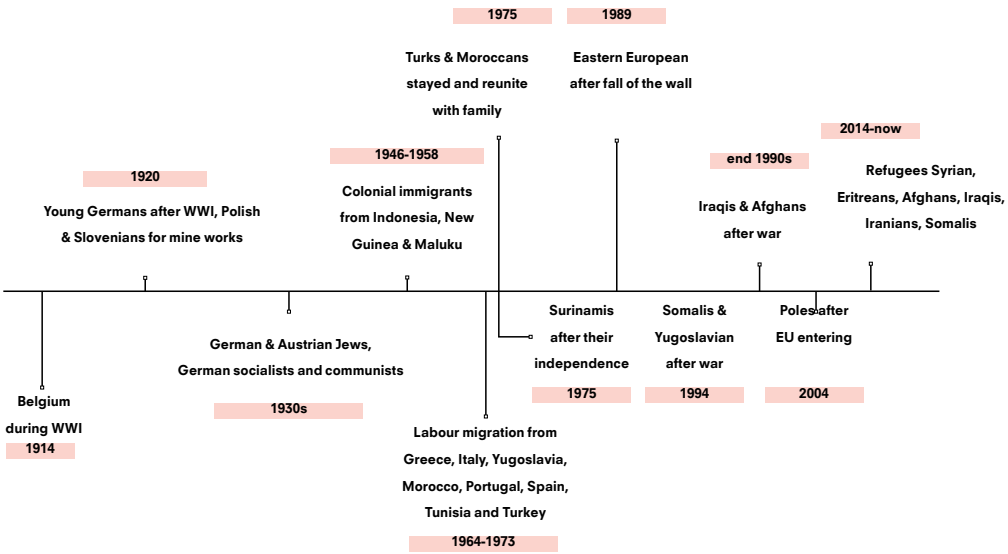


Image by Miaolan Lin



“ What are the tools of inclusivity that focus and maximise interaction between inhabitants? “



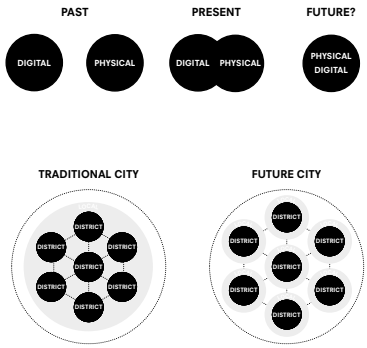
“ How could we facilitate more social interaction between communities to get a cohesive society? “

Digitalization of Public Space

Text by City Islands; Oud Zuid; Schiphol terminal Group

Internet

In the future we will depend more and more on the internet and the services and comfort it provides. It already became a parallel universe, saving us time to order clothes online, to order food online, to spend time with friends online. But those are also the reasons why people drastically use the public domain less and prefer to stay inside online. Parents are forcing their children to play outside because the public space is not fulfilling their new needs. Architecture should be able to react on the changes in society, especially if the impact is so big, but now it is only answering it in terms of robotics and apps, while the discussion should be much broader and deeper.

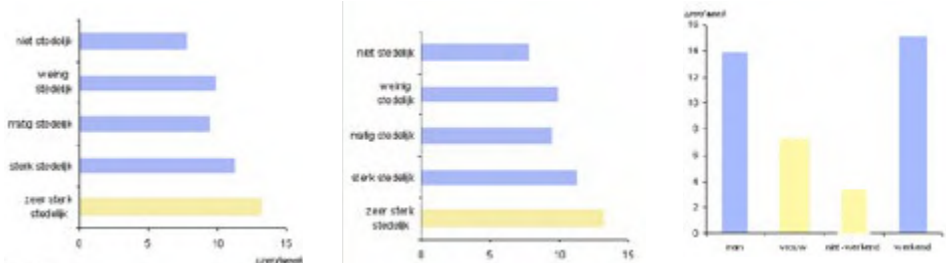


Smart city and the public space

The development of the smart city is more about social innovations than technological ones. People have a higher need for new types of public space that reconnects people with the offline world again.

Through the years the Internet has proven to decrease depression and to be an important contributor to the quality of our life. Therefore the public space has started to deflate and is together with the private housing asking for new interventions than the traditional typologies. The public space needs an intervention based on the way the private housing is going to change in the next 50 years. The public space still holds a lot of health benefits and we can use it to reconnect people with the way we use internet as an example.

Internet is connecting us worldwide but it is more



interesting and useful for us to find out how we can use it to reconnect each other on a local level again. The goal is therefore to make a place where people can to do online activities together, because people tend to like activities more when they can share their skills with others in a quick and easy way.

Strengthening the public life

The public space can bloom again if we lower the threshold between internet activities and chosen complementary traditional activities.

Online life

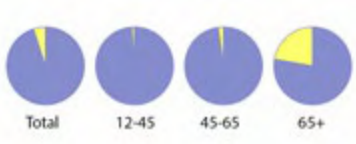
Data effects every aspect of our lifestyles, from our work life to our down time. How many of us already check our work emails on a Saturday? This is in itself an act of working remotely whether we see it this way or not.

According to the Manpower Group statistical indicators 15% of the European workforce can be described as "mobile workers", thus meaning that they work more than 10 work hours away from their main place of work. It's now a reality to both earn your salary from home and to spend that salary from home without ever leaving the house. And while this may be economically beneficial, the effect on our social well being could be very broad .

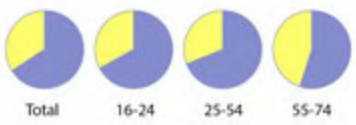
Yet technology and location based data has also in many ways attempted to solve the issue of social well being with dating and social apps like Tinder and Meetup creating a platform for our social and love lives within the city. Yet it appears the strongest visual effect that this transition to an 'online' future takes place is on our streets, with an increase from 4% to 11% between 2009 and 2015 in all non-food retail revenue in the Netherlands. This has meant a vacancy rate increase of 4% in 5 years across the country resulting in an estimated reduction in commercial floor space of '7-9 million square meters by 2025' (Mckinsay & Company, 2016) This could have a huge effect on the future of our architectural landscape,presently the predominant typology is commercial ground floor and residential stories. Without a consideration for the middle-ground retailers these store fronts could become filled only with the two least 'online' forms of retail, high-end luxury retail and low-end budget, leaving what is currently referred to as the high-street retailers no longer existing on the streets. Perhaps then we move towards a future of empty streets, when our everyday actions are occurring online? Are the streets in the future be used only for transport?

Physical & Virtual

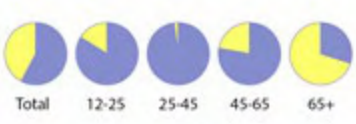
The virtual and the physical world used to be two very different world, it was the on or the other. With the increasingly popularity of the internet these lines started to become blurred. Now, at the eve of major technological development this border start to disappear completely. A range of technologies enable information from the digital world to be layered onto the physical world altering the person or environment. The new technologies allow people to meet new and different 'others' beyond the boundaries of the physical space.



Internet access



Shopping



Gaming / music

Internet trends amongst age groups in the Netherlands

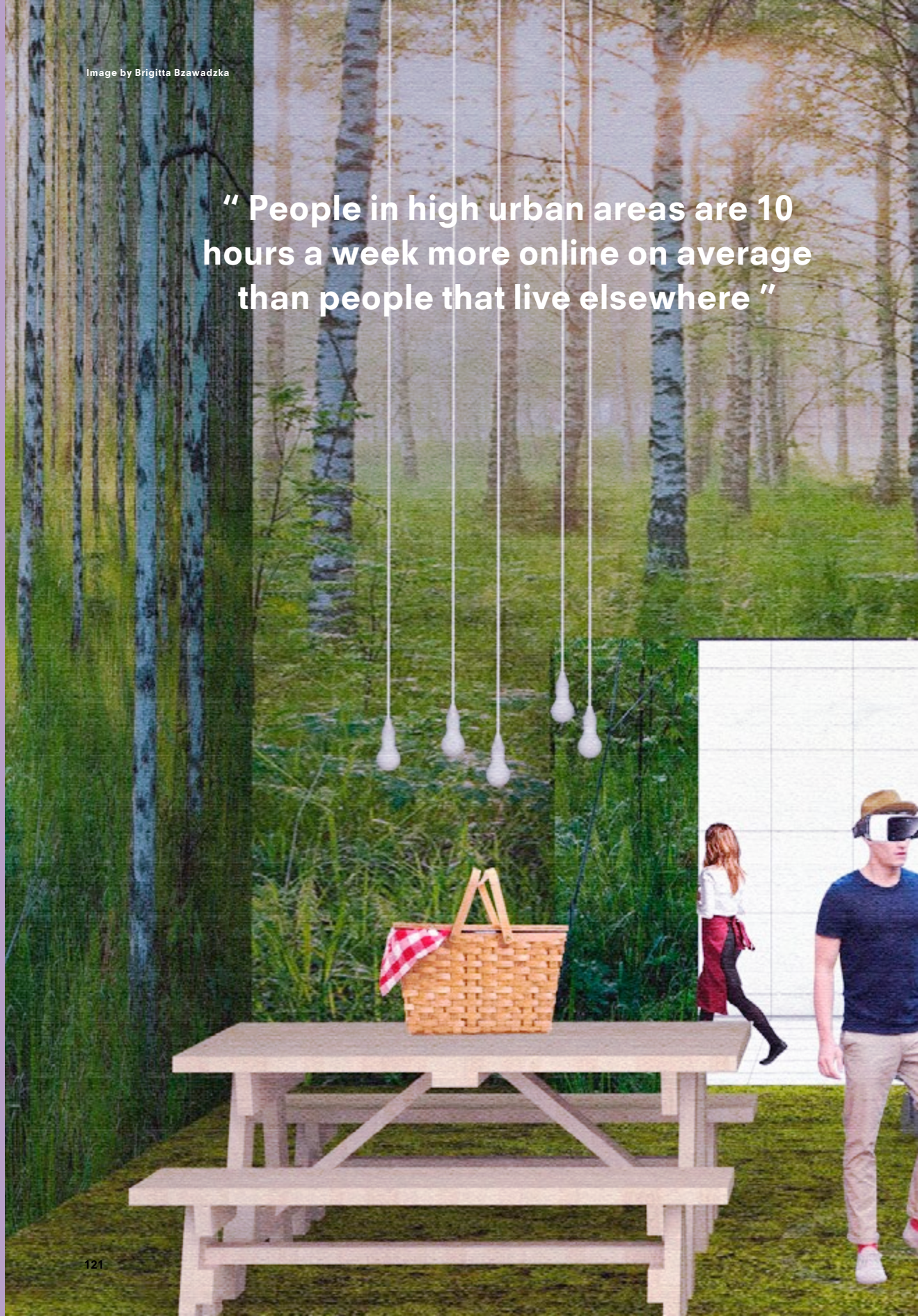


Image by Brigitta Bzawadzka

“ People in high urban areas are 10 hours a week more online on average than people that live elsewhere ”



“ Data effects every aspect of our lifestyles, from our work life to our down time Is Internet the new public realm? “

The shared platform

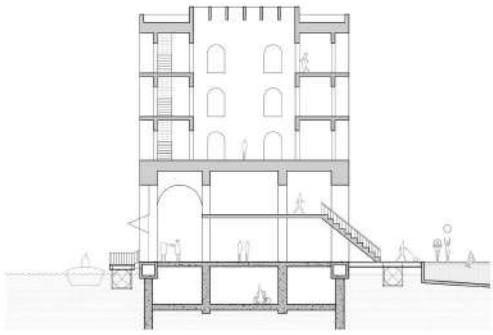
Lydia Giokari

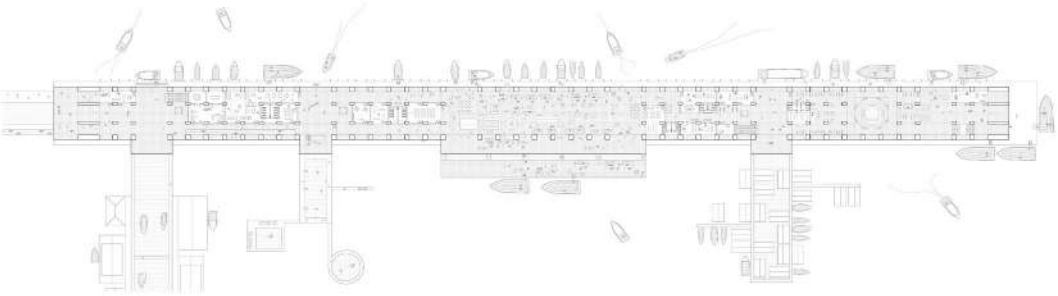
As the predictions of the future suggest, in the horizon of 2050 the model of the sharing economy will be extensively established.

The lifestyle of 2050 will lead to a new typology of the house: the house as a shared platform. In this platform model, people will live as a community and they will use space as a resource, together with other possessions such as the bike or the boat- since water mobility will be extensively used on the Ij river. Cohabitation will be the strategy to cope with the changing socio- economic conditions; community and space as resources and means of self- sufficiency. Water will be the new plot for development. The shared platform will initiate this new strategy of building on water that relates to the strong bond of Amsterdam with the river. The shared platform will consist a prototype for the new lifestyle.

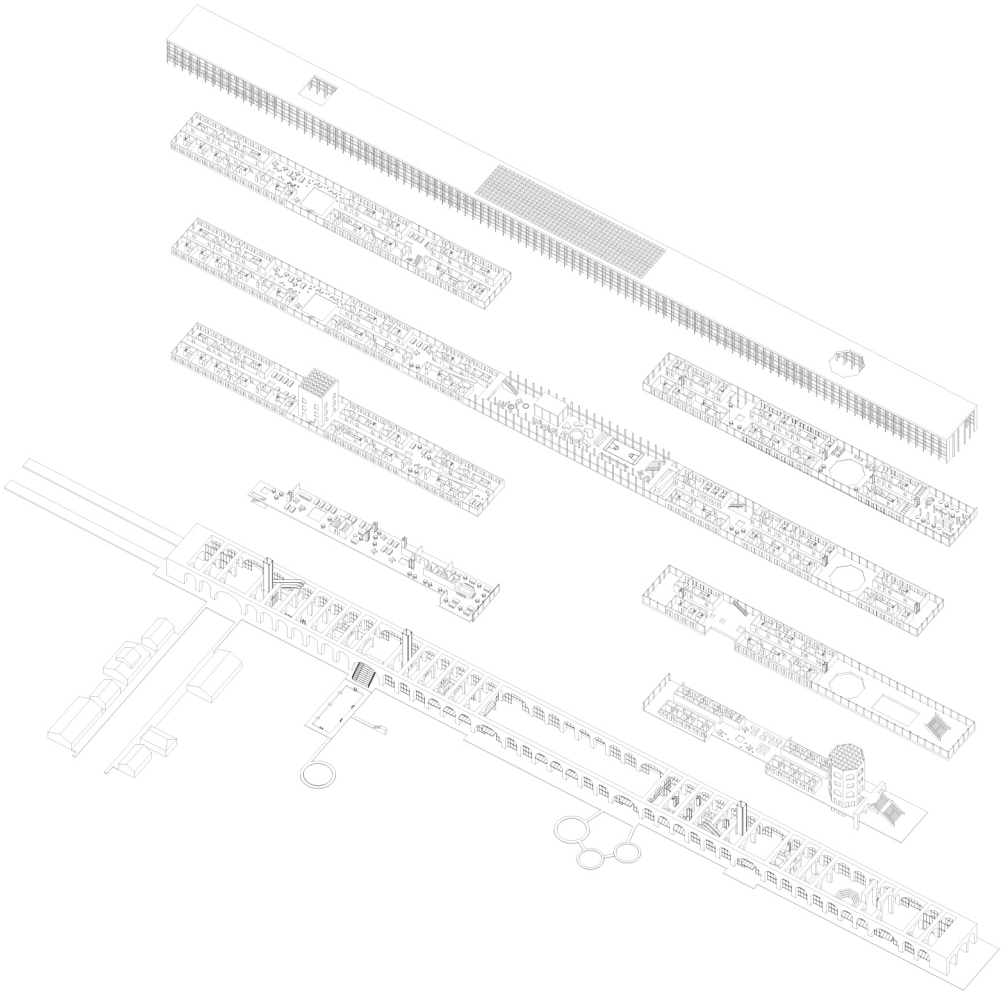


“ Water will be the new plot for development “





“ In the horizon of 2050 the model of the sharing economy will be extensively established “



“ Cohabitation will be the strategy to cope with the changing socio- economic conditions “

The garden of anthropos

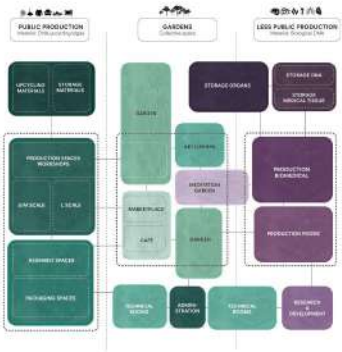
Petter Habostad

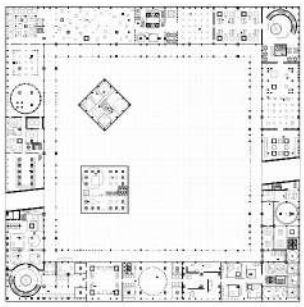
What does it really mean to be human in a world where anything can be produced from synthesised DNA? Is technological production just an extension of our biological self?

By using the enclosed garden as a typology, the project incorporates production spaces and dwellings on the upper floors, creating a close relationship between living and working. It transpires from the urban to the natural and offers spaces for both individual and communal production within a complete man-made environment, reflecting on human cultivation and production within the historical concept of the garden bridging city and nature. The project offers potential for self-sufficiency and hyper local production, reducing needs for packaging and transportation.



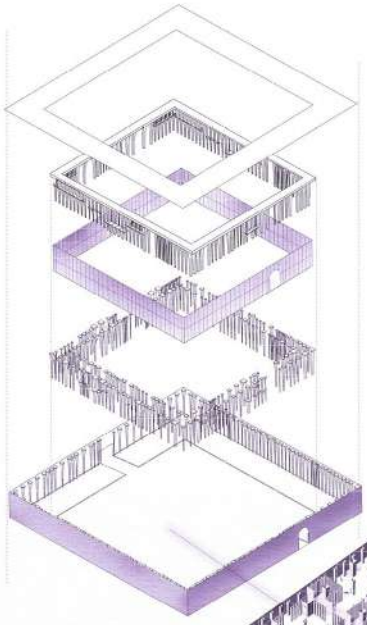






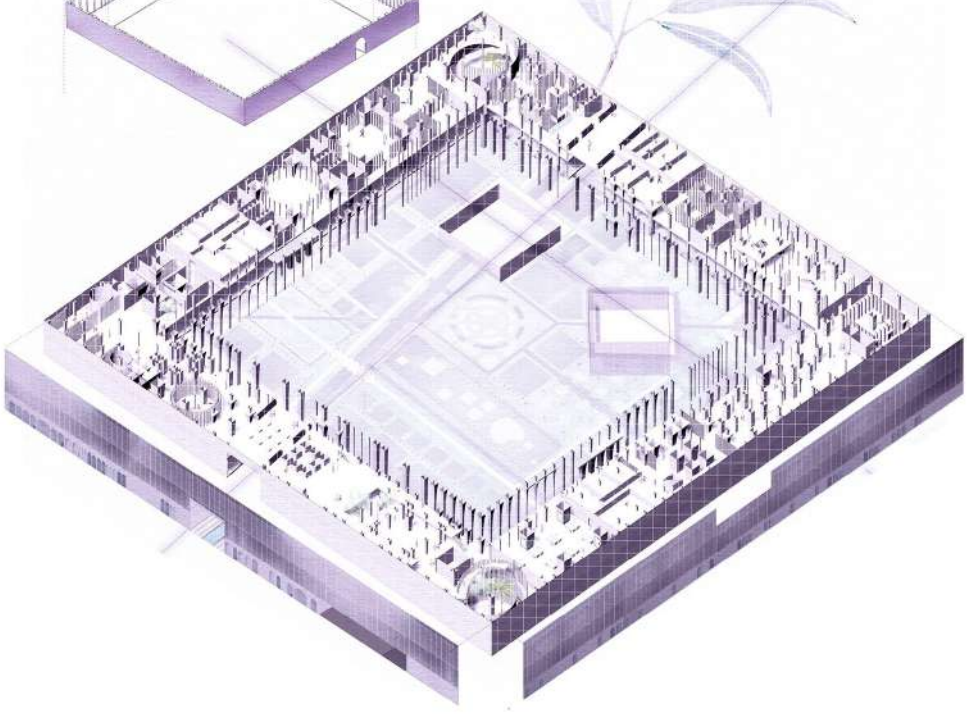


“ It transpires from the urban to the natural and offers spaces for production within a complete man-made environment “





“ Human cultivation and production within the historical concept of the garden bridging city and nature “



“ What does it really mean to be human in a world where anything can be produced from synthesised DNA? “

Bike Factory 4.0

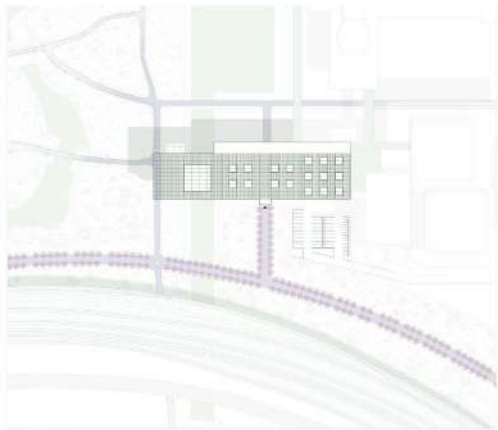
Yishan Du

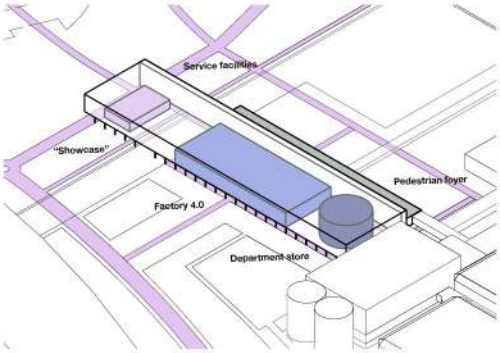
What kind of building is needed as a bike hub promoting bike as a lifestyle from being an “experiential knowledge” for residents to being a “common sense” for everyone?

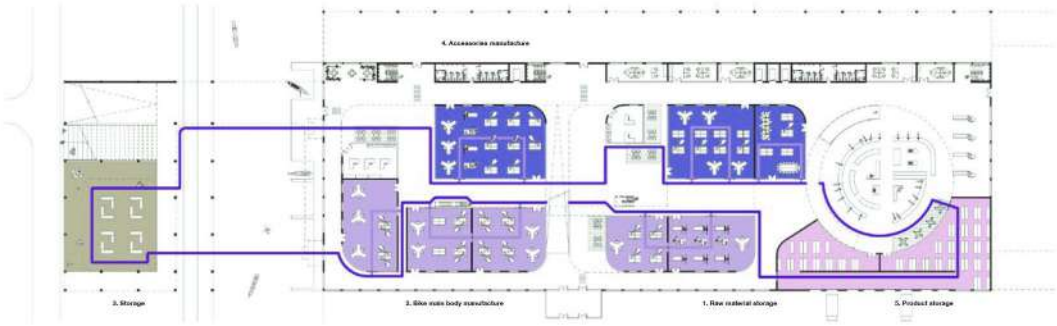
If we take a step back to the history, just as the name RAI indicates, de rijwiel auto industrie (the bicycle&car industry) or the RAI complex has long been a place for exhibitions of bicycles, motorcycles and cars ever since it was established in 1961, being the second step of the traditional manufacture - exhibition - market chain. Yet to develop a “bike hub”, we need a step further: industry 4.0, Where the 3 steps are combined together on site.

The strategy is to first introduce urban bike grid into the building creating a circulation cycling through the building. The whole manufacture process will be open to customers, turning the factory itself into exhibition and marketing place.

“ Promoting bike as a lifestyle from being an experiential knowledge for residents to being a common sense for everyone? “

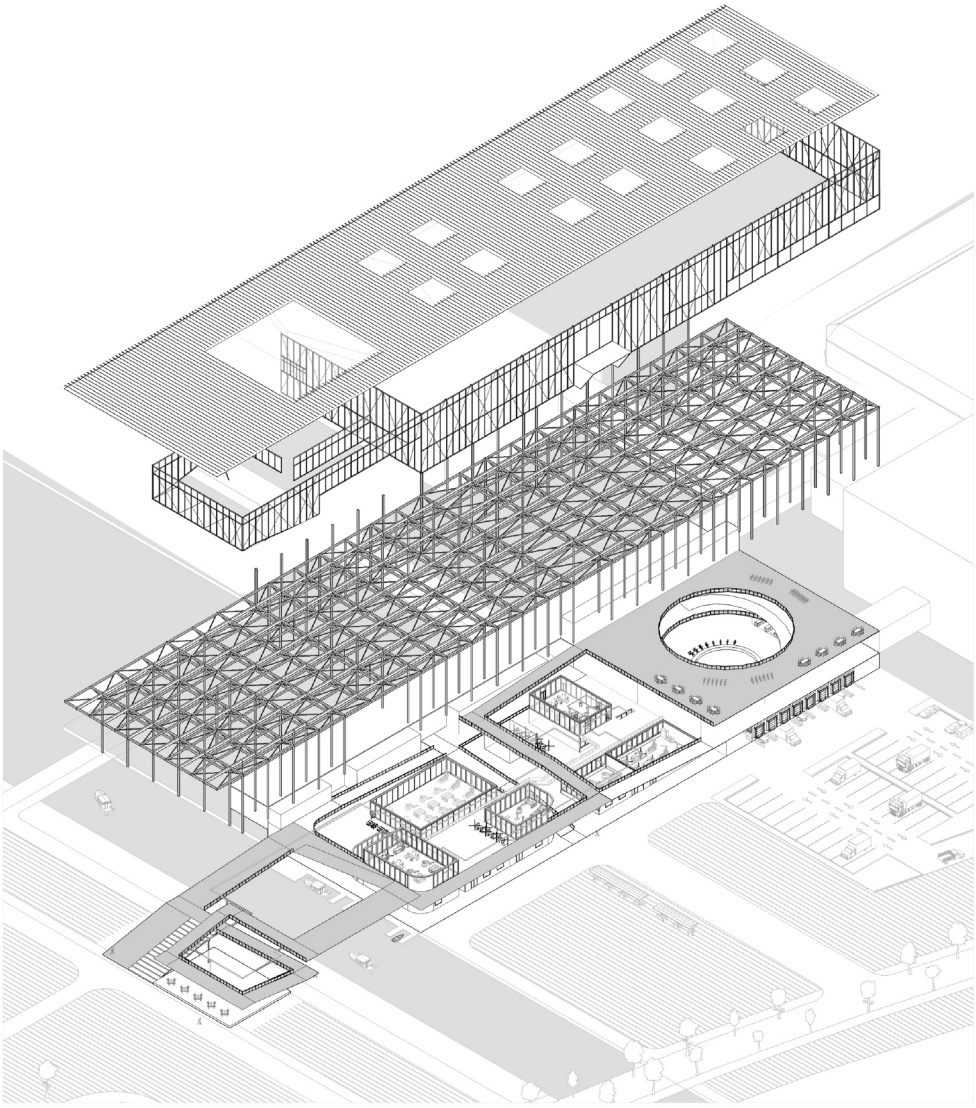






“ The whole manufacture process will be open to customers, turning the factory itself into exhibition and marketing place “

“ The strategy is to introduce urban bike grid into the building creating a circulation cycling through the building “



Amstel Activity route

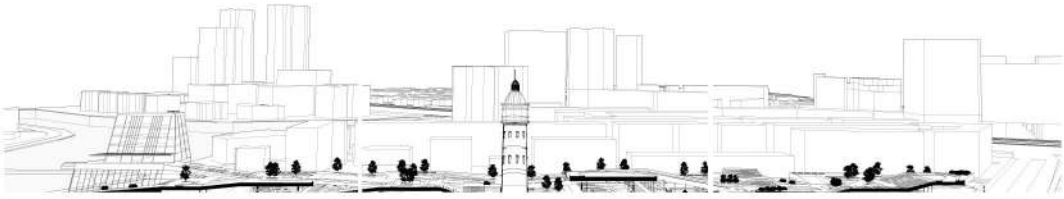
Lissane Rissik

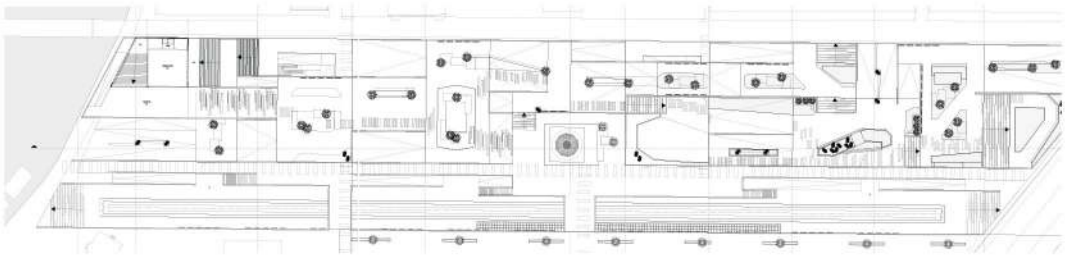
Amsterdam is densifying and is expected to grow to over one million inhabitants by 2050. The densification arises question about the implications of the pressure on the existing urban fabric, but also the urban responsibility of public health. The project addresses the discontinuity and creates new connections in a densified public space while facilitating indoor and outdoor physical activity program. Altogether it is a densified public space stimulating movement throughout the year, day and night, indoor and outdoor.



Allowing for as much of indoor physical activity program as possible the circulation of the lower landscape is positioned on the floating bridges. The upper landscape connects routes between neighbourhoods, easy wandering routes for strollers and a playful activity route.

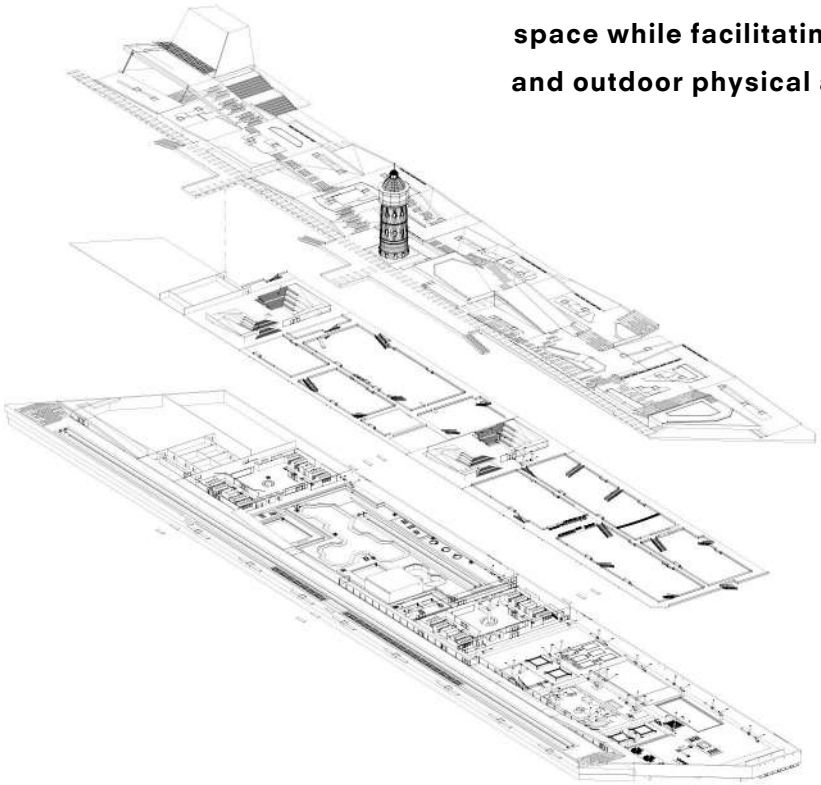
" How can a densified public space stimulate a healthy behaviour in terms of physical activity? "

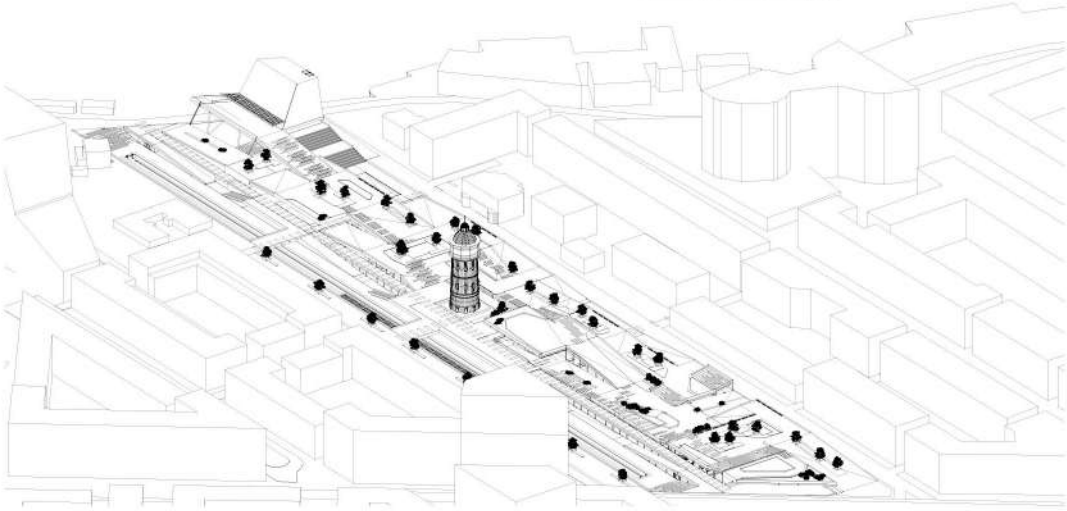




“ The densification arises questions on the urban responsibility of public health “

“ The project facilitates new connections in a densified public space while facilitating indoor and outdoor physical activity “





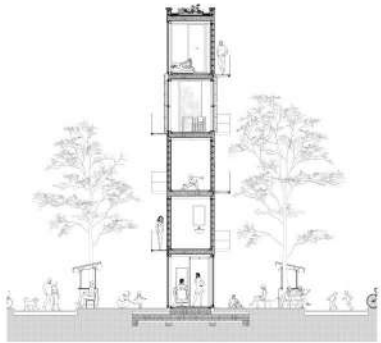
Reclaim the streets

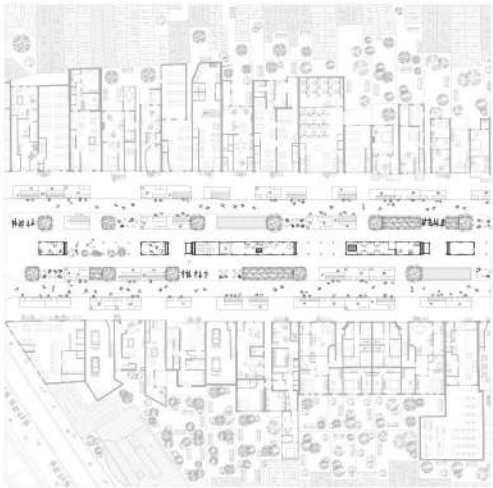
Nicholas Wenham

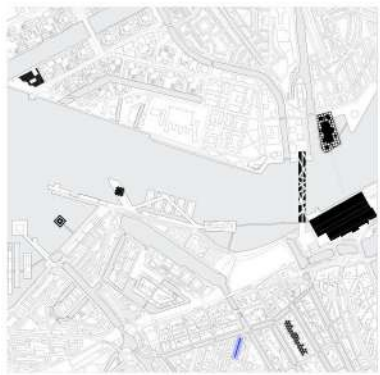
Diversity has long been closely associated with Amsterdam, whether this is socially, politically, or business-related. Yet as the city pursues global ambitions to be a key knowledge hub, as well as undertakes a process of liberalising the housing market, this has seen a dramatic erosion of this long-held diversity. Monofunctional enclaves have begun spreading throughout Amsterdam, and the question must be raised as to how the city can maintain its traditional attitude towards diversity whilst still fuelling its quest for global integration.

The project aims to present a strategy that can operate as a tool to densify throughout the city, whilst encouraging a myriad of social and community spaces to be developed. This strategy aims to be adequately flexible that it can be expanded as desired and required over time. It takes advantage of the expected advent of the removal of the car from central Amsterdam, and interrogates the social opportunities arising. The project presented here is just one of these stories.









" Strategy that can operate as a tool to densify throughout the city, whilst encouraging a myriad of social and community spaces "

" It takes advantage of the expected car parking disappearance, and interrogates the social opportunities arising "



" How the city can maintain its traditional attitude towards diversity whilst still fuelling its quest for global integration "

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Image by Lydia Giokari

Entertainment



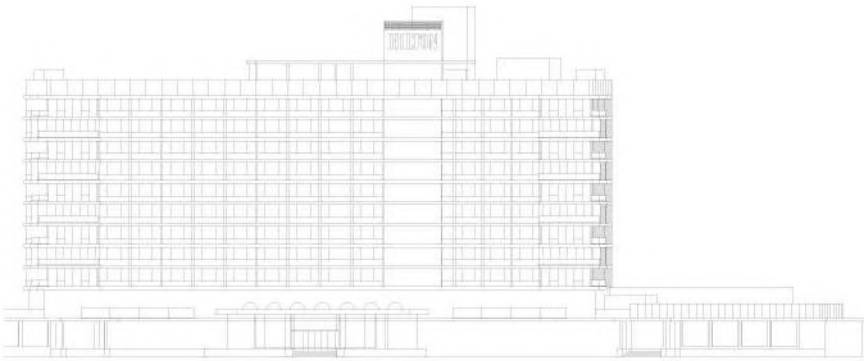
Present type 02_01

Hilton hotel

Zuidoost

The design drawings for the Hilton hotel dates in 1958, while the building was finalised and opened to public in year 1962. This hotel building was the first first international hotel to open in the Netherlands.

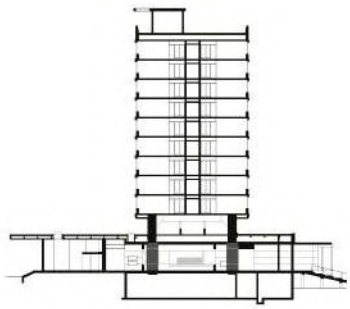
Located on the intersection of the two major streets of Berlage's Plan Zuid, Minervaplein and Apollolaan, the building dominates over the surroundings, offering a broad view from the rooftop terrace to its visitors The building scale makes the hotel a distinctive and visible element of the city. The prominent location on the waterfront makes the building a popular location for various events, such as The classical music festival Grachtenfestival.



Elevation



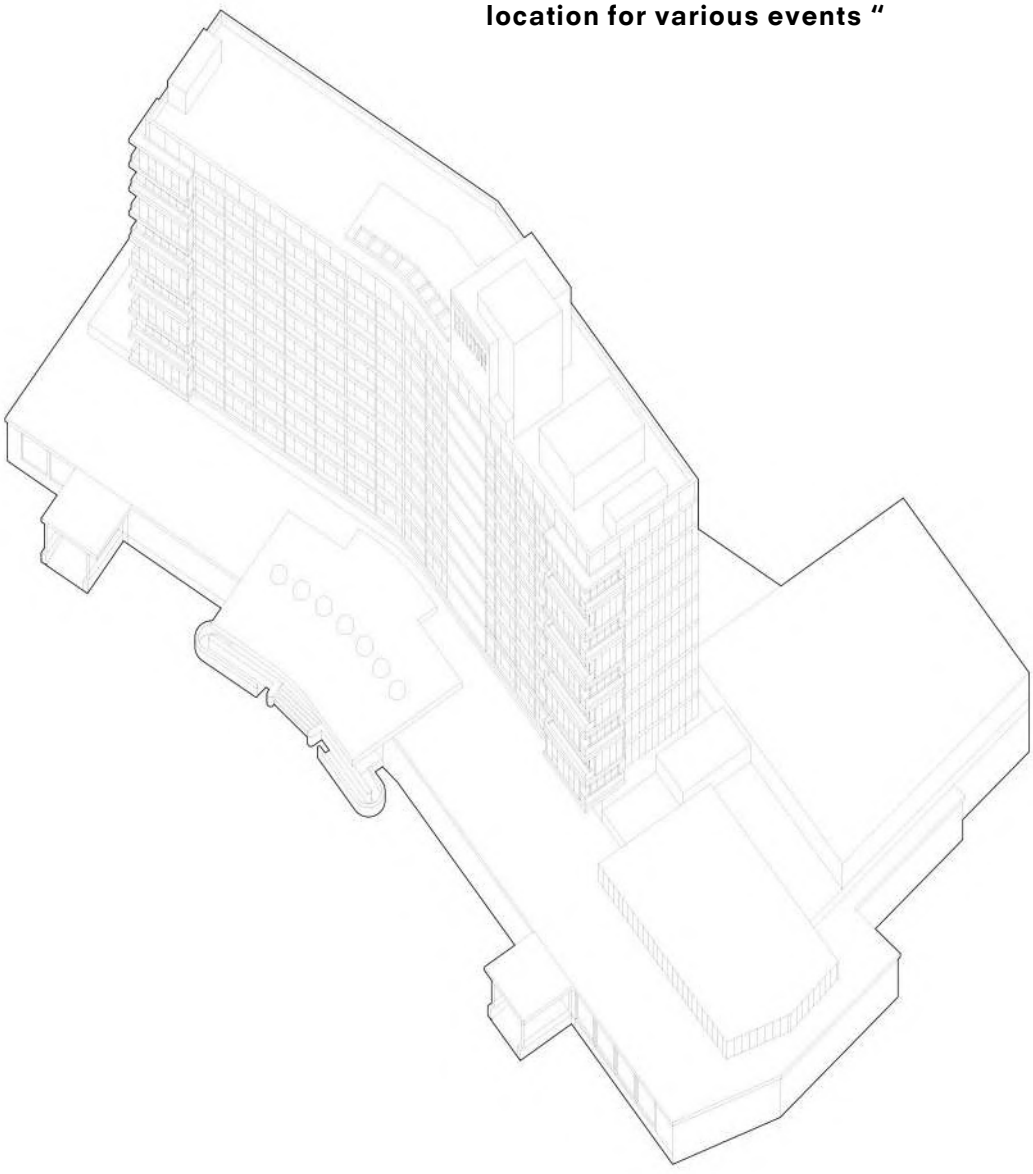
Floor Plan



Cross section

“ The first first international hotel to open in the Netherlands“

“The prominent location on the waterfront makes the building a popular location for various events “



Axonometry

Present type 02_02

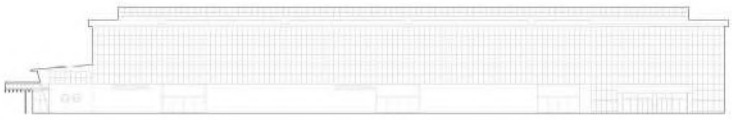
Apollohal

Oud Zuid

The national monument Apollohal was built in 1933, at the intersection of the three main waterways in Berlage's Plan Zuid. The modern architecture was designed by architect Albert Boeken, and it is considered to be his most important project.

The complex is an early example of steel frame constructions. The construction made of welded steel trusses enables creating a large free span interior space. The walls not having the supporting function are partly made of concrete with clean masonry and glass in between.

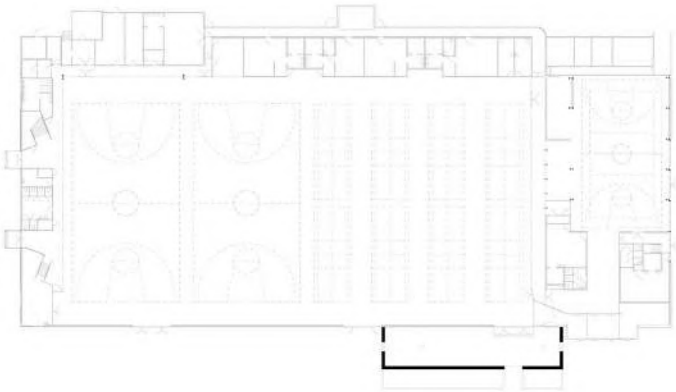
The main hall was designed for tennis, exhibitions and meeting purposes. A cinema, a hotel, and a cafe restaurant were added to the complex later.



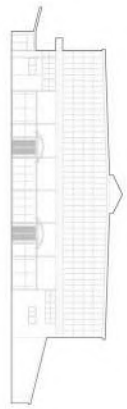
Southwest facade



Cross section

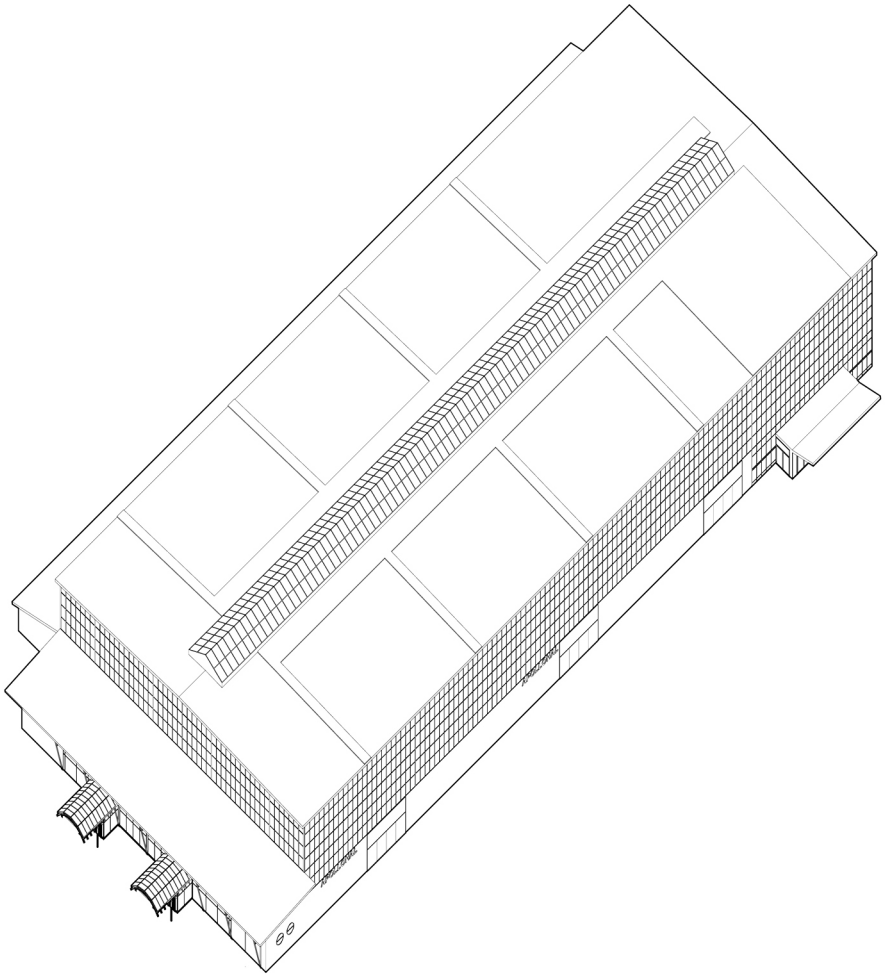


Floor Plan



Northwest facade

“ The construction made of welded steel trusses enables creating a large free span interior space ”



“ The main hall was designed for tennis, exhibitions and meeting purposes ”

Axonometry

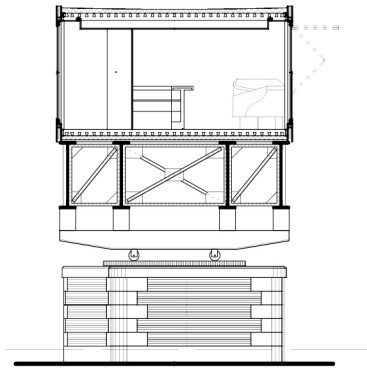
Bridge No19S

Centraal

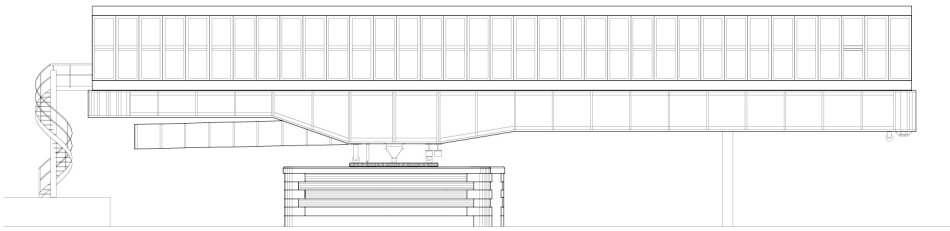
The railway bridge on the Westerdokseiland in Amsterdam, one of the last surviving pivot bridges in the Netherlands was constructed in 1922.

The so-called Bridge No 19 S was built as a modernized railway connection between the Westelijk Stationseiland and the Westerdokseiland, which was at that time being transformed into a large shunting-yard for the railways. The bridge, which had long fallen into disuse, was still a striking object, historically as well as architecturally.

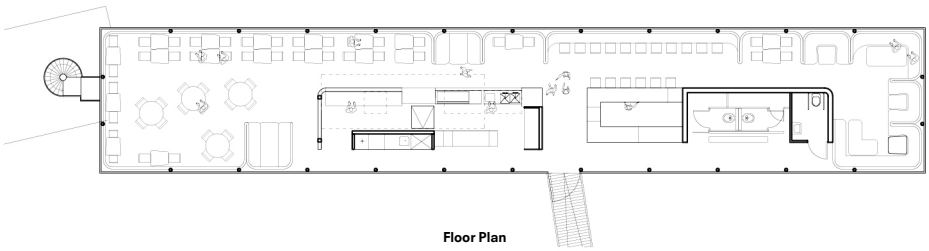
The City of Amsterdam was therefore keen to preserve this showpiece on the river IJ and had decided to give the monumental bridge a public function. Due to the location and the panoramic views it has been decided to use the bridge as a café-restaurant.



Cross Section



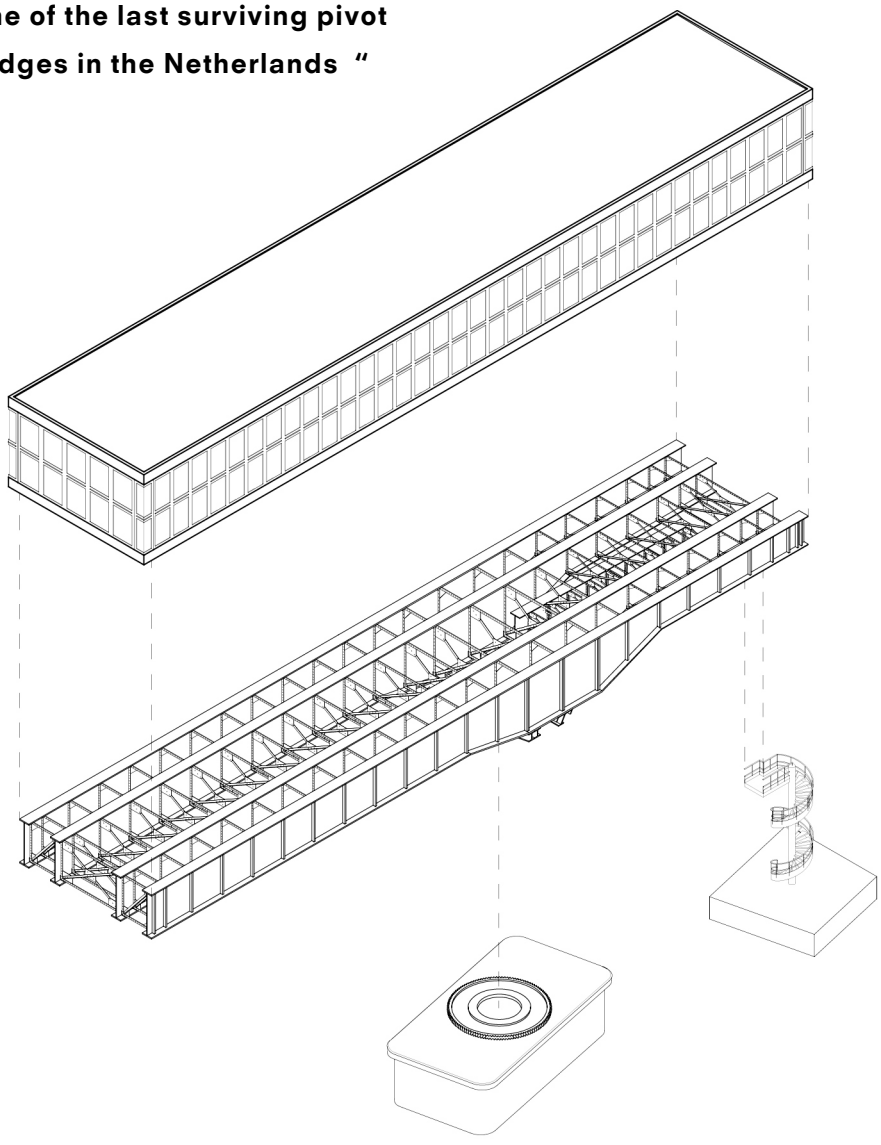
Elevation



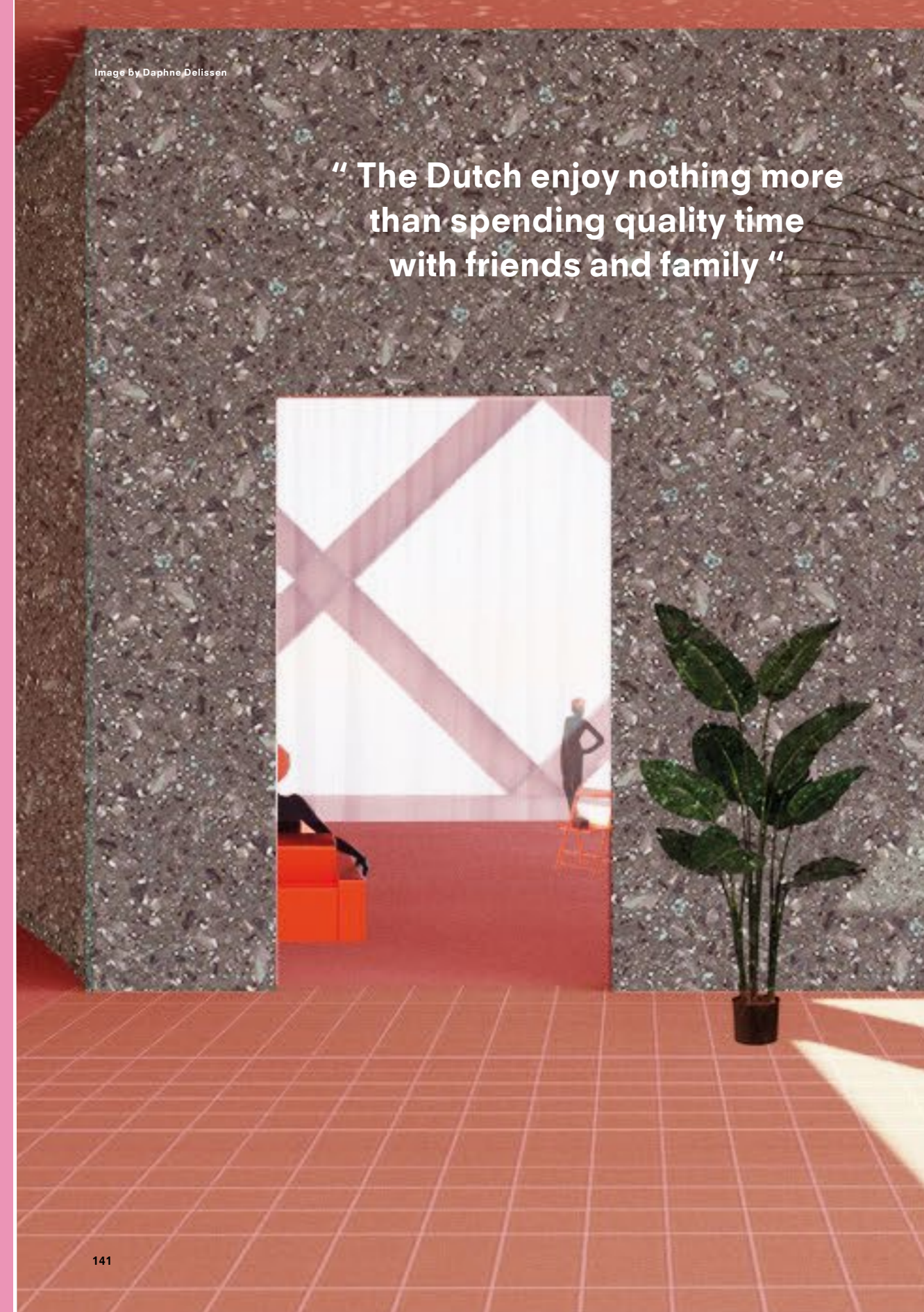
Floor Plan

“ Due to the location and the panoramic views it has been decided to use the bridge as a café-restaurant ”

“ One of the last surviving pivot bridges in the Netherlands “



Axonometry


Image by Daphne Delissen
“ The Dutch enjoy nothing more than spending quality time with friends and family “



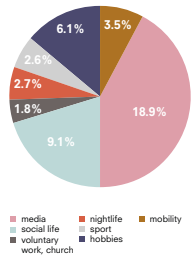
" For many people,every activity in life is about speed we are constantly in a hurry. "

Future entertainment

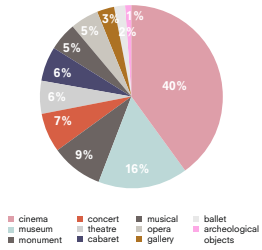
Text by Schiphol corridor Group

Definition and types of entertainment

Entertainment is a form of activity that holds the attention and interest of an audience, or gives pleasure and delight. It can be an idea or a task, but is more likely to be one of the activities or events that have developed over thousands of years specifically for the purpose of keeping an audience's attention. The experience of being entertained has come to be strongly associated with amusement, so that one common understanding of the idea is fun.



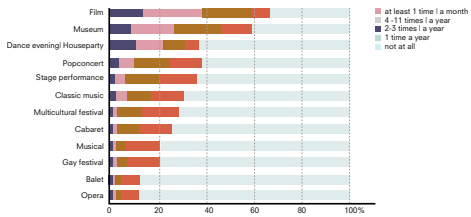
Leisure time use by the age +12 weekly



Cultural activities undertaken by Dutch

Statistics in Netherlands

The Dutch enjoy nothing more than spending quality time with friends and family and prefer sports and leisure activities. They sum up the feeling of being together as 'gezellig' meaning 'cozy', yet somehow manages to encompass a much broader range of meanings. The majority of Dutch spend their free time by doing outdoor recreation, sports and shopping. The least popularity is on wellness, beauty and relax activities.



Frequency of museum visiting during a year

Over half (56%) of the Amsterdammers does sports regularly, the Dutch spend an average of 2.6 hours per week on sport and physical exercise in their leisure time. This represents a marked increase over the last thirty years: in 1975 the figure was just 1.5 hours.Two thirds of the Amsterdammers goes at least once a year to the cinema, in the Netherlands this on average 49%.14 ,27% of Amsterdamers were members of the Public Library. One fifth of the Amsterdammers never reads a book in his spare time. For 20% of the Amsterdammers TV is the main source of entertainment. Nearly three-quarters of the Amsterdammers goes on holiday once a year, 40% go on holidays more than once a year.

Slow life

For many people,every activity in life is about speed, we eat quickly, we do quick,short travels, there is even speed yoga, we are constantly in a hurry. We are doing more and more in less amount of time. Things usually start changing when people encounter a so-called **Burn out.**

Similar to "voluntary simplicity" and "down shifting," it emphasizes a less-is-more approach, focusing on the quality of your life. ... Slow Living addresses the desire to lead a more balanced life and to pursue a more holistic sense of well-being in the fullest sense of the word·

The future of leisure

The attempts to foresee the future of leisure are probably impossible task due to the quick development of related technologies, which constantly improve. Moreover, the social trends are changing. The sense is that the current society (audience) is more difficult to entertain because of the constant presence of the technology in their life. "Through the correct use of the technology, the public could have unprecedented control over their environment, resulting in a building that could be response to visitor needs and many activities that take place there."

VR: The experiences that are limited in the real life due to the lack of time, space or stage are now being possible due to the VR. It is predicted that already in 2020 people will be gathering in parks to jointly play VR games.

Augmented reality: AR and VR will offer a completely new creative mediumwith the replacement of rectilinear devices with technologies that depict worlds in ever-expanding concentric circles, providing a level of immersion and experience that has never been seen before. This could be game-changing: users will no longer view content but will be placed inside ever-expanding virtual worlds and find themselves at the centre, hence the "immerse" nature of the technology.

Oases of deceleration: Territorial and social niches that have until now been partly or entirely left out of accelerating process of materialization. Places, where "time stood still". It is time and activities that help to slow down. For example: Meditation; Slow movement (slow life,slow food,slow sex)

Liquid modernity: The idea that we differentiate ourselves not by the amount of staff that we own but by the experiences that we can access. Important in case of global nomads, or expatriates ,who constantly travel, as possessing might hinder their movement. Activities that make you happy are the ones that cut you off from the surrounding and make you feel that time has stopped for 2 hours or so.

Examples: Comedy club, where the entrance fee is based on the amount of times you laugh instead of a fixed price. This means that there will be involvement of the technology,which will read our emotions and respond to them. ; Pop up dining events, where you not only eat, but participate in a bigger show, with surprises and experiments on humans; Newly emerging sports, like underwater rugby, providing more spice towards already existing ones, more challenge in a way. ; Though mother - it is a endurance event series, where participants have to overcome the obstacles related to human fears and durability, the main principle revolves around teamwork..



Augmented reality games



Virtual worlds games



Under water rugby

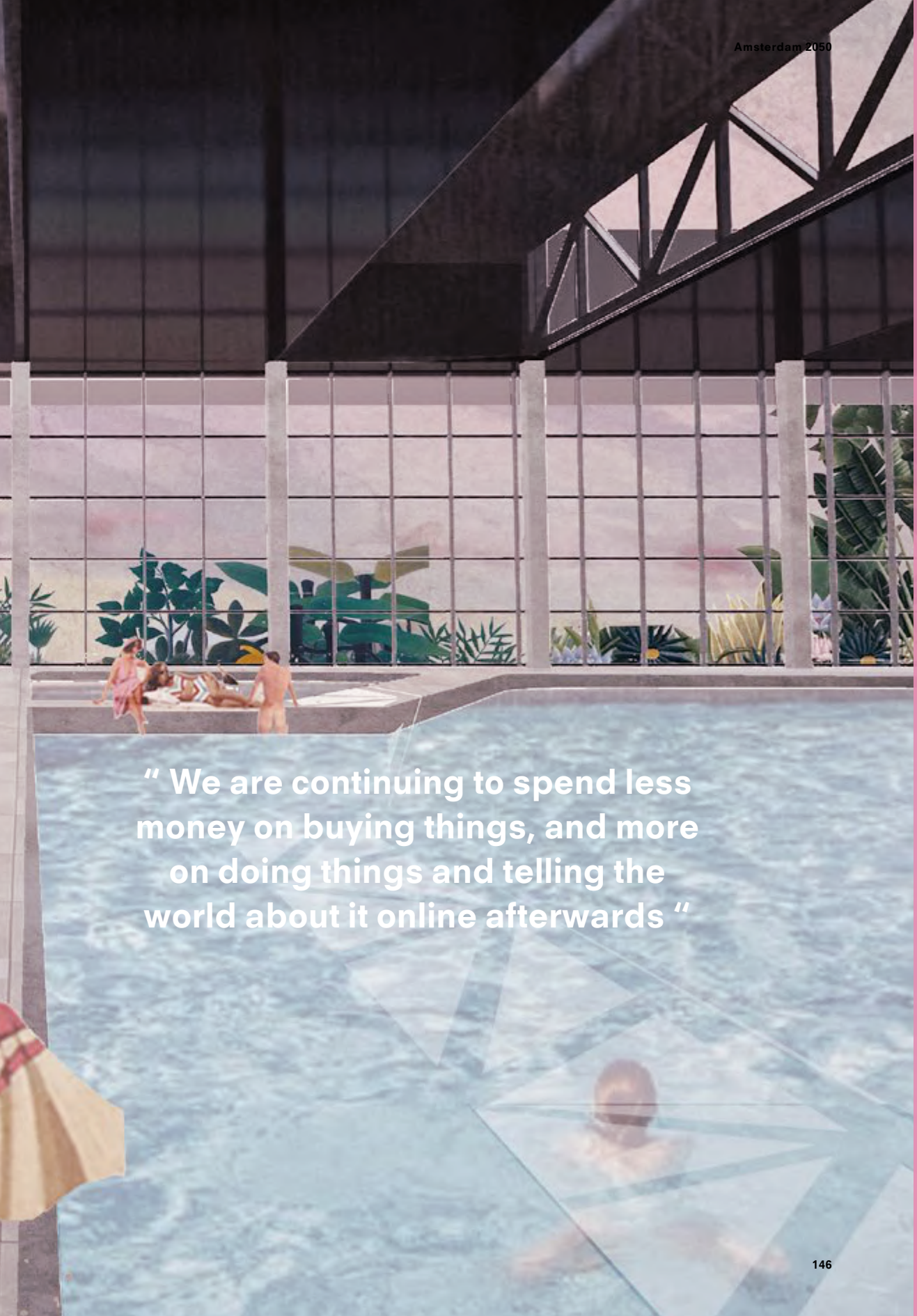


Tough mother game



Image by Peiwen Ren

“ With so quick development of the technologies,is it possible at all to forecast the future of leisure? “



“ We are continuing to spend less money on buying things, and more on doing things and telling the world about it online afterwards “

Leisure

Text by Schiphol corridor Group

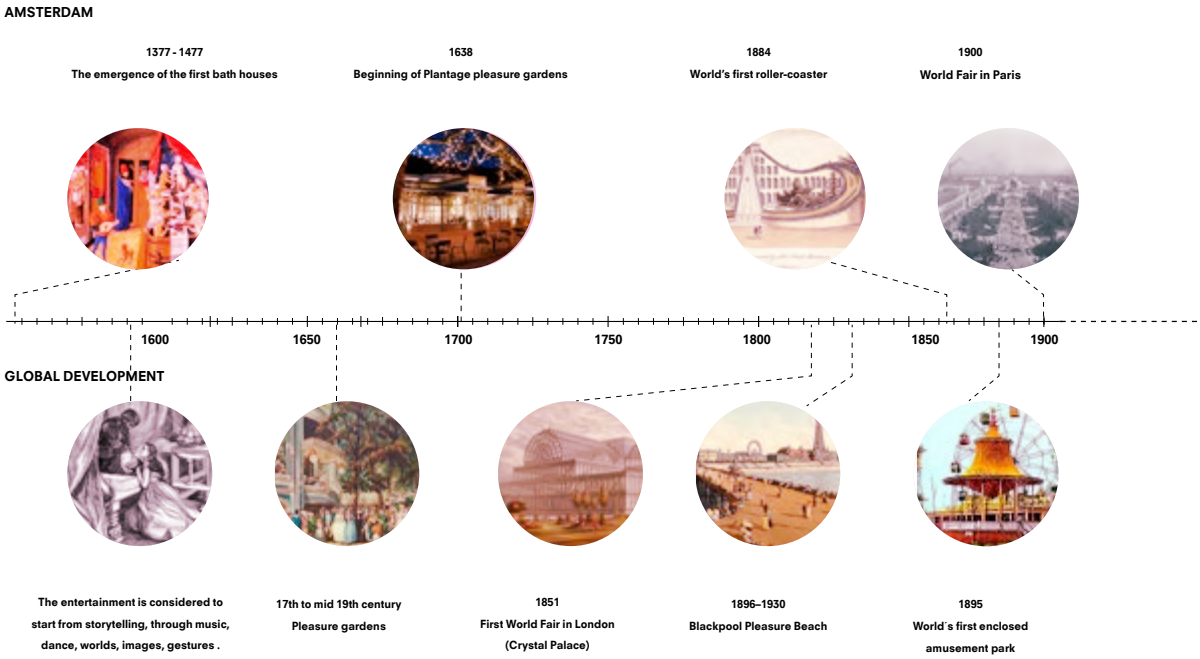
What is leisure?

It is estimated that leisure activities currently account for 35 per cent of our personal consumption expenditures, and up to 9 per cent of our GDP. In the upcoming world of flexible work hours, discount flights to all corners of the earth, and the ability to download any sort of movie, television show or song ever recorded, we have become a society of „leisure aficionados" and pleasure connoisseurs. We can take away any ethnic dish imaginable, we can shop for everything we have ever wanted, we can custom design the vacation of our dreams – we can order fun 24 hours a day, 7 days a week, 365 days a year. But while we are out having fun, who is monitoring the reserves?

Our world was rocked by the industrial revolution in the nineteenth century, the service revolution in the twentieth and the digital revolution at the turn of the twenty-first. Are we about to trigger the leisure revolution?

The Why Factory argues that leisure can be found everywhere, all the time, as much on the computer screen, in your garage or university corridor, as well as on a beach lounger. It is so omnipresent in the daily routine that it has became almost invisible. While most architecture discourse deals in typologies that leave

History of leisure



little ambiguity about the places where people (are expected to) work and places where they (are expected) to take time out, this collection takes hybrid work,life habits as a typology in its own right.

Entertainment for stress relief

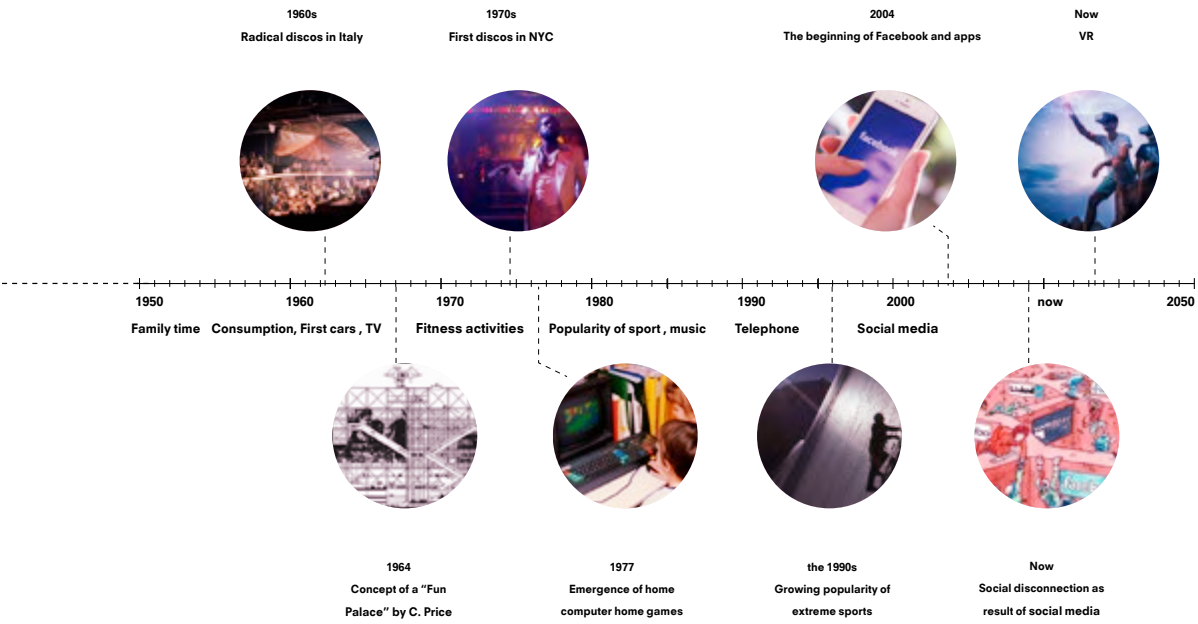
Despite all technological advancements which are geared towards saving time we are shifting from the hope of a better work-life-balance to the unspoken idea of a "work-age" balance.

Whereas the good life seems to begin with retirement, the chronic mismatch between the perceived workload and the available time-resources during the "rush hour of life" and in addition the fear of losing one`s job creates a spiral, which leads to the feeling of no escapes and no control over one's own life. Burnout and stress are symptoms of that development.

A social basic salary could be a solution, proposed Prof. Dr. Rosa, because it would take pressure from employees. That is why we need "oases of deceleration". Collective time-outs and holidays should be used for reading books, listening to music and playing games instead of buying new ones. Rosa emphasized that "time-politics cannot be an isolated instrument", but that we need to change the political and socio-economic structures with a new vision of a post-growth society.

We are entering an age where business pervades every part of our life, given that kind of social acceleration. People have created,what sociologist call: oases of deceleration: places that help you to slow down. This are times and activities that help to slow down.

According to De Kloet, chronic stress can be reduced and burn-out prevented by living a regular lifestyle and daily exercise like running, swimming and walking. Through exercise, your will burn off the extra energy reserves caused by stress that tends to relax and improved sleeping quality.



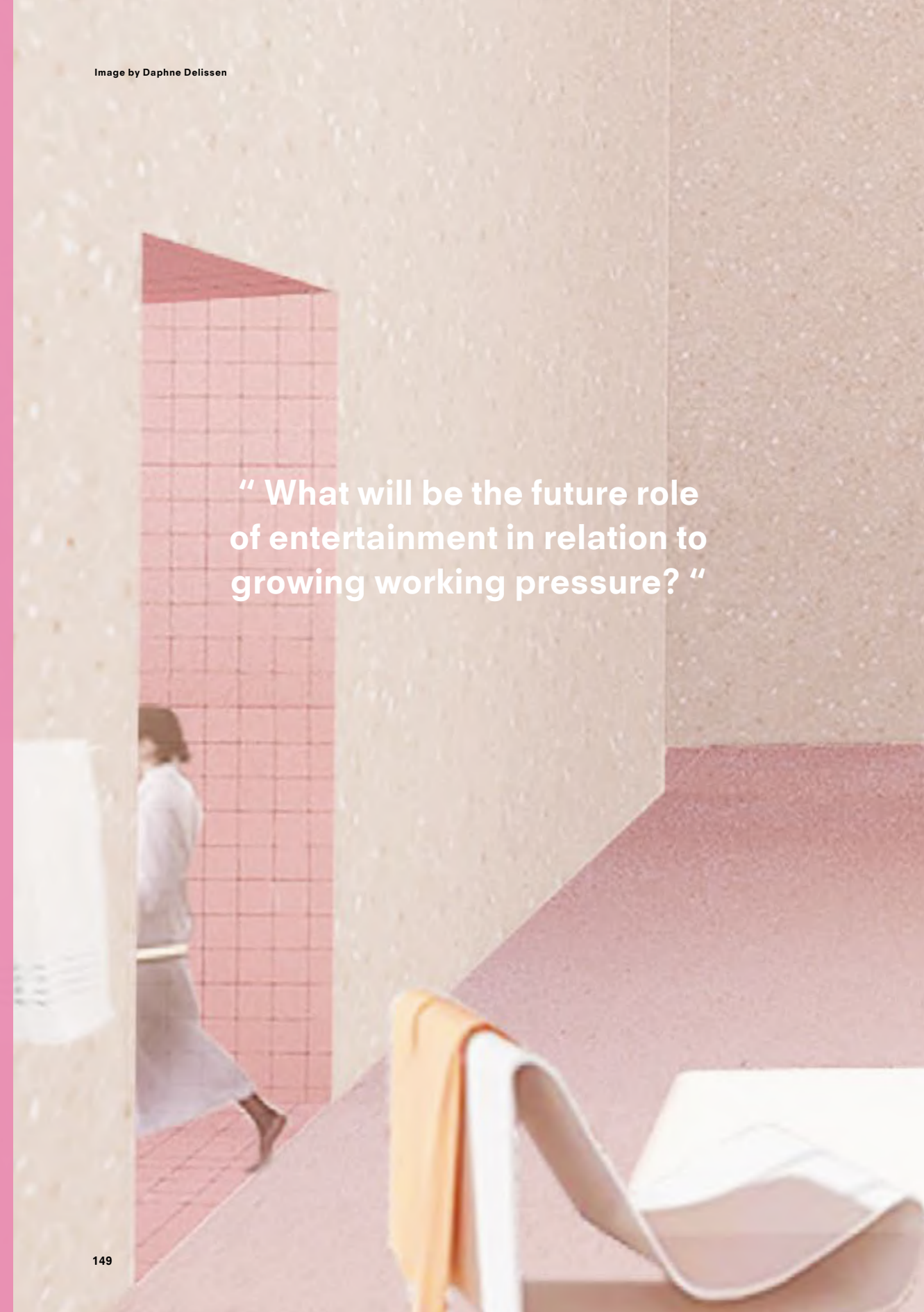
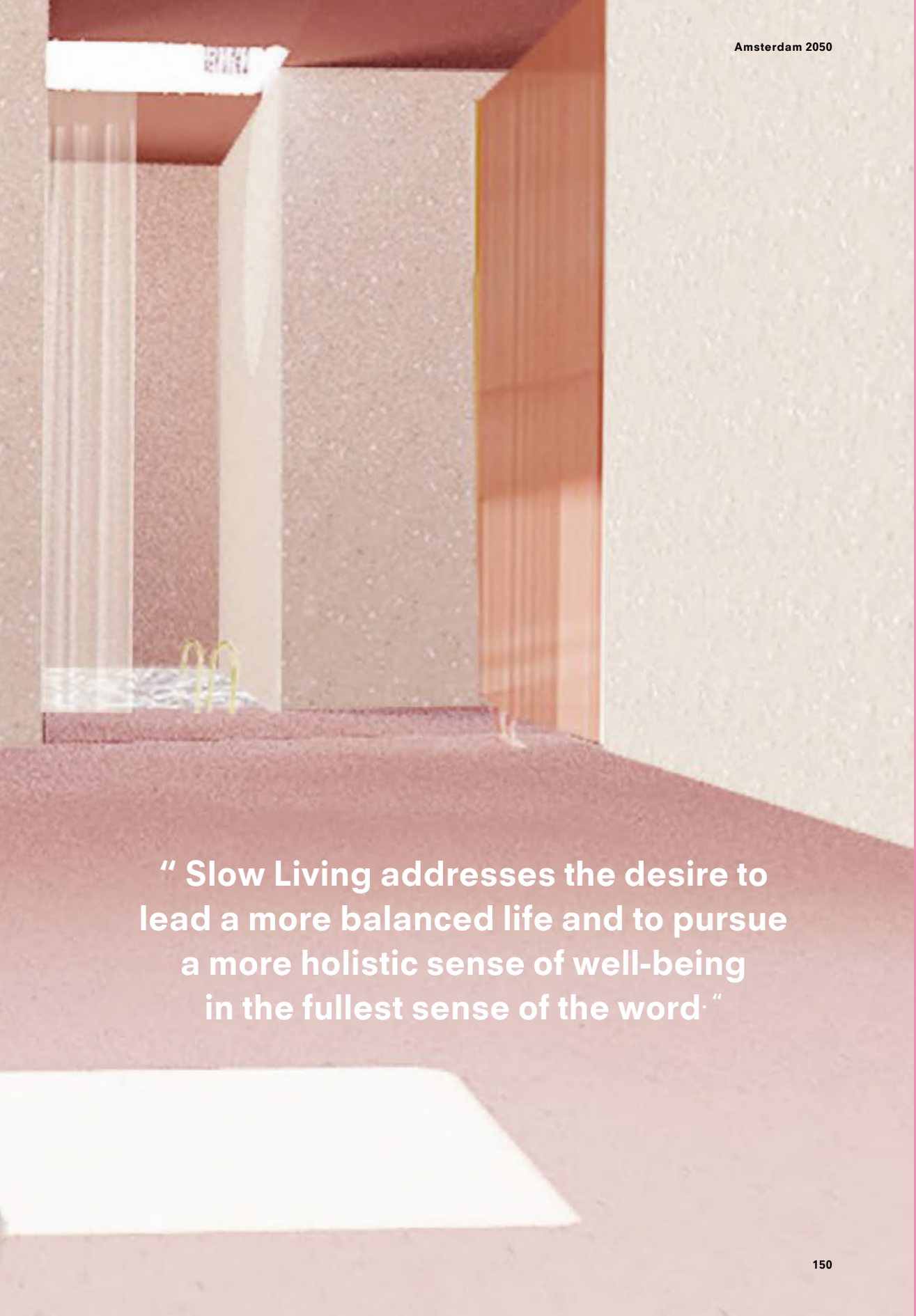


Image by Daphne Delissen

“ What will be the future role of entertainment in relation to growing working pressure? “



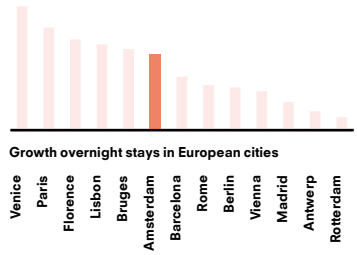
“ Slow Living addresses the desire to lead a more balanced life and to pursue a more holistic sense of well-being in the fullest sense of the word. “

Tourism

Text by Centraal; City Islands; Zaanstad; Sloterdijk Group

Each year more and more people are visiting the city of Amsterdam for different reasons which vary from a cultural visit to the ever popular dirty business the city is so well known for. Amsterdam was discovered as a tourist destination on a large scale at the end of the 1990's. In this period, budget airlines were growing quickly which gave a new dimension to the phenomenon of city trips. Tourists were not only interested in the more traditional culture as the Anne Frank Huis and the Van Gogh Museum, but also in the one of drugs and the Red Light District. The centre is now in a position where tourists seem to outnumber locals. This is similar to the development of Venice as a tourist hotspot.

One of the biggest issues concerning tourism for Amsterdam is that it is really clustered in a small zone in the centre, which makes it extremely crowded near and between the most famous tourist attractions. Amsterdam, as one of the most popular European city for tourist, attracts more than 18 million tourists from all over the world in last year.

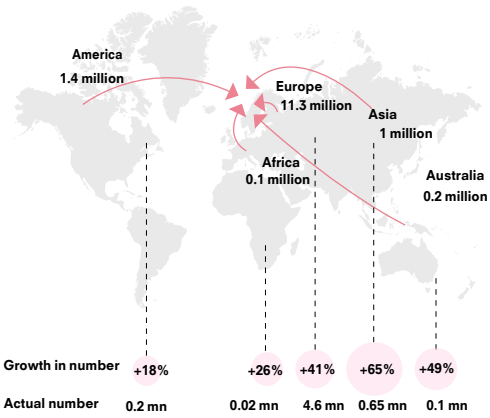


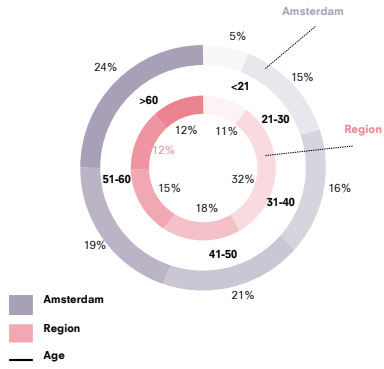
4 main types of visitors in Amsterdam:

City trippers: The most common tourist group in the city are overnight tourist visitors from another country, with an average age of 38, they are the youngest core visitor group in the Amsterdam Metropolitan Area.

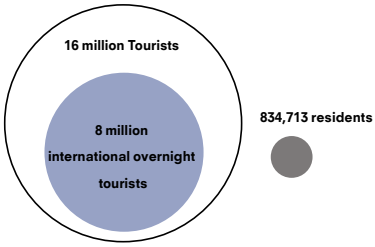
Dutch day visitors: The second largest core group of visitors is the Dutch day tourist visitors who sleep at their home. Their average age is 50 and stay approximately five hours in the Amsterdam Metropolitan area.

Coastal visitors: A small group of coastal visitors in the Amsterdam Metropolitan Area have a distinctive profile of overnight tourist visitors who stay in one of





Amsterdam attracts a relatively young group of people.,
With the average age of a visitor to Amsterdam is 38



the coastal areas of the Amsterdam Metropolitan Area.

Conference attendees: International overnight visitors whose main visiting reason a conference, of an average age of 41, 75% of which are men. They are in Amsterdam alone (51%) or with colleagues (38%), and prefer to stay in hotels (86%)

Tourists heavily outnumber residents

The percentages of tourists visiting Amsterdam every year are surprising; the proportion of visitors is 20 times bigger than the permanent inhabitants of the city. Last year it is estimated that the 18,000,000 tourists spent 9,7 billions in Amsterdam only. In general, tourism is an important sector of the Dutch economy and in the future it is estimated to have an even greater impact. By 2027, travel and tourism is forecast to support 761,000 jobs -9.8% of the total employment. The number of tourists is expected to be increased and in regions as Amsterdam the present problems related to tourism and the complaints of the locals will also get bolder through time. As tourism will remain a dominant economic sector in the Netherlands, alternatives should be researched in order to find solutions that are in favour both of the residents and the visitors.Next to the branding of being a cultural capital, the city is now focusing as well on events such as festivals and congresses. More than 300 festivals are hosted yearly by the Dutch capital and it is the seventh most visited city for congresses worldwide.

Trends and prognoses

The impact of tourism will play a really import role to design this future scenario. A worldwide growth of mobility and welfare enable rapid growth of tourism in Amsterdam. More residents share the public space with a growing number of visitors. Without any interventions, the future tourism in the inner city will be comparable with the current situation in Venice.

City trips to Amsterdam have always been popular, but last year's city visits have grown rapidly. Main reasons for this growth are the world-wide decrease of oil prices and the world-wide increase of income. The increase of the urban population, lower cost of flight tickets, the increase of direct destinations, online bookings and mobile technologies are playing a role as for the growth of tourism in Amsterdam as well.

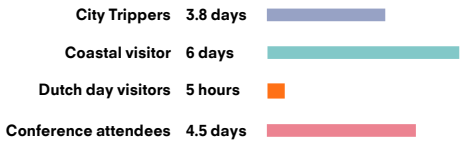






Image by Brygida Zawadzka

“ If the upward trend continues, the number of visitors could hit 30 million by 2025 “


“ Amsterdam the 13th popular destination in the Worldwide, the 4th in Europe “
“But the city is not a theme park for the rich”

Hotspots and Tourism Economy

Text by Centraal; City Islands; Zaanstad Group

Gates to the city

Schiphol Airport: One of the biggest airports in the world, Schiphol is a major transport hub that connects the Netherlands with 274 direct international destinations with more than 63 million travellers on a yearly basis. Amsterdam Centraal: The second largest train station by travellers in the Netherlands with an amount of 162,000.

Hotspots

Amsterdam is known globally by its canals, which creates a very specific atmosphere and makes the city an actual open air museum. This corresponds with the most popular tourist attraction: the Canal Boats which have various docking places throughout the city, most of which placed by the central station. Nowhere in the world is the density of museums as high as in Amsterdam. The core of these cultural institutes is the 'Museumplein', with the just expanded Van Gogh Museum and the renovated Rijksmuseum. The Anne Frank Huis along the Prinsengracht is another tourist favourite area with the always characteristic waiting lines turning around the corner of the canal house. Another characterstic attraction is the Diamantslijperij in the Pijp neighbourhood which is a popular destination for Asian and Russian tourists.

Red light district

Already in the Golden Age it was known as an area for entertainment in the form of prostitution. In the 1970s the area became notorious for its criminal activity in the form of drug dealers and mobsters. Since 2000, prostitution has been legalised.The area is one of the most popular sites within the city with 2.5 million yearly visitors.

Coffeeshops

These shops started as cafés, yet began to transform during the seventies, while the peak was reached in 1995 when the Dutch capital housed more then 450 coffeeshops. While the amount of coffeeshops in the city is decreasing yearly, it is still one of most popular places and one of the main reasons why many people visit Amsterdam.

Attractions

The most popular attractions are the Heineken Experience (14% of visitors), the canal cruises (14% of visitors), Artis Royal Zoo (10% of visitors), the I amsterdam letters (9% of visitors) and the Sex Museum (8% of visitors). New visitors usually choose attractions like Artis, while the Hallen and NDSM are popular within returning visitors.

Nightlife

Despite frequently naming nightlife & entertainment as a reason for their visit, visitors seem to take part in

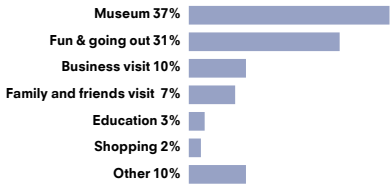
1. Canal Cruises	3.250.000	6. Holland Casino	797.000
2. Rijksmuseum	2.474.000	7. Heineken Experience	732.000
3. Van Gogh Museum	1.612.000	8. Diamantslijperij	729.000
4. Artis Zoo	1.314.000	9. Stedelijk Museum	689.000
5. Anne Frank Huis	1.227.000	10. Madame Tussauds	625.000



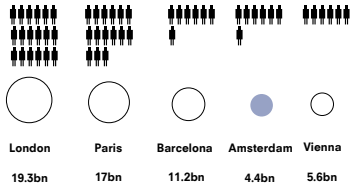
fewer nightlife activities. For example, the amount of visitors visiting a café or pub has decreased by 10%. Visits to cannabis 'coffeeshops' have also fallen 5% , and amount of visitors visiting nightclubs has remained stable at 15%.

Tourism economy

The travel and tourism industry is one of the world's largest global industries. It has become a key aspect in local economics in many urban areas, a phenomenon due to the transition process of cities from places of industrial economy to areas of recreation and the consequent reassessment of urban space as leisure commodity. Moreover, the new spaces of culture, leisure and consumption become catalysts of the new image of the city, while simultaneously they are ideal terrains to serve as places for the interaction of different identities and ways of seeing the world.



Reasons for visiting Amsterdam



Amount of money different European cities earn from tourism

Future scenarios

The worst scenario would be the so called 'Venetian' one, in which inhabitants leave the city centre because they can't live there anymore due to it becoming overcrowded. An opposite scenario would be that the amount of tourists will lower by focusing on attracting high-class tourism, which only those who can pay can afford coming to Amsterdam. Another possibility is that the amount of visitors is spread on a huge scale throughout the Netherlands; the so called Hollandcity. A less extreme option would be that tourists are introduced to the metropolitan area of the city. The municipality is now focusing mostly on a scenario between the first and last one, in which the tourist centre is expanded with more and more attractions in the municipality itself.

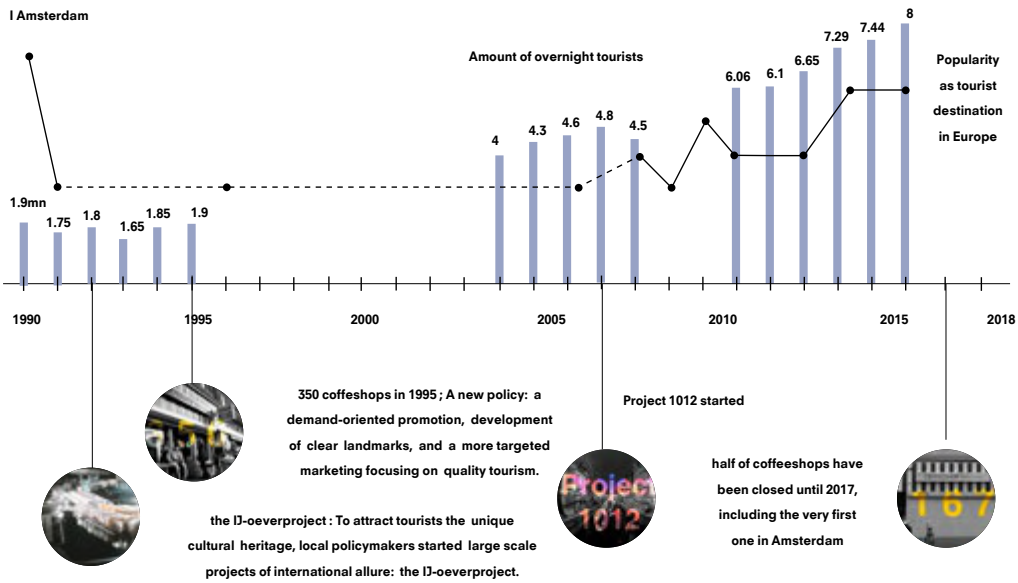


Image by Lydia Giokari



“ Tourist spend less money in Amsterdam compared to other tourist city in Europe “



“ What will be the new tourist attractions in Amsterdam in future? “

The pleasure mall

Brygida Zawadzka

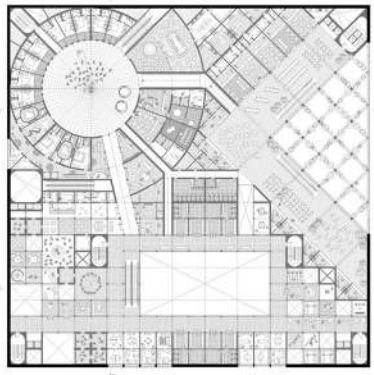
Named by the world health organization the epidemic of the 21st century - occupational stress significantly influences our lives, contributing to multiple health disorders and lower quality of life. What is worse, coming automation is about to increase the working pressure even more. Thereby, as the technological progress cannot be stopped and stress easily healed, we need to learn how to cope with it on everyday bases.

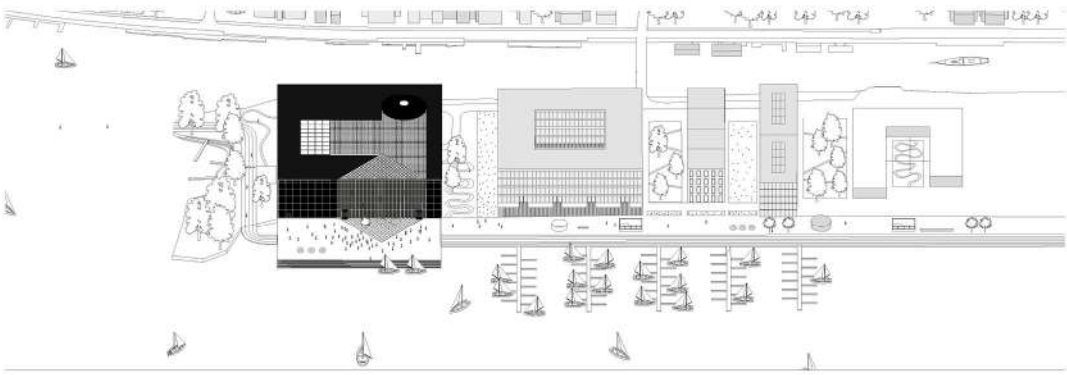
The pleasure mall answers the problem of growing working pressure by supplying the citizens of Amsterdam 2050 with new experiences in the field of sex, food and workout. It does so by acknowledging them as fundamental human needs, which once satisfied allow turning the feeling of pressure into a pleasure.

The pleasure mall is a place to escape the efforts of everyday life and immerse yourself in the world of fantasies, dreams and desires. The pleasure mall allows executing the personal longings in collective facilities.

“ Coming automation is about to increase the working pressure “

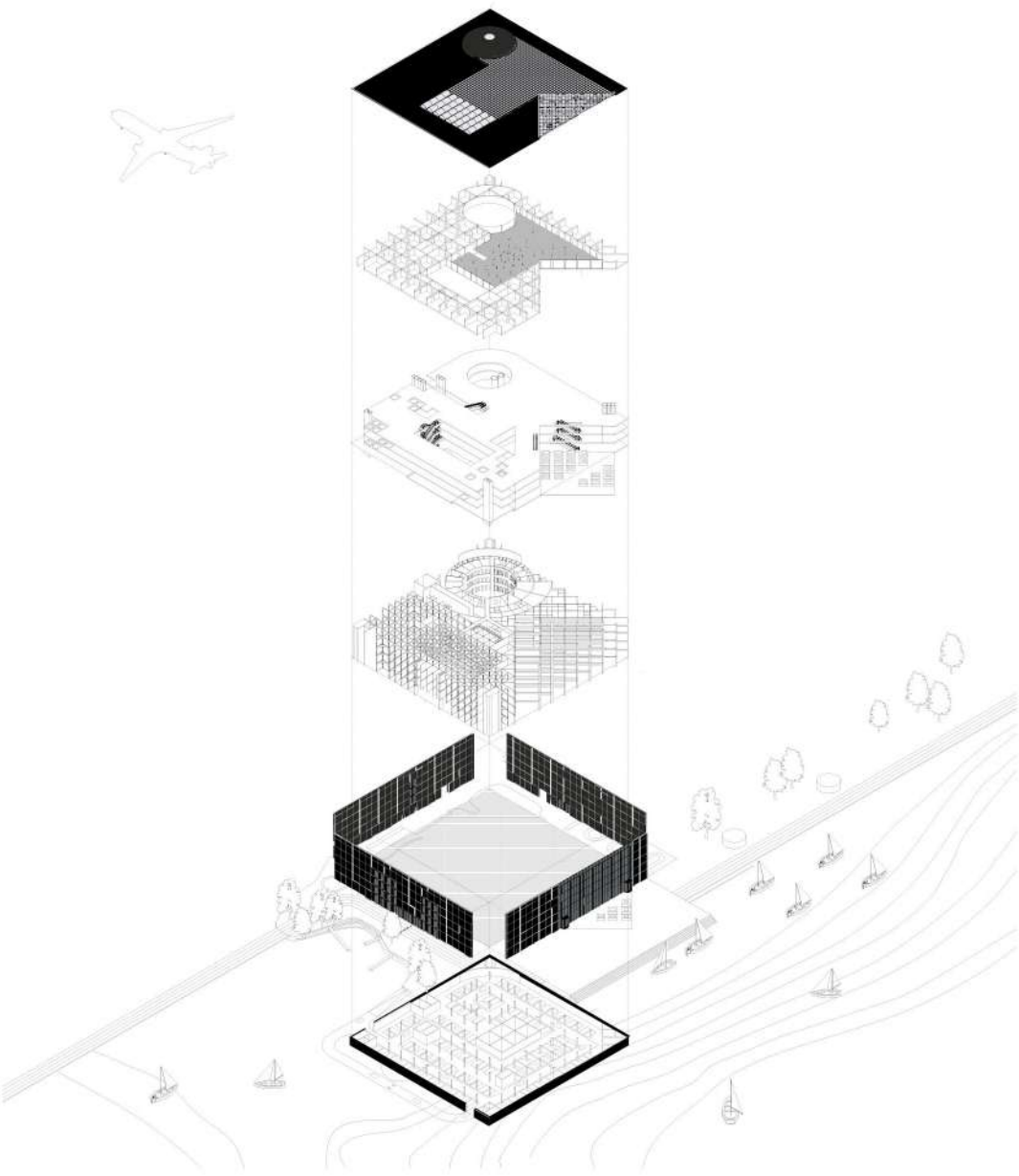






" Occupational stress significantly influences our lives, contributing to multiple health disorders and lower quality of life "

" The pleasure mall is a place to escape the efforts of everyday life and immerse yourself in the world of fantasies, dreams and desires "



Nieuwe Meer Arena

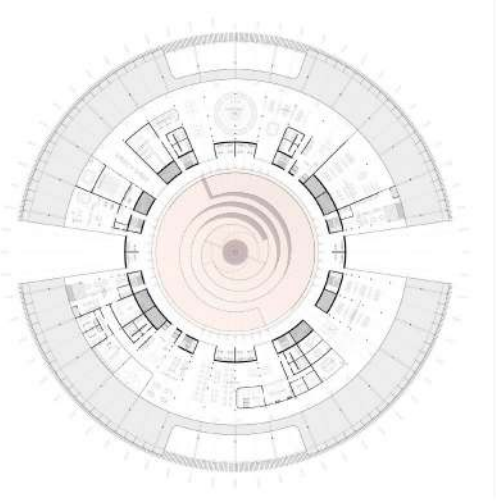
Christian Frankin

The coming years will see automation and demographic shifts cause a dramatic change in the economics and society of the Netherlands. A Universal Basic Income will be unavoidable. This will result in a large segment of the population existing without a sense of competition to provide fulfilment in people's life. The provision of arbitrary conflicts through games will be an important strategy to pacify the masses. This is a principal that can be seen throughout history, and is epitomised in Rome's coloseum as a principal mediator for leisure for the masses and the casino's of Las Vegas today.

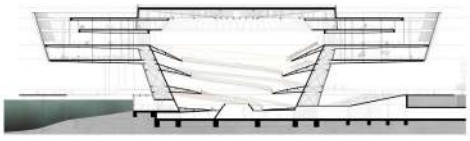
Here, thoroughly captivating entertainment is made available to the masses through the hosting of spectacles showing primal, visceral, and real experiences. Consequently, potential unrest is pacified and order is maintained, without any use of force, censorship, or the restriction of any freedoms imposed on society.

" The provision of arbitrary conflicts through games will be an important strategy to pacify the masses "



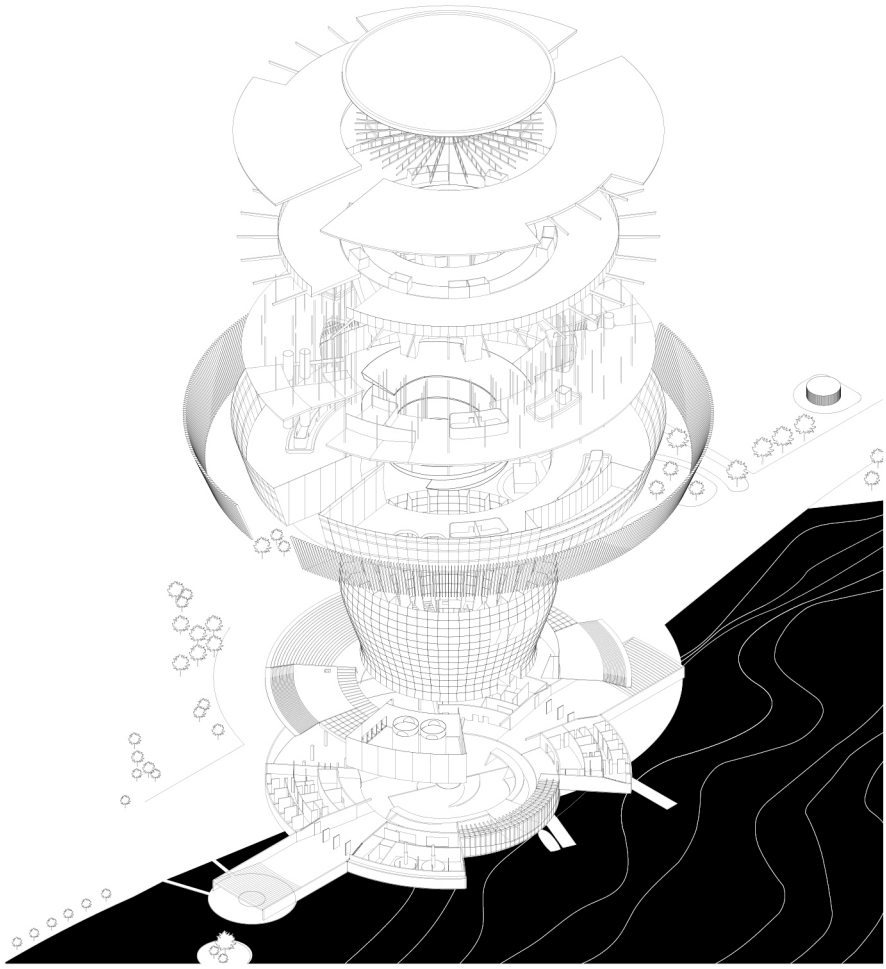






“ Potential unrest is pacified and order is maintained, without any use of force, censorship, or the restriction of any freedoms imposed on society “

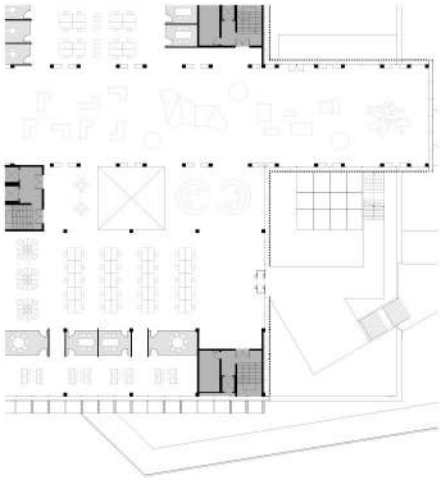
“ Here, thoroughly captivating entertainment is made available to the masses through the hosting of spectacles showing primal, visceral, and real experiences “



Amstel Innovunion

Chenxi Dai



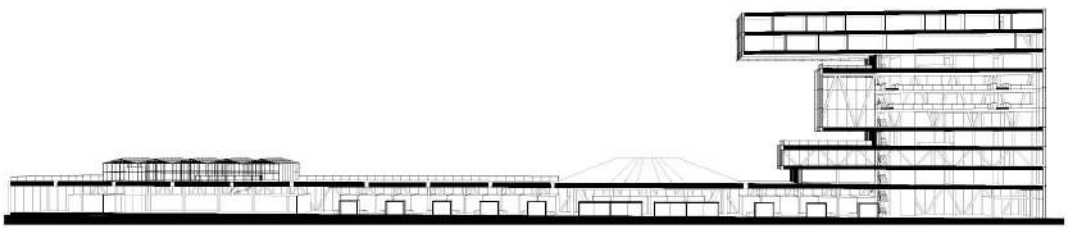


As one of the most important and attractive city in Europe, Amsterdam has seen a great growth of its residents in the recent years. The densification process has already started: wastelands, abandoned houses and old industrial areas are transformed into new residential and working areas. This process leads to the question: What kind of built environment is necessary to benefit the urban fabric and create local values?



The main aim of the project is to create a space that helps connect different groups of people and benefit the local creative production. The building is a headquarters of the guild of creative industry of Amsterdam. It includes four exhibition halls, workshops, working space, a hostel, a shopping street and a public park.

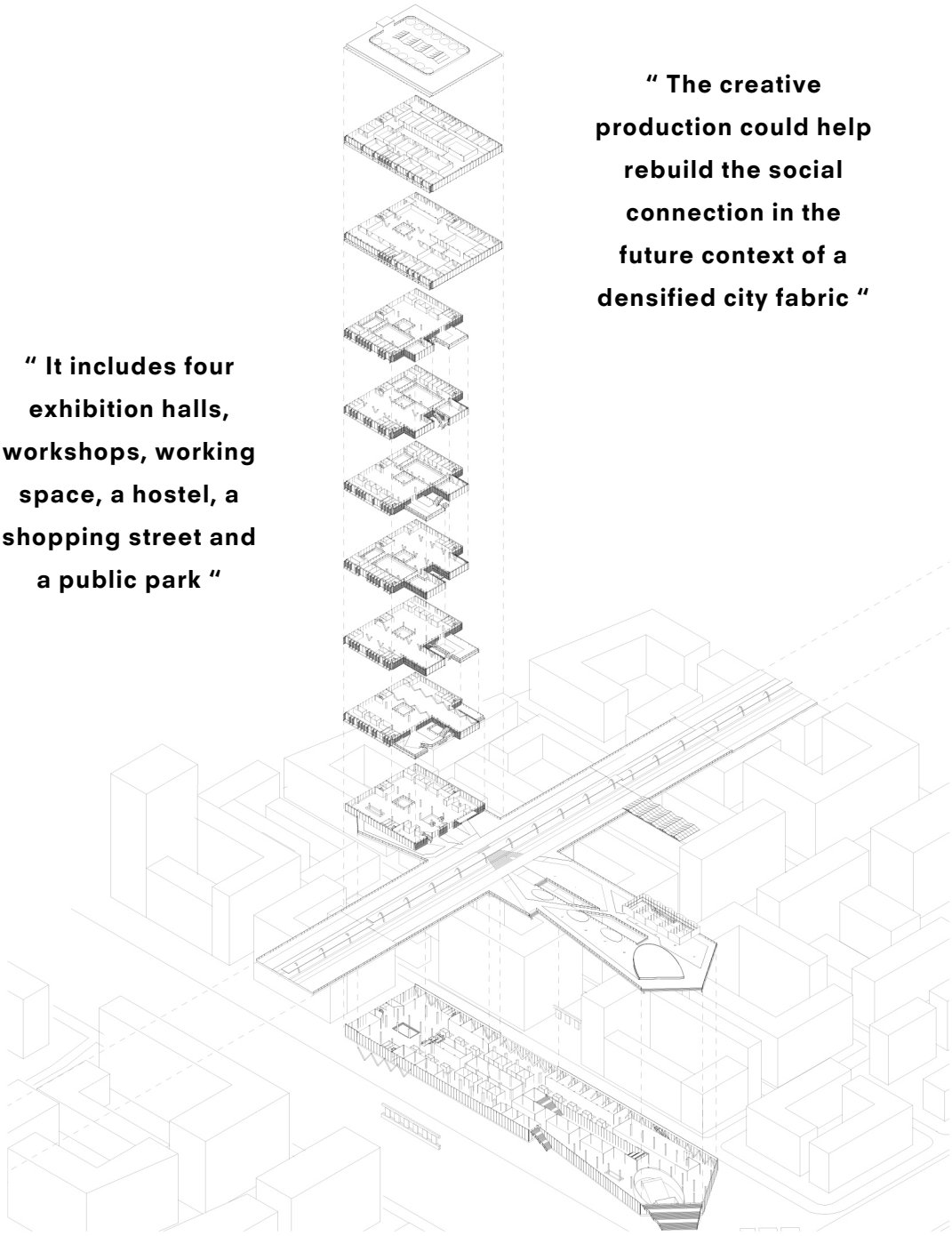
The design provides an answer to the question how the creative production could help rebuild the social connection in the future context of a densified city fabric.



“ A space that helps connect different groups of people and benefit the local creative production “

“ The creative production could help rebuild the social connection in the future context of a densified city fabric “

“ It includes four exhibition halls, workshops, working space, a hostel, a shopping street and a public park “



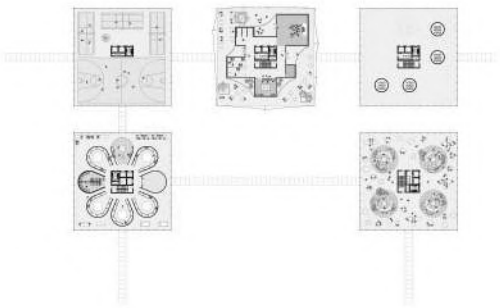
The Experience Billboard

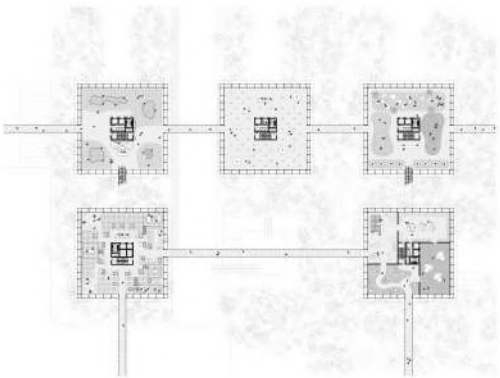
Nick Huizenga

Throughout history retail typologies have constantly been adapted and reinvented around major shifts within our society and development of new technologies. Today retail is facing yet another shift within global society. With the emergence of online commerce the sales of physical products is moving out of brick & mortar retail. We are moving away from a product economy and towards an experience and service economy. Retail therefore is slowly moving away from manufacturer "push" and more towards consumer "pull", where the physical experiences are becoming more extreme, special, remarkable and differentiated. In essence, physical retail is slowly becoming more of an advertisement tool, rather than the point of sales.

Big retail centres in turn need to move away from the consumerism and product based strategies they have adapted over the last century and start providing both consumers and brands with a new, active, experiential and explorational environment.

" With the emergence of online commerce the sales of physical products is moving out of brick & mortar retail "









“ Physical retail is slowly becoming more of an advertisement tool, rather than the point of sales “

“ We are moving away from a product economy and towards an experience and service economy “

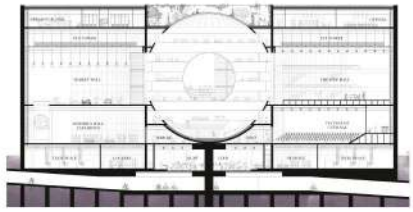


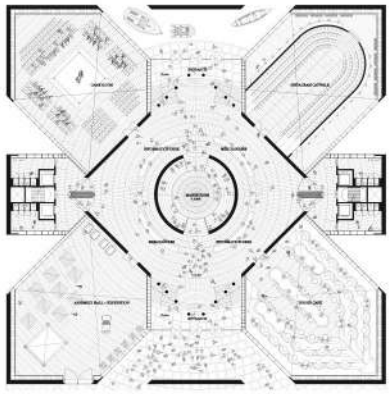
Back to reality

Eva Heldeweg

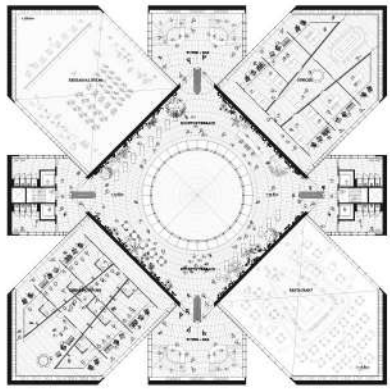
We are currently living in an individualized western society, connected virtually but disconnected physically with one another. There is a decline in public life due to the rise of the internet. We are in need of more open societies where social and cultural exchange can take place. There will be a need for these places in Amsterdam that will simultaneously create communities where people socially interact with one another. Social media is currently the biggest online community and could provide a large contribution to their market position and social entertainment by creating a physical space where this can occur in the city.

Ambition is taking people out of the virtual world to experience the physical world where they connect with oneself and others, and contributing to the development of high quality recreational destinations in the city centre of Amsterdam.



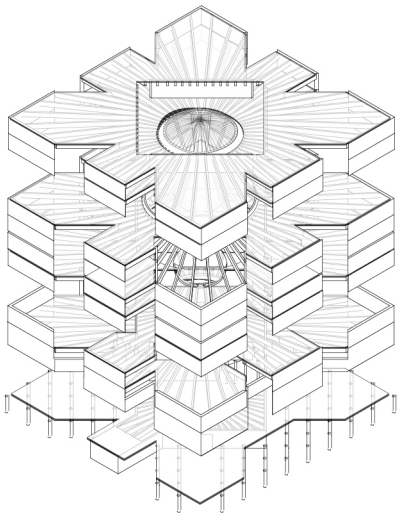


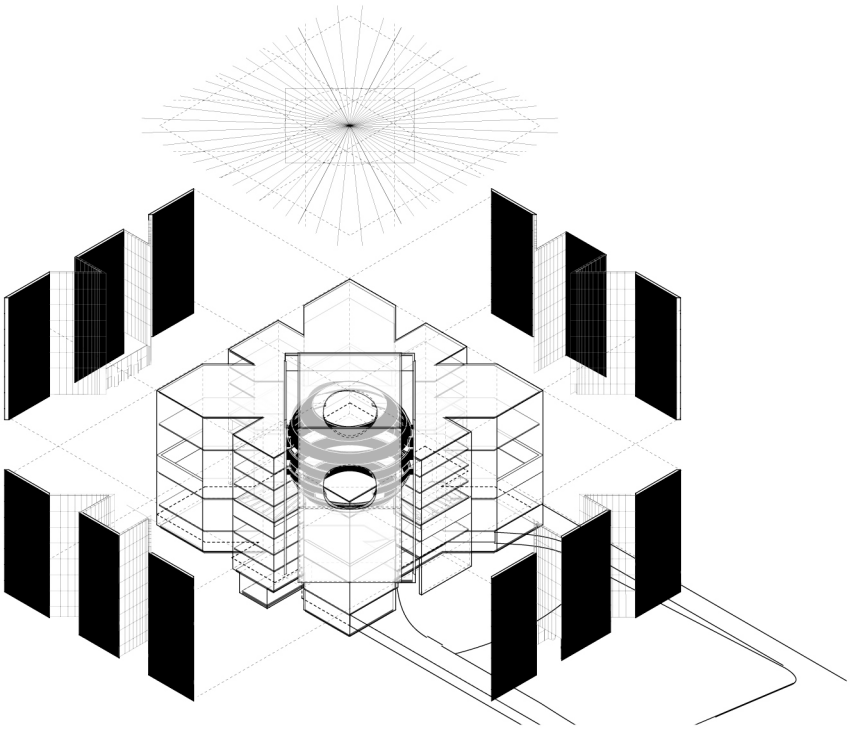




“ We are currently living in an individualized western society, connected virtually but disconnected physically with one another “

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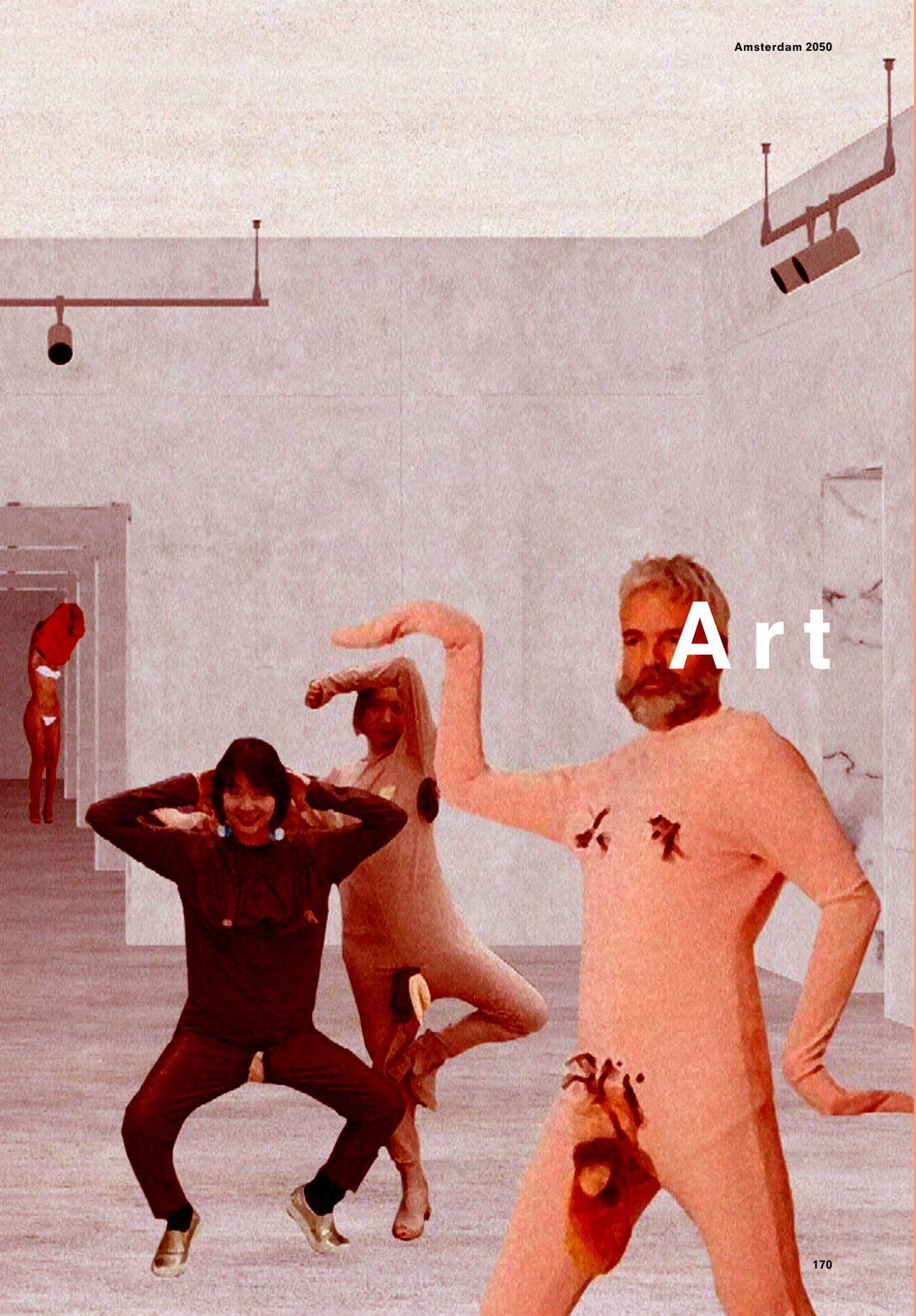
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Image by Brygida Zawadzka



Art

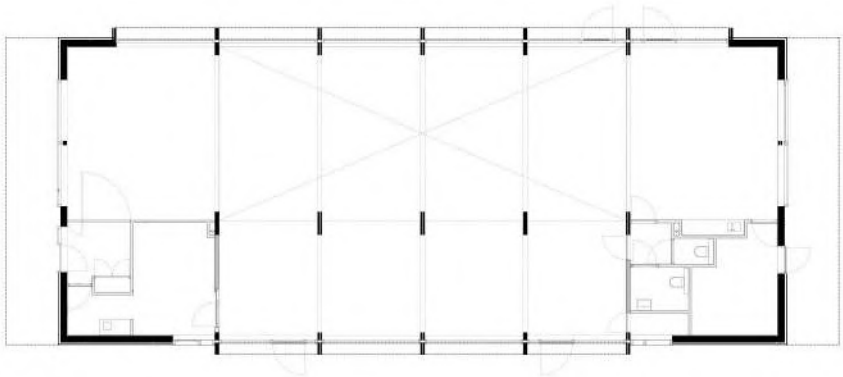
Van Eestern Museum

Sloterdijk

The recently completed branch of Het van Eesteren museum has a strong relationship with the design principles of the architectural context. The building is realized to honour Cornelis van Eesteren, an urban planner and celebrated Dutch architect.

Van Eesteren worked for the municipality of Amsterdam and has been the chairman of the CIAM . One of his key projects is the Amsterdam General Extension Plan.

The building site is located at a triangular plot on the north bank of the Sloterplas, forming a pivot point between the largest east side of the north bank and the smaller scale west harbour bank.



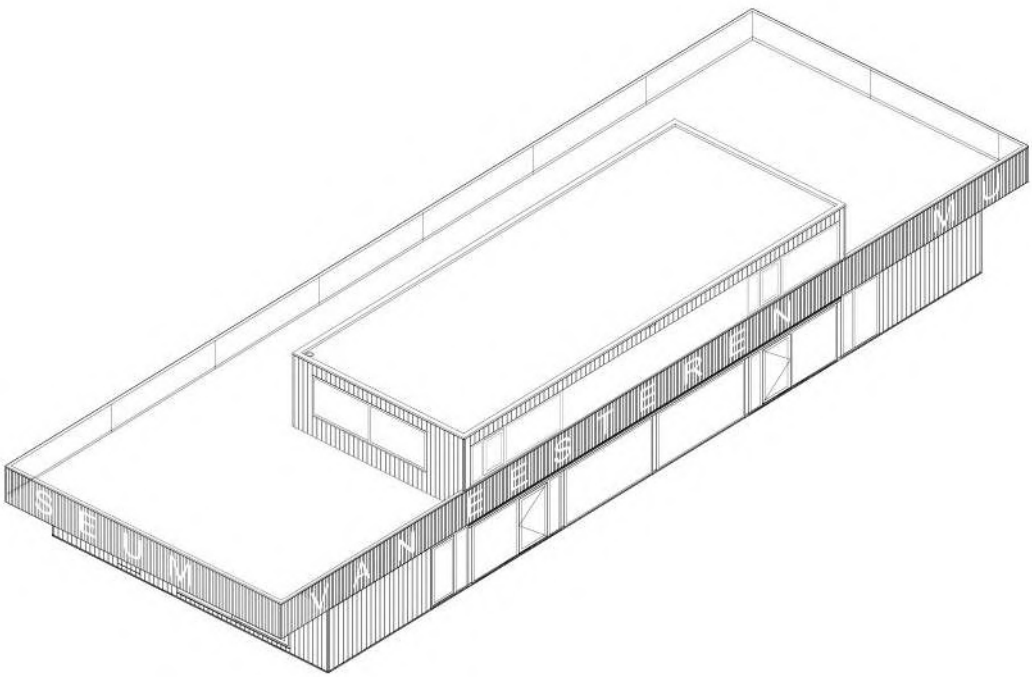
Floor plan



North elevation

“ Forming a pivot point between the largest east side of the north bank and the smaller scale west harbour bank “

“ The building is realized to honour Cornelis van Eesteren, an urban planner and celebrated Dutch architect “



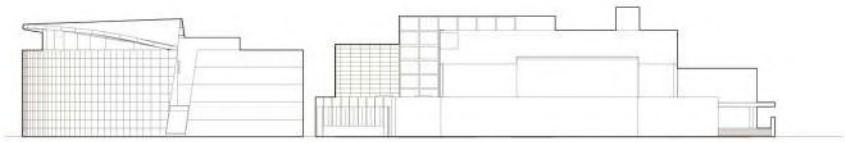
Axonometry

Van Gogh Museum

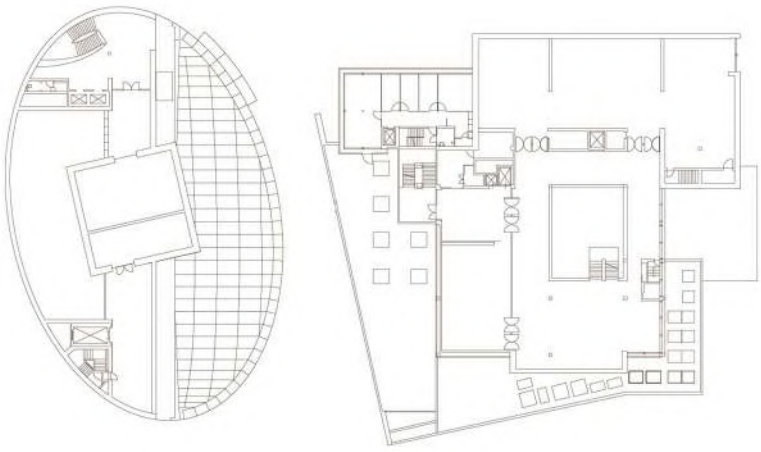
Schiphol corridor

The Van Gogh Museum in Amsterdam is one of the Netherlands' most popular museums. The ever-growing stream of visitors required intelligent solutions for these buildings, which were designed by Rietveld (1973) and Kurokawa (1999).

The design consists in broad outlines of a further elaboration of the elliptical wing of the building that Kurokawa had built in Amsterdam in 1999. Kisho Kurokawa Architect and Associates, the firm founded by the late Kisho Kurokawa and designer of the temporary exhibitions wing opened in 1999, prepared the draft design for the new entrance hall. Hans van Heeswijk Architects then elaborated on this to create a solution in which the existing wing and the new structure form a surprising new whole.



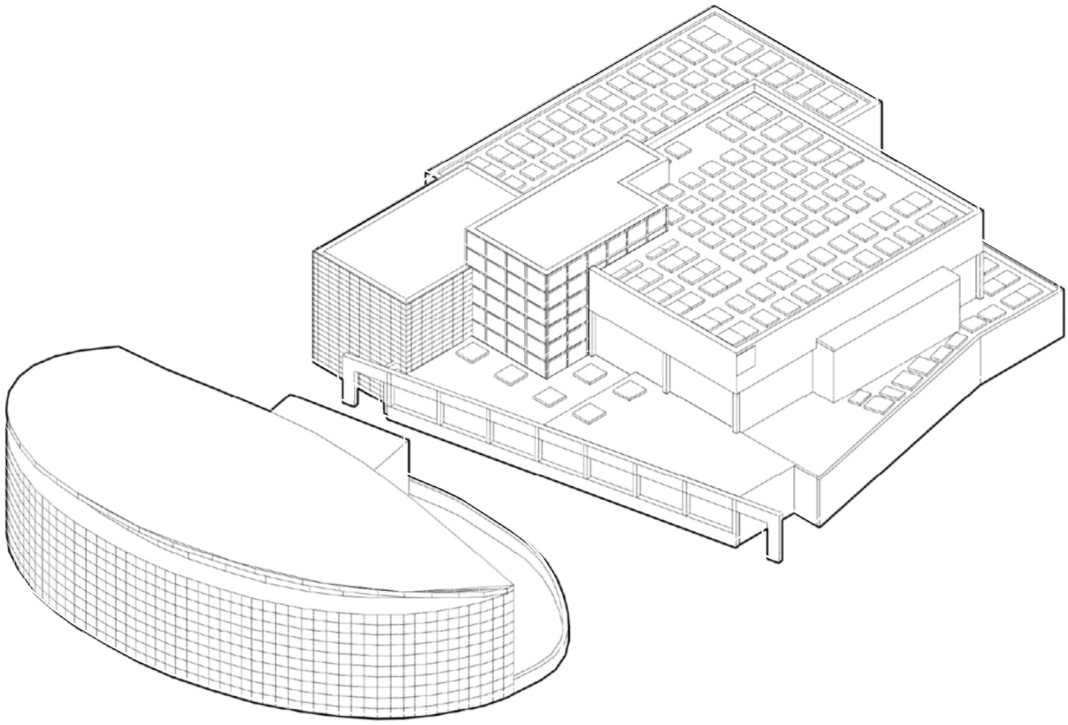
East facade



Ground floor plan

“ The design consists in broad outlines of a further elaboration of the elliptical wing of the building “

“ The ever-growing stream of visitors required intelligent solutions for these buildings “



Axonometry

Present type 03_03

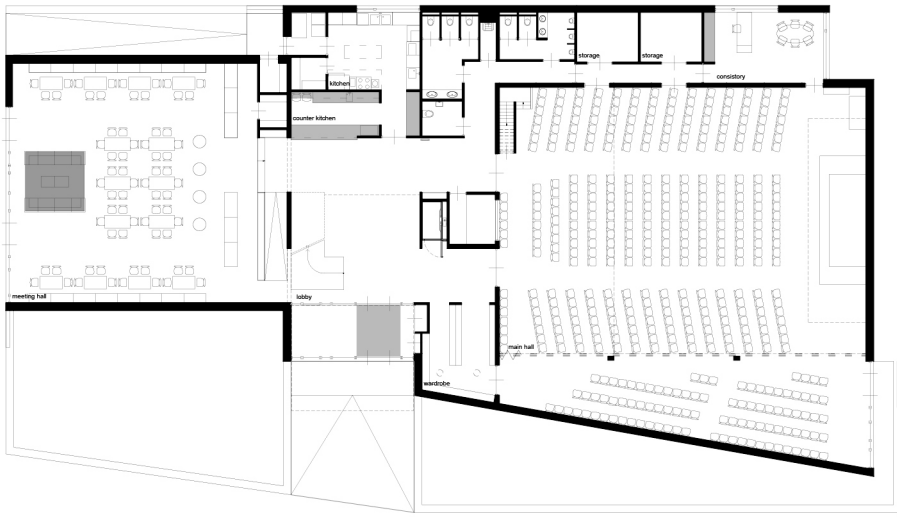
Wi Eegi Kerki

Zuidoost

The newly built Wi Eegi Kerki has been opened in 2013, at times of re-purposing other churches. Wi Eegi Kerki, meaning 'our own church' in Surinamese, is the largest protestant church of Surinam.

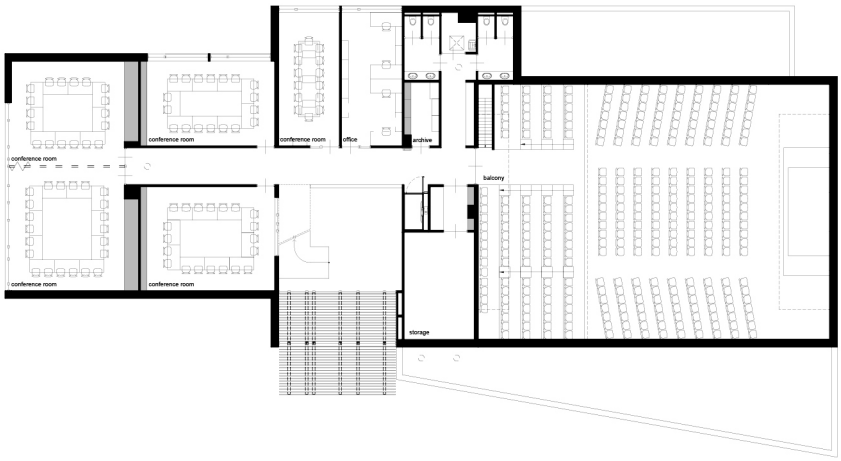
Surinamese moved to the Netherlands in the 70s, at the beginnings using their own living rooms, neighbourhood centres, and school rooms as religious spaces. Slowly the community developed, sharing a church building with other church societies. This continuously expanding community became in dependent in 1996, having the necessity for more space. Wi Eegi Kerki was the first independently owned building of the Surinamese community.

The small church forms a beacon of light with its light white and yellow colour from the outside, while creating an opposite effect on the inside . The sun and moonlight enters the interior space through a discrete opening.



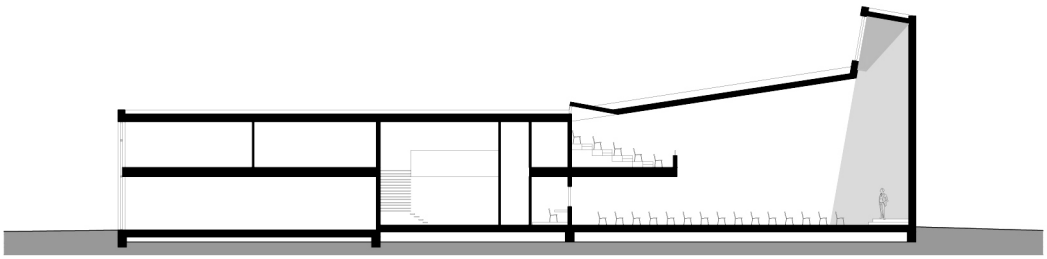
Ground floor plan

“ Wi Eegi Kerki has been built in 2013, at times of re-purposing other churches “



First floor plan

“ Wi Eegi Kerki was the first independently owned building of the Surinamese community “

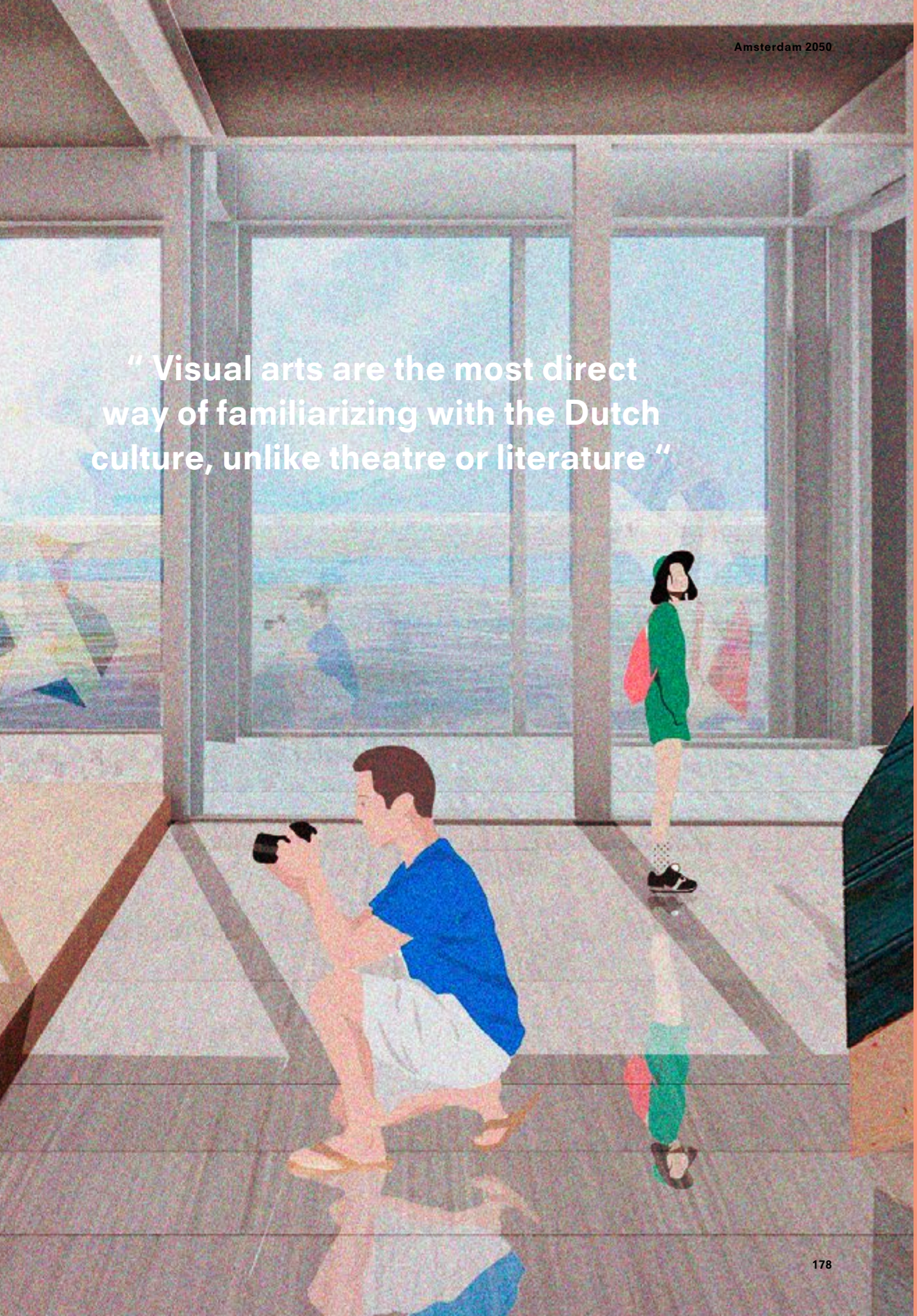


Section



Image by Dan Jing

“ The culture of the Netherlands is diverse, reflecting regional differences as well as the foreign influences built up by centuries of the Dutch people's mercantile and exploratory spirit “



" Visual arts are the most direct way of familiarizing with the Dutch culture, unlike theatre or literature "

Landmarks

Text by Centraal Group

Amsterdam is not know for any specific building like the statue of Liberty in New York City or the Sydney Opera House. What Amsterdam, in terms of architecture, is known for is the entire inner city urban zone: the canal ring. This is why the canal rings are also listed on the UNESCO World Heritage list.

Skyline

You could say that the reason why Amsterdam does not have a bold skyline like New York or Hong Kong, is a result of 'the deep rooted aversion to ostentation and the Dutch ideals of Protestant sobriety. But, the tide is in and on the IJ river. In order to densify within the A10 ring road, the North is developing high-rise residential and office buildings in the Overhoeks area. The former shell tower has been transformed into a new cultural destination, combined with the new iconic EYE Film Museum built in 2012. Also on the Southern part of the river, new landmarks have risen and this is continuing in the future. The mark was set with the building of the Silodam and IJDock, but the most spectacular building will be the Pontsteiger, a new residential building which will be finished in 2018. Amsterdam.

Tallest buildings

The Wester Church, designed by architect Hendrick de Keyser in 1631 remains the tallest church tower of Amsterdam. The A'DAM tower was built in 1966 by a design of Arthur Staal and re-developed by Claus and Kaan in 2016.

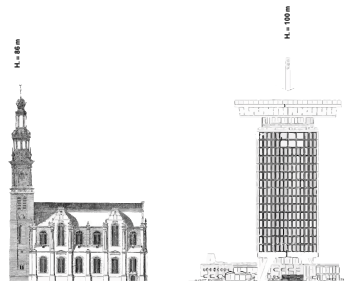
New icons along the Ij?

Due to the extreme densification of the inner city of Amsterdam, historical iconic landmarks have vanished. On the scale of the neighbourhood they still play an important role in way-finding and orientation, but the ring of canals as a whole could be recognized as Amsterdam´s



Image of the former 'skyline' of Amsterdam

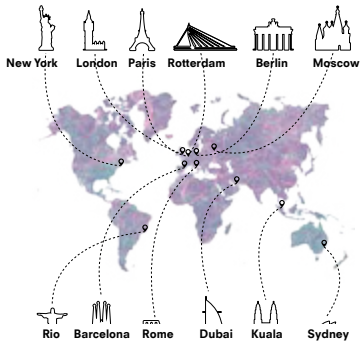




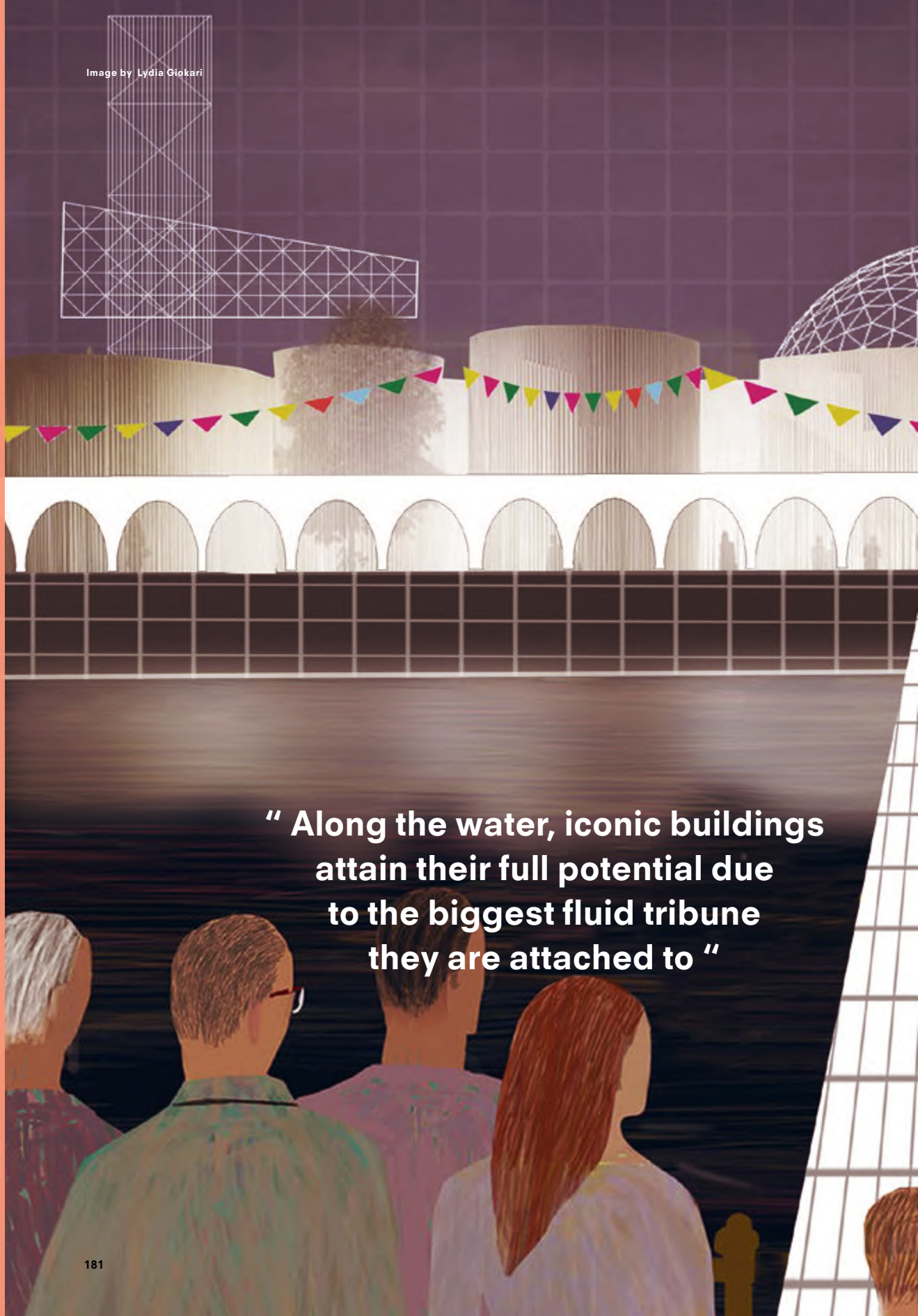
Highest building Amsterdam Centre: Wester Tower (Wester church)

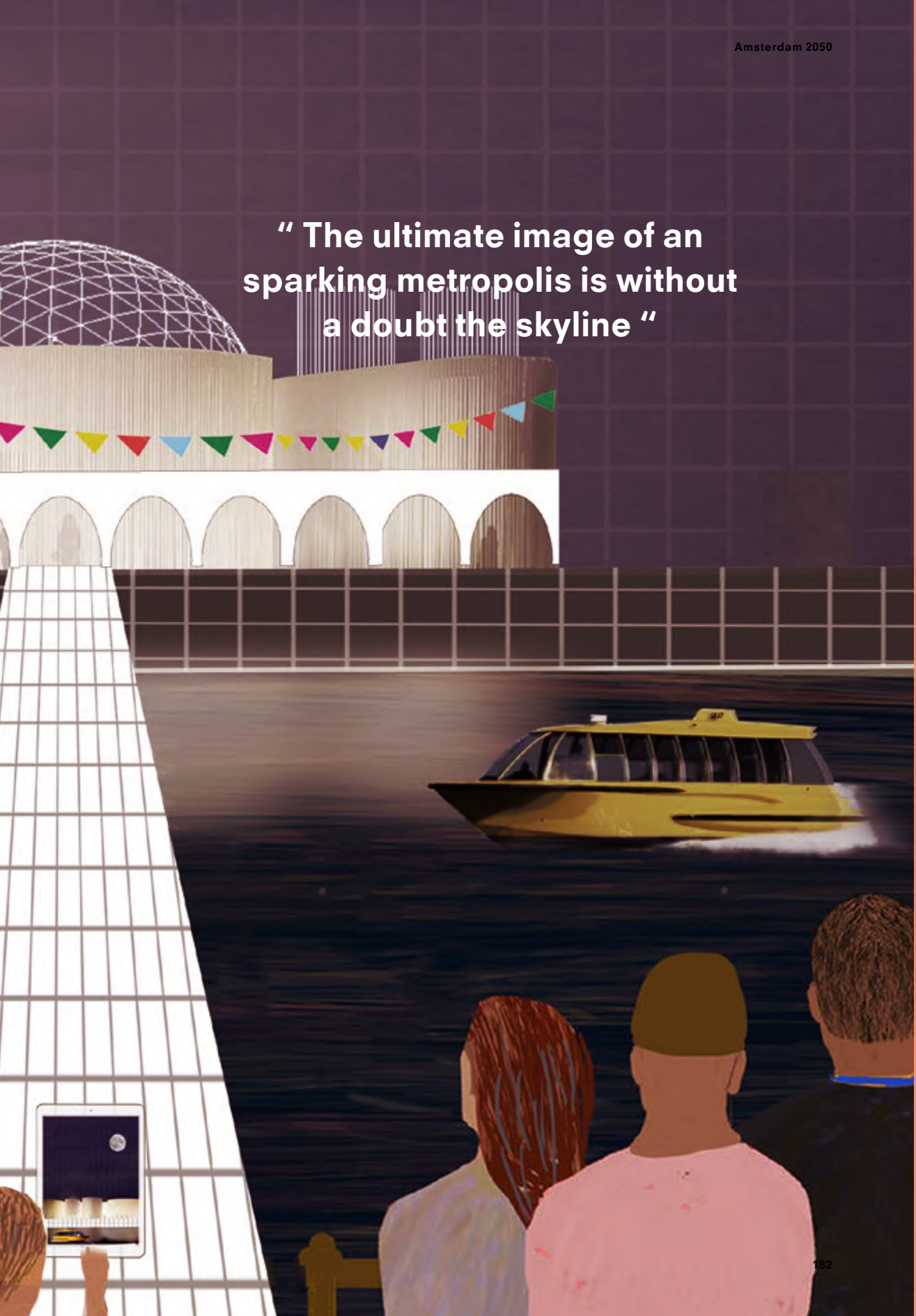
Highest building Amsterdam North: A'DAM Tower

international landmark. Because Amsterdam is a very low rise city, tall buildings immediately stand out in the crowd. The A´DAM Tower can be seen as the landmark of Amsterdam North, as well as the Westertoren can be seen as the landmark of the South. There is however an interesting development to be seen along the river IJ. Along the riverbanks there is enough room for large scale iconic buildings, with the first project already halfway through construction: the Pontsteiger. Or is Amsterdam finally ready for its own Erasmus bridge with the 'leap across the IJ' project?






Image by Lydia Giokari
“ Along the water, iconic buildings attain their full potential due to the biggest fluid tribune they are attached to “



“ The ultimate image of an sparking metropolis is without a doubt the skyline “

Art in the Netherlands

Text by Oud Zuid Group

Museum culture

Amsterdam is worldwide famous for its museum collections as much as for its architecture along the canals. For the foreign visitors without understanding of Dutch language, visual arts are the most direct way of familiarizing with the Dutch culture, unlike theatre or literature. Museums in Amsterdam innovate in exhibitions and regularly update their offer. That makes them highly attractive, at the same time having the disadvantage of often being closed.

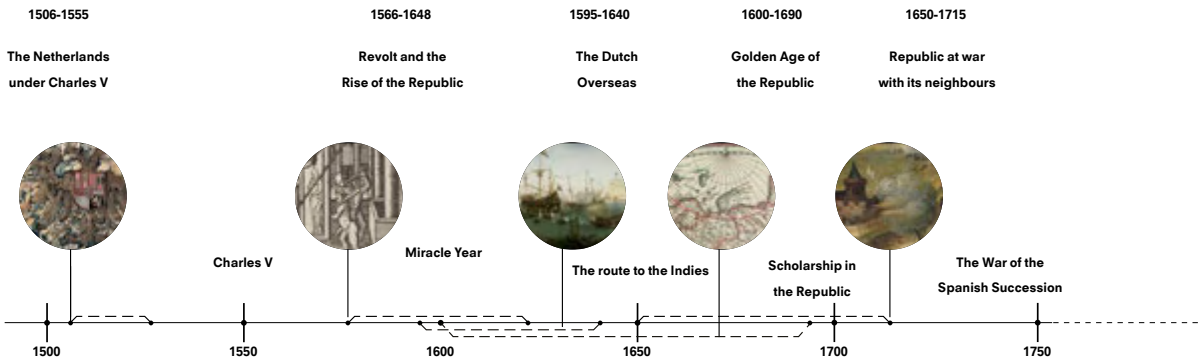
Five of the six most visited museums in the Netherlands are in Amsterdam. In addition, there are dozens of smaller, often specialized museums. In other words: Amsterdam is a real museum city. To accommodate the still growing group of visitors, some Amsterdam museums have recently refurbished or expanded their buildings. This is partly because of the Amsterdammers themselves, of whom 59% go to a museum at least once a year. The high museum density is a consequence of a huge flow of tourists. Some Amsterdam museums, such as the Anne Frank House and the Van Gogh Museum, mainly attract foreigners. Others focus on topics that mainly appeal to Dutch people, such as e.g. houseboats, old trams or life and the work of writer detective Appie Baantjer.

Performing arts

In the field of performing arts Amsterdam has an international reputation Amsterdam based companies like The National Opera, The National Ballet and the Royal Concertgebouw Workshop are among the absolute world summits. In a sense, these companies are hardly known as Amsterdam: the dancers and musicians come from all over the world.

National importance

Other aspects of the cultural life in Amsterdam count less internationally, while holding high importance in the Dutch cultural life. For example publishing, journalism







and Film have their centre of gravity in Amsterdam. For radio and television this is not the case: for historical reasons, they are located in Hilversum. Nevertheless, there seems to be a trend to broadcast from Amsterdam locations, especially in talk shows and cultural programs.

Interest in culture

Of course, culture is not just a matter of production: it is the consumers who ultimately determine what is viable. In that regard, the relatively young and highly educated Amsterdammers do not let themselves be untrue. They are active museum visitors and go to cultural events such as the Grachtenfestival and the Uitmarkt. Additionally, there is still room for a remarkably large number of bookstores, and the conclusion is clear: more than any other city, Amsterdam deserves being called the "Cultural capital of the Netherlands

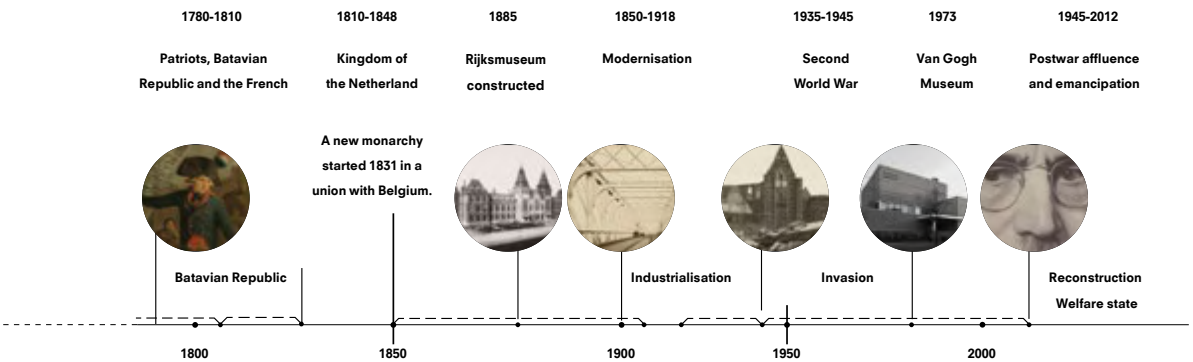




Image by Yucheng Wu

“ Digital technology enables conveying, creating and sharing information amongst a wider public actively involved in the dynamic processes of creating, interpreting, sharing and appropriating heritage knowledge “

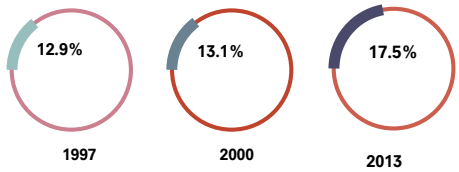


“ Museums in Amsterdam innovate in exhibitions and regularly update their offer “

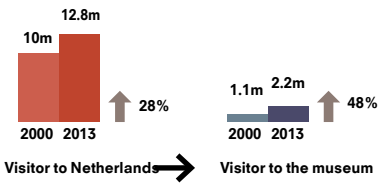
Historical and contemporary museums

Text by Oud Zuid; Schiphol corridor Group

Museums are no longer just places storing and preserving objects of significance and value, instead are increasingly becoming places where visitors can have an aesthetic, intellectual, learning and fun experience. Digital technology enables conveying, creating and sharing information amongst a wider public actively involved in the dynamic processes of creating, interpreting, sharing and appropriating heritage knowledge. Museums are called to improve upon and find new ways to present content in order to convey knowledge and engage visitors.



Visitor ratio



Visitor to Netherlands → Visitor to the museum

Amsterdam's **Rijksmuseum** is one of 16 national museums in the Netherlands . The collection offers an overview of Dutch art and history including works by 17th-century Dutch masters such as Rembrandt, Vermeer and Hals . Since 1885 the museum has been located in the Rijksmuseum Building , designed by the Dutch architect PJH Cuypers. Over the years, the museum building was remodelled many times, losing large part of the original character.



Rijksmuseum, 1885



Rijksmuseum after restoration, 2014



Main museum, 1973



New wing and alteration, 1999

Van Gogh Museum dedicated to the most famous Dutch painter, is placed in the city center at Paulus Potterstraat and the Museumplein in Amsterdam. The collection of the museum contains more than two hundred paintings, five hundred drawings and seven hundred letters by Vincent van Gogh, as well as his collection of Japanese prints. The museum library includes more than 23,000 works. The main building was designed in 1963-1964 by the Dutch architect Gerrit Rietveld. The new wing has been designed by Kisho Kurokawa.

The public space located at the Museumplein stitches together three major museums – the Rijksmuseum, Van Gogh Museum, and Stedelijk Museum, with the concert hall Concertgebouw. The space is used for

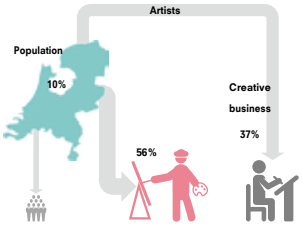
large events such as festivals, public celebrations and demonstrations. Both amsterdammers and tourists have been using the square daily for recreation and rest.

Contrast of traditional and contemporary art

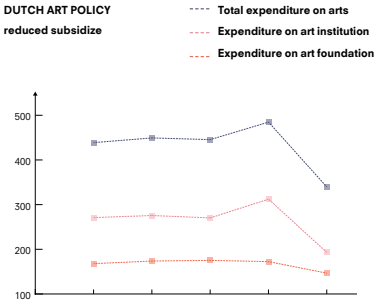
Amsterdam is renowned for its diversified culture and brilliant art history. Various art museums collect and exhibit thousands of famous paintings, sculptures, and other artworks. On the other hand, the contemporary art developed swiftly as well in Amsterdam, thus more young artists emerged, attempting to express their voice and power in a more modern way. Therefore the city of Amsterdam stands in between a contrast with traditional and contemporary art, which makes the city more attractive to international artists to live and work

Art museum and artist communities

Amsterdam is famous for its rich art history and diversified art institutions, which constitutes a brilliant cultural journey for domestic and international tourists, but also provide much opportunities for local artists to exhibit their artworks.



FINANCIAL CONSITIONS FOR ARTISTS
less job opportunities and starting salary

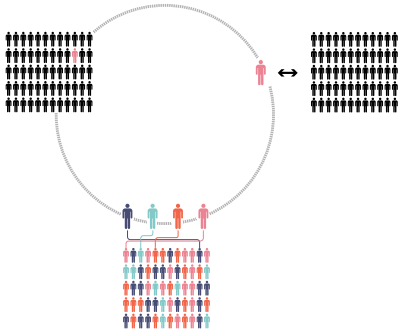


CULTURAL CIVILIZER

Art will advance the civilization. Great artworks can only be created by the true genius

BORDER CROSSER

Art will challenge the dominant ideologies towards a reconstruction of society. The artist is imagined as someone who has a critical view of social structures and can discern how to challenge boundaries.



REPRESENTATOR

Art will represent the working majority instead of elite minority. Artists are simply the inscribers of the struggles within various groups in society. The significance of artworks lies in how audiences engage with them to represent themselves.

On the other hand, museums is not the only important part of the art system in Amsterdam. There are multiple artist communities in the city, and many of them are located in the peripheral area including the Nieuwe meer area. The Culturele Stelling Amsterdam organisation consists of 17 sub-organisation involving foundation Nieuwe meer, mainly with the vision of reuse the military fortress around the city into artist community and venue to provide more living and communication space.

Nieuw en meer foundation

Nieuw en Meer is one of the largest studio complexes of Amsterdam. The extensive grounds of 3.7 hectares is located on the outskirts of Amsterdam in a dynamic environment between the Zuidas District and Schiphol. With about 100 studio's this art and business park contributes substantially to the creative urban landscape of Amsterdam. On a floor space of approx 9000m2, over 100 artists and related businesses are established. Now the area is owned by the foundation which is made up by 9 members instead of certain person.

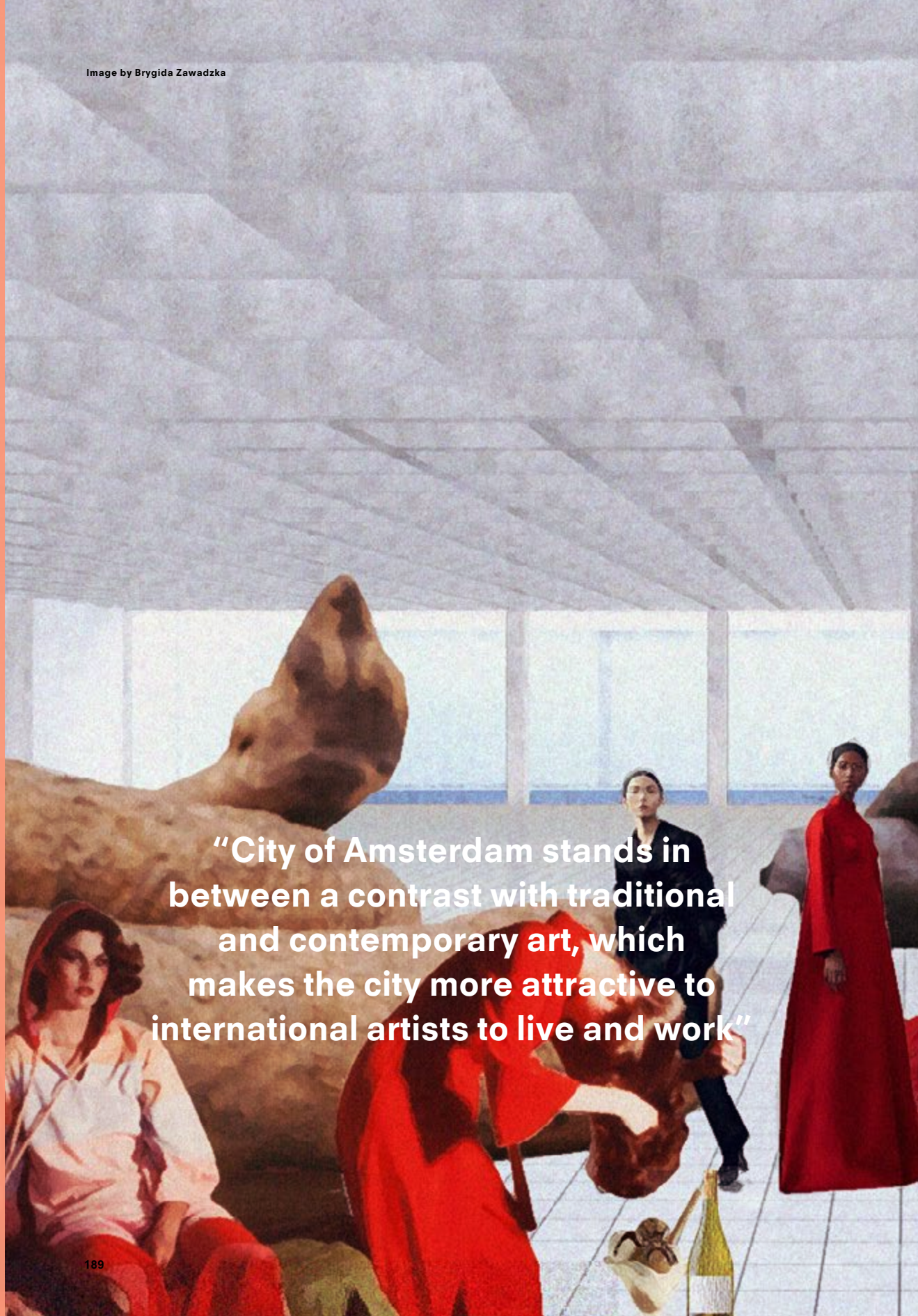
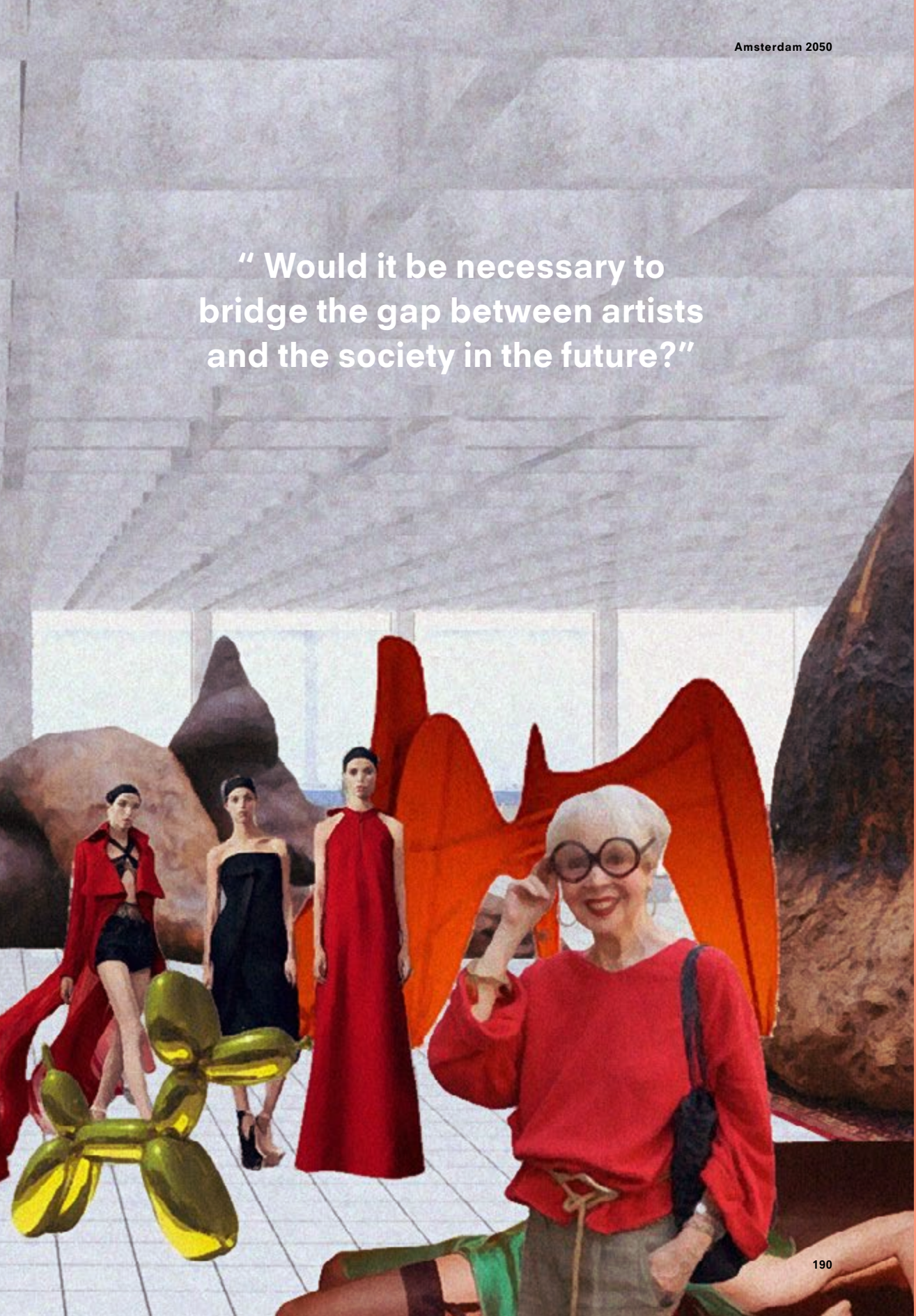


Image by Brygida Zawadzka

“City of Amsterdam stands in between a contrast with traditional and contemporary art, which makes the city more attractive to international artists to live and work”

“ Would it be necessary to bridge the gap between artists and the society in the future?”

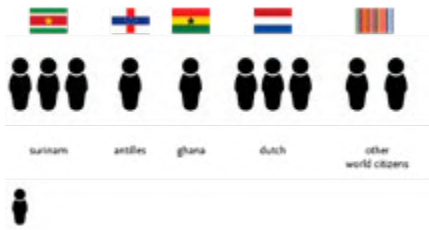


International cultures and Community art

Text by Zuidoost; Amstel Group

Ghanese community

There are 12,000 Ghanians living in Amsterdam. Besides the autochthons and Surinamese, they form the third largest ethnic group in this district. The community has still a great need for a suitable place where they can come together for weddings, parties, funerals and ceremonies.





Ghanese community in Zuidoost



Church in Zuidoost



Community center in Zuidoost

Kwaku festival

Kwaku Festival started in 1975 as a small-scale football tournament. Today, the festival is especially known for its multicultural atmosphere represented by activities, such as debates, lectures, dance workshops, beauty contests and music performances, becoming one of the largest multicultural festivals in the Netherlands, which attracts around 300,000 visitors annually and is in some sense intangible heritage.

Churches

In old premises, in garage-boxes and along roads, the most remarkable places are used as churches as scattered throughout the district. An example is the Maranatha Community Transformation Centre, which is located along a busy road between Holendrecht and Bijlmer ArenA. Another example is meeting center De Kandelaar, near Kraaiennest subway station, which houses fifteen different church groups. These churches are also relieving public services by providing social care, in case of personal problems, such as debts, disputes or mediation with the city district.

Community centres

It is the place where young, old, calm and active residents can meet and develop their talents. The community centres provide space and the equipment can be used



Music Club Melody Line



A Show in Artloco



Estonian Folk Dance in Bredeweg Festival 2017.



A Puppet Show for Children



A Guitar Class in Amsterdam Guitar School

for organising various activities, such as neighbourhoods meetings, family gatherings, presentations, moving activities, creative activities and music activities.

Markets

On the markets there is a vibrant, diverse and colourful market six days a week at one of the four locations. Whether it's vegetables, tropical fruit, fish, cheese, bread, clothes, flowers or music, you smell the scents of the tropics and the atmosphere is always relaxed. The district wants to improve the markets in terms of supply and appearance, so that there are even more visitors attracted.

Residents living in this area love to participate in cultural activities. The dancing and music courses are open to people all year round. Some cultural centres hold cultural related events frequently. There are also some public festivals, which show the diversity and vitality of the local culture.

Live Music

Music is quite an important thing for the local residents. Plenty of live music houses are located in Amstel area. Some famous ones include Club DNA, Q-Factory and Live in Europe. Recording studios are also available.

Cultural courses

Many cultural courses are available in Amstel area, especially dancing, singing and music instrument learning. Unlike the cultural facilities, the cultural schools are widely spread in the residential districts. A lot of them also have specific feature, like the Amsterdam DJ School and the Pole Dance Factory. Amsterdam University of Applied Science, which is located near the Omval, offered various art-related courses which are taught by professional teachers.

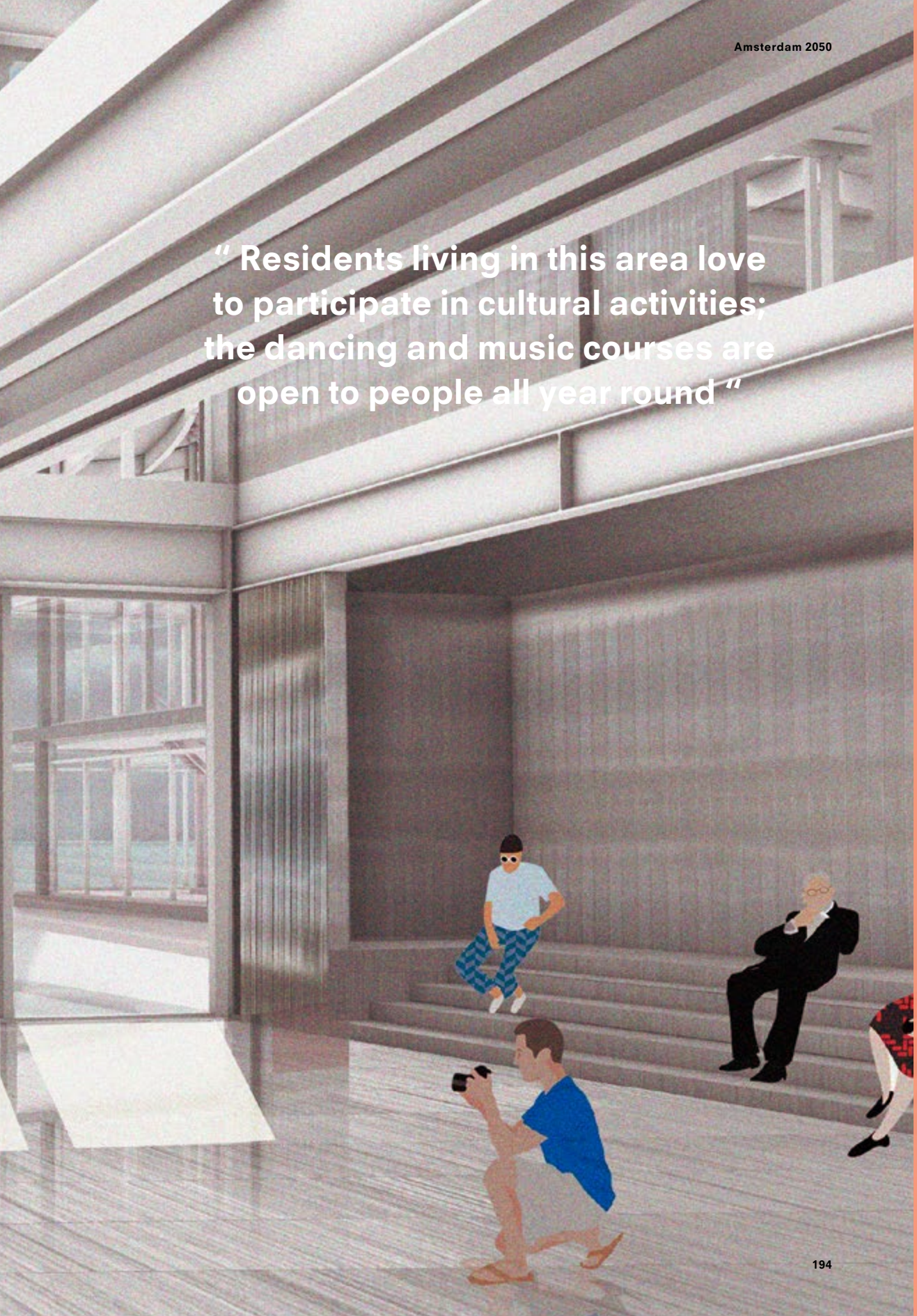
Events & Festival

Cultural events are an important part of the Amstel culture life. Bredeweg Festival, which is a local festival in Frankendael Neighbourhood, has been celebrated since 1977. During the festival the whole street will be used as a place for different performance by artists, singers and performance groups.



Image by Dan Jing

“ Organising various activities, such as neighbourhoods meetings, family gatherings, presentations, moving activities, creative activities and music activities “



“ Residents living in this area love to participate in cultural activities; the dancing and music courses are open to people all year round ”

Fablab Sloterdijk

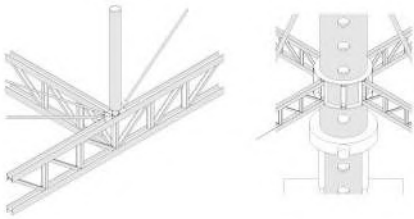
Leevan Yue Huang

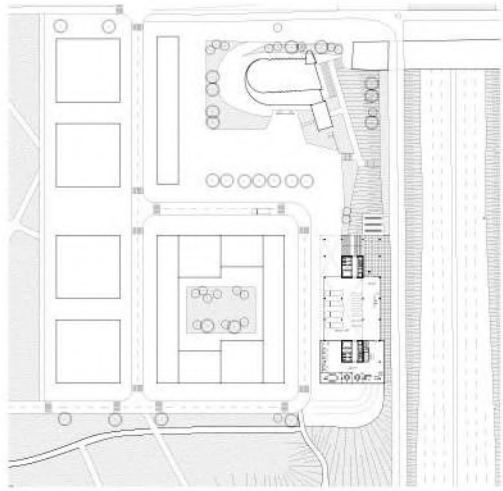
The Fab-Lab Sloterdijk is stitching the disconnection between Amsterdam's go-to and no-go areas. Towards a future of digital production, Fab-Lab combines typologies of fabrication workshop and co-working space to provide a platform for sharing economy and open access to knowledge.

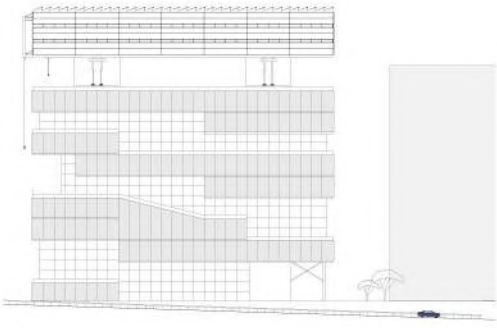
The project challenges the current model of fabrication excluding factories from the city and brings fabrication back to a vertical urban factory. Local production of building material is made possible with integration of robotic arms and 3d printers to fabricate with local collected resource. Digital construction with recycled resources enables customized architecture and builds towards circular economy.

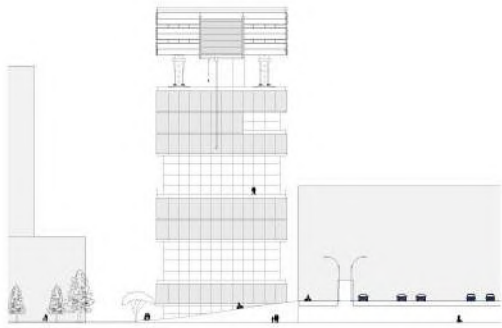
Fab-Lab houses automated digital fabrication will manifest itself through system of digital construction. Empowered by Fab-Lab, the future of economy lies in the hands of people, who makes their own city.

" Empowered by Fab-Lab, the future of economy lies in the hands of people, who makes their own city "

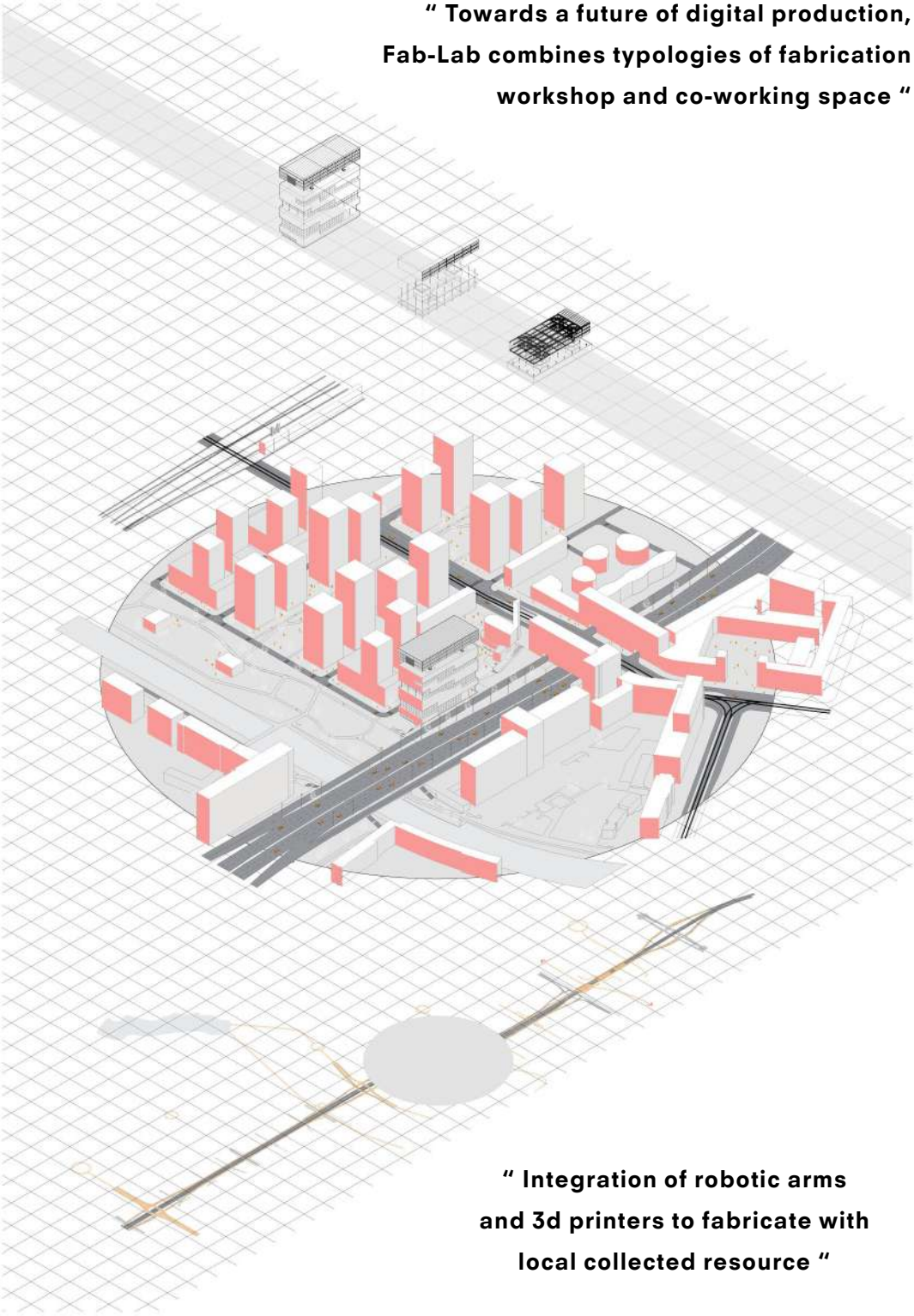








“ Towards a future of digital production, Fab-Lab combines typologies of fabrication workshop and co-working space “



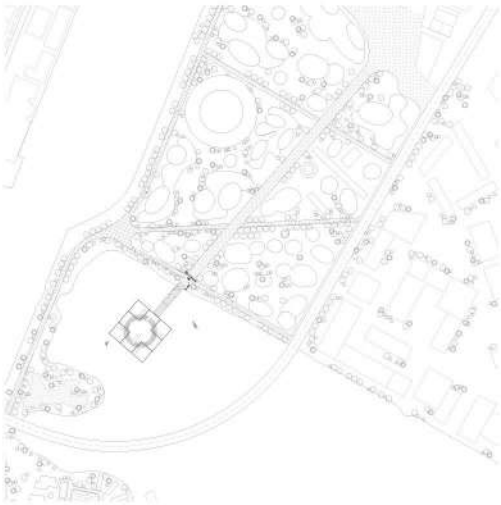
“ Integration of robotic arms and 3d printers to fabricate with local collected resource “

Cultural Transformer

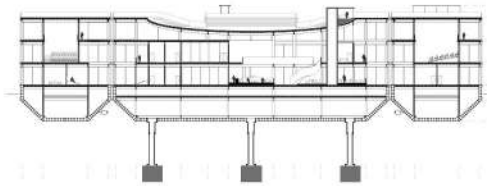
Dan Jing

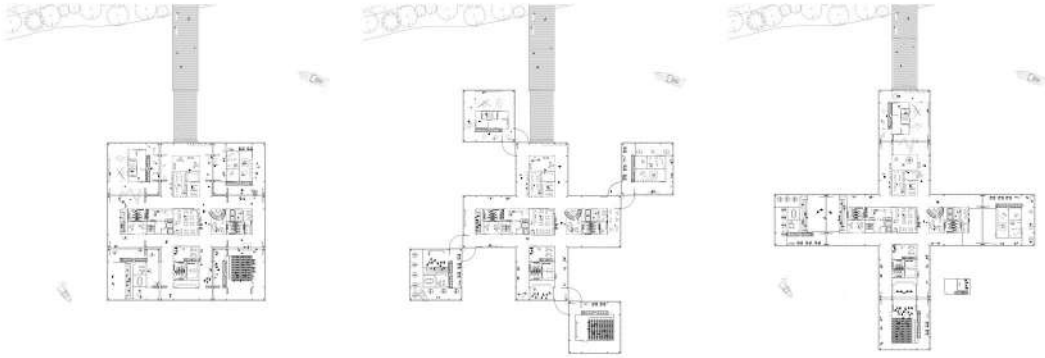
The project is an integration of theatre school, cinema and festival holding place. It is operated as theatre school in the day time and turn into cinema in the evening, occasionally used for festivals.

Amsterdam holds more than 300 festivals every year. People are looking for places to escape out of daily pressure and enjoy life. Beneath the raised highway, a lot of graffiti can be found, as well as in the Flevopark as the biggest gathering spot for graffiti artist in Amsterdam. Besides, on the Baaibuurt block, there are also hippie signs left from past: vans, remnants of sculptures etc. Located in an area with a great cultural and urban variety, the Cultural Transformer transforms to host varied festivals, workshops and other alternative urban activities.



" Integration of theatre school, cinema and festival holding place "





“ Cultural Transformer transforms to host varied festivals, workshops and other alternative urban activities “



“ People are looking for places to escape out of daily pressure and enjoy life “

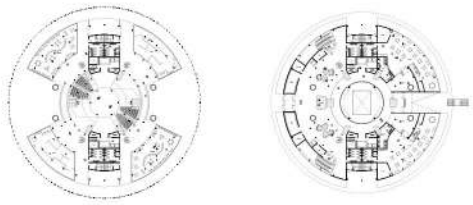
Schiphol theater

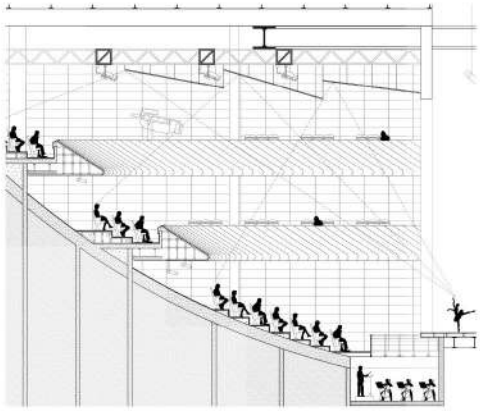
Chi Hang Wong

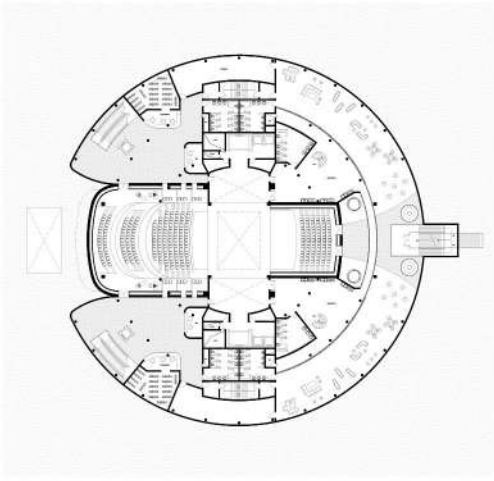
Airport has been labelled as a non-place, with its place as a limbo filled with a mass of isolated individuals responding to non-human mediations such as boarding screens and signage. Along with the automatic trend of mobility and the social health trend of non-real life conversations, there is a diminishing of human element within Schiphol.

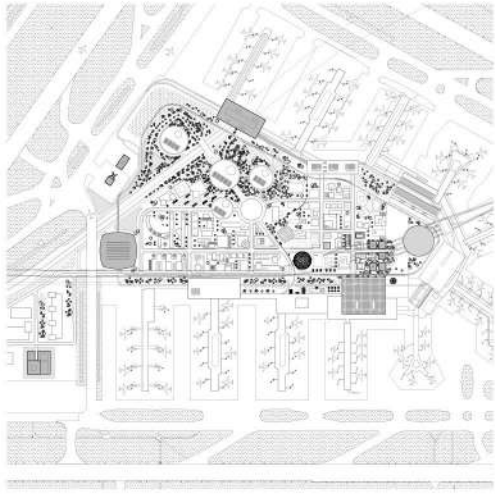
Solving the lack of cultural amenity on the landside for non-travellers and the growth of airport city, a theatre is proposed to be installed, containing a multi-character space of a public lounge, a public space and an event space for classical performances and public entertainment.

The design explores the possibilities of redefining Schiphol anaemic experience, providing flexibility for world events/daily activities, via emphasizing on publicness, togetherness and cohesiveness of amenity.



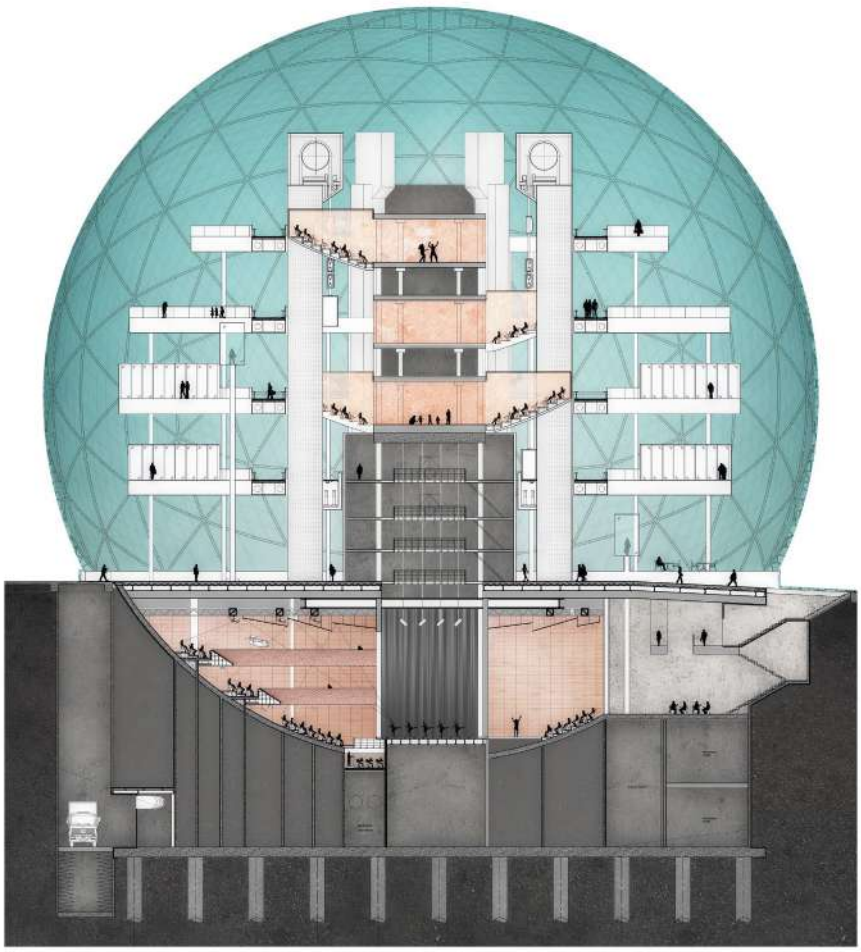






“ Solving the lack of cultural amenities, this theatre contains a multi-character space of a public lounge, a public space and an event space for classical performances and public entertainment. “

“ Providing flexibility for world events/daily activities, via emphasizing on publicness, togetherness and cohesiveness of amenity “



Post-digital Museum

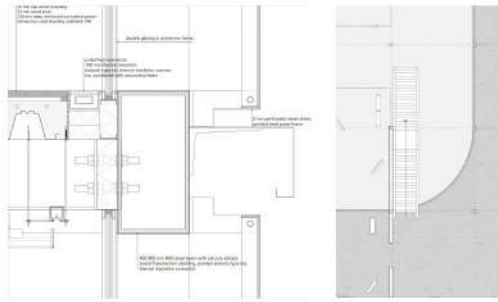
Yucheng Wu

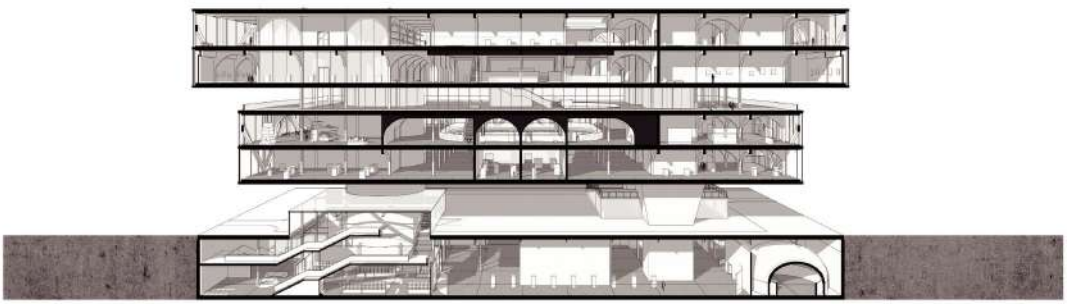
By looking back at the development history of the museum typology from an architectural point of view, the evolution process of general museum typology morphed the role of museum in different historical period. The composition of the space and function of a museum is the foundation for subsequent design, with a layer of the transforming use and aspect of contemporary museums, as well as the assumption of the in the future.

This new knowledge of how the museum will transform in the future directs towards gradual shift from preservation, commercialization, and education to public and sociality. The changes brought by technology and exhibition medium will also affect the usage and space of museums. Although, the digital technology like VR, AR is not mature yet, the idea is to provide more extensive and convenient ways to accommodate the upcoming technological and societal transformation.

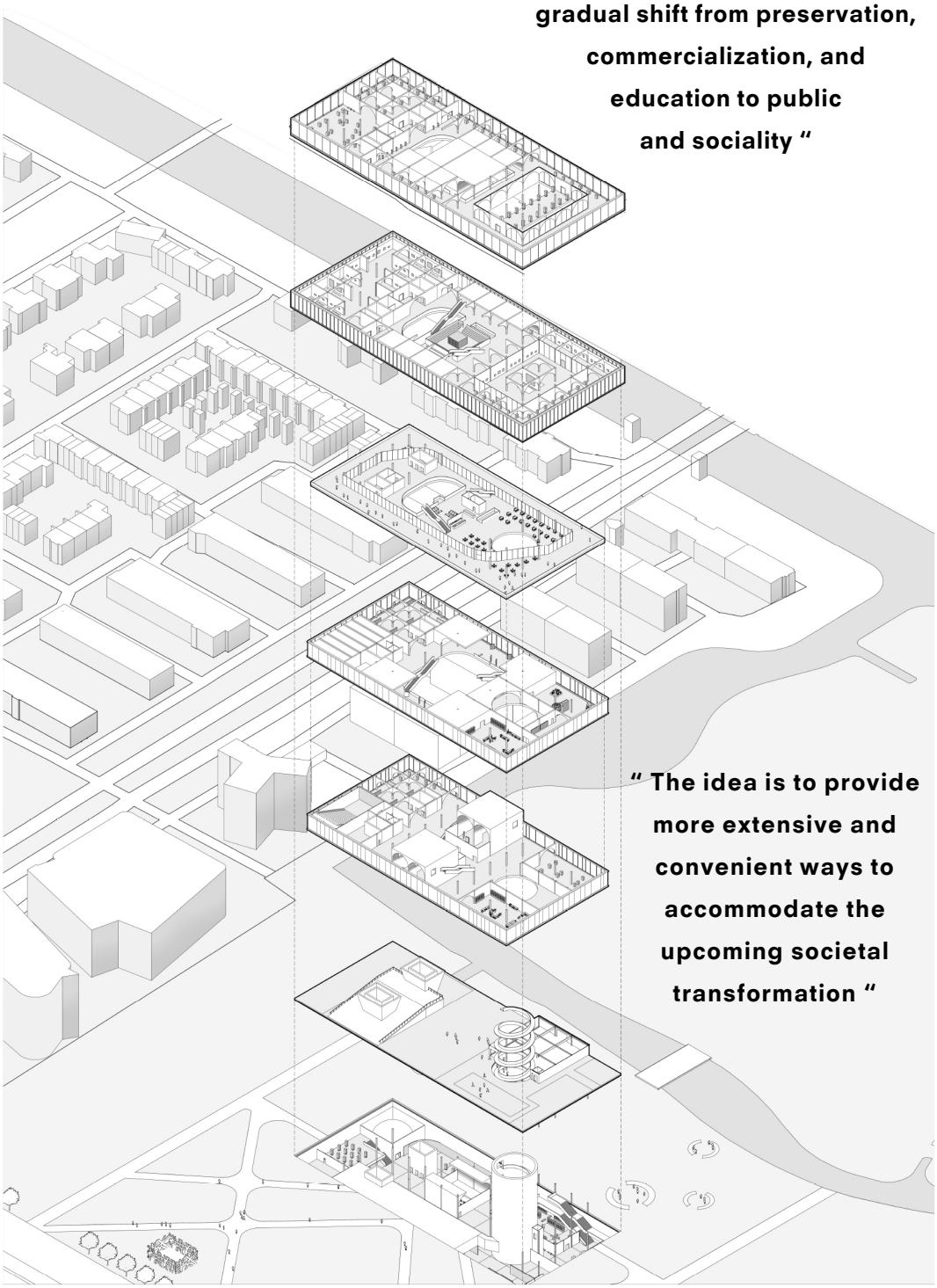
“ The changes brought by technology and exhibition medium will also affect the usage and space of museums “







" How the museum will transform in the future towards gradual shift from preservation, commercialization, and education to public and sociality "



" The idea is to provide more extensive and convenient ways to accommodate the upcoming societal transformation "

Diamond factory

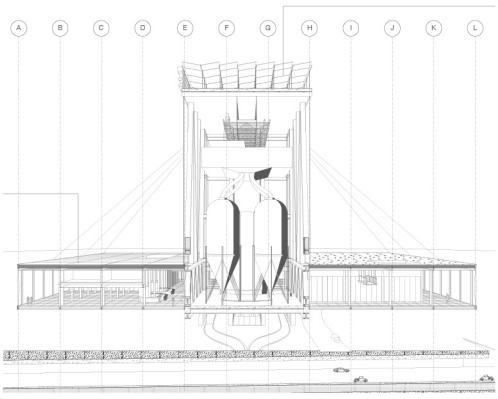
Katarzyna Soltysiak

In this 2050 scenario the private sector takes over newly created pollution market and invests in an air recycling plant, using waste material in diamonds production. The sites of material harvesting, human labour and consumption are brought together.

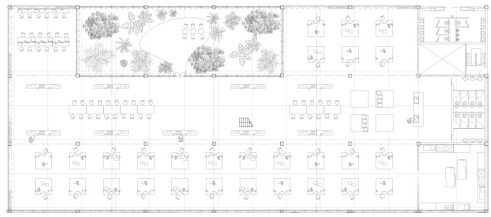
Consequently, the building composes of an air recycling centre, a jewellery factory and an airport lounge. As the air traffic increases, the resources multiply: emissions of carbon dioxide and carbon monoxide increase. This consequently increases the production of diamonds which are sold directly to the flyers. Everything seems to work perfectly, but does it?

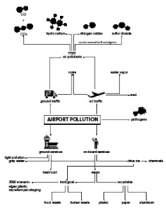
“ CO2 emissions from airline industry set to grow up to 300% by 2050 “

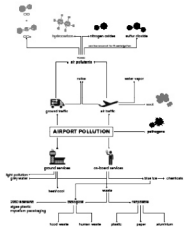


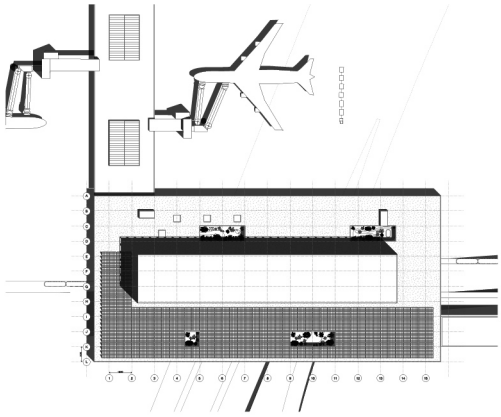


The design takes on sustainability and weaknesses of how it is understood. Without seeking to solve all the ethical dilemmas of sustainable marketing and production, the project highlights them and reacts to them.

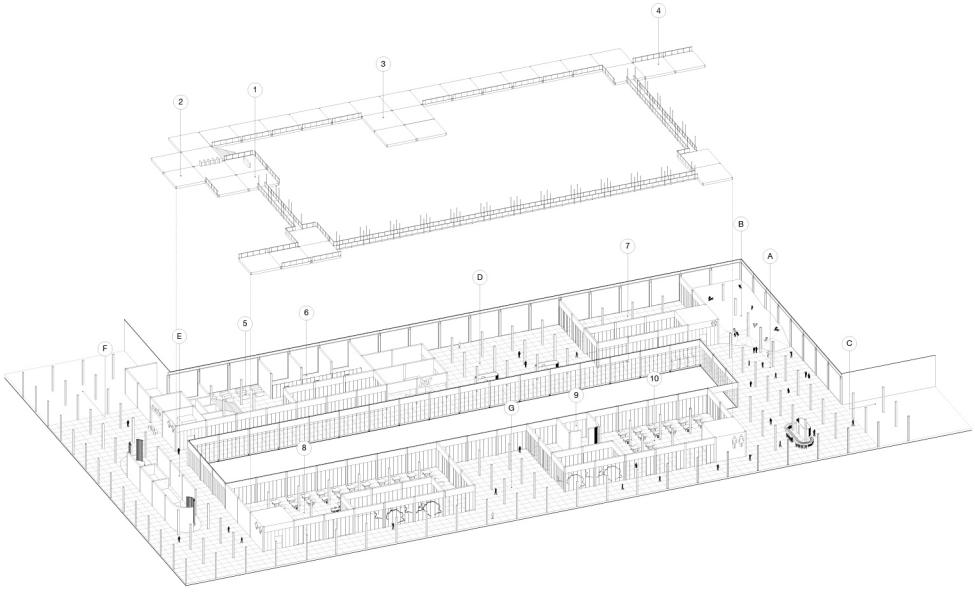


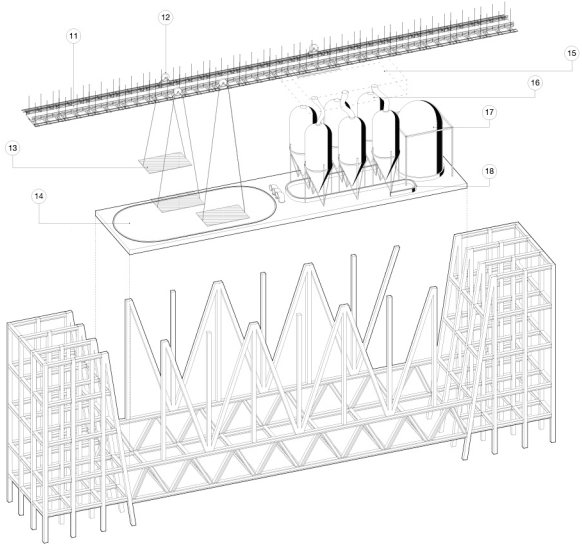






“ The building composes of an air recycling centre, a jewellery factory and an airport lounge “





“ Private sector takes over newly created pollution market and invests in an air recycling plant, using waste material in diamonds production “

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Image by Miaolan Lin



Living

Present type 04_01

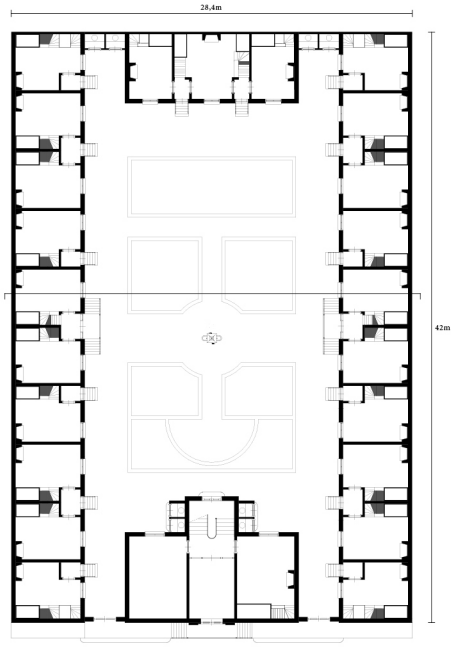
Van Brienenhofje

Centraal

The courtyard housing of "van Brienen" expresses the influence of French Enlightenment in its monumentality and pragmatic design. Their isn't one decorative detail that doesn't have a useful function.

To the principle of the traditional courtyard, the building was a reversal of the inner and outer world in urban sense. This is reflected in the closed street façade which could be read as three volumes; side-façade, Regent building, side-façade. The buildings are visually connected by a horizontal band and the roof line. The natural stone façade decorates the entrance of the Regents building and emphasizes the greatness of the deed by the founders.

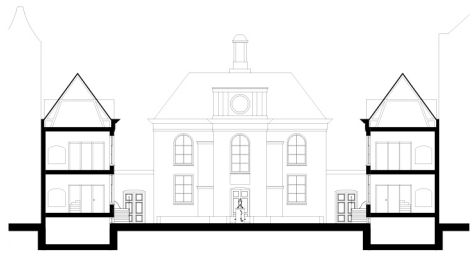
The "Van Brienenhofje" consisted of 46 (now 26) apartments and the attics were intended as rentable storage space.



Floor plan



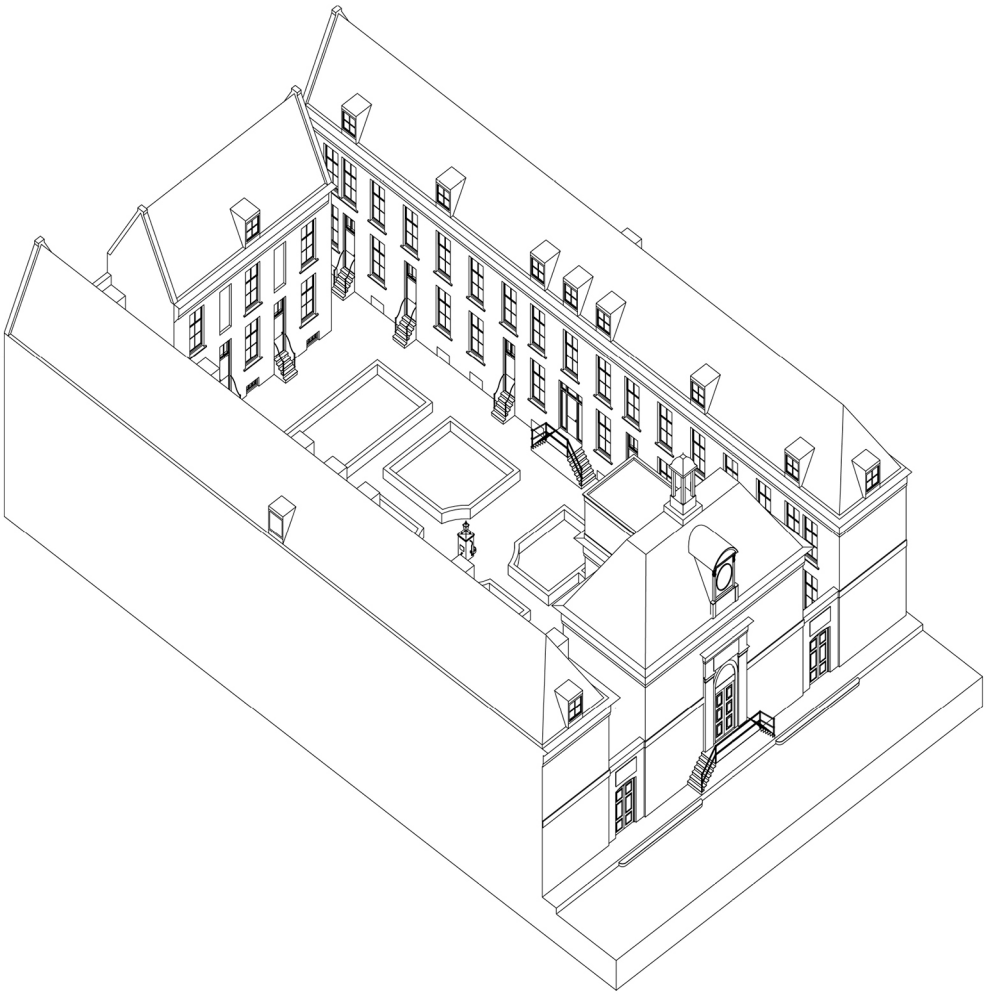
Front elevation



Inner elevation

“ The influence of French Enlightenment is reflected in the monumentality and pragmatic design “

“ To the principle of the traditional courtyard, the building was a reversal of the inner and outer world in urban sense “



Axonometry

Present type 04_02

Bijlmerflat

Zuidoost

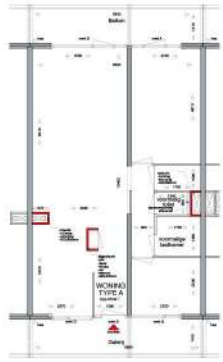
In the sixties there was a high need for new dwelling for en overcrowded city. The Bijlmermeerpolder area, on the south-east side of the city, is raised by two meters to accommodate around 18,000 new homes.

During that time there was a high belief in high-rise buildings due the CIAM Movement, hence there is many modernist principles found both urbanistically and architecturally.

Most of the flats are built in a honeycomb pattern located within a park. The bijlmerflats were quickly filled with low income citizens and immigrant from mostly Suriname.

The area had soon a very bad reputation and this is the reason why already a lot of the flats are demolished.

One of the buildings, called Kleuburg, was not demolished but sold for the symbolic amount of 1 Euro and transformed into an award winning project.



Apartment type A

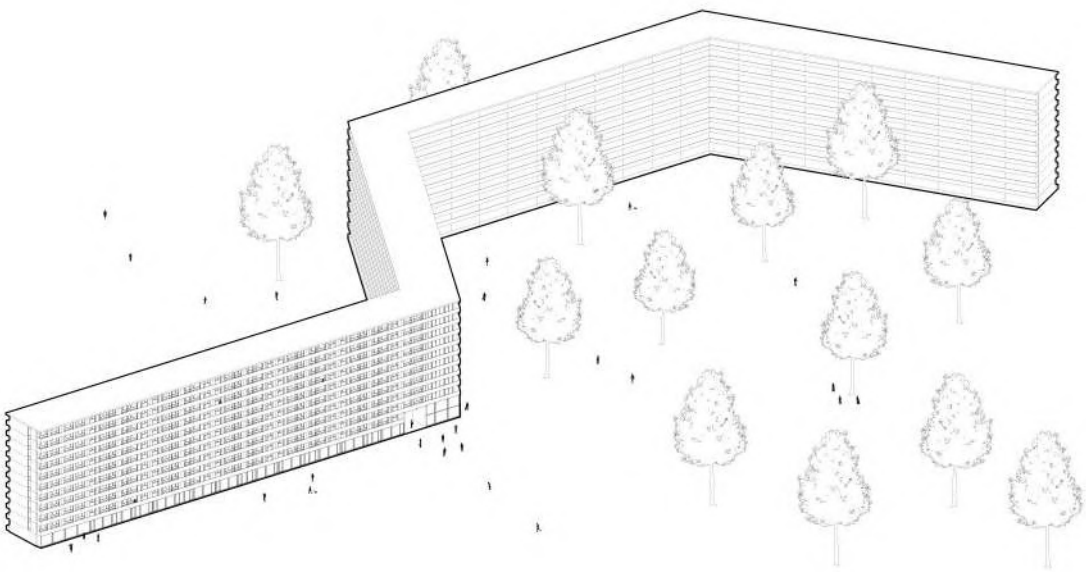


Apartment type E



Different possible floor plans

“ Most of the flats are built in a honeycomb pattern located within a park “



“ One of the buildings, Kleuburg, was not demolished but sold for the symbolic amount of 1 Euro and transformed into an award winning project “

Axonometry

Present type 04_03

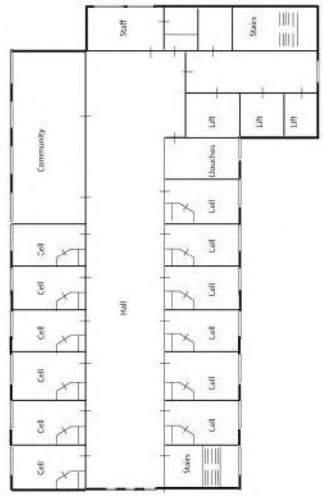
Bijlmer Bajes

Amstel

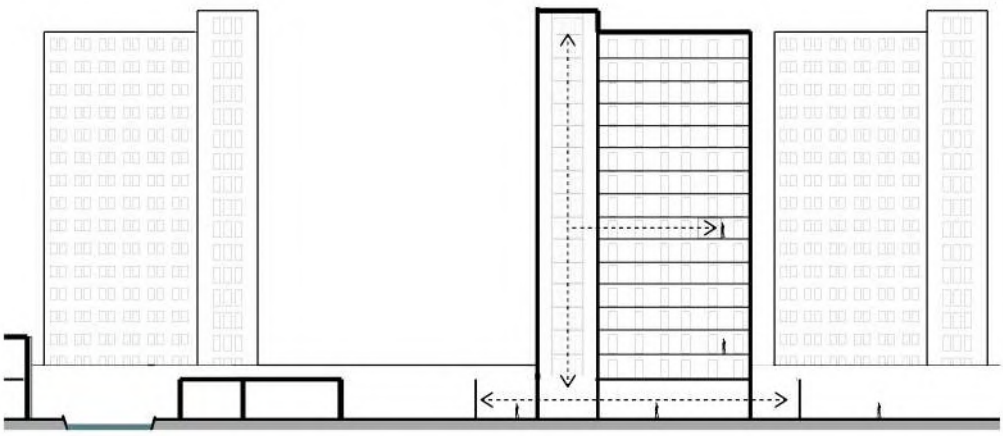
The PIOA, also called Bijlmerbajes,was opened in 1978 as a humane prison. The complex exists of 6 towers that are connected via a 'street' with the nickname Kalverstraat after the busy shopping street in the centre.

In 2016 the prison was closed, while it moved to Zaandam. Currently the complex functions as a centre for asylum seekers, living in the towers. The headquarters is filled with creative companies.

The Bijlmer is dominant in its surroundings with the six towers well visible in the entire area. There have been plans to demolish the prison and replace it with new dwellings and school function, but are not fully defined yet.



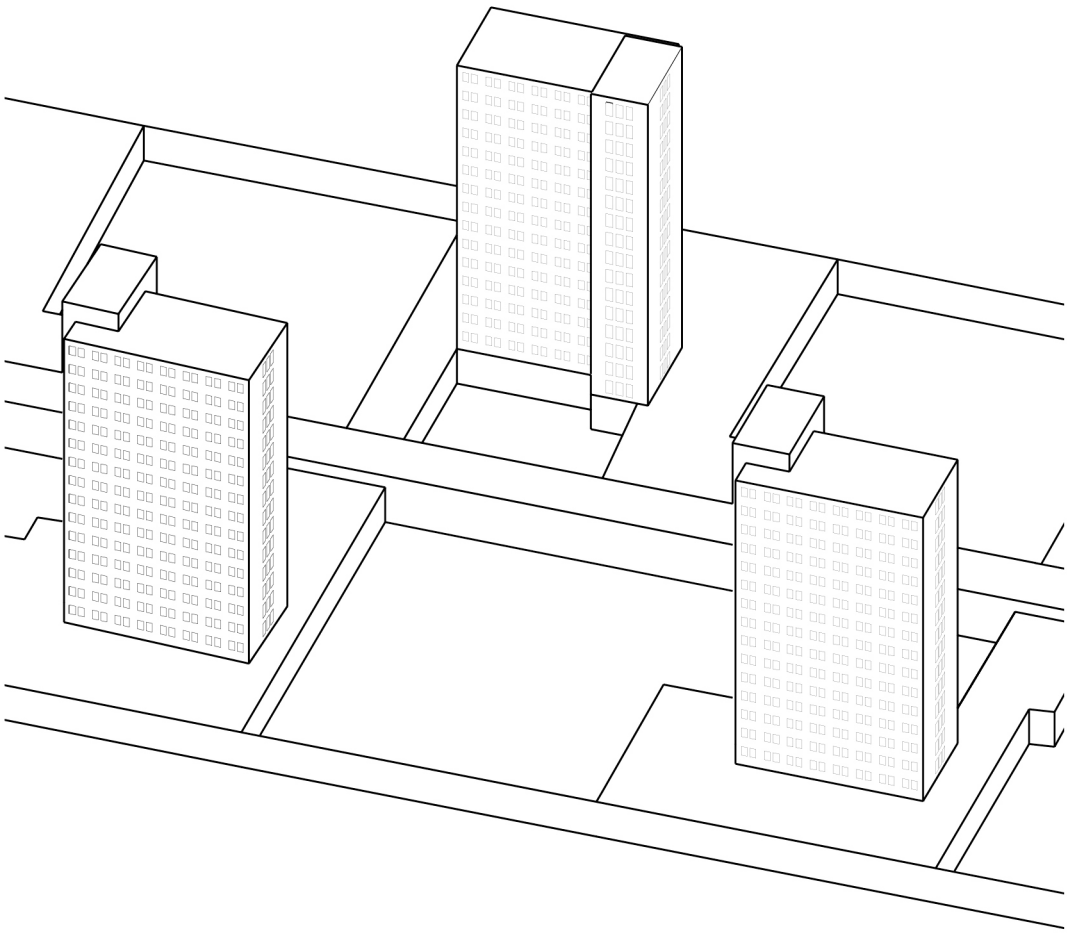
Typical floor plan



Elevation

“ Currently it functions as a centre for asylum seekers “

“ The Bijlmer is rather dominant in its surroundings with the six towers well visible in the entire area “



Axonometry



Image by Petter Habostad

" What are the key elements of the housing in Amsterdam and how are these elements reflected in various types of housing? "



“ What will the future of Amsterdam housing look like? “

History of Amsterdam housing

Text by Centraal Group

The city of Amsterdam's housing market underwent many changes through time, adapting to t the changing needs of its inhabitants. First alcove housing for the working class, hofjes for the elderly and canal housing for the merchants; social housing, penthouses and micro housing... What are the key elements of the housing in Amsterdam and how are these elements reflected in various types of housing? What will the future of Amsterdam housing look like?

The history of social housing in Amsterdam is strongly influenced by the actors such as the national government, the municipality of Amsterdam and the private sector. Until the 20th century nor the government nor the City of Amsterdam took responsibility for housing issues, except in cases of serious public health or life threatening issues.

Until the 1874, the city couldn't build outside the city walls, resulting in every square meter, including the basements, being rented, without a serious attention to drainage, paving or lighting conditions of buildings. After the 1874. it will be possible to build outside the city walls, after a short while resulting in 24,000 new apartments constructed in these new areas of Amsterdam. Large amount of those new hosing projects didn't fulfil basic housing conditions.

Soon after that the first housing associations were created by the citizens, who started building good and healthy housing for the working class. The Housing Act 'Woningwet' and the 'Health Act Gezondheidswet' were adopted in 1901giving the government the authority to set the rules of requirements for buildings, apartments and public spaces. 1933 started with strikes against the high rents with hundreds of people refusing to pay their rents. It took until 1950 for the regulations to



House price Herengracht in Euros corrected with inflation



Housing types in Amsterdam

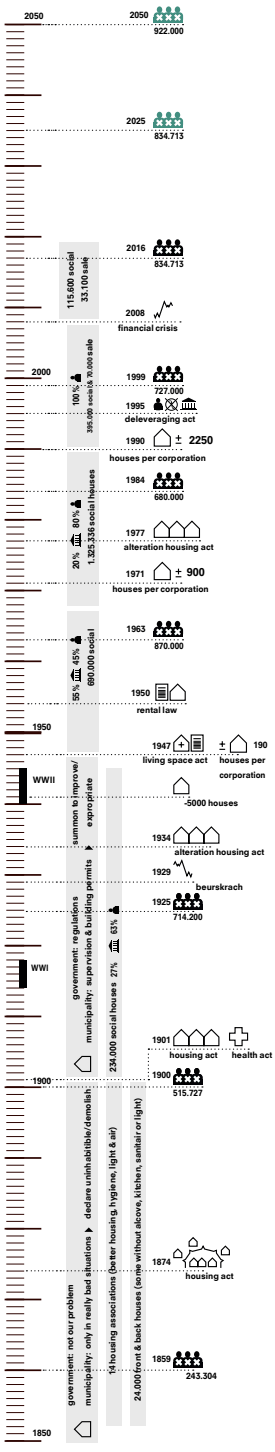
be replaced by the Rental Law `Huurwet´, thereby the foundations were set for the rent protection as it has developed ever since. From then on the government determines to what extent the rents can increase and gives the tenants legal protection. The Building regulations 'Bouwbesluit' , issued in 1992.consisted of building construction regulations considering safety, health, usability, energy efficiency and the environment. In 1995 the housing corporations became financially independent.

The Housing Act of 2015. needs to bring corporations back on the social track, limiting the freedom of corporations, introducing new property taxes are supervising the housing market.

Historically important housing typologies

Canal housing: Built on narrow plots resulting in an elongated floor plan that divided by a courtyard to allow light and air in the building. Above the shop their are usually one or more houses. **Alcove housing** : Often large housing blocks for workers which were divided into one-room apartments for the entire families. These rooms consisted of the living space and the “alcoves”, a cabinet to sleep in. In the 18th century there were 972 corridors connecting 1690 illegal houses where 3795 families lived. **Courtyard housing** : The apartments at the courtyard were originally one-bedroom apartments that were intended for one or two singles or a couple, with an average size between 17m2 and 51m2. Each house was equipped with a fireplace and an alcove. Many facilities were shared, such as the toilet and the water pump. The inner garden was often used as bleach field, a small orchard or a vegetable garden.

Boat housing : In the last century the canals lost their transport function and the cargo spaces of the transport boats were converted into small apartments. The main types are the traditional boat house or ‘woonschip’, a ship transformed into apartment and the modern version called ‘woonark’, which is a floating vessel of steel or concrete with a simple rectangular structure. Today there are about 2500 housing boats in Amsterdam.



Timeline of housing regulations in Amsterdam



Image by Lydia Giokari

" What is the necessary characteristics to attract mixed residents and what are the potential mixed uses? "



“ Building construction regulations considering safety, health, usability, energy efficiency and the environment “

Recent typology and Housing market

Text by Sloterdijk; Ams Totaal Group

What are the key elements of recent housing types, and what are the qualities that should be inherited and further developed in the future housing types?

Terrace house is based on a linear generating logic, usually bended in two 'L' shape forming a semi-enclosed building block. The space in front of the entrances has the potential to become a creative space of the tenants to express their identities, the quality of the outdoor space should be transferred into new housing types.

Gallery housing stimulates the communication between neighbours. Could the gallery housing type it be a typology in the future? Maybe yes, as a simple solution for a densified housing block.

Apartment block is a solution for accommodating more people, but results in a lower life quality. Maybe there is a new quality of life being generated from this typology?

Commercial mixed housing is a variation of apartment housing, with the ground floor having urban functions. The life in this type of building might be more related to the urban life, as the facade in just above the main street. With some improvements, this housing type is a good reference point for future housing solutions.

Mixing on urban scale

The inner city of Amsterdam shows a ring-shaped extension, but looking at the housing distribution a linear extension is readable. Johan Huizingalaan, Nieuw-West, neighbourhood with mixed housing blocks. In the private sector neighbourhood the diverse roofs of the buildings are more diverse, as the inhabitants added extra space to their houses. Josephus Jittastraat, Nieuw-West : Combined with the fact that all the inhabitants share





Houthalenstraat 23
typical floor plan



Pieter Calandlaan 20
typical floor plan



Ottho Heldringstraat 19
typical floor plan

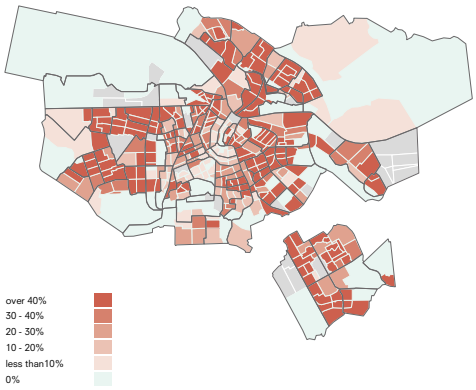


Hugo Floris Ruysstraat 8
typical floor plan

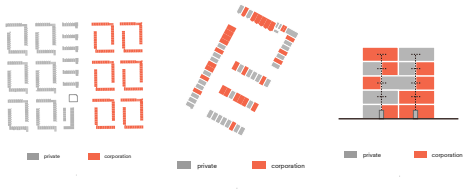
the same collective space and streets, this situation starts resulting in a true condition of mixing. John Motleyhof, Nieuw-West : As the housing association started selling individual apartments to private owners, the apartment buildings start being mixed.

Housing price

Within the boundaries of Amsterdam, there is a high variety in housing price per square meter. Mostly, the centre of the city has the highest housing price compared to the outskirts of the city. Notable, distance to the centre does not apply always, for example the neighbourhood Oud Zuid, located around the Vondelpark is one of the most expensive neighbourhood, whereas the north part of Amsterdam is more affordable , even though closer to the centre. The south part of Amstelveen also stands out as a more expensive neighbourhood, compared to the other outskirts. By looking at the statistics, one of the most outstanding fact is the housing price of Amsterdam compared to the rest of the Netherlands. Not only the fact that the price is higher compared to the rest of the Netherlands, but it is also rising faster, being called The housing market bubble by the economics.



Mixing on a city scale



Mixing on a neighbourhood scale | **Mixing on a street block scale** | **Mixing on a building scale**

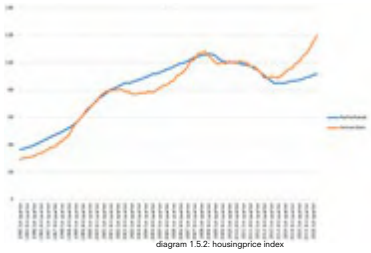


diagram 1.5.2: housingprice index



figure 1.5.10: housing prices rise

Housing bubble

A housing bubble is a term used by economist to indicate an increase in housing price with a high risk of a price drop. A housing bubble starts with an increase of demand, in the face of limited supplies. Housing prices increase and speculators enter the market further driving demand. At some point, demand decreases or stagnates at the same time supply increases, resulting in a sharp drop in prices, and the bubble bursts. Housing prices in Amsterdam are highly increasing the last few years, but since 2017 the Swiss bank UBS stated Amsterdam with a bubble risk of 1.59 in the top 8 of the bubble index.

Amsterdam is not unique in the world on the increase of housing price. All over the world cities have increase in housing price. But what is outstanding is the amount of increment. The last five years, the housing price has been doubled.



Image by Blanka Borbely

“ Hybrids suitable for short stays, especially made for the traveling professionals, global nomads, achieving comfort and work efficiency “



“ Young professional singles want to live at highly desirable places, have a place for themselves and a lower rental price “

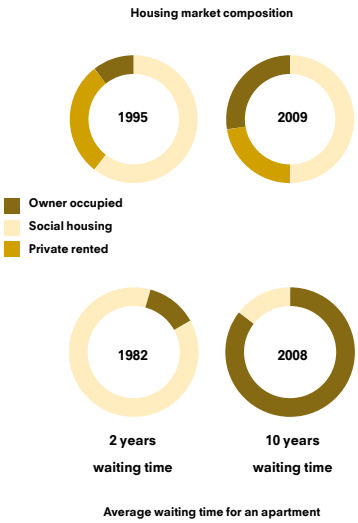
Gentrification types

Text by Centraal Group

Amsterdam's centre becoming an increasingly desirable place to live and work, has dramatic consequences of gentrification-fuelled shifts occurring in its urban composition. This has been encouraged by strategic housing policies introduced by the Dutch government , both bottom-up interventions and top-down planning.

Gentrification is a process and outcome that has physical, economic, social and cultural consequences. Physically, one can witness the renovations or rehabilitations of the existing housing stock of an inner-city neighbourhood in order to meet the living requirements of the new owners. As inner-city areas increase in desirability, there are economic shifts in the land and housing market, with natural appreciations in dwelling prices and a realignment of housing tenure systems from renting towards ownership.

A social condition of this process is that the working-class residents that previously dominated the composition of



Average waiting time for an apartment



Time Cycle Diagram of the Gentrification Process

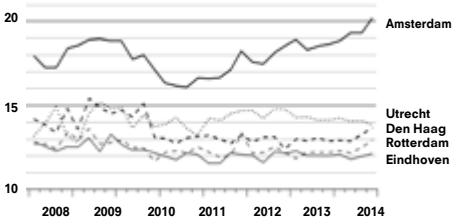
the neighbourhood most likely experience some form of displacement. This displacement could be a physical outcome, whereby they are forcibly evicted by either the government or due to unsustainable rent increases. Yet this could also be a psychological displacement due to shifts in the cultural understanding of both the area in question, as well as the larger inner-city environment as facilities and services are targeted towards new populations.

Jane Jacobs establishes four main criteria that act as the 'generators of diversity', or tools that assist in establishing a vibrant neighbourhood. These are: diversity in population in terms of demographics and

permanency of their stay; diversity in functions and amenities in the neighbourhood encouraging different users; diversity in age, character, quality of buildings ; short blocks. Based on those points, we can clearly identify successful and less successfully developed neighbourhoods.

Top-down Monofunctional neighbourhoods: Overhoeks
Many of the apartment complexes in the area do not open themselves up to the street, instead having various barrier devices to discourage public entry from the exterior of the block. The relationship between resident and the public is therefore reduced to only a visual one. Due to the residential precinct being developed at the same time, and targeting a very specific market of high-income earners, this has created apartment complexes that are all highly homogeneous in how they operate, forming a neighbourhood cluster with little variation. The streets are usually long and repetitive, which reduces the interest of all individuals other than those who reside in the area. The ground plane of the residential blocks all follow the same setup, that is of being dedicated for more apartment dwellings.

Bottom-up Vibrant neighbourhoods: Jordaan
Distinctive typologies of canal housing have driven the gentrification process of Jordaan. This incremental, bottom-up development has allowed for a range of building stock of varying ages to co-exist in the neighbourhood that attracts different demographics. The distinctive typology has been reinforced with the recognisable streets capes of canals and small streets that, when combined with the canal housing, form an idyllic urban environment that is highly attractive due to its uniqueness. Due to the urban renewal focusing on small-scale restorations of existing housing and its attractiveness to demographics such as the creative class, this has inevitably seen the proliferation of galleries and artist studios located in the area. As the area gained this reputation of being a hub for creative-driven initiatives, as well as witnessing an increase in high-income earners moving into the area, this has caused amenities and facilities to target these particular demographic groups.



Rental rates in the five mayor cities per m2



An example of a top- down redevelopment, also a monofunctional neighbourhood: Overhoeks



Jordaan canals in the past

Brouwersgracht



Canal Housing

Streetscapes

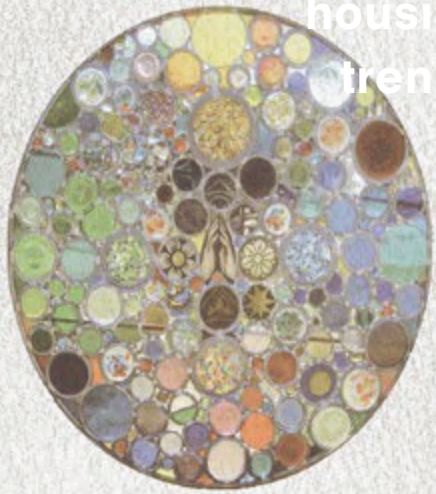
An example of a bottom-up redevelopment, also a vibrant neighbourhood: Jordaan

Image by Yitang Meng





" Is there a healthy way of social housing to survive under the trends of development? "

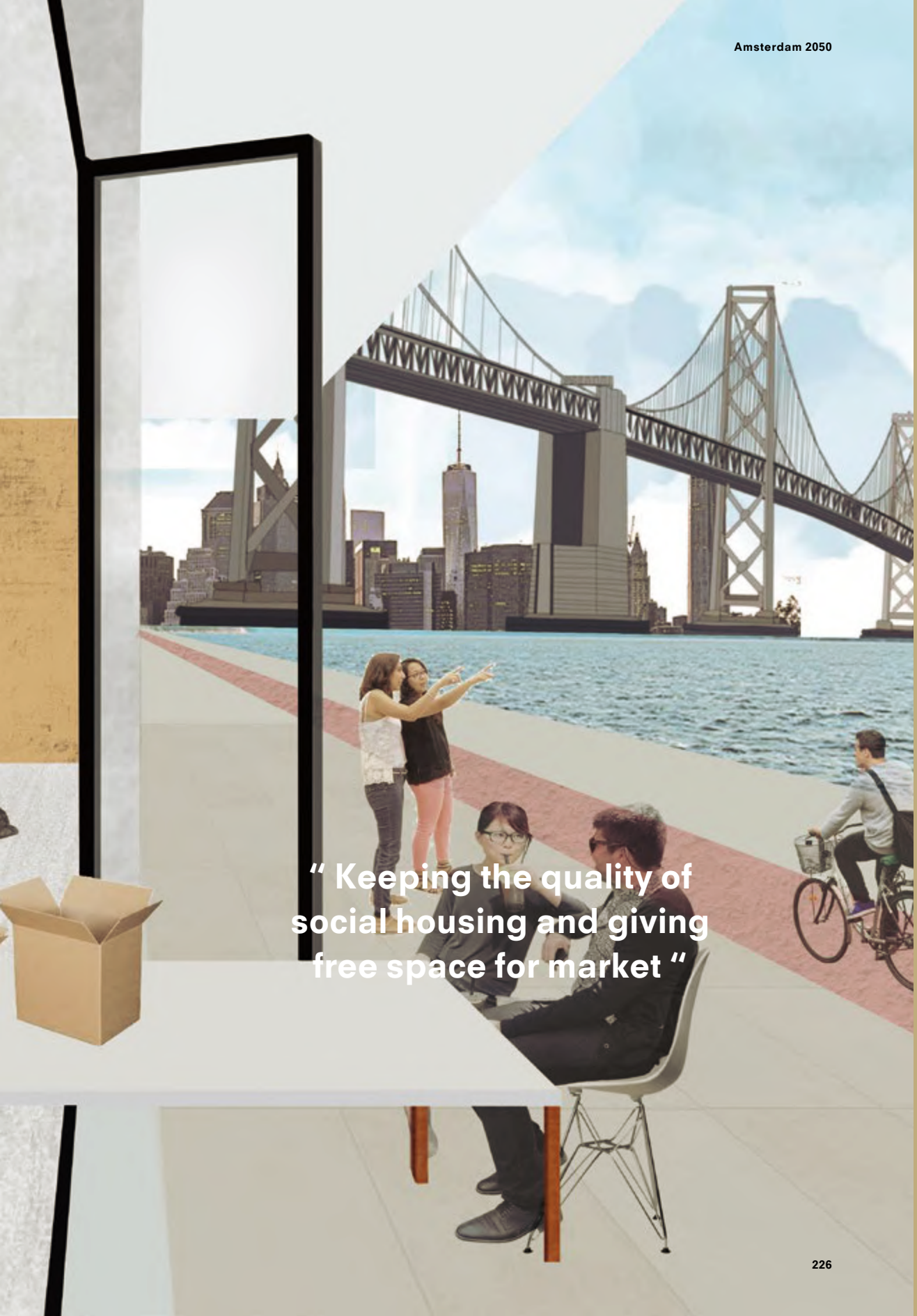












“ Keeping the quality of social housing and giving free space for market “

Global nomads

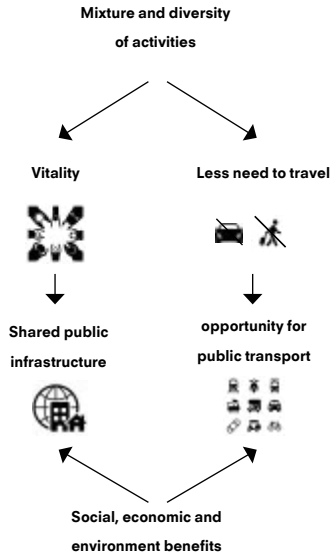
Text by Schiphol Terminal; City Islands; Centraal Group

Global nomads

Digital nomads is a relatively new phenomenon, they travel and live all over the world and often are called 'citizens of the world'. Glomads live a location independent lifestyle and reject the traditional model of home ownership, which allows them to travel and work anywhere in the world. Based on a variety of factors, like Wi-Fi speed, average temperature, exotic food and cost of living, they travel from place to place with a backpack.



Group of people who are able to live and work that way will keep growing in the future, due to the fact that every year more people work as a freelancer, development of a global sharing economy and fast internet all around the globe. This new group of people will need a place to stay and place therefore there will be a high demand on rental properties for a short period, often fully furnished. To attract these people, cities have to provide short stay accommodation opportunities.



Short stay in Amsterdam

Short stay accommodation is a good alternative to a hotel when visiting Amsterdam for a period seven night or longer up to 6 months and want all the comforts of a home. Short stay accommodation have the same convenience of a hotel, but with more amenities making the traveller feel more at home. It can also be used by tourists, who want to live like a local in a more residential neighbourhood. The rise of a new type of hotel concept, blurring the lines between hotel, apartment and office like Zoku Lofts , flexible home/ office hybrids suitable for short stays, especially made for the traveling professionals, global nomads, achieving comfort and work efficiency. It facilitates everything who travel for business or work remotely seeking to stay at, the service of a hotel and social



Micro apartments XS DELUXE



Alcove housing typology of XS Deluxe

bustle of a neighbourhood.

Strong price increases in the cities are mainly driven by ongoing migration to the cities, and are not a harbinger for the entire country. Highly educated young people are particularly drawn to urban centres because of the diversity and quality of educational institutions, jobs, culture and recreation.

Ongoing migration to the cities is spurring demand for urban housing and supply is failing to keep pace. The result is a shortage of affordable housing, particularly in the non-rent regulated rental sector.

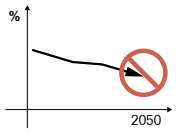
Future Micro housing

Micro housing is one of the latest trends on the housing market. A useable definition is a small studio apartment with a footprint up to 32,5m2 with a fully functioning kitchen and bathroom. As a result the unit works as a fully functioning apartment on less square meters and for a lower monthly rent then a normal apartment. It is different from the 15m2 single room occupancy unit that relies upon communal kitchen and bathroom facilities. The main target group for micro dwelling are the people profiled as young professional singles, young couples and roommates, older move-down singles.

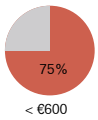
The most important aspect for people to consider to live in a micro unit are the costs, a high desirable location and the amount of privacy. Young professional singles want to live at highly desirable places, have a place for themselves and a lower rental price. Another very important aspect of micro dwellings is the efficiency of the dwelling: single room provides the same facilities as a standard apartment. With the use of adaptable furniture systems, the relatively high ceilings, large windows and inventive storage systems it is possible to use the space in a more flexible way. Some provide communal living rooms and balconies, fitness centres, shared workspaces, storage spaces, kitchens, pools, saunas... sometimes even combined with a spectacular view from the rooftop. Micro concepts share trends of shared cars, bikes, even on a smaller scale: vacuum cleaners, washing machines, tools, printers etc.

Tools

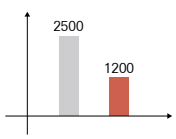
Cooperation agreement



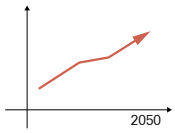
stop decline



affordable

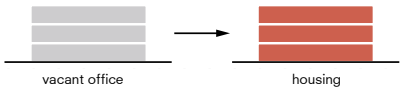


sales control

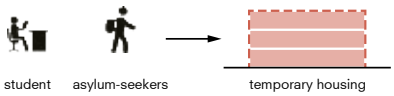


new construction

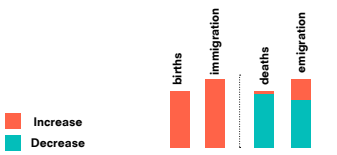
Creative solutions



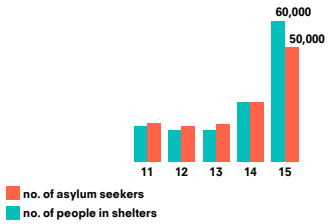
solution



solution



Population growth in Amsterdam + 34,774 (first half of 2017)



Homeless people in the Netherlands



Image by Hana Mohar



“ Travel isn’t necessarily required for Glomads to do their jobs, but neither is staying in one place ”

“ Global nomads are people who live a location independent lifestyle that allows them to travel and work anywhere in the world “

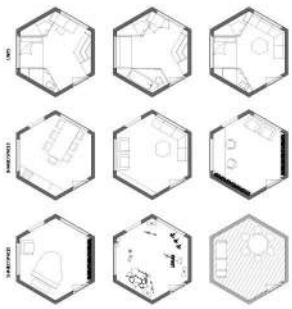
Stad op Palen

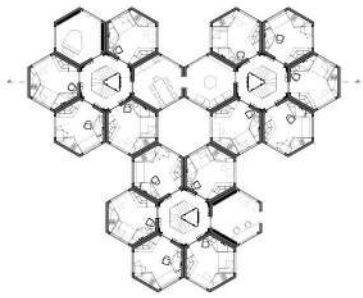
Erik Stigter

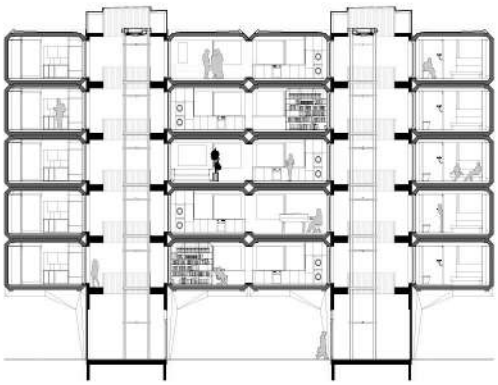
Rental prices in Amsterdam are extremely high, with a growth expectation in the coming years. How can we densify the city centre, this most desirable area of Amsterdam, and keep it vibrant without harming its historical value?

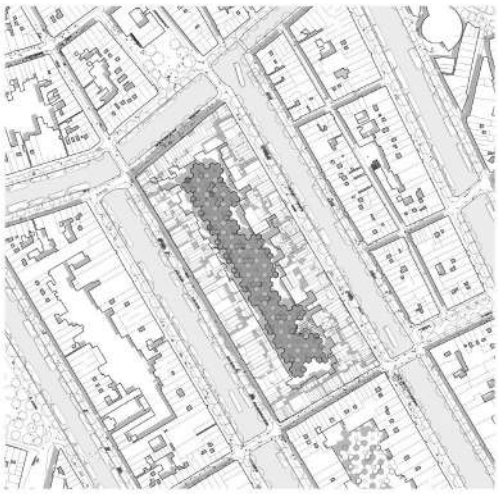
This project uses courtyards of the historical building blocks, nearly invisible from the street level. Small pods are stacked on a structure of columns forming a mix of private and shared units. The columns contain all serving functions, such as installations, staircases and elevator shafts. The footprint and price are minimized by introducing shared programs, such as communal kitchen , dining room, shared terraces and gardens, library, bike repair shop, swimming pool. The building provides affordable housing by reducing the footprint of dwellings while maintaining high living standards for students, starters, seniors, young professionals and expats.

“Small pods are stacked on a structure of columns forming a mix of private and shared units “



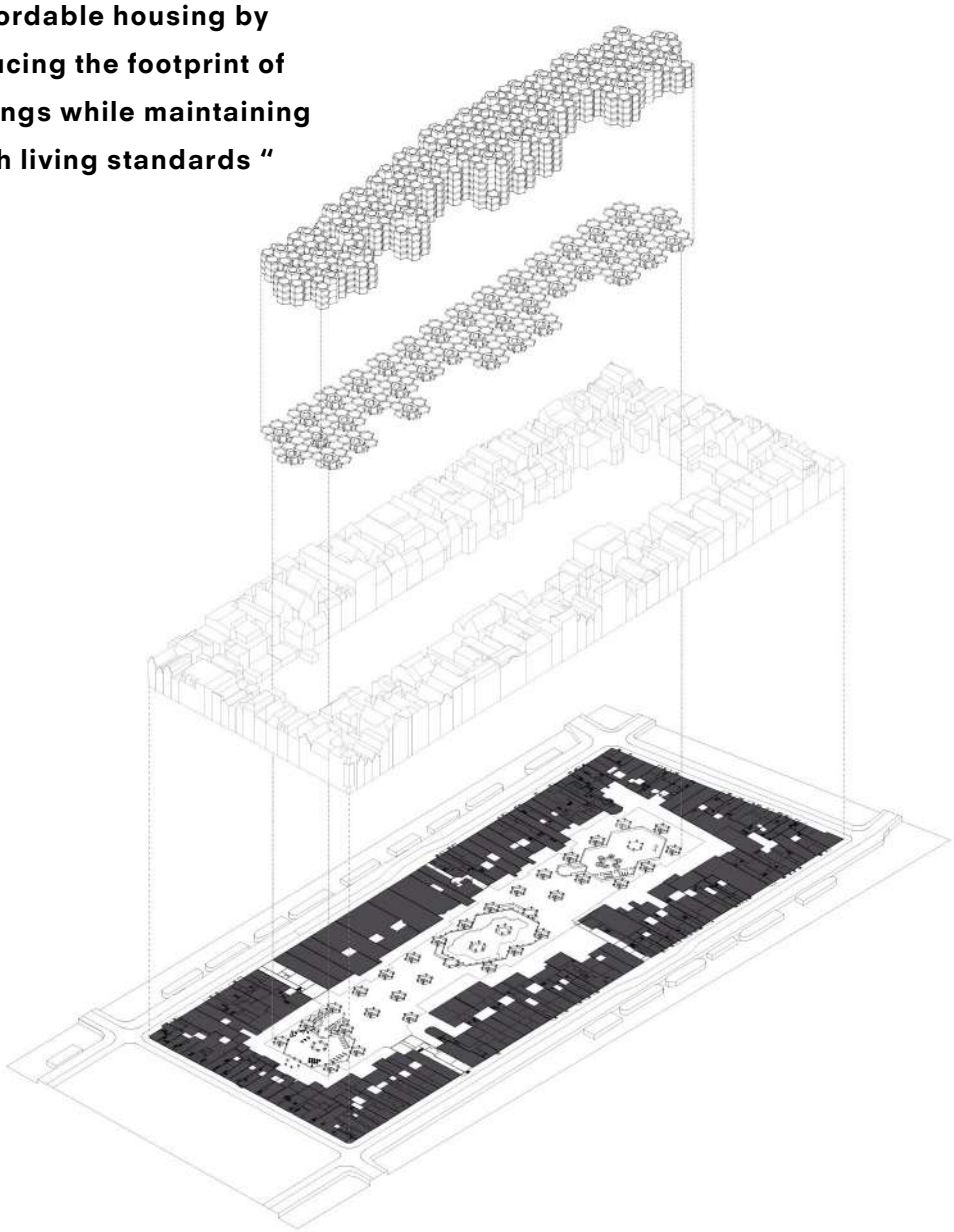






“ Introducing shared programs, such as communal kitchen , dining room, shared terraces and gardens, library, bike repair shop, swimming pool “

“ The building provides affordable housing by reducing the footprint of dwellings while maintaining high living standards “



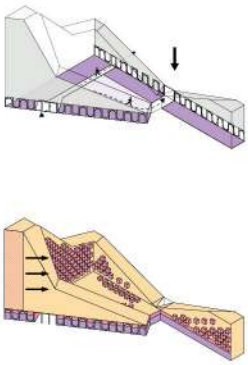
Amstel Admiralty

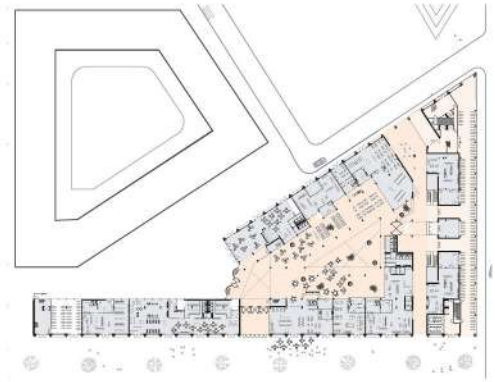
Wietse Elswijk

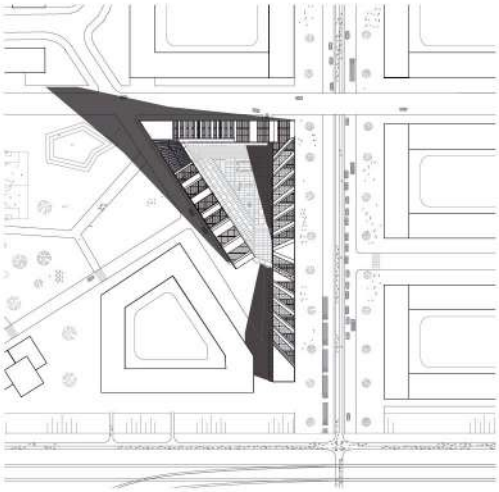
The amstel admiralty incorporates living and working in a stimulative environment for productivity with offices centred around an atrium and housing around an elevated courtyard. The street life climbs up onto the activity route and onto the courtyard.

Further research explores the possibilities of materializing the architectural design in a way that reduces waste. Recycling and design for deconstruction are only some of the methods dealing with the waste stream produced by the building industry.

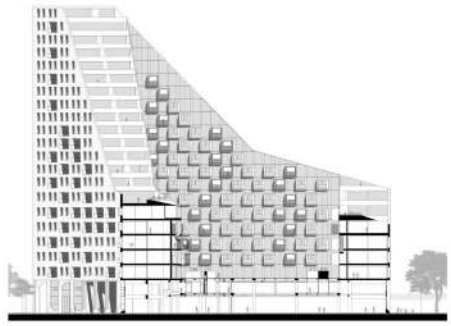
Material longevity adds to the character of the building and shows the users behaviour through its wear on surfaces, as it is evidenced by the appreciation for the patina on old buildings. Durable materials , maintenance and avoidance of the short life building materials are key points of the project.



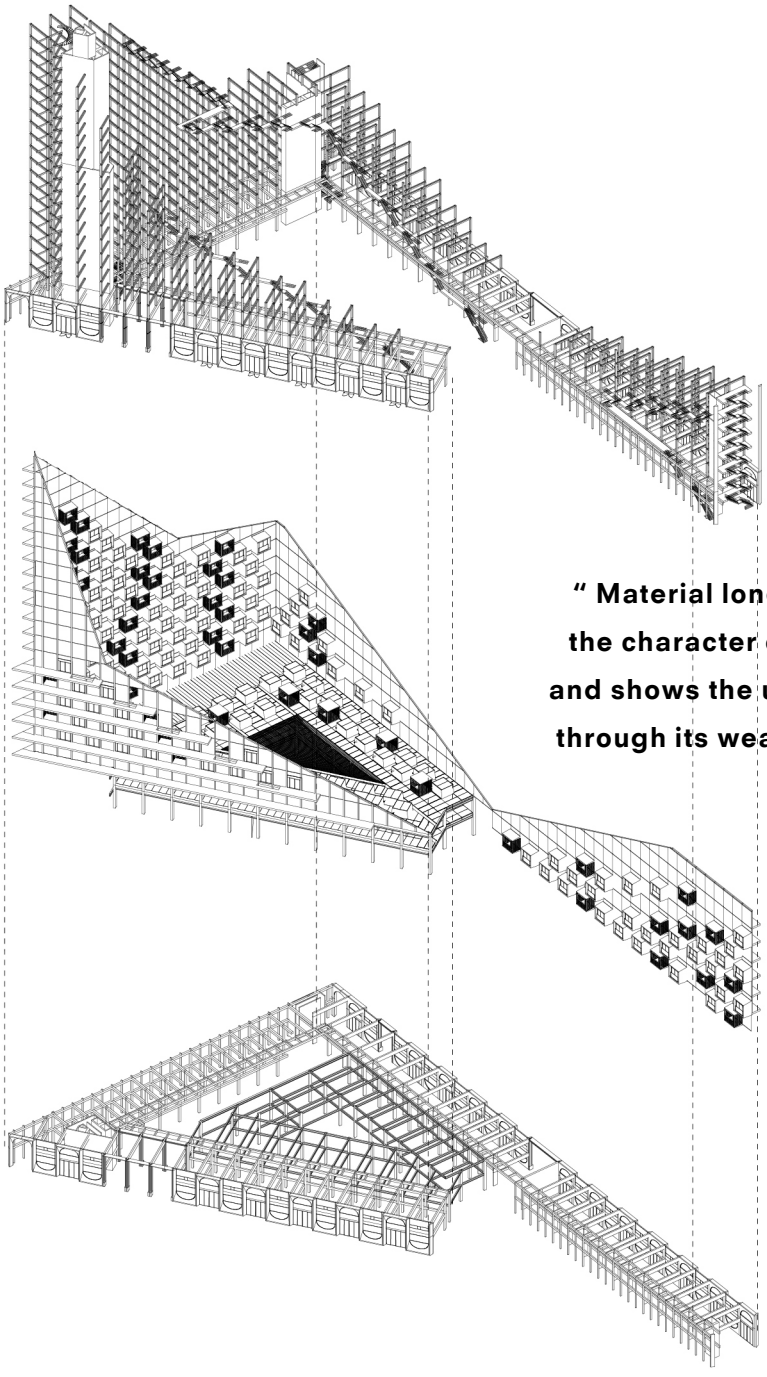




“ The Amstel admiralty incorporates living and working in a stimulative environment “



“ Recycling and design for deconstruction are only some of the methods dealing with the waste stream produced by the building industry “



“ Material longevity adds to the character of the building and shows the users behaviour through its wear on surfaces “

De Boele

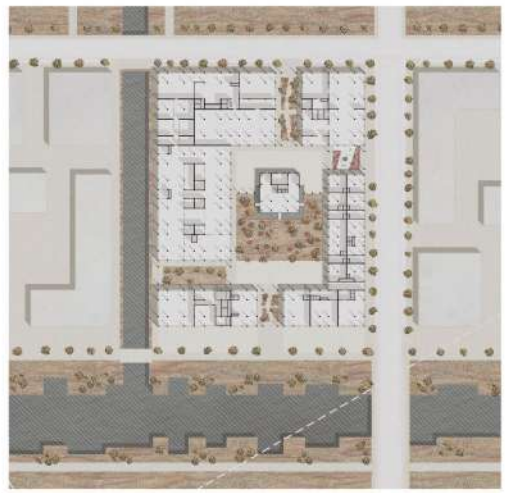
Blanka Borbely

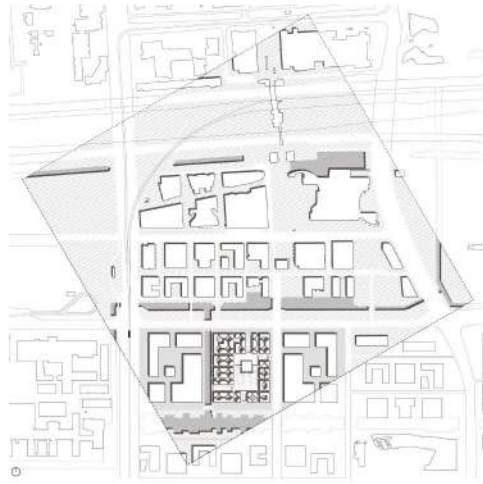
The project deals with the actualisation of a design where lower middle-class groups are given the opportunity to take control of their living environments through the implementation of flexible housing design. This way, they can stay in their original place of residence, and become part of the developing city. Meanwhile, elites can take advantage of the services they make available and the functions they upkeep, as well as the dwelling opportunities they provide and manage.

The framework mixes public and semi- public amenities on the ground floor with adaptable housing solutions on the upper floors. It is a scheme that questions the socially segregated housing solutions of today, and proposes an alternative that puts the social process of integration at the forefront of the design in order to achieve social and economical sustainability.



“ Actualisation of a design where lower middle-class groups are given the opportunity to take control of their living environments “

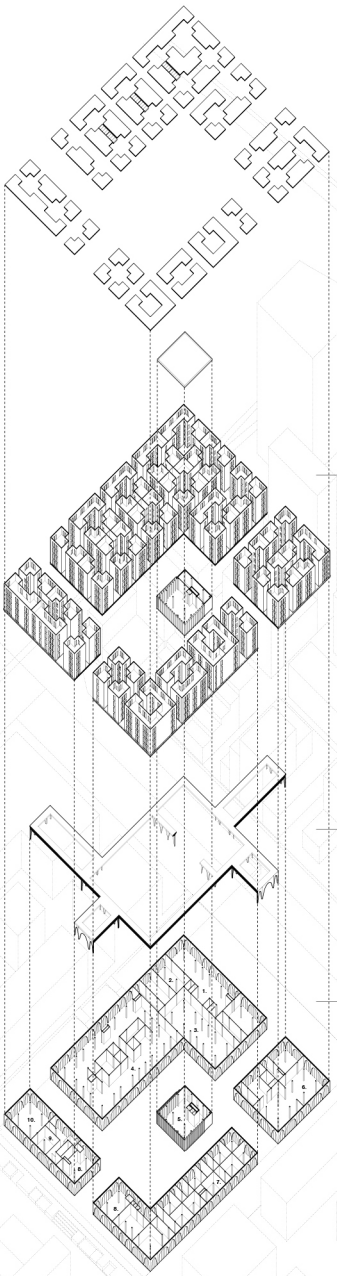






“ The framework mixes public and semi- public amenities on the ground floor with adaptable housing solutions on the upper floors “

“ An alternative that puts the social process of integration at the forefront of the design in order to achieve social and economical sustainability “



Dwellings with streets and courtyards inbetween

Main Circulation
cantilevering prefabricated concrete panels

1. Community Center
2. Language School
3. Event Space
4. Library
5. Semi-private dining; Main Circulation
6. Daycare Center
7. Shops and Businesses
8. Restaurants, Cafes
9. Gym
10. Spa

The inclusive garden city

Caroline van Stelten

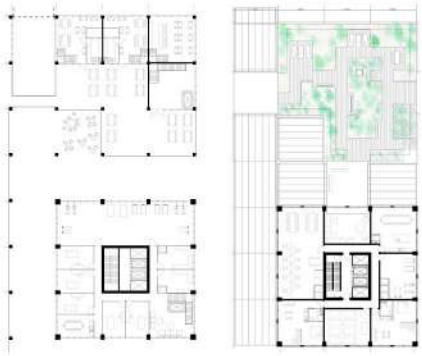
Today, problems as loneliness and high unemployment rate are already present. What will happen when diversity increases? Will this lead to a bigger segregation?

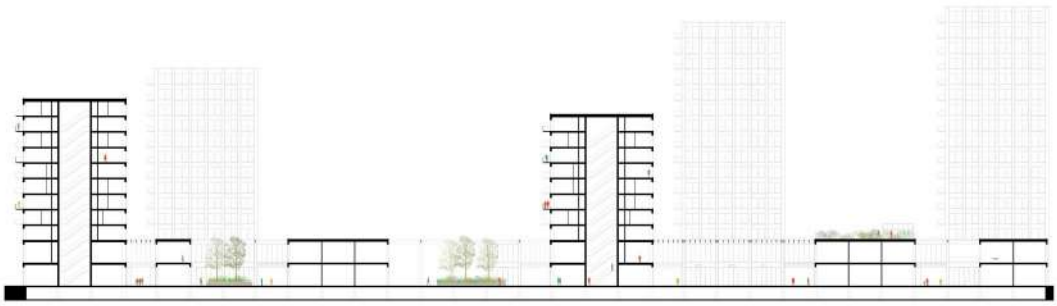
On top of the retail functions, housing towers appear above the roof that covers the market. The roof functions as a connecting element, embracing all the pixels underneath the roof, serving as a meeting spot for the residents. Bridges are connecting the housing towers to the roof gardens with green houses. The inhabitants of the towers share cars, workplaces, a sports room, a dining room and gardens and greenhouses on the roof.

We propose a new typology: the city in a building, inspired by the souk and bazaars in the Middle East where the market is interwoven in the urban fabric. The future life in the Inclusive garden city will be focused around the ideals of social interaction, participation, sharing facilities and food production.

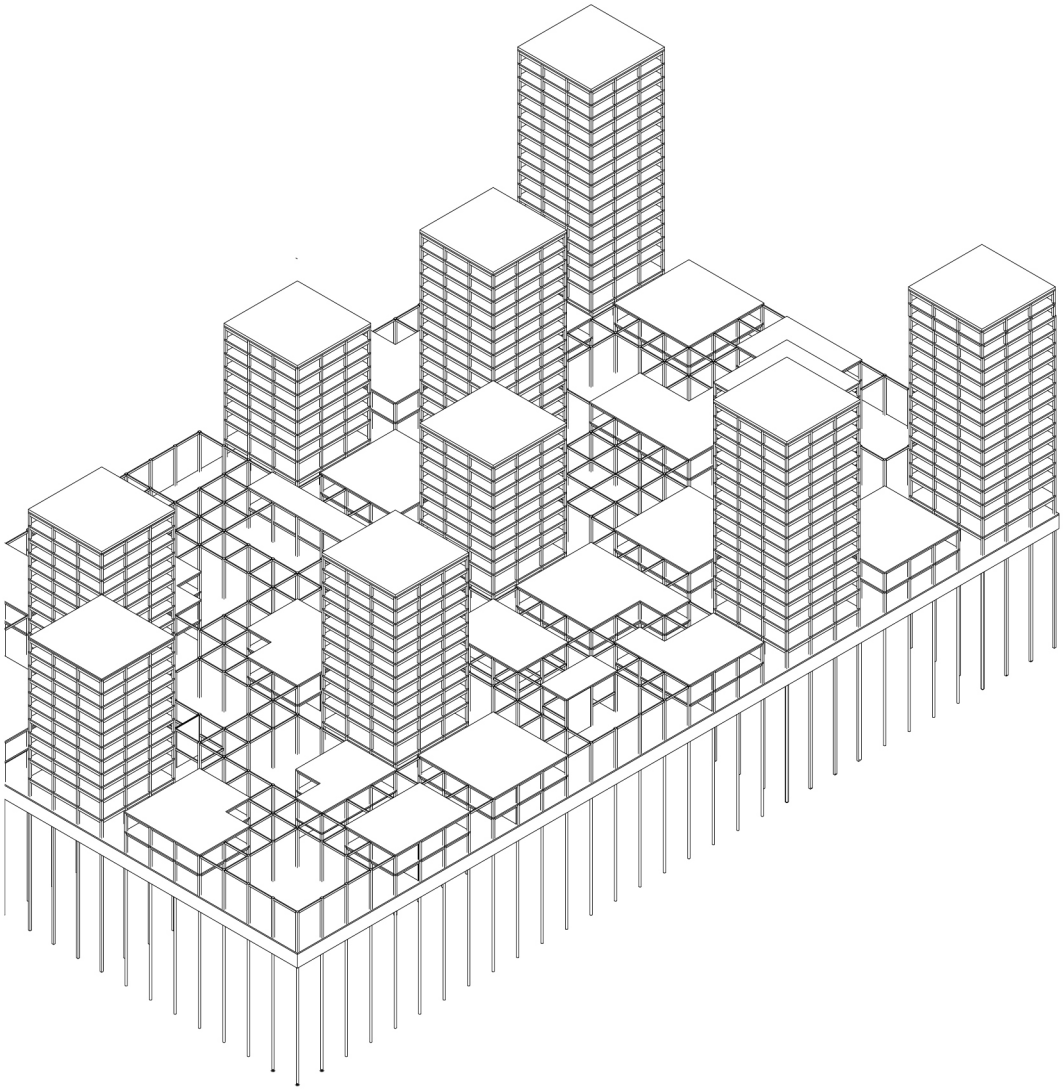
“ What will happen when diversity increases? Will this lead to a bigger segregation? “







“ The future life in the Inclusive garden city will be focused around the ideals of social interaction, participation, sharing facilities and food production “



“ The inhabitants of the towers share cars, workplaces, a sports room, a dining room and gardens and greenhouses on the roof “

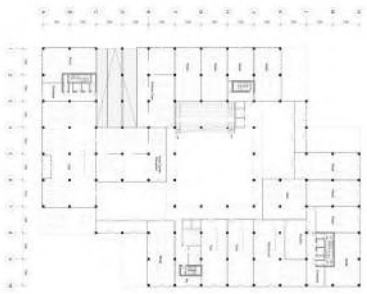
The stamp city

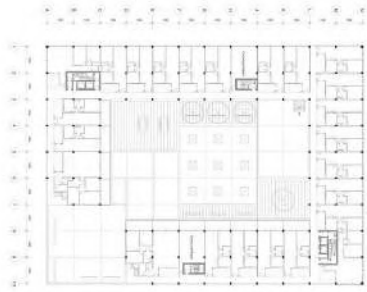
Chunxu Jin

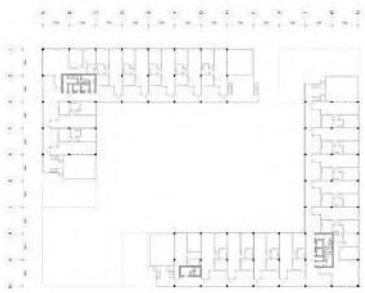
The urban block design could be considered typical, however, the disordered relationship between private and public make the life here ambiguous. This double I shaped block opens itself to the urban street, separating the urban access and communal space shaping the hierarchy of different space. A rectangular building shape defines the urban centre at the corner, offering a diagonal urban access on the ground floor, leading people from the street corner to the courtyard plaza.

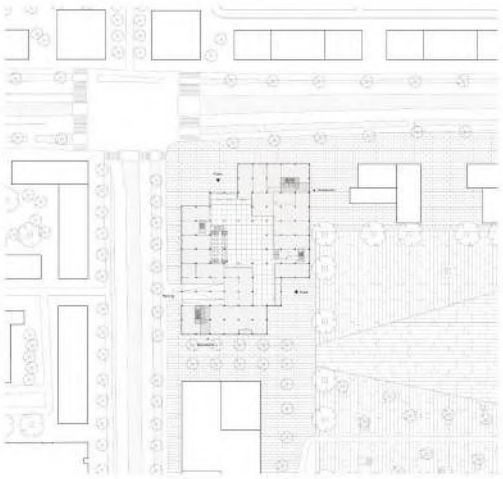
The project derives from the existing urban block, enriching its program with commercial functions, youth centre and mixed ownership housing.

Main goal of this project is to renovate the existing and repetitive urban block providing a potential concept of renovating urban legacy, by making it successful and adaptive to the current situation and coming future. Mixing the living, commercial and public functions within one block will stimulate the future urban life.





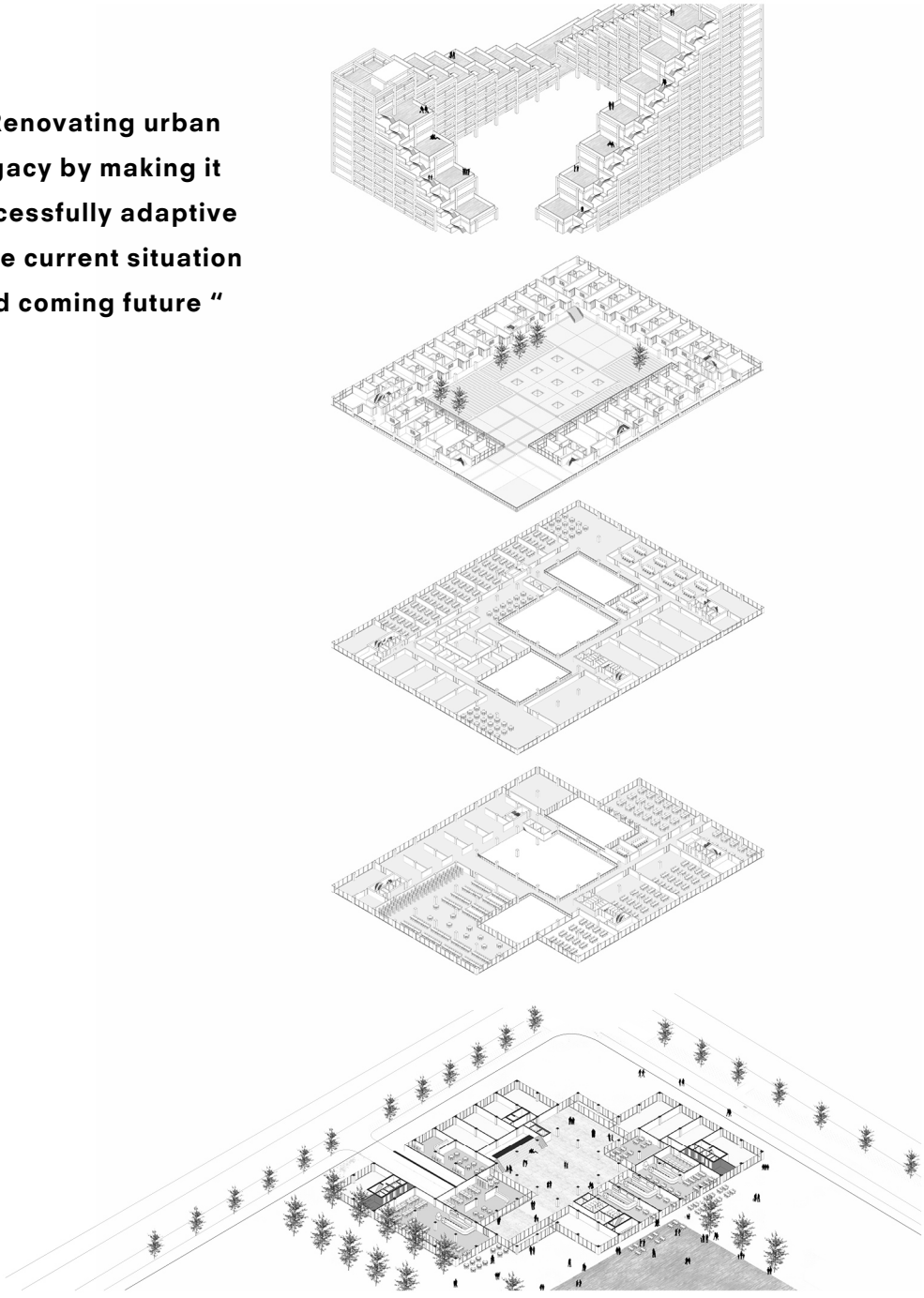




“ The disordered relationship between private and public make the life here ambiguous “

The project derives from the existing urban block, enriching its program with commercial functions, youth centre and mixed ownership housing.

“ Renovating urban legacy by making it successfully adaptive to the current situation and coming future “



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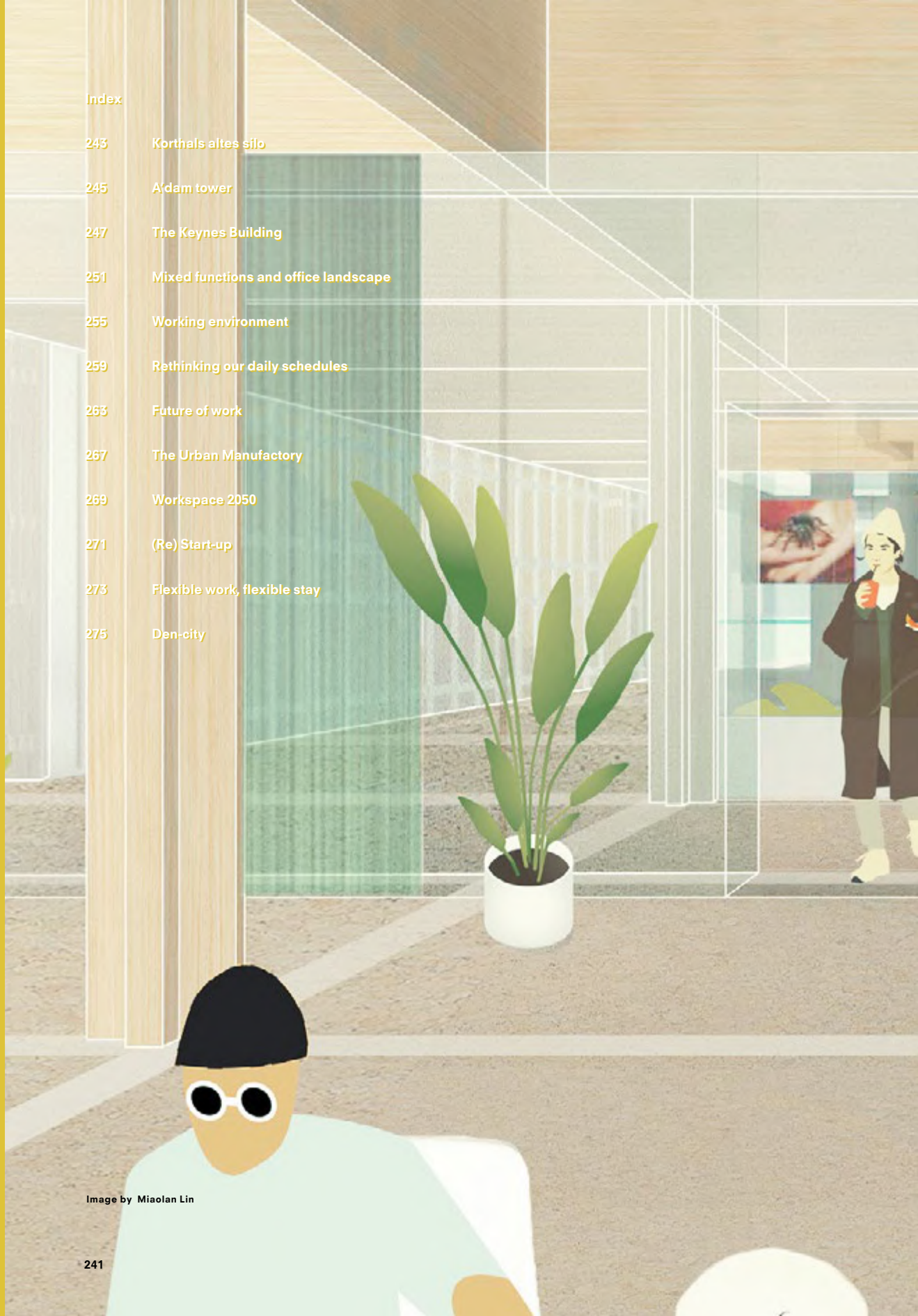


Image by Miaolan Lin

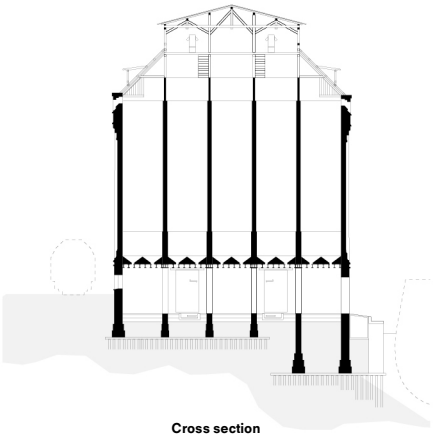


Work

Present type 05_01

Korthals altes silo

Centraal

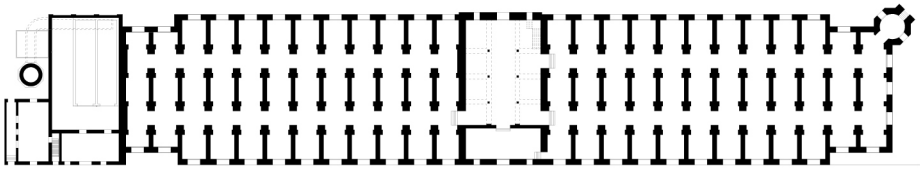


Cross section

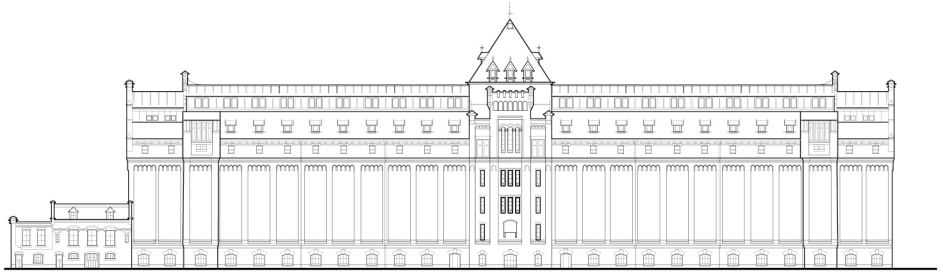
The Korthals Altes silo was commissioned in 1897 by merchant Korthals Altes and designed by architects J.F. Klinkhamer and A.L. van Gendt.

They designed a palace - like building representing the importance of the grain commerce. In the Korthals Altes silo there could be stored 17 million kilos of grain in 60 vertical shafts.

Moreover, the building was part of the defence structure of the city of Amsterdam. After 1997 the silo was transformed into a residential building with working spaces.

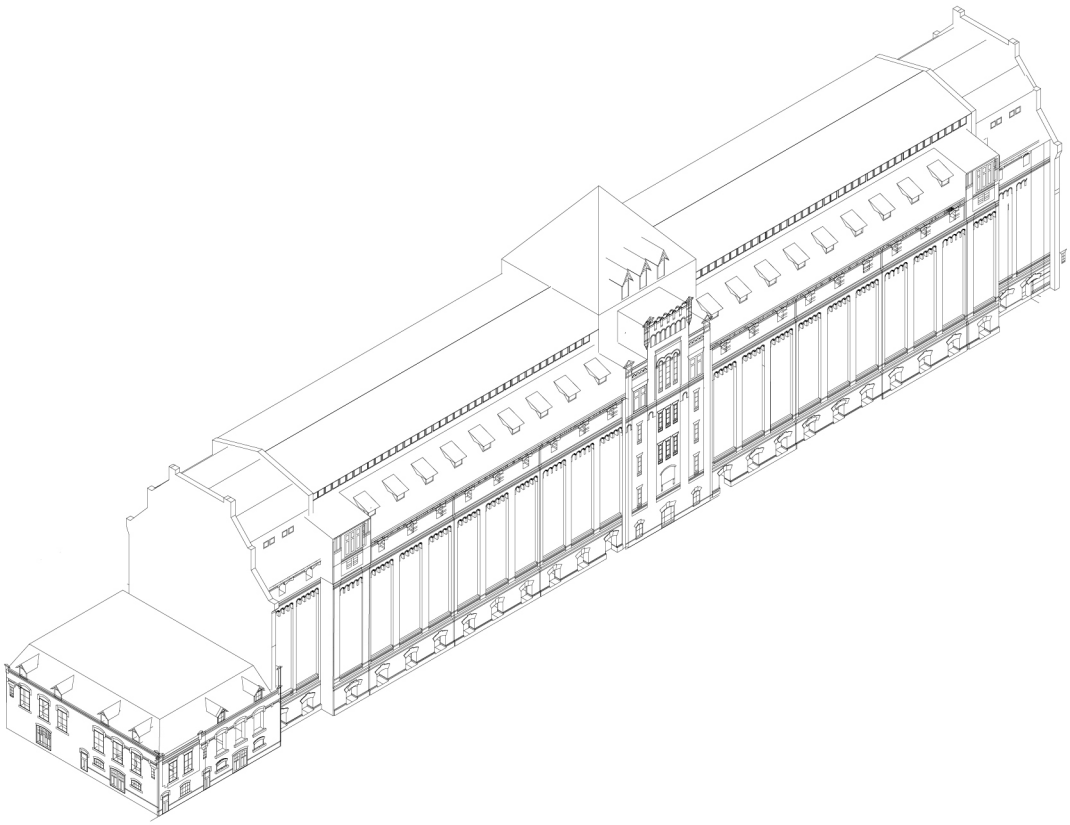


Floor Plan



Front elevation

“ In the Korthals Altes silo there could be stored 17 million kilos of grain in 60 vertical shafts “



“ The silo was transformed into a residential building with working spaces “

Axonometry

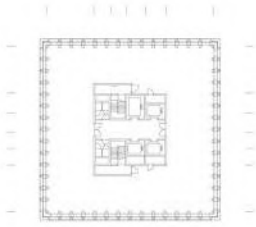
A'dam tower

Centraal

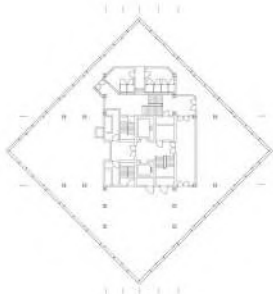
The A'dam Tower is a conversion and expansion of the Toren Overhoeks, the 1970s HQ of Royal Dutch Shell. The project architects, Claus & Kaan, have stripped the tower back to its steel frame, re-cladding it and adding an observation deck.

The project targets tenants from the creative industries. It has been planned to be a "multifunctional building open 25 hours a day".

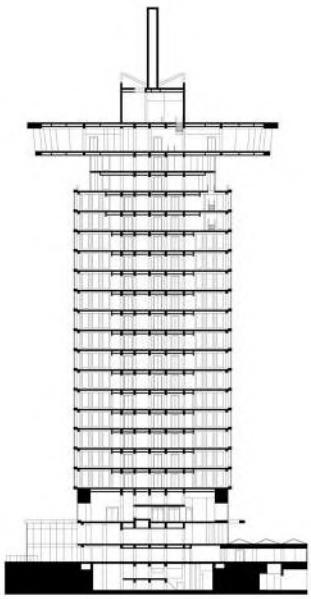
The breathless advertising, written in the first person by 'A'dam', promises relentless excitement in the most famous icon of Amsterdam city centre.



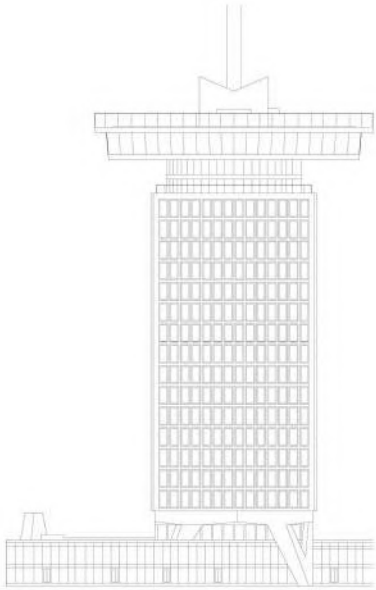
Plan of the tower floors



Plan of the top floor



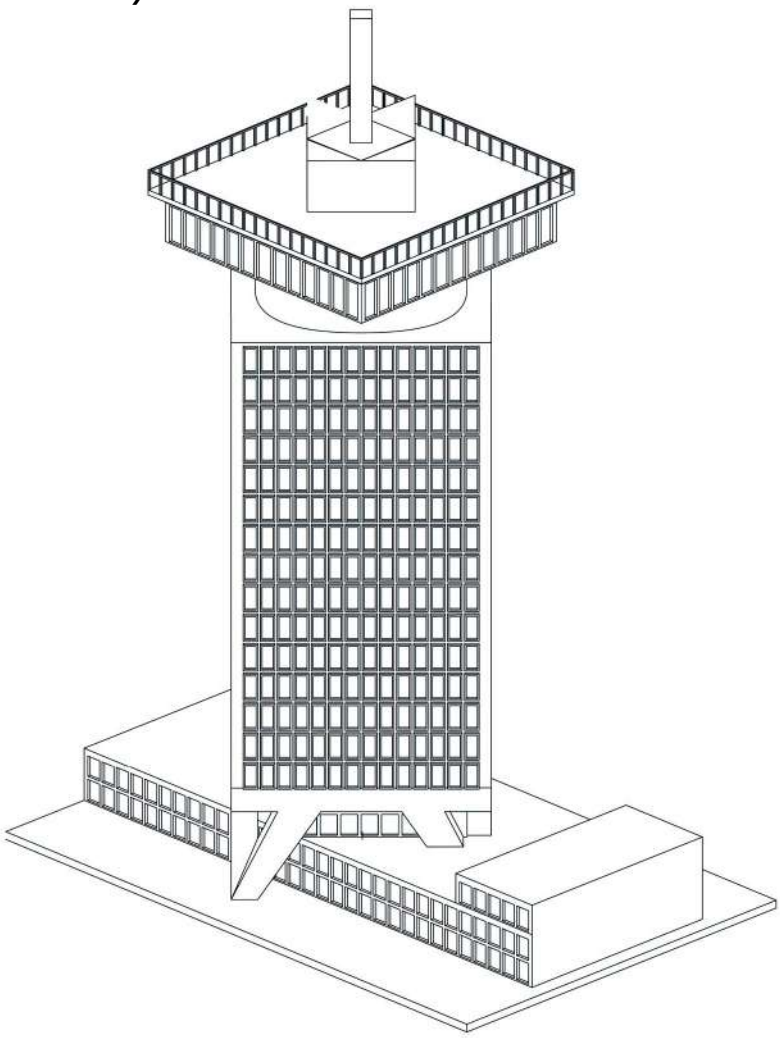
Cross section



Elevation

“ Claus & Kaan have stripped the tower back to its steel frame, re-cladding it and adding an observation deck “

“ It has been planned to be a multifunctional building open *25 hours a day* "



Axonometry

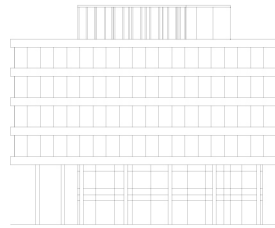
The Keynes Building

Schiphol corridor

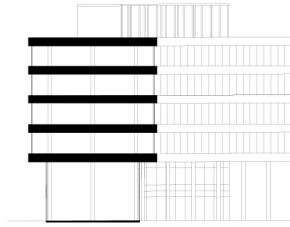
The Keynes Building was developed by the famous architect firm KPF Associates. It is an office building for several companies, a modern building with glazed facade which provide rich natural daylighting.

There is an atrium in the middle allowing light and ventilation even in the deep inside of the building. A lobby is located facing the gate of the building. A reception desk and a small coffee bar are positioned in the lobby for guests to have a rest and a talk.

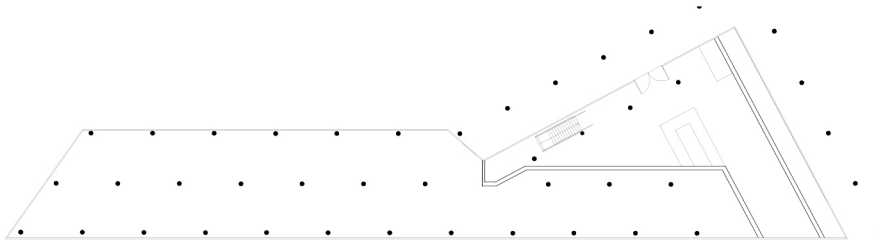
Most of space in this building is used as office area. The atrium is in the core position of triangle area. It guarantees that the inside corridor and offices in the deep position can also have enough daylight.



Elevation



Cross section



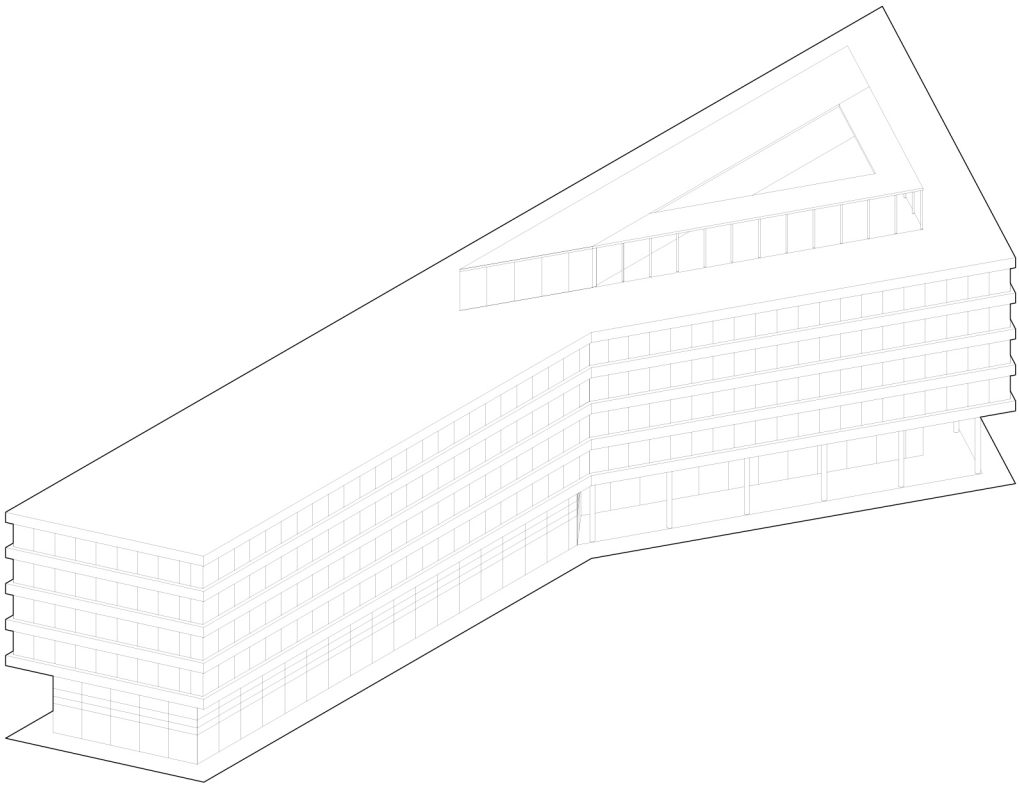
Floor plan



Elevation

“ A modern building with glazed facade which provide rich natural daylighting “

“ An atrium in the middle allowing light and ventilation even in the deep inside of the building “



Axonometry

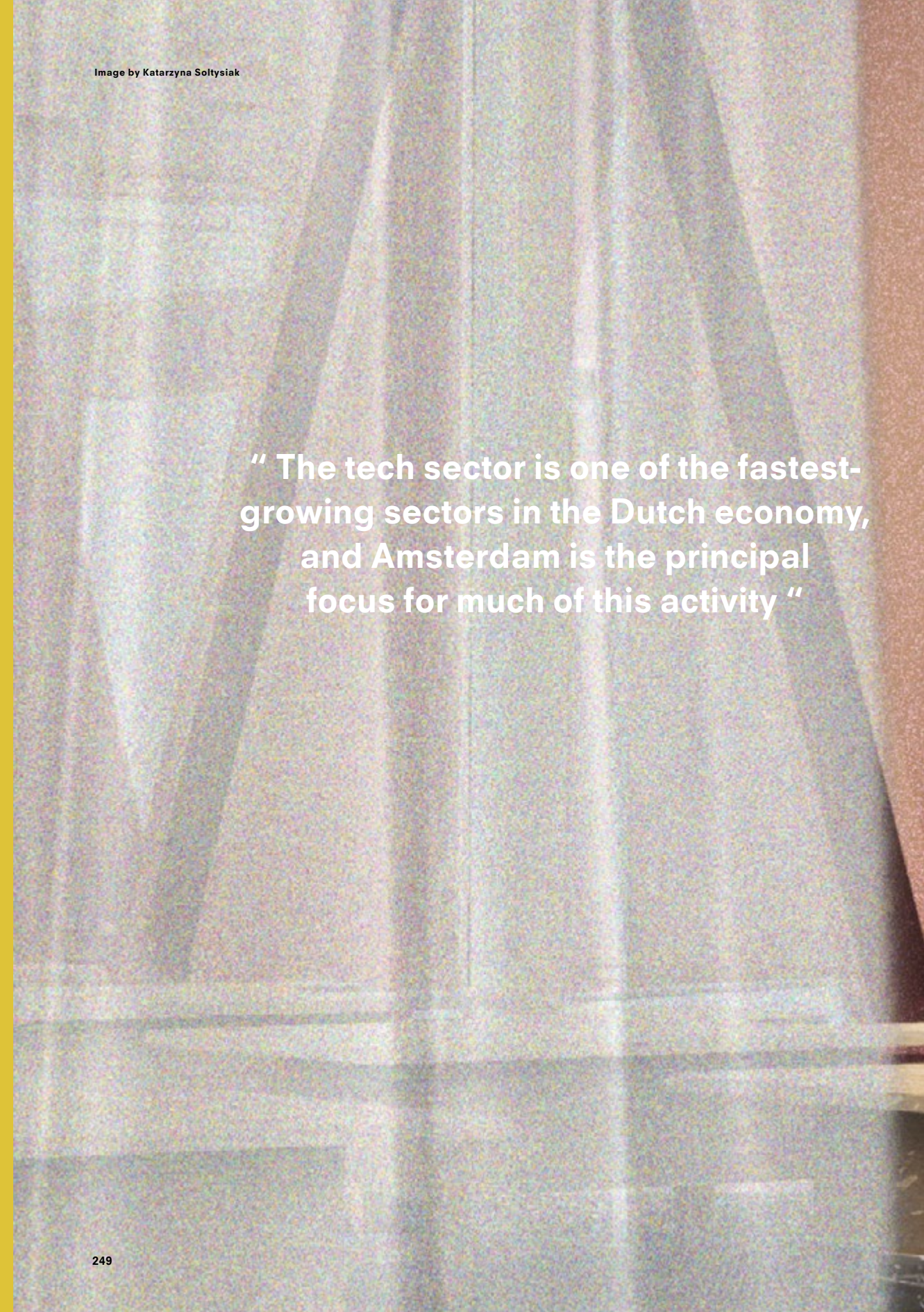


Image by Katarzyna Soltysiak

“ The tech sector is one of the fastest-growing sectors in the Dutch economy, and Amsterdam is the principal focus for much of this activity “



“ The Dutch are European champions in flex working “

Mixed functions and office landscape

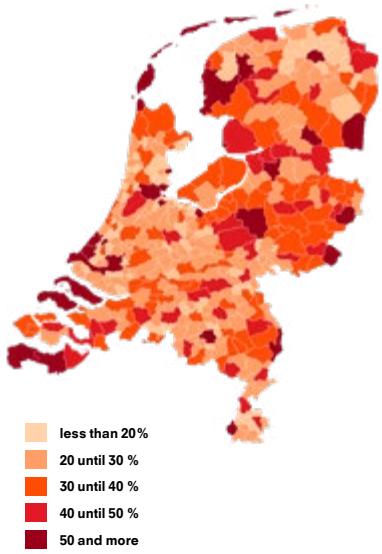
Text by Zaanstad; Centraal Group

The phenomena called 'division of functions in the city' is new in our cultural history. Up until the end of the 19th century working and living in one building or next to each other was normal. Small scale crafty functions were easily combined with residential functions.

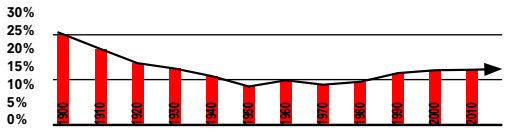
The Industrial Revolution is the start of the separation of working and living. Big factories were placed in the inner city, and soon people started complaining about the bad social houses. The development of the Garden city concept, a newly planned towns further away from the factory with a lot of greenery led to the separation of living and working zones, enabled by the increasing public transport and use of car. The functional city concept, created by Cornelis van Eesteren in the beginning of the 20th century, separated urban functions by placing them to their functional locations. After the second world war there has been a huge demographic growth drastically changing cities. New residential areas with commercial and education purposes were build and the cities made a ring road to connect them.

After realising that the quality of life was significantly lowered by work and life separation, by the end of the 20th century a new movement started with Jane Jacobs' ideal concept of mixing functions in the city, with concepts like the Recreational city and the Compact city as logical follow ups. Those concepts were unfortunately realised only in small-scale planning. The separation between business parks and residential areas continued up until today.

There are few areas of office landscapes in the Netherlands: Randstad areas and its significant G4 cities (Amsterdam, Den Haag, Rotterdam and Utrecht), considered to be the magnets of economy, thereby being attractive for investments and office development sector. In average



Employees living and working in the same municipality



Average mixing of living and working

in the country the main office areas are occupied by the sectors related to technical activities, information and communication and public administration.

The most popular locations are situated on the South due to geographic benefits. However, in the recent years there is an initiative to develop also the Amsterdam North Area and bring development there as well. The most important economic sectors that rent the office spaces in the Amsterdam city centre are finance, creative

and recently a booming market of technology sector.

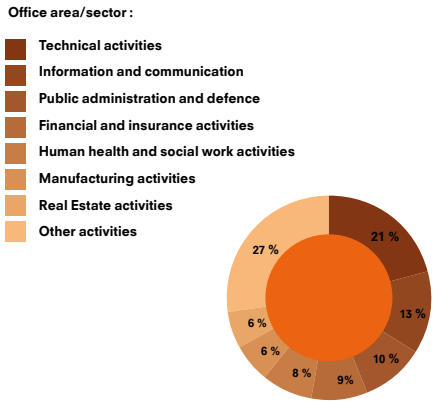
The technology sector in Amsterdam now accounts for one third of the growth in the office market, according to a new report. The tech sector is one of the fastest-growing sectors in the Dutch economy, and Amsterdam is the principal focus for much of this activity. This happens due to such factors as accessibility, amenities, and a large pool of highly-educated workers. The predictions are that IT services and e-commerce companies will continue to be the dominant drivers of demand for office space in and around Amsterdam, with software and technology hardware also becoming increasingly important sub-sectors.

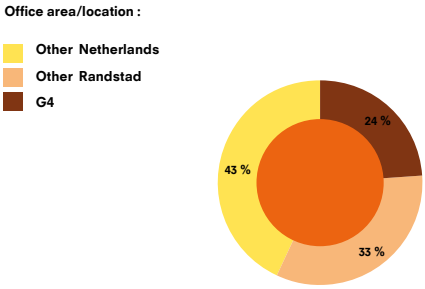
The Zuidas in Amsterdam is the most popular office location with its international atmosphere, high quality facilities and good accessibility. All these factors make it popular among international companies.

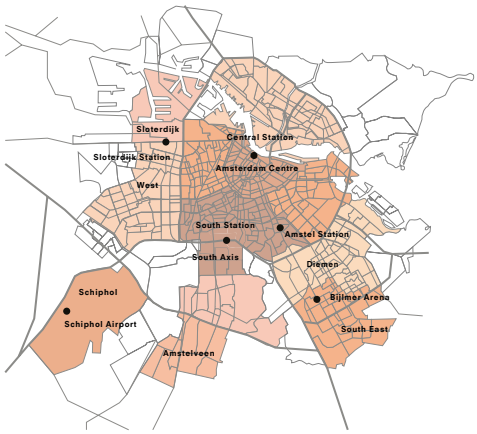
South East Centre is characterised by easy accessibility by public transport via the intercity-, metro- and bus station, Bijlmer ArenA, relatively contemporary buildings and modern facilities. Due to the presence of Heineken Music Hall, Arena Boulevard and Ziggo Dome it attracts a lot of visitors, and recently attracted a lot of interest in terms of office construction.

The IJ-oevers office area is a relatively new office area that has been actively developing since 2000. Due to its proximity to the vibrant city centre, modern look, mixed-use of residential, work and leisure buildings (for instance, public library, Hilton and Movenpick hotels, Bimhuis music hall) it is a new desirable office location for companies.

The Canal District takes one of the most prominent and desired positions. Its historical character is the main contributor to constant interest. It is undoubtedly an area offering a wide range of functional diversity per square metre of area, for instance cultural activities, creative industries, night life. All these factors contribute to the area attractiveness as an office location, even though it is hardly easily accessible by transport and has parking issues.







Price/location (2016):

70-130 €/m2 Diemen
80-150 €/m2 West &Other areas
90-150 €/m2 Sloterdijk
80-175 €/m2 Amstelveen
80-195 €/m2 South East
85-365 €/m2 Hoofddorp/ Schiphol
145-325 €/m2 Amsterdam Centre
230-350 €/m2 South Axis

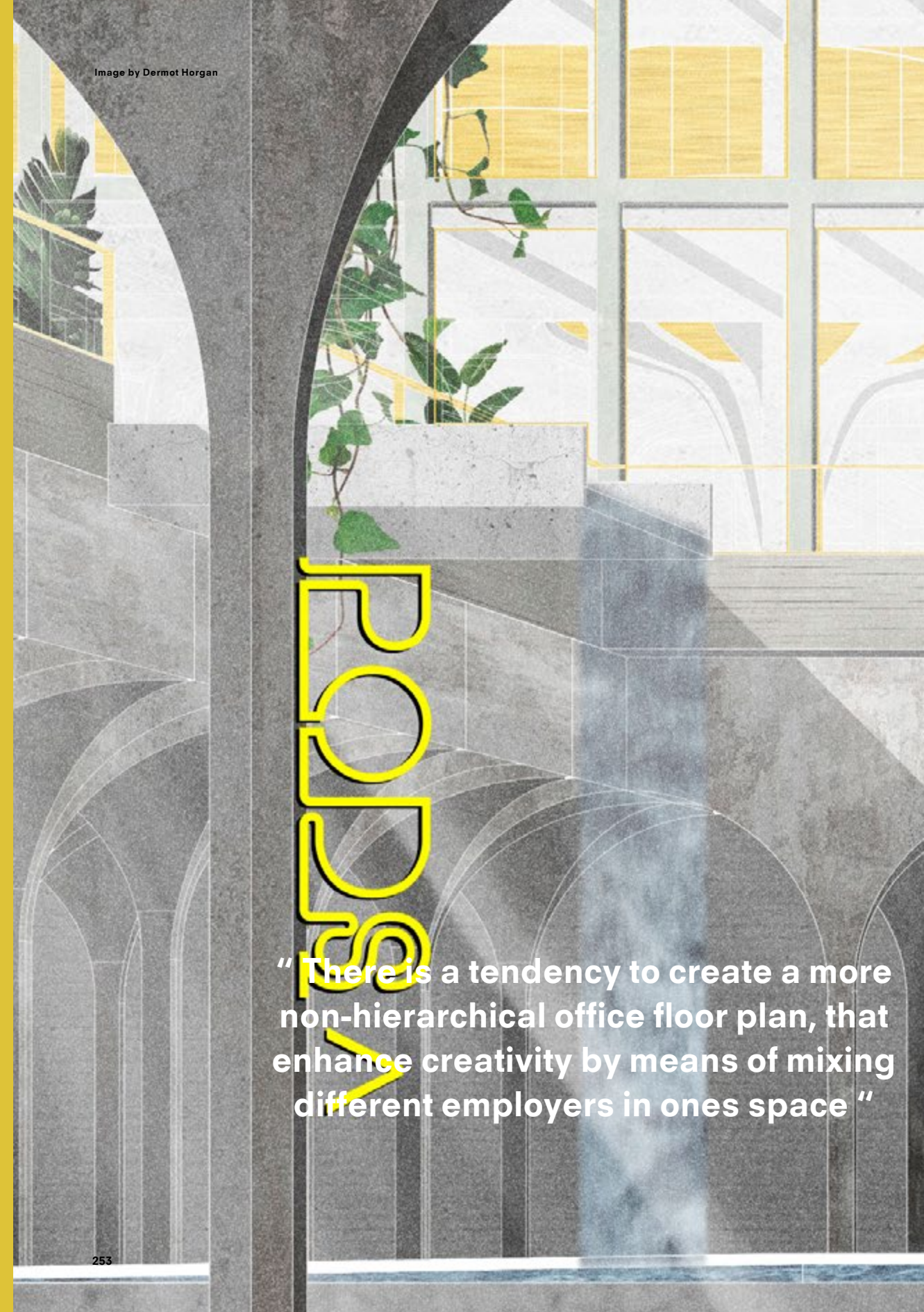
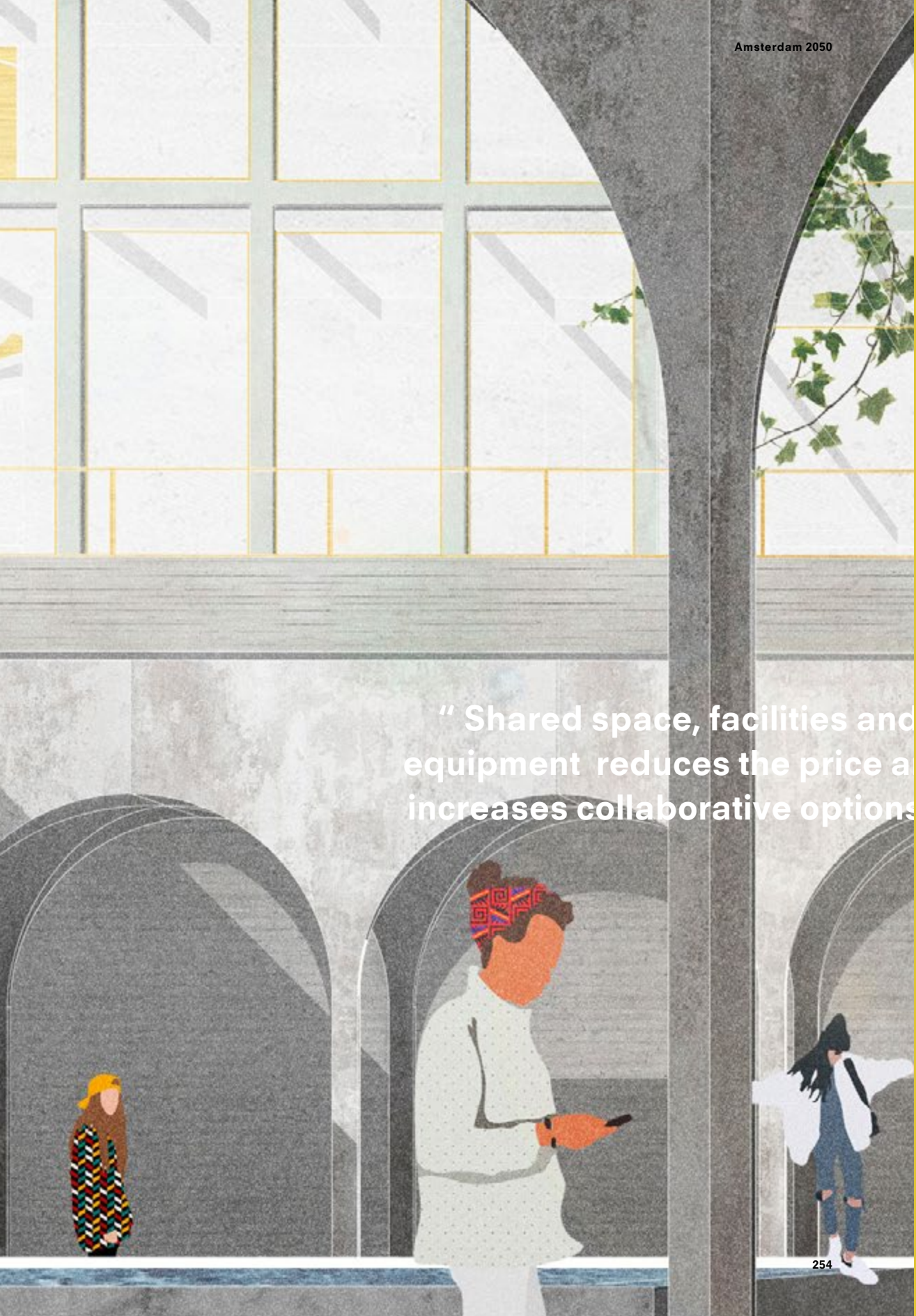


Image by Dermot Horgan

Pods

" There is a tendency to create a more non-hierarchical office floor plan, that enhance creativity by means of mixing different employers in ones space "



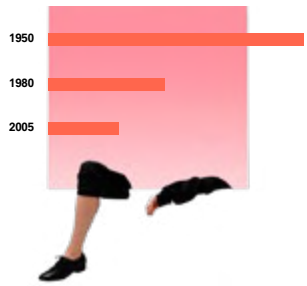
" Shared space, facilities and
equipment reduces the price a
increases collaborative option

Working environment

Text by City Islands; Zuidoost; Centraal Group

There are different typologies in the city centre of Amsterdam. Based on the size of the company, its branding image, location, type of employment and affordability the workspace typology can be divided into small--scale offices, typical offices, innovative corporate offices, co-workings and thirds spaces, represented by cafés and libraries.

Small scale office: Mostly present in the old inner city centre. Due to the attractiveness of historic atmosphere the area attracts young professionals engaged in the economic sector related to technology or creative industries. **Typical office**: Mostly present in the IJ-oevers



Number of hours per week needed to produce as much as a 40-hour worker in 1950. US Bureau of Labor Statistics



and in the northern section of city centre, this office typology provides space for big companies, attracted to central location and luxurious interior design. **Innovative corporate office**: Mostly present in Northern area that in recent years attracts a lot of informal creative industry well characterised by creative community of NDSM. **Co-working**: Mostly focused around the city centre and areas on the Northern side of Ij river.The idea is based on the principle of sharing economy. Shared space, facilities and equipment reduces the price and increases collaborative options. **Cafe**: The so-called third space is the outcome of the fast life style of the citizens and the emergence of portable technologies. **Library**: An informal workplace, a perfect space to work in quiet private atmosphere. There are also rooms for group work and areas for renting. Mostly preferred by freelancers, young businessmen and students.



Small scale office: Asterweg 20



Co-working: WeWork co-working



Typical office: Barents Krans 42



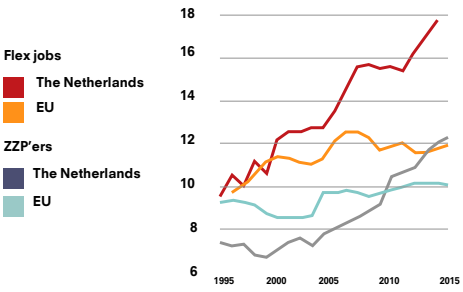
Cafe: Starbucks

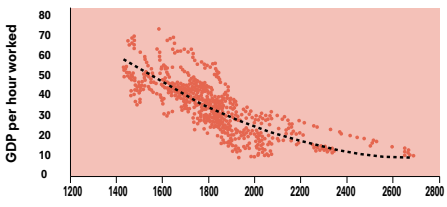


Innovative corporate office: Red Bull HQ



Library: OBA library





The correlation between working hours and productivity in wealthy countries, 1990–2012. Utopia for Realists, 2014

Workweek

Nowadays it still costs less for employers to pay one worker to do over hours, than hiring 2 flex workers for the same Job. Because of that, it is difficult to implement these kind of concepts within the working sector. Researchers may argue that cost wise it is not possible to move to shorter work weeks, while work absenteeism that is caused by stress and burn-outs due to overworking yearly costs 1,8 billion Euros for employers. Working less should be a political ideal again, to be able to move towards shorter work weeks. It should all start with swapping money for time, investing extra in education, making the retirement system more flexible, and taking good care of paternity leave and childcare. Only with such a base, it is possible to rearrange our time in such a radical way.

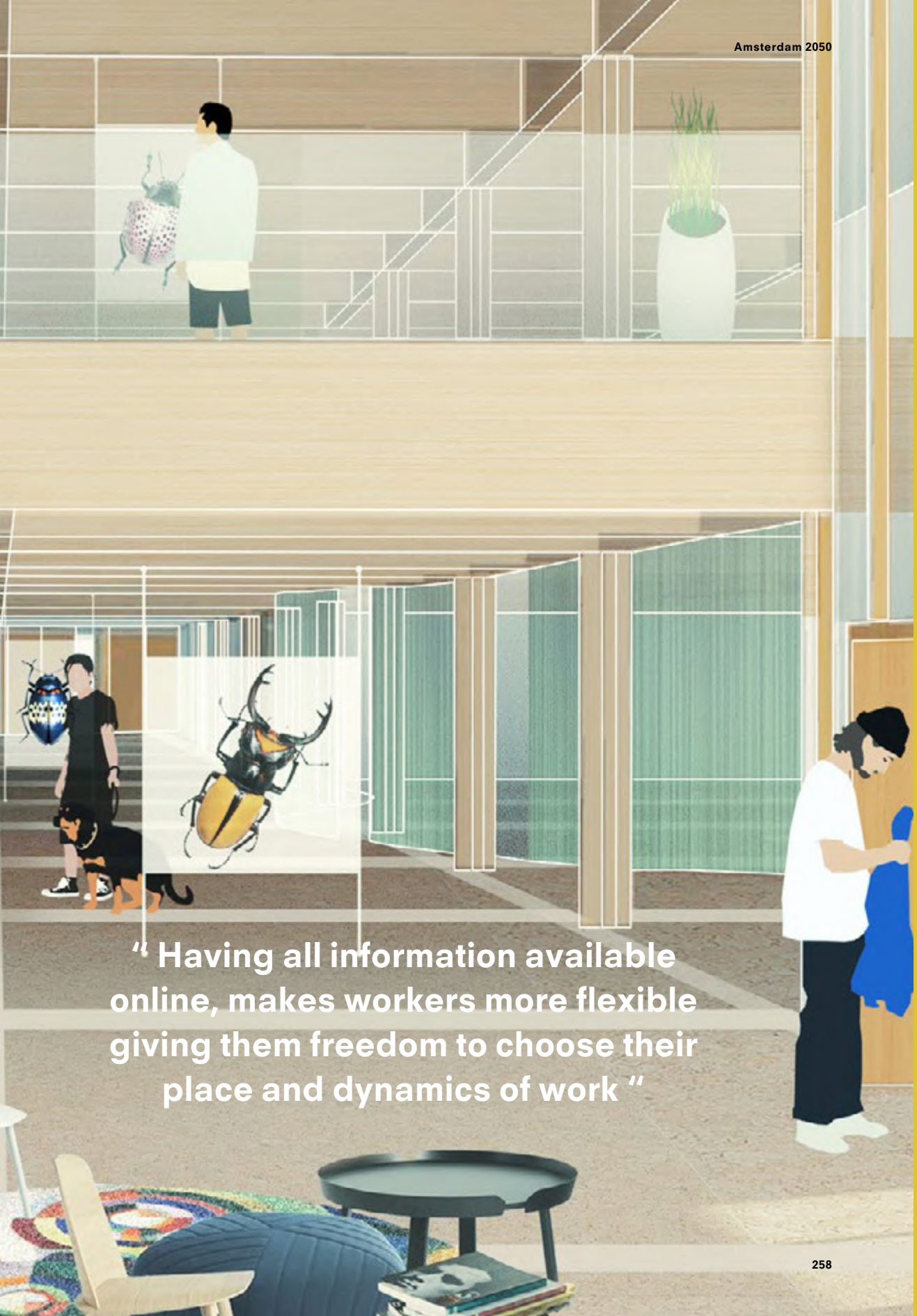
Flex contracts

The Dutch are European champions in flex working. There is a visible increase of flexible contracts in the Netherlands during the past decades, which results in changes in the layout and working method within offices, departments and teams, but also in the relation between work and private.



Image by Miaolan Lin

" It seems clear that productivity and long workdays don't go hand in hand "

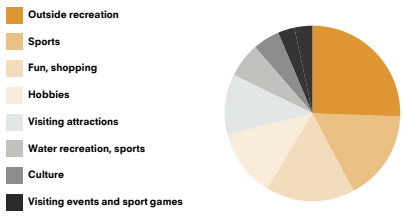


“ Having all information available online, makes workers more flexible giving them freedom to choose their place and dynamics of work “

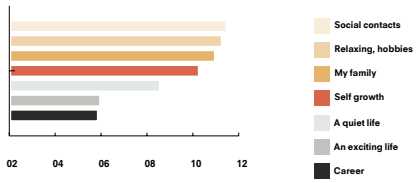
Rethinking our daily schedules

Text by City islands Group

A million of Dutch people have burn-out complaints. Among young employees, 17% suffers from a form of burn-out. This comes down to 240.000 young employees in the Netherlands. Instead of the by many predicted 'boredom' as a result of the Industrial Revolution and automation, psychiatrists are dealing with a stress epidemia. People are feeling stressed and insecure about many aspects of their working life. How are we going to deal with these problems?



What do the Dutch like to do in their free time?

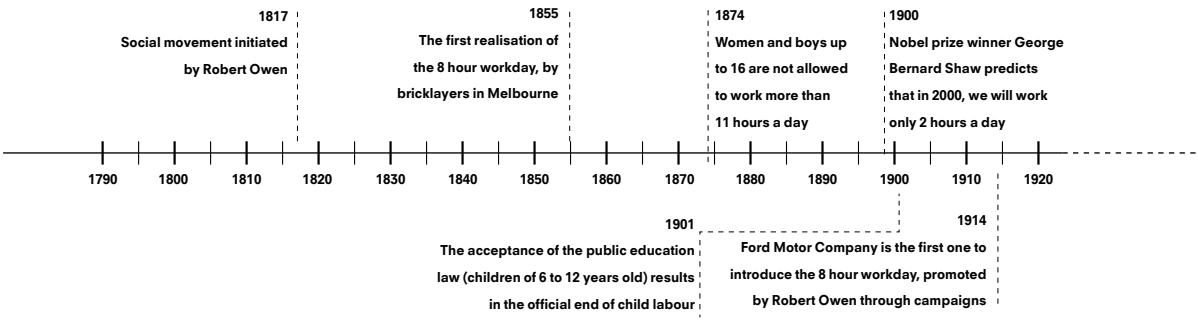


What do the Dutch find most important in life? (20-64 years old)

It is very interesting to look into examples in which companies took the lead in changing the amount of working hours for their employees. One of these examples is the 40-hour work week, introduced by Henry Ford in the beginning of the 20th century. Workers turned out to be more productive in this shorter amount of time. W. K. Kellogg did a similar experiment and decided to introduce the 6-hour workday. This led to an enormous success, reducing the amount of accidents with 41 percent and enabling him to hire an extra of 300 people. His workers also became a lot more productive, so he could even pay them as much as he would have paid them for a 40 hour work week.

Flexible working spaces

Many recently designed offices don't have an owned fixed working spot for workers. People are working from home or from other places, having all files and necessary information available online, making their work more flexible and giving them more freedom to choose their place and dynamics of work. This shift from a 9 to 5 day towards a more flexible way of working influences the offices but also the infrastructure. Examples of new typologies that are arising, are concepts such as

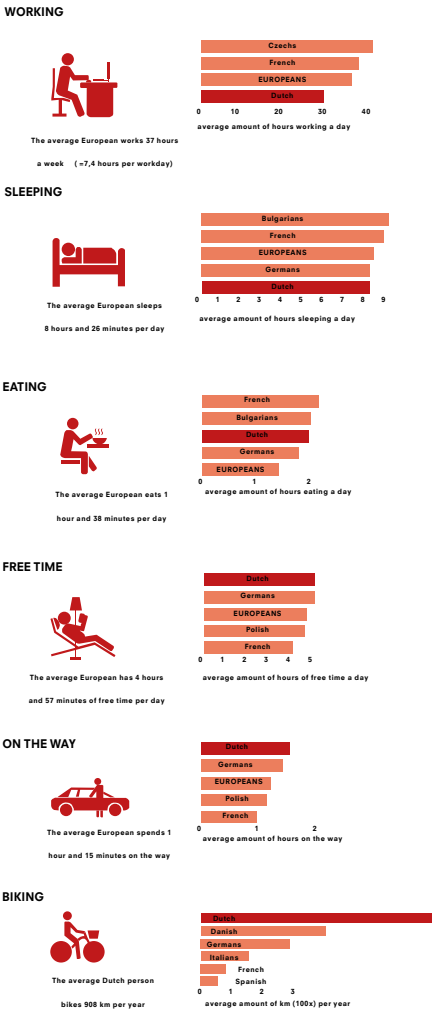


'Spaces' where freelancers can rent a working space in a flexible building that offers all basic needs for working efficiently.

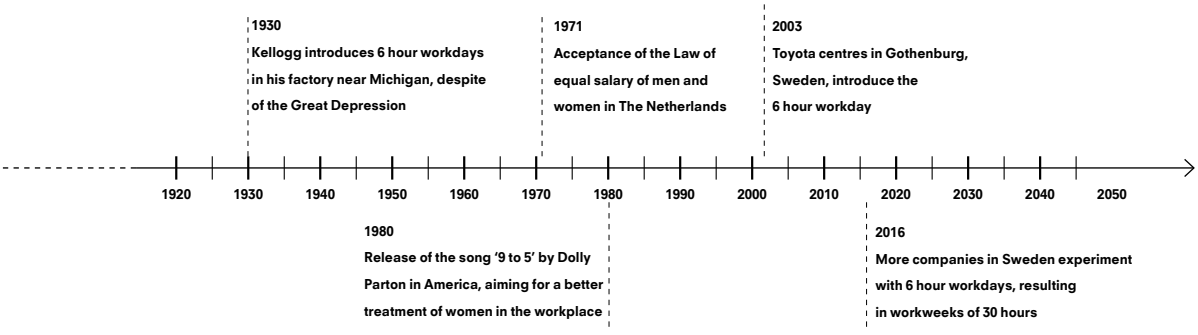
Taking your work home

The border between work and private life is getting more and more blurry. Research by Harvard Business School shows that managers and professionals in Europe, Asia and North-America are even spending 80 to 90 extra hours on work, due to modern technology like the smart phone. According to British researchers, the average worker would even work 460 hours per year extra because of this phenomenon. This is equal to almost 3 weeks.

If we think about the way we spend our days, and the especially the amount of time we spend on work, we can ask ourselves why we do this and especially how this concept has been changed throughout the past decades. While the Industrial Revolution was predicted to result into more free time for people, having machines taking over a lot of work, this actually resulted in even busier schedules. Theorists and philosophers at that time were dreaming about the future, a life full of leisure, art, dance, theatre and other ways to surpass the constraints of daily life. Concerns about the future were mainly related to the fear for boredom and laziness. This turned out slightly different, as stress and burn-outs are dominating issues among the working class nowadays. In this chapter I researched the origin of the 8-hour workday. What are current trends related to our daily schedules and what might influence our future routines?



How we spend our time, compared to other European countries and the average European



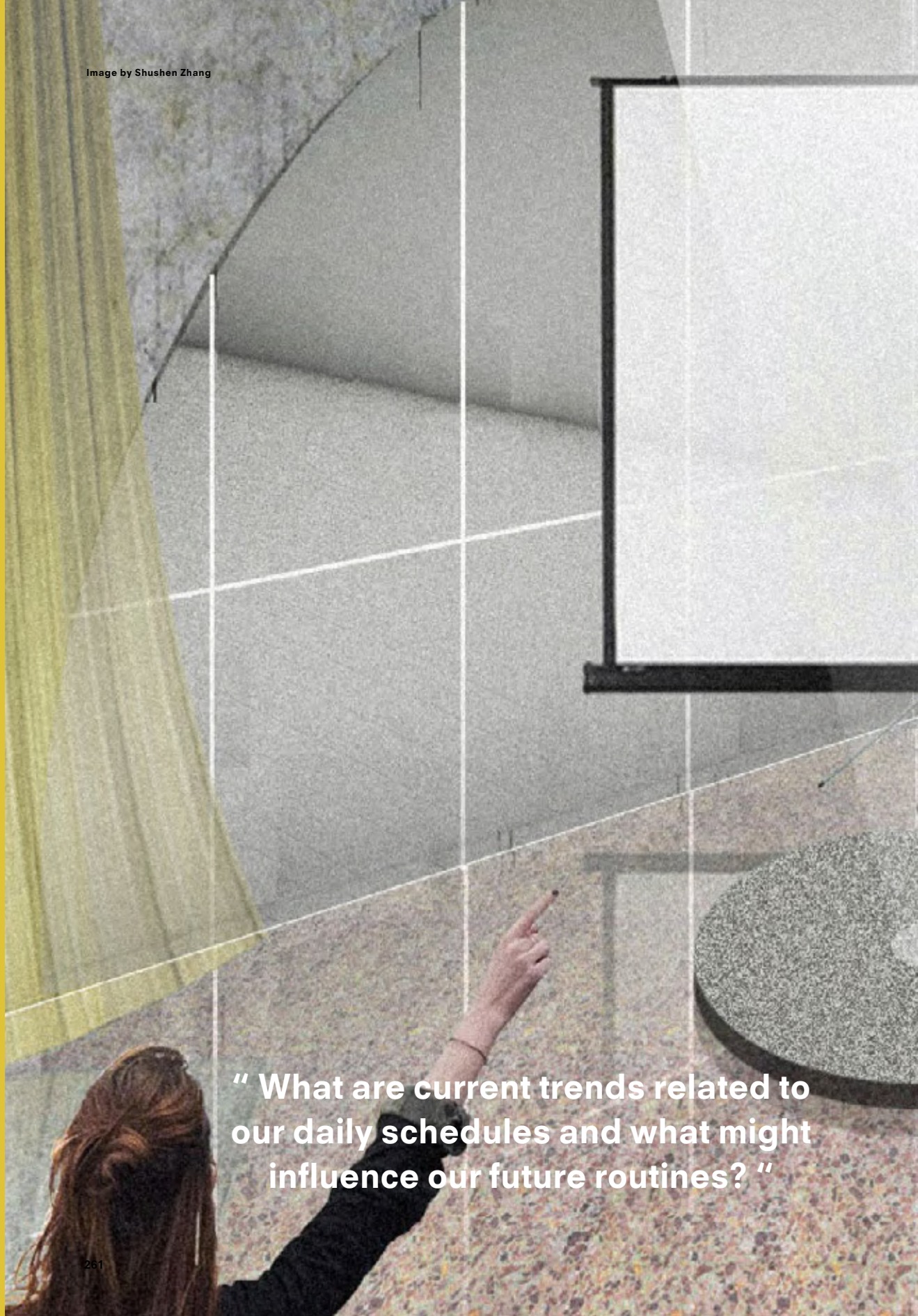


Image by Shushen Zhang

“ What are current trends related to our daily schedules and what might influence our future routines? “



“ With the development of internet and artificial intelligence resources don’t have to be centralized “

Future of work

Text by Centraal; City Islands Group

Working modes

The Hierarchy: This type of a model makes sense for linear work where no brain power is required and where the people who work there are treated like expendable cogs.

The Flatter Organizations: A "flatter" structure seeks to open up the lines of communication and collaboration while removing layers within the organization. This is the model that most large organizations now.

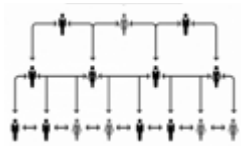
Flatarchies: Somewhere in between hierarchies and flat organizations lie flatarchies. These types of companies are a little bit of both structures.

Holacratic organizations : Boss-less Organization. Holacracy started gaining lots of traction after Zappos announced that they would be shifting to this new model of working.

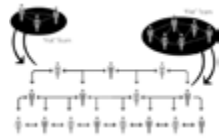
Flat Organizations : FLAT means there are usually no job titles, seniority, managers, or executives. Everyone is seen as equal which lso often times called or referred to as self-managed organizations.



Past: TYPE 1: The Hierarchy



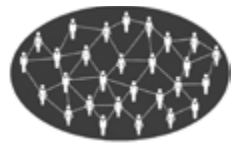
Today: TYPE 2: Flatter organizations



TYPE 4: Flatarchies



TYPE 5: Holacratic organizations



TYPE 3: Flat organizations

New technology is shaping our future work

Our future place of work might not be an open plan office, but interconnected workspaces not tied to one place, but many. They will be underpinned by virtual conferencing, complete and constant connection and portability.

Our working day will be fundamentally different. Leverage of big data, like real-time traffic information, could cut journey times, making the school run easier, and the morning commute more manageable.

That is, if you have to commute: home-working will no longer be defined as a Friday luxury, but a more efficient way to work enabled by technology, taking the physical strain from mega cities and regionalising work locations.

Artificial intelligence will take over a lot of jobs

As much as they are playing an important role in making tasks and processes better, their effect on human-centered jobs and capabilities in the workplace has become a major debate. The jobs that most of the people are currently doing, may get obsolete or automated sooner than you think.

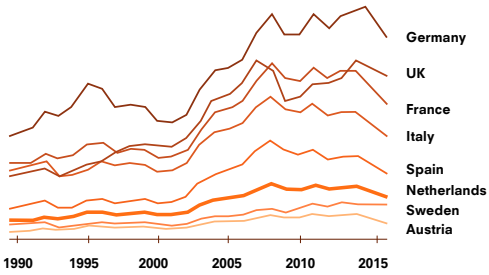
People can work more flexible due to the teleworking With the development of internet and artificial intelligence resources don't have to be centralized into a specific place anymore.

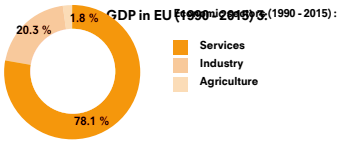
The reason why for people to commute a lot to work is diminishing. In the future, teleworking will be a main trend for people. It can benefit to both the boss and employees for saving the time and money to commute everyday. Also the company don't have to rend an expensive office in the city centre. Teleworking also make people easily have a life-work balance.

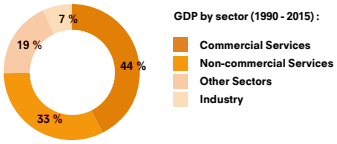
Facing the technology explosion in the next 30 years, our working mode will also about to usher in the biggest change. In the agrarian age, people only have to spend few days to learn one major for work for life. However, when it come to machine age, people have to learn for years about to make themselves competitive for life. In information era, people have to update their knowledge every few years.

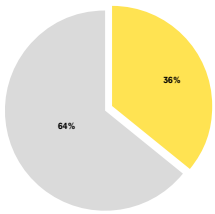
However, with the coming of AI era, human beings have to keep updating themselves to prevent falling behind. A new organization of workplace is needed to fit the coming trends.

Future workplace should be somewhere not only for people to teleworking but also can update themselves. Without physical centralization, the new way of centralization will be knowledge oriented. Although VR could take over most telemeeting, face-to-face communicating is still necessary for people to exchange ideas and make new friends. The working centre is the place boost people to get together and to exchange ideas, learn from each other.









36% amount of vacant offices in Amsterdam

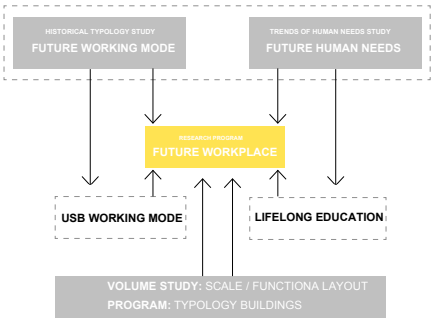
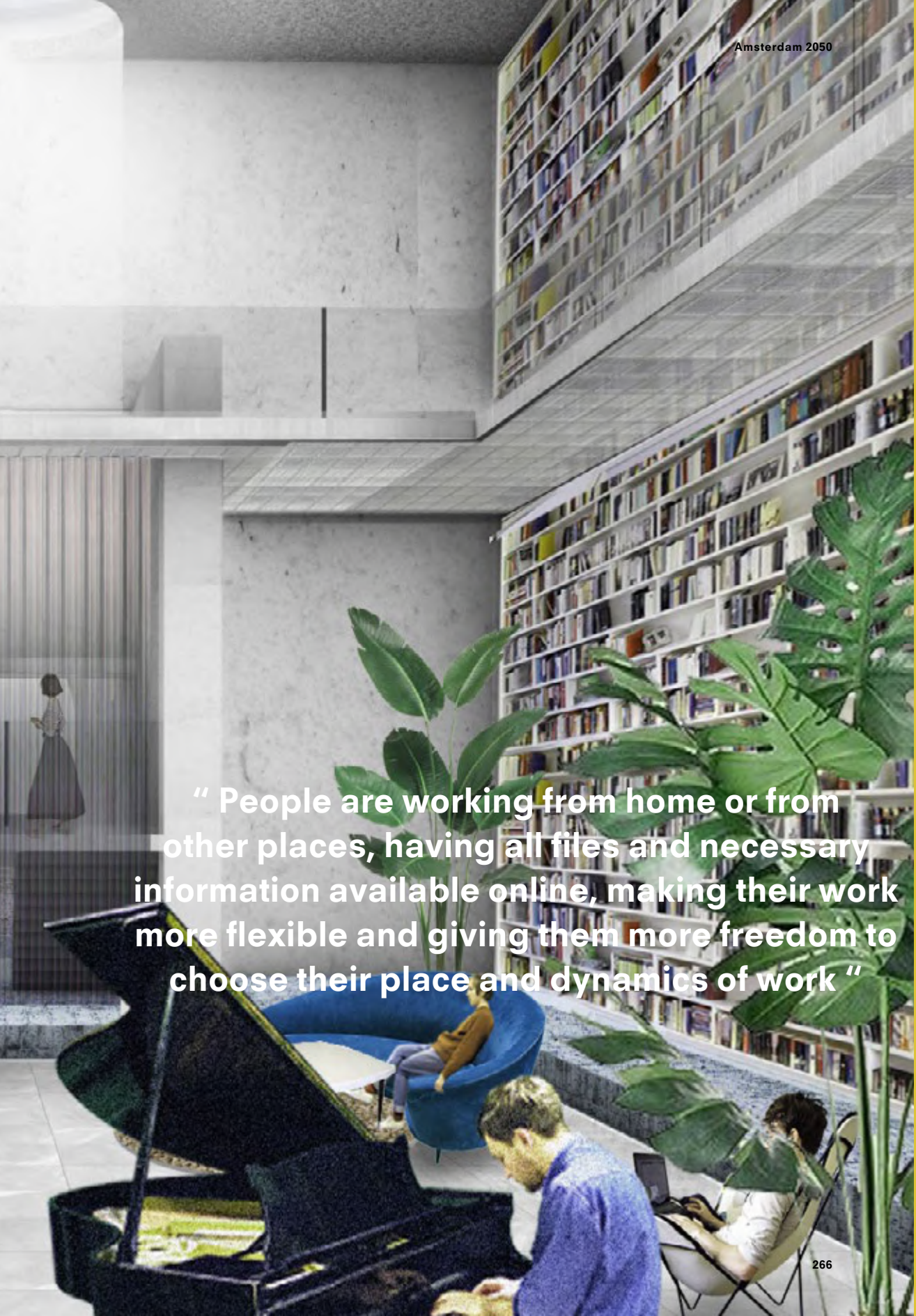




Image by Shushen Zhang



“ People are working from home or from other places, having all files and necessary information available online, making their work more flexible and giving them more freedom to choose their place and dynamics of work “

The Urban Manufactory

Sebastian van Arkel

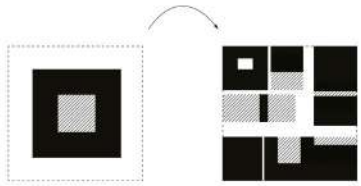
Recent trends allow for restoring the relationship between the production process and the city. Off- shoring production is getting less favourable since production costs in developing countries are increasing. On the other hand, prices for robots replacing human labour are decreasing.

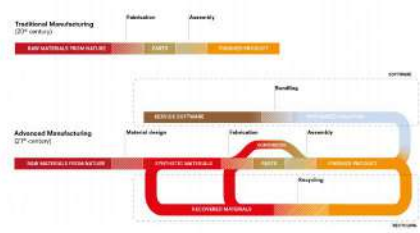
Digital fabrication, such as additive manufacturing techniques and other cad innovations bring back the essence of craftsmanship, namely, on-demand, personalized production, tailored of consumer goods with a 'batch-size-of-one', available for all. " The urban manufactory " embeds production program in the urban context and enables interaction between consumer and producer. The building consists of a tower volume with the production program.

The production tower has a strong vertical layering starting from a public zone to a service core intended for the vertical circulation of goods and material, sitting on a base volume that contains supporting functions. Here is situated a research centre, an education and knowledge centre, office space and hospitality. All program is connected through a public spine that fades the border between the public and the producer.



" Recent trends allow for restoring the relationship between the production process and the city "

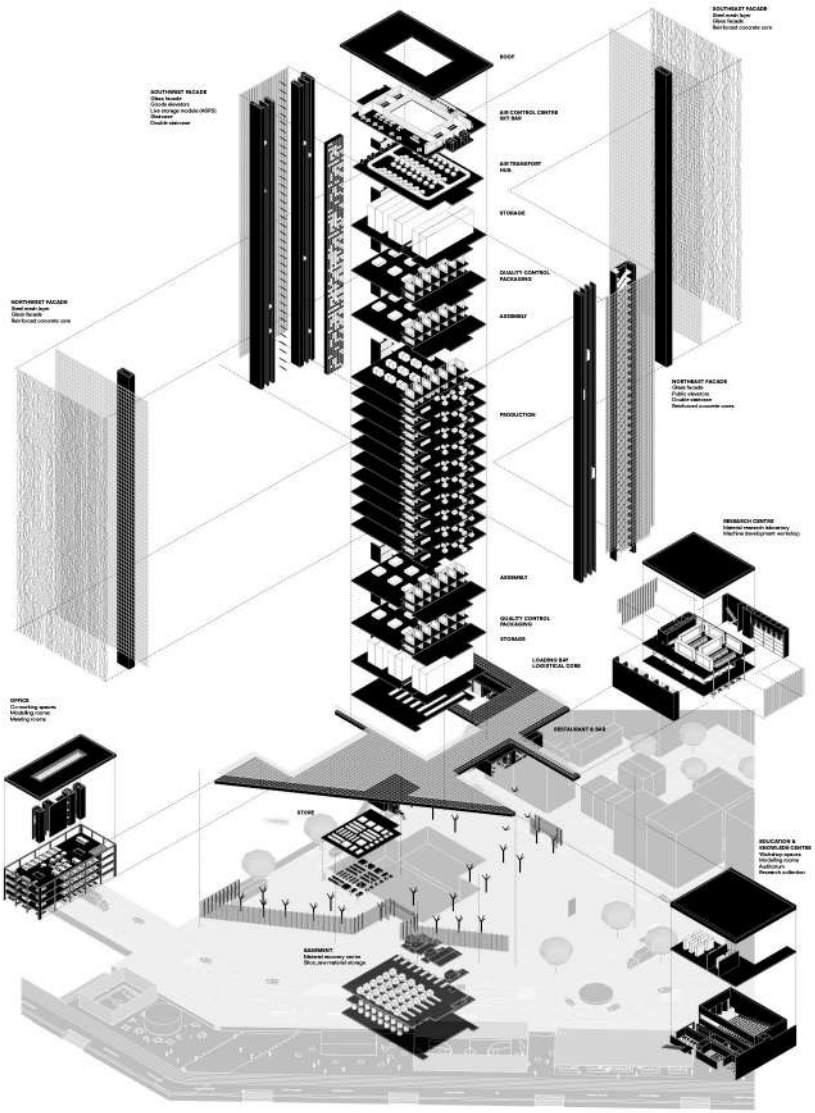






“ Digital fabrication, such as additive manufacturing techniques and other cad innovations bring back the essence of craftsmanship “

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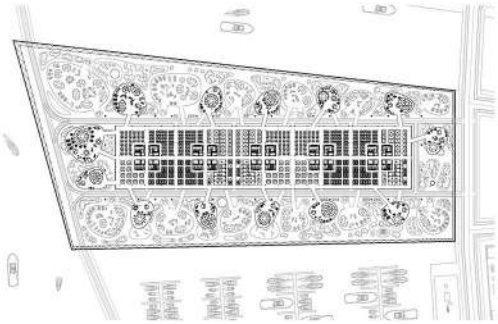
Workspace 2050

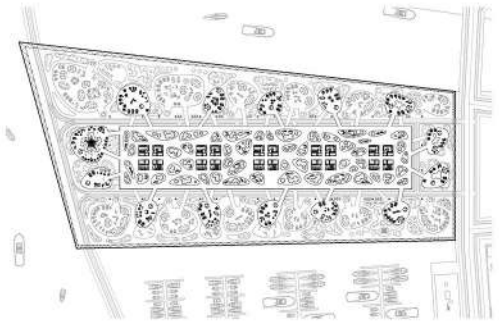
Yana Daynovich

The project is dedicated to the question of the future of workspace and its role in 2050. Main elements defining it are new workforce composition, technological changes and leisure orientation of society.

There may be change in workforce towards freelance and remote work style allowing people to flexibly organize their work and leisure time. Moreover, the technologies will change from screens, laptops and phones to the immersive virtual reality (VR) and augmented reality (AR) devices that will be enhanced by the artificial intelligence (AI) allowing people to work much more productively, focusing on the creative non-repetitive work. In addition to this, due to the development of artificial intelligence people will also have more time for themselves and will dedicated equal amount of time for work as for the leisure.

" Allowing people to work much more productively, focusing on the creative non-repetitive work "

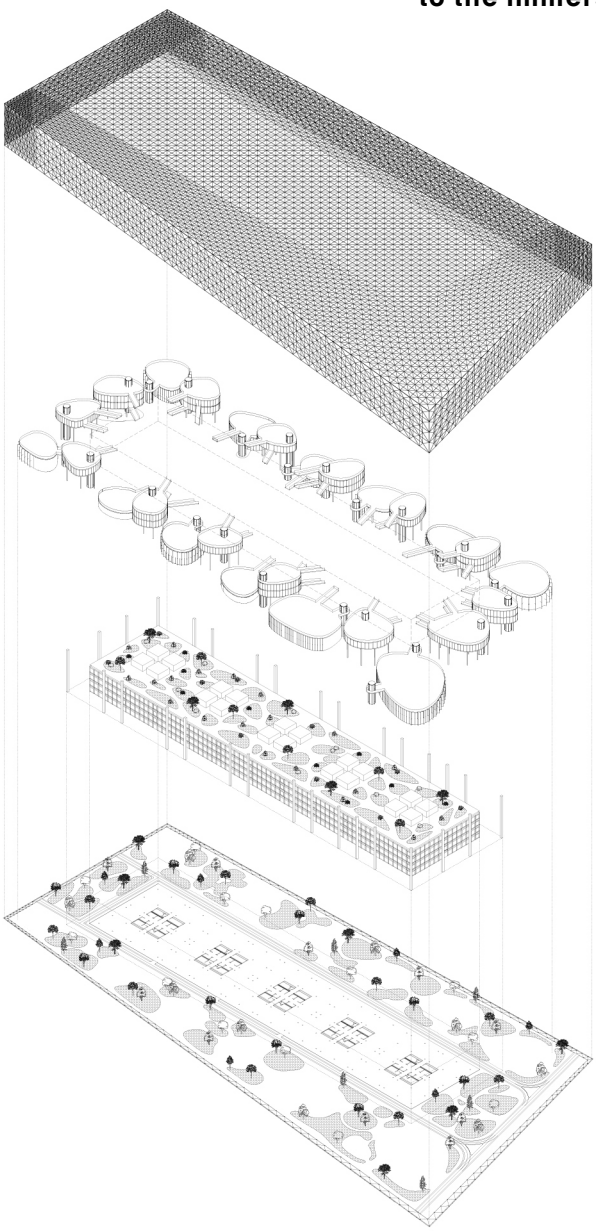








“ The technologies will change from screens, laptops and phones to the immersive virtual reality and

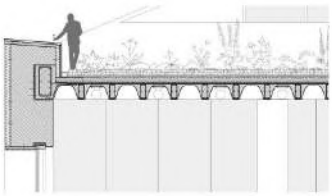


“ There may be change in workforce towards freelance and remote work style allowing people to flexibly organize their work and leisure time “

(Re) Start-up

Shushen Zhang

The ambition of the design is to help people adapting to the new age in terms of the job start-ups. In 2050, a large proportion of people will need the occupation transition. The design brief resulted in the design of "an [re] start up hub". A future [re] start-up hub, which works on educating and integrating the skills and abilities of different people, so that they can learn from each other, and create job opportunities.

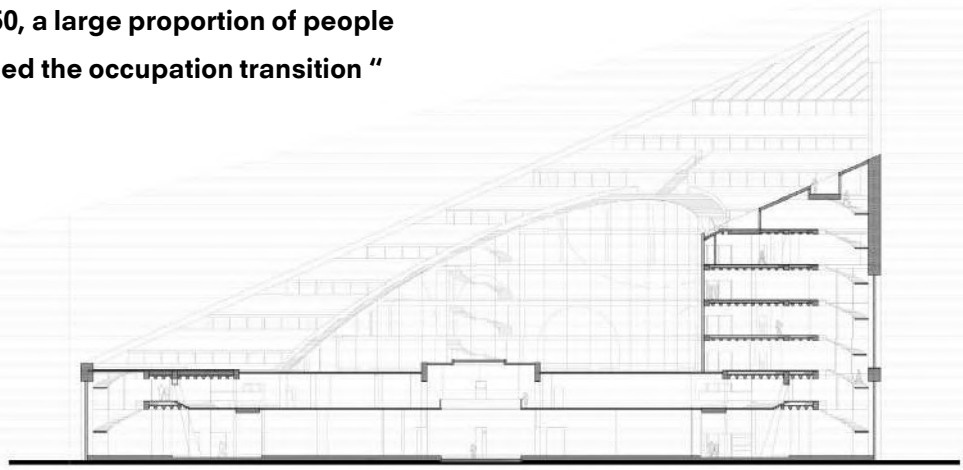






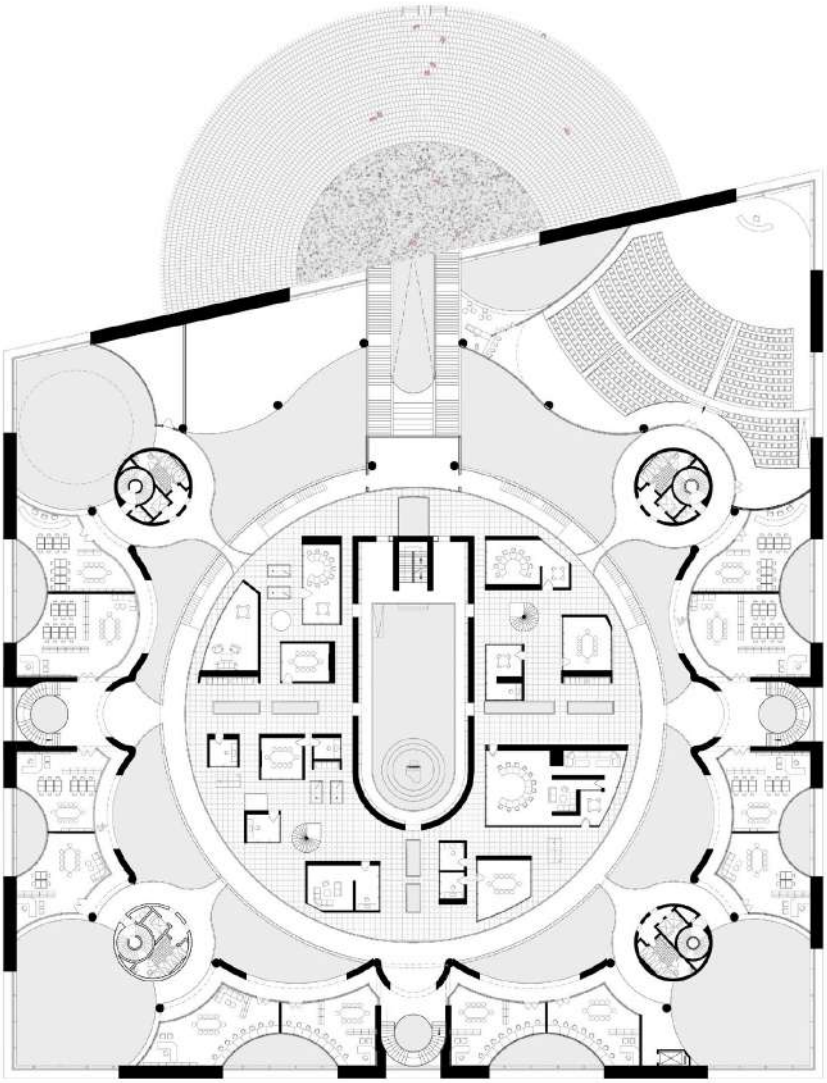
The value of places will shift to the promotion of networking, socializing, hyper- individualized learning, collaboration, and will be spaces where serendipity, unplanned encounters, unanticipated opportunities, place where coincidences can occur, encouraging diversity activities, communication, and creativity.

" In 2050, a large proportion of people will need the occupation transition "



“ The value of places will shift to the promotion of networking, socializing, hyper- individualized learning, collaboration “

“ A future [re] start-up hub, which works on educating and integrating the skills and abilities of different people “



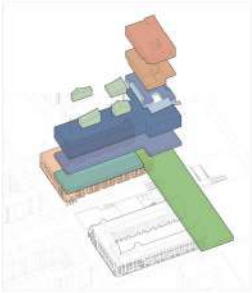
Flexible work, flexible stay

Jingling Du

The prospect of a shrinking population and decreasing economic growth appear to be the most pressing issues. Town planning can greatly contribute to a more sustainable world in the form of rational zoning, designing urban patterns that minimize the need for traffic.

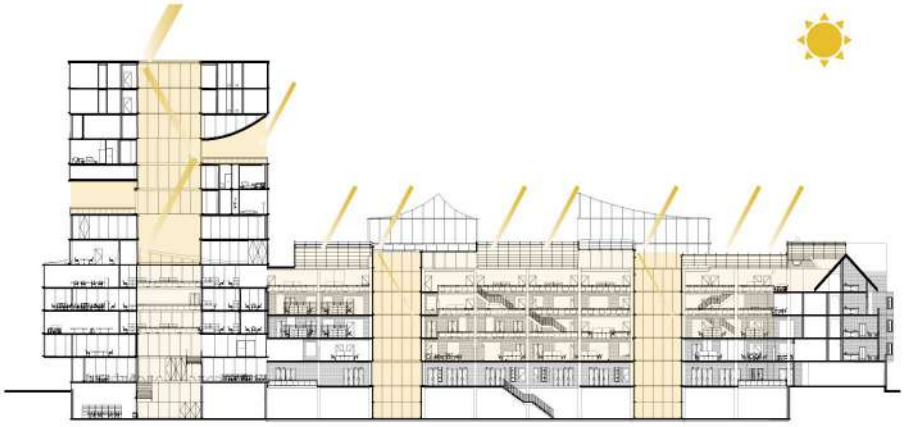
Densification is often promoted as a means to achieve this - though, obviously, everything depends on where it occurs. Besides, in the future, the employment policy will be changed with more people working flexibly. Under such circumstance, how to design a complex based on the traditional city fabric which is more suitable for the future lifestyle?





This project is an adaptation of a historical residential house into a living-working complex, providing public service like retails, library, exhibition, working space, etc.

“ In the future, the employment policy will be changed with more people working flexibly “



“ How to design a complex based on the traditional city fabric which is more suitable for the future lifestyle? “



“ This project is an adaptation of a historical residential house into a living-working complex “

Den-city

Agnieszka Borowska

City future is based on innovations in the production, services and related jobs. The industry 4.0 and internet of things create an open network of data where the product could be designed at one place but produced and launched all over the world. "Den" mediates between the private living and the public industry functions creating a tool for creative thinking, idealising, prototyping and experimenting on the new ideas related to the future economy and society.

The project contains a Tech plaza: a mix of high tech 3d printers production on a small scale, specialized mostly in prototyping, and a Flexible business centre. People can occupy the building 24/7h, so the building contains the hotel for shorter stay and lofts for longer occupation .

All functions in the building are connected introducing the local social value,meaning that within this very productive space there is also a strong community of creative innovative people.

" The proposal is based on the future of creative design process "







“ Creating a tool for creative thinking, idealising, prototyping and experimenting on the new ideas related to the future economy and society “

“ The project contains a Tech plaza, a Flexible business centre, a hotel for shorter stay and lofts for longer occupation “

