

JAVAHEAD AMSTERDAM
SITE ANALYSIS **'AT HOME IN THE CITY'**
Martin van Lent | Hans Stolwijk | Eric Holthuis | Jeroen Lemans



Authors:

| | |
|-----------------|---------|
| Martin van Lent | 1383922 |
| Hans Stolwijk | 4258371 |
| Eric Holthuis | 4171535 |
| Jeroen Lemans | 4088476 |

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Studio:

'At home in the city' | Amsterdam

Department: Architecture & Dwelling

Supervisors:

Birgit Jürgehake Paul Kuitenbrouwer

..... This publication is about a site analysis of the Java-Island in Amsterdam, more specifically the Head of Java-Island. It is made within the Graduation Studio "Architecture & Dwelling" for the project 'At Home in the City'. The content is based on themes placed on a matrix. In this matrix the scale is plotted out versus different analysis methods. We apply four levels of scales, the scale of 'Amsterdam', 'Eastern Port', 'IJ-Banks' and the scale of 'Java-Head'. The different methods of analysis are 'Typology', 'Statistics', 'Morphology', 'History', 'phenomenology', and 'Praxeology'. Each chapters consist of one theme.

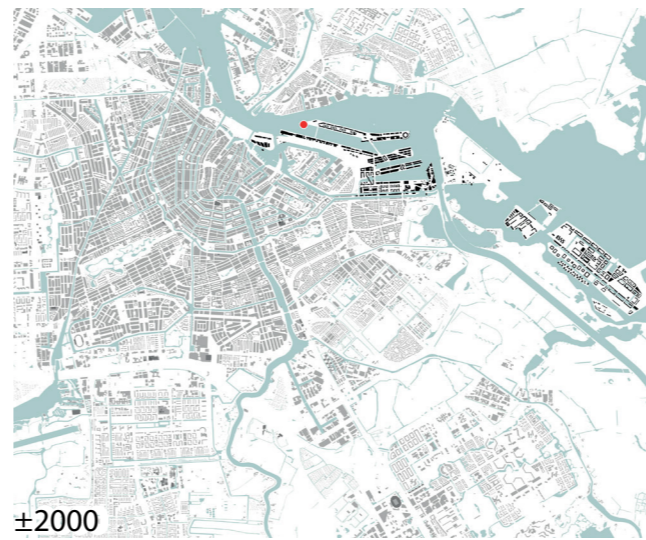
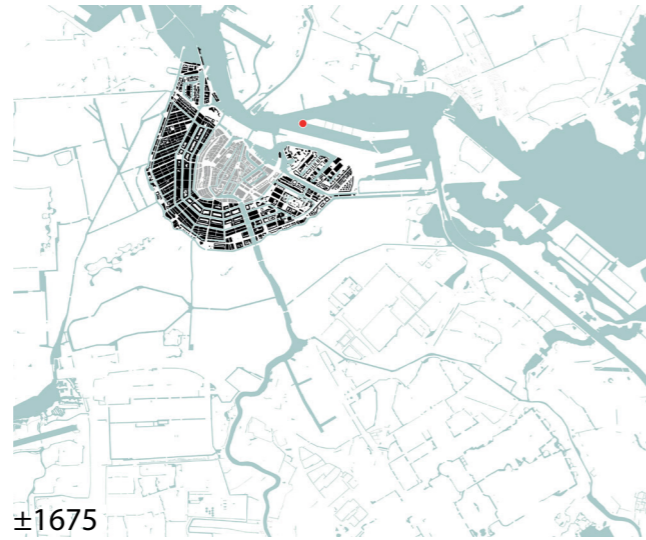


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1 HISTORY

1.1 HISTORY OF AMSTERDAM



Until the second half of the 19th century the urban fabric of Amsterdam had radially expanded to the south. After the Noordzeekanaal was completed in 1876, the increasing harbor activities made way for Amsterdam to occupy the north banks of the IJ.



Image retrieved from

Schale van 3000 Amsteldamse voeten.

- 1. De Raafstraet.
- 2. Kijpstraet.
- 3. Keytsteegh.
- 4. De Meere Awaer Burghwal.
- 5. Beulinkstraet.
- 6. Catersteegh.
- 7. Keytsteegh Sluis. a. Conings Pleyn.
- 8. Weyssteegh.
- 9. Geewiaxsteegh.
- 10. De Vyffelstraet.
- 11. Reguliers Broefstraet.
- 12. Reguliers Toorn.
- 13. Kalkofstraet.
- 14. Lutherische Kerkh.
- 15. Nieuwe Doel- Straet.
- 16. Klayveniers Doelen.
- 17. Nibemans Brugh.
- 18. Reguliers waeg.
- 19. Reguliers Marck.
- 20. Verachtfte stract.
- 21. Blaauwe Brugh.
- 22. Nader Vyer.
- 23. Joodfche synagogen.
- 24. Dions Westhuys.
- 25. Oude Iyts Keytstien Comptoir.
- 26. S. Anthonis Broefstraet.
- 27. S. Anthonis Sluis.
- 28. Straet om te gaen over Marcken.
- 29. Nylenburgh Iet of de nieuwe Marck.
- 30. Keytsteegh stract.
- 31. Rapenburgh.
- 32. De Gangel of de Conings Graef.
- 33. De Oude Binnen Amstel.
- 34. 't Rock in.
- 35. Klayveniers Burghwal.
- 36. Groene Burghwal.
- 37. Verwoerpen.
- 38. Moyerburgh.
- 39. Meere Graef.
- 40. Scher Sluis om nyt en in te varen.
- 41. 't heet hoogh water is.
- 42. de nieuwe Zee- dyck.
- 43. Nieuw douren om het hoogh Water nyt te houden.
- 44. Keytsteegh.
- 45. De Kerkstraet.
- 46. Amstel Kerk.
- 47. Plaetfen om Kercken te bouwen.
- 48. Prince Graef.
- 49. Biene Sluisen en verlaten om het in latende Water vanden Amstel of te houden.
- 50. De Achter graef.
- 51. De Leydsche graef.
- 52. de Reguliers graef.

HISTORY

1.1 HISTORY OF AMSTERDAM

- 53. 't Lants Magasin.
- 54. vintmagasin.
- 55. 't Magasin van de Oostindische Compagnie.
- 56. De Werle.
- 57. de Nijste Awaergraef.
- 58. De Myder Poort.
- 59. De Westpoort.
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Getrockent ende op 't papier gebracht door Daniel Meulpaert Sijner Architect.

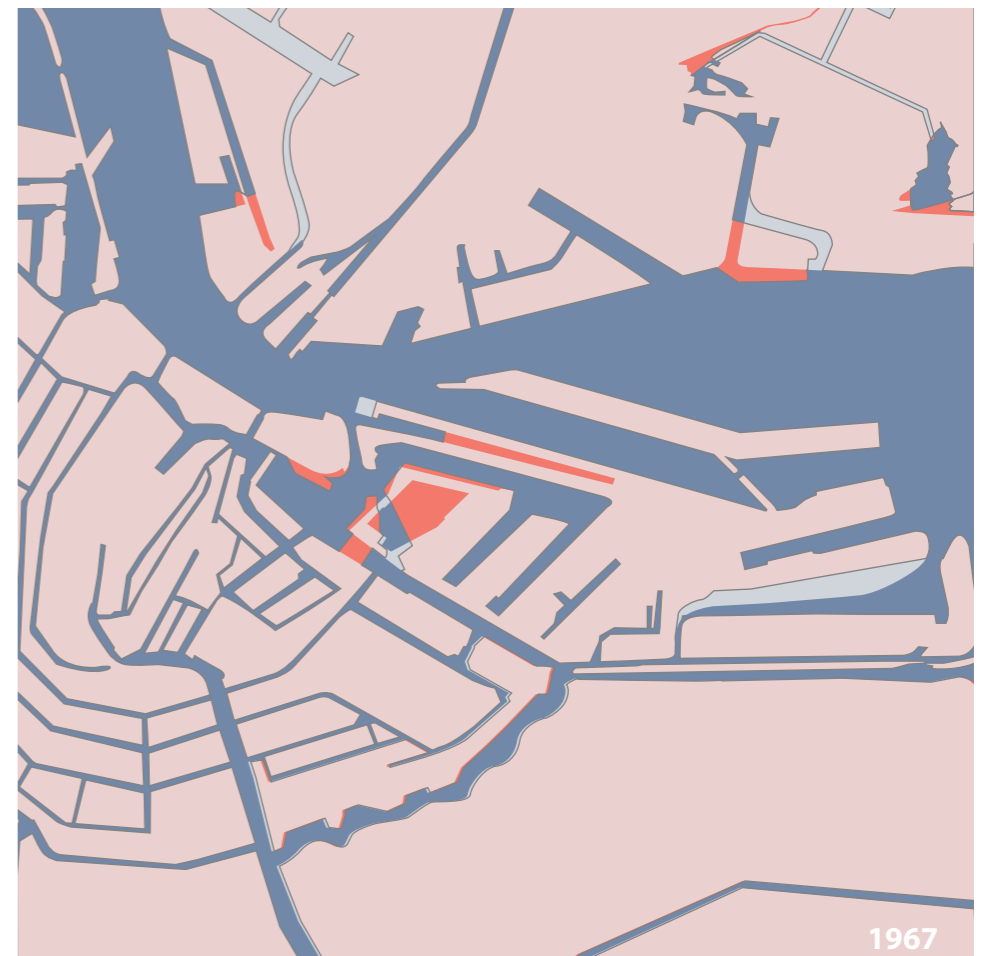
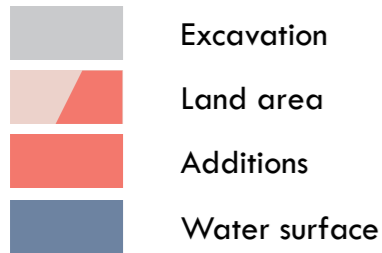
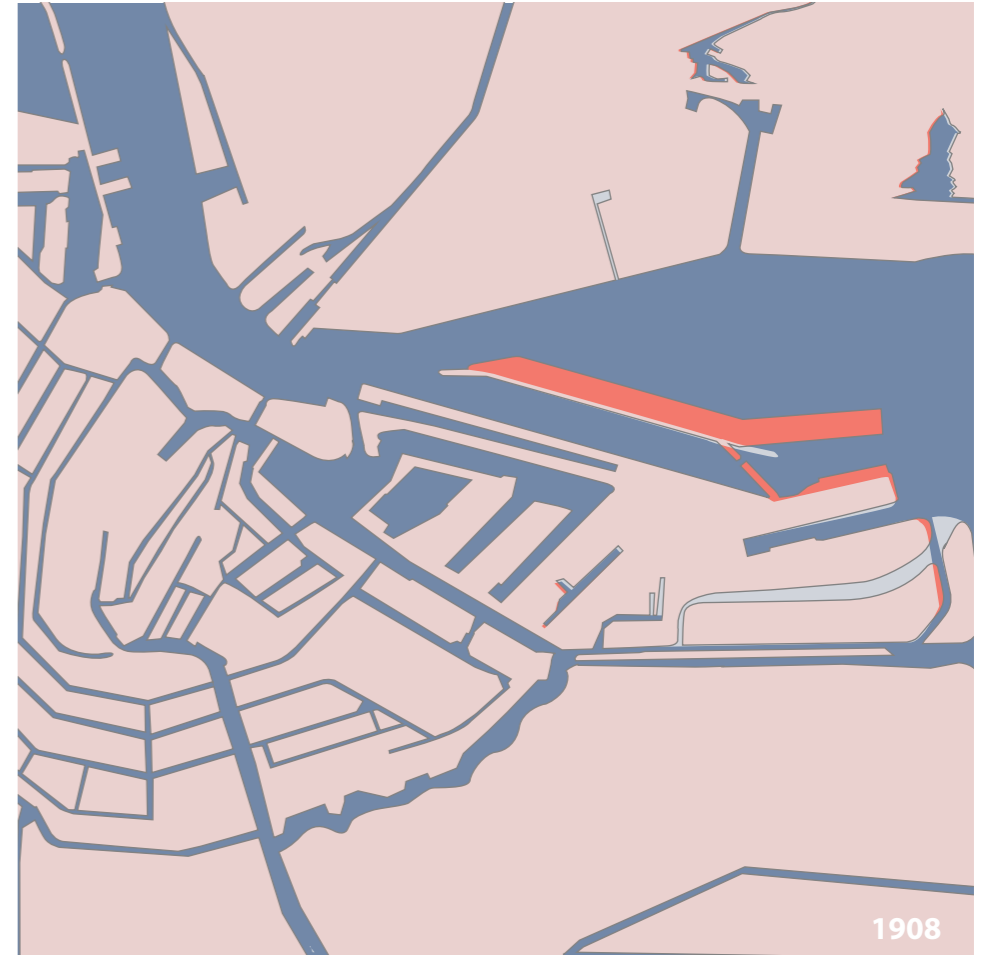
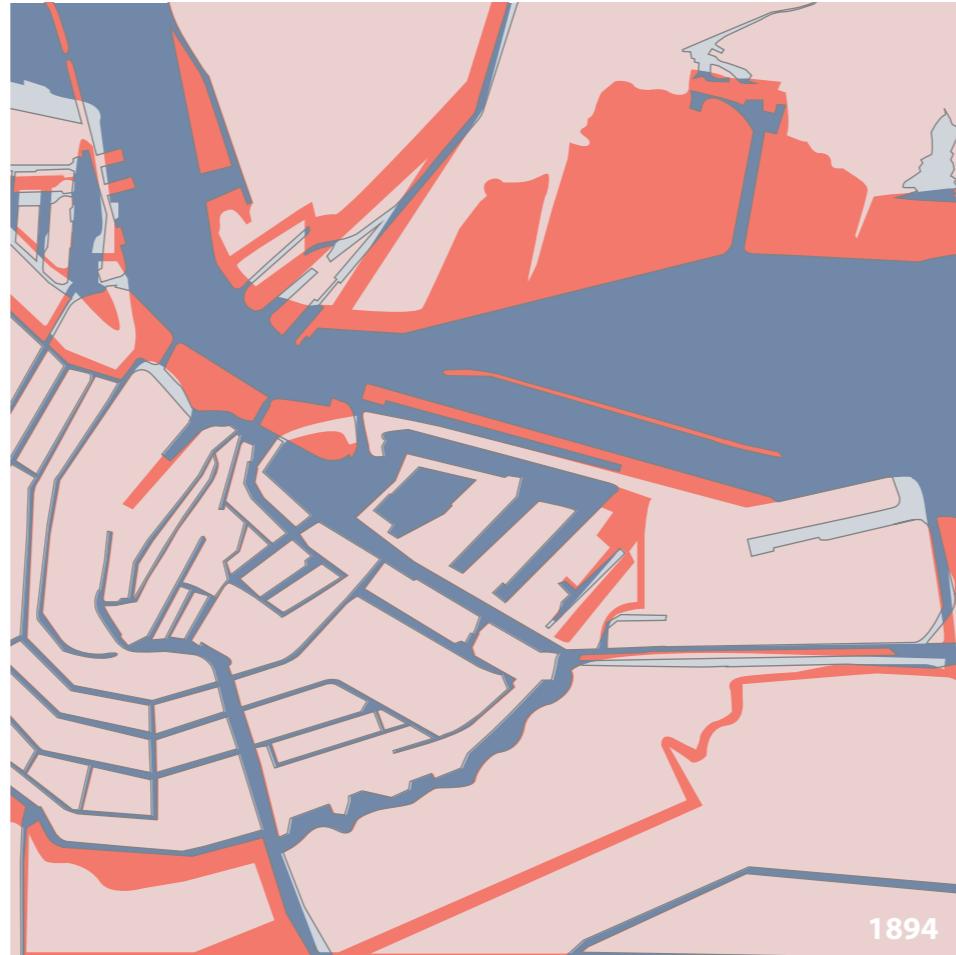
Amsteldam gedrukt by Nicolaes Visscher.

- Naemen der Bollewercken.**
- 1. Zee Burch.
 - 2. Leeg Binnens.
 - 3. Ooster Burch.
 - 4. Oude Waal.
 - 5. Muiden.
 - 6. Diemen.
 - 7. Weeg.
 - 8. Ooster Burch.
 - 9. Ooster Burch.
 - 10. Ooster Burch.
 - 11. Reguliers Poort.
 - 12. Westpoort.
 - 13. Amstelreef.
 - 14. De Schinkel.
 - 15. Sloten.
 - 16. Oude Waal.
 - 17. Nieuwe kerk.
 - 18. Ryck.
 - 19. Rycker-Oort.
 - 20. Slooter-Meer.
 - 21. Cathuyser.
 - 22. Maerlem.
 - 23. Slooter-dyck.
 - 24. Westpoort.
 - 25. De Roede.
 - 26. Leeuwenburg.



1 HISTORY

1.2 HISTORY OF EASTERN PORT



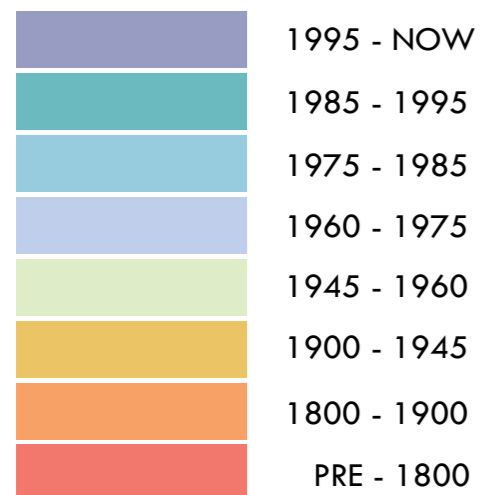
Difficulties arose for harbor employees at the newly constructed Oostelijke Handelskade when wind was coming from the north-east. Therefore a “Golfbreker” was created in 1890.

The soil that was collected with the dredging of the Noordzeekanaal in 1897 was ditched at the location of the Golfbreker. In the same year work started on the construction of a new Handelskade at this location. With the completion of the Surinamekade in 1920, the IJ island – which consists of Java island and KNSM island – was created.

Large parts of the urban fabric at the northern banks of the IJ consist of early 20th century buildings. Some neighborhoods have been built in the 70s, most notably the dwelling quarter that is bordering Java head on the opposite side of the IJ.

The neighborhoods south of the site location have partially been redeveloped in the 70s till 80s. Some parts of the urban fabric, including the Scheepvaartsmuseum, are dated pre-1900, though. The neighborhood Funen was developed in the 2000s.

In the 90s of last century work started on the redevelopment of the former harbor area in the city center. The area of the Oostelijke Handelskade, IJ island and Borneo-Sporenburg have, since then, been transformed into new dwellings, while almost all barracks had been demolished previously.



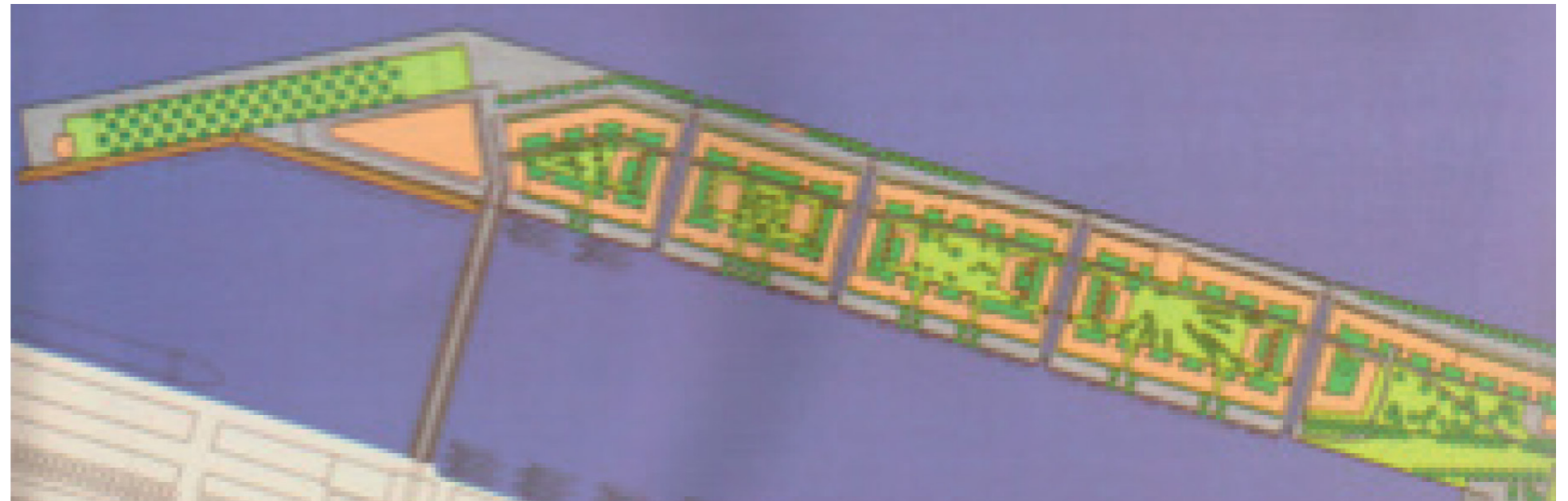
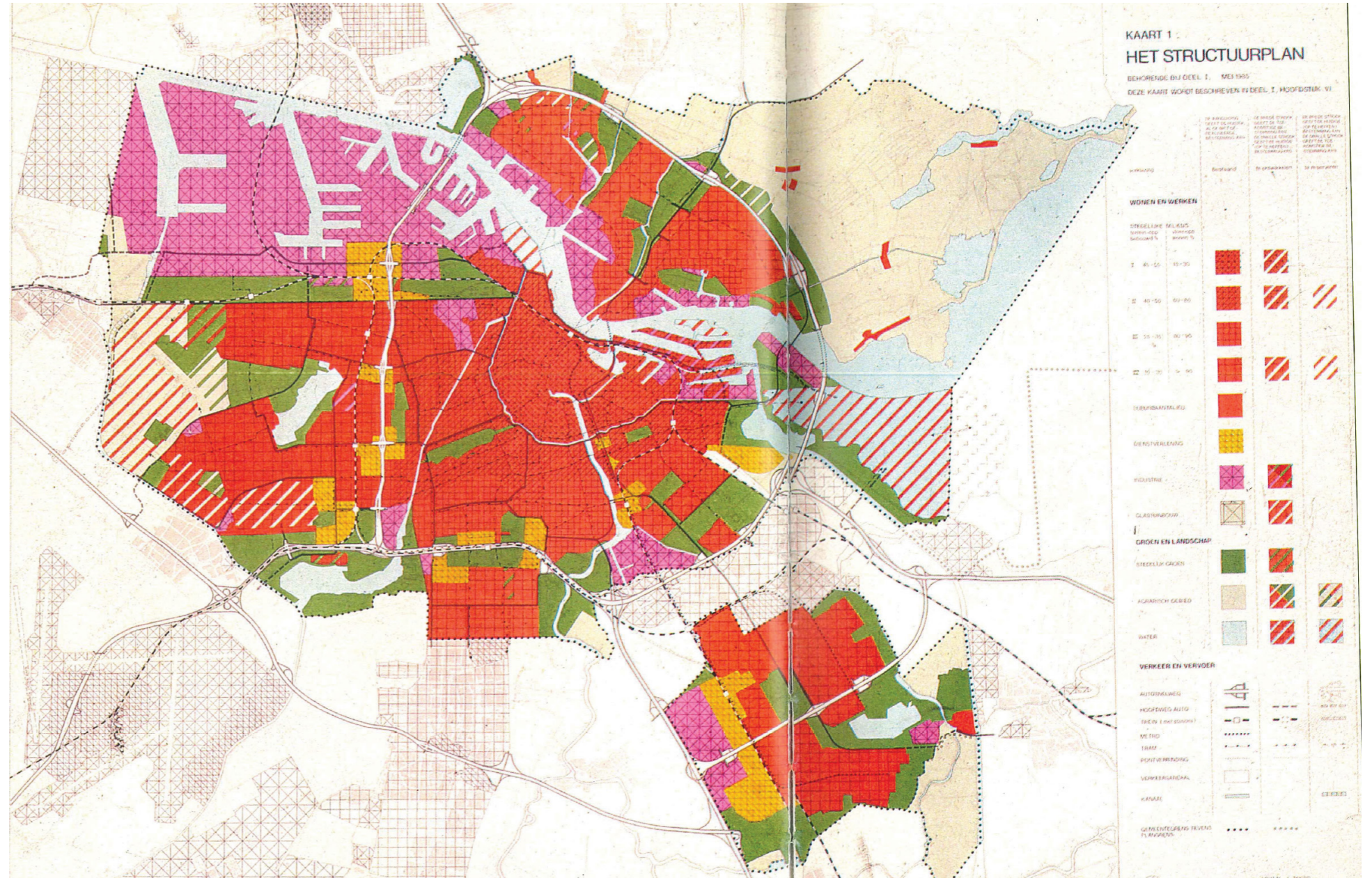
1 HISTORY

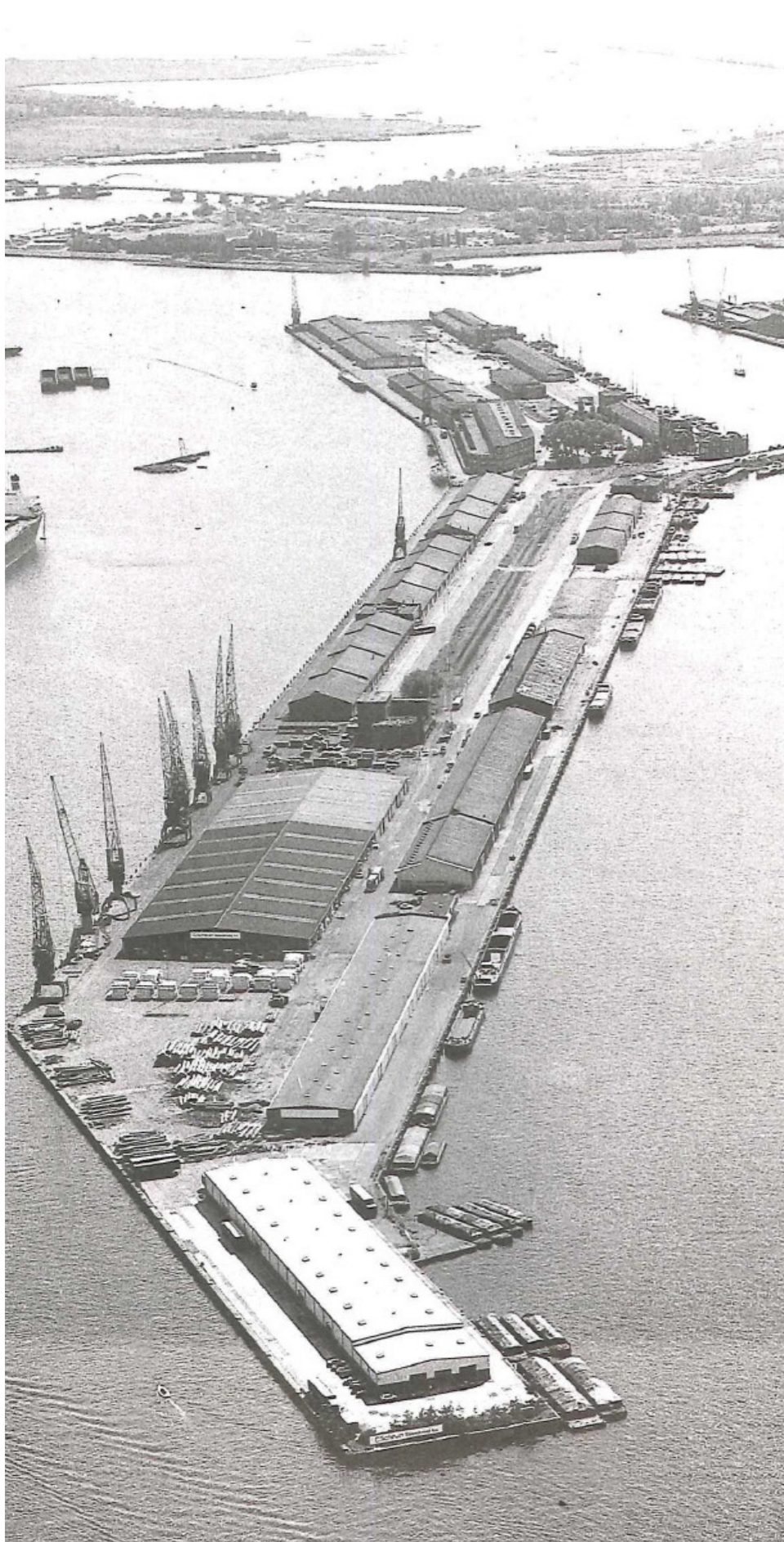
1.3 HISTORY OF JAVA-HEAD

In 1978 the municipality decided to redevelop the Eastern Docklands into a dwelling area. The urban plans for Java island and KNSM island were designed separately. Jo Coenen was made responsible for KNSM island; Sjoerd Soeters for Java island.

The plan of Jo Coenen consisted of several huge dwelling structures or mega blocks. Sjoerd Soeters created a plan which was influenced by the scale and character of the city center of Amsterdam.

In 1992 the final plan was drawn. In an earlier iteration Sjoerd Soeters designed a mega structure at Java-Head. However, the municipality decided not to build at Java-Head until a plan of exceptional quality would be found. At the moment it functions as an event site.

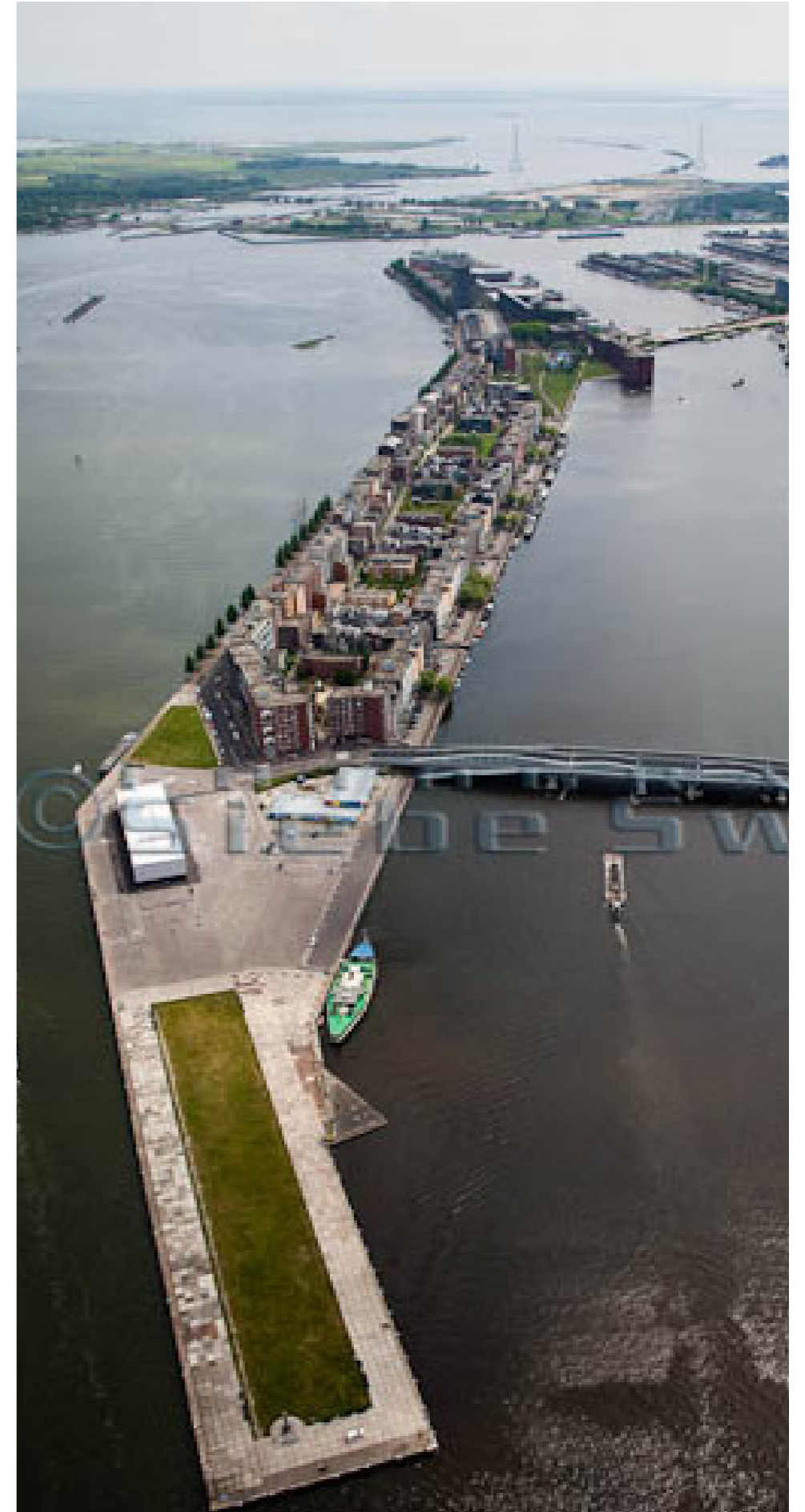




JAVA ISLAND - 80s



JAVA ISLAND - 90s



JAVA ISLAND - 2013

Our location is in Stadsdeel Oost, however it is still interested for the demographic statistics to gain more knowledge on the same aspects in other districts. Therefore Stadsdeel Noord and Centrum are also in this part.

Stadsdeel Centrum is divided in 12 neighbourhoods, in this document, 5 are used:

- Neighbourhood 00: Burgwallen-Oude Zijde
- Neighbourhood 01: Burgwallen-Nieuwe Zijde
- Neighbourhood 04: Nieuwmarkt en Lastage
- Neighbourhood 05: Haarlemmerbuurt
- Neighbourhood 09: Oostelijke Eilanden en Kadijken

For stadsdeel Oost, there are two neighbourhoods selected. these are:

- Neighbourhood 33: Oostelijk Havengebied
- Neighbourhood 34: Zeeburgereiland en Nieuwe Diep

Stadsdeel Noord contains 2 neighbourhoods which are selected for the statistics, this is defined by their location which is next to the IJ, these are:

- Neighbourhood 60: Volewijck
- Neighbourhood 61: IJplein en Vogelbuurt
- Neighbourhood 64: Nieuwendammerdijk en Buiksloterdijk
- Neighbourhood 71: Buiksloterham
- Neighbourhood 72: Nieuwendammerham

The following topics are included into the statistics:

POPULATION:

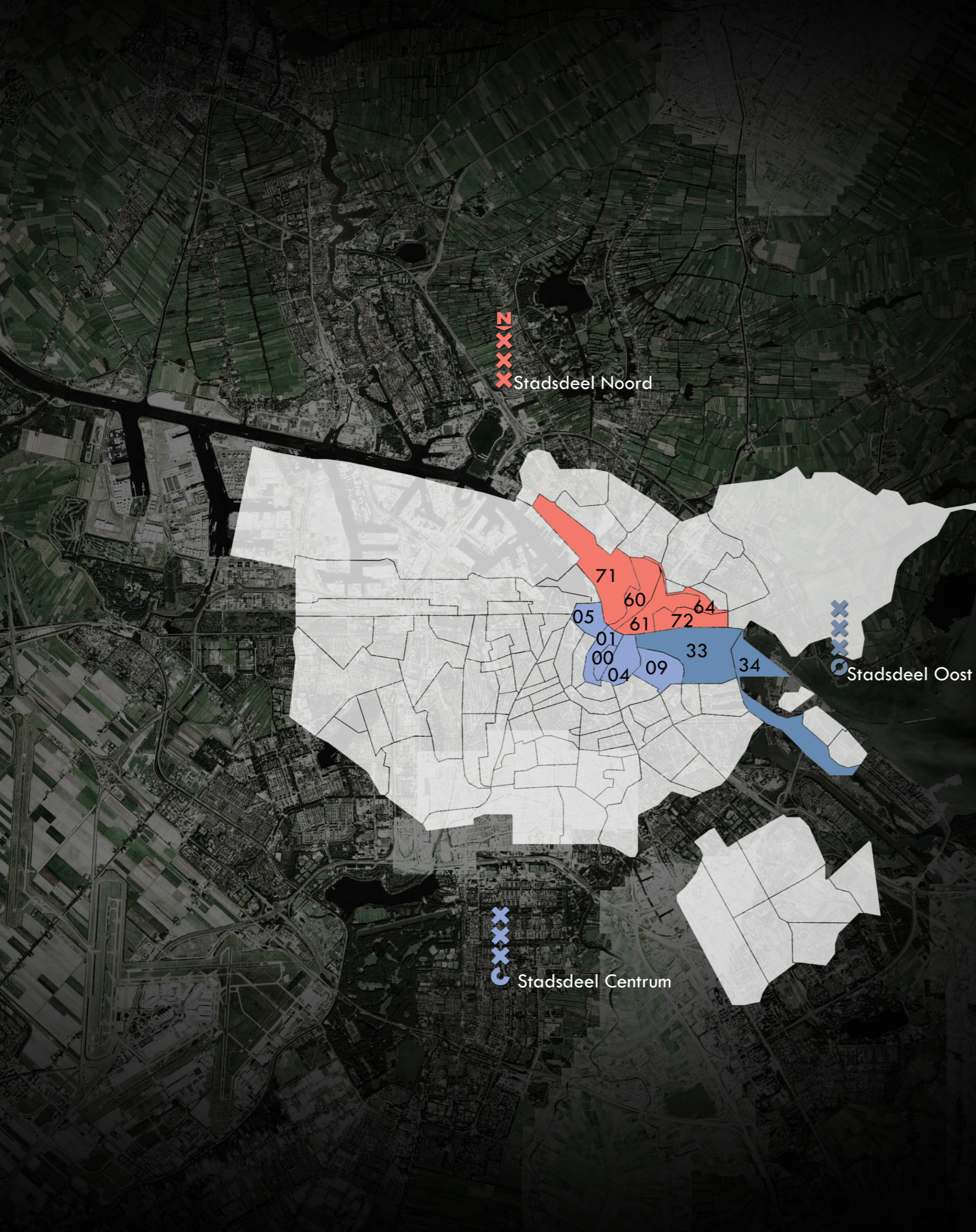
Gender, origin, age-structure;

HOUSEHOLD:

Household composition, household density, average income and social assistance, safety rating;

CHANGE IN POPULATION:

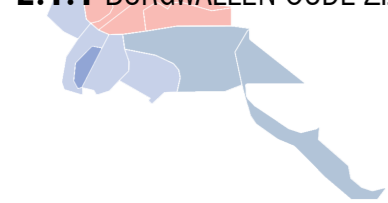
Birth vs death, internal and external immigration.



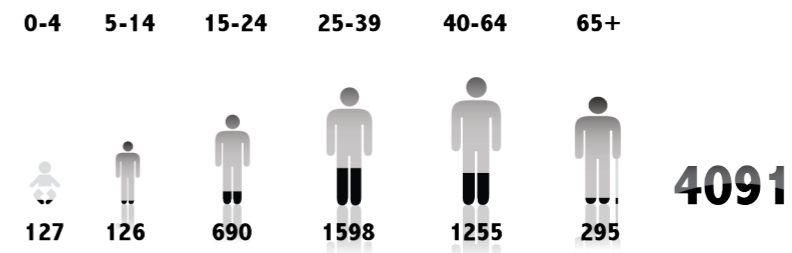
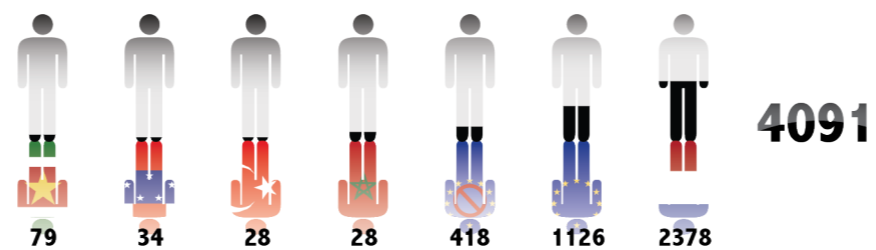
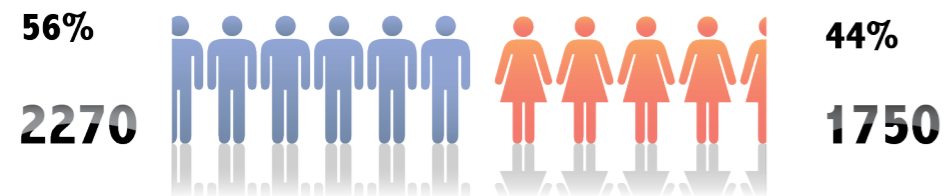
2 STATISTICS

2.1 STATISTICS OF EASTERN PORT

2.1.1 BURGWALLEN OUDE ZIJDE | Neighbourhood 00



POPULATION

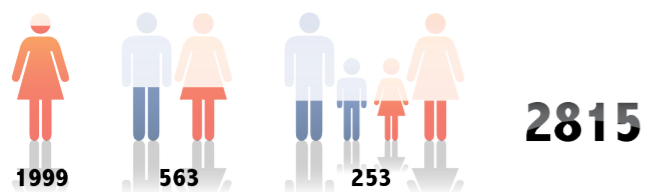


GENDER

ORIGIN

AGE STRUCTURE

HOUSEHOLD



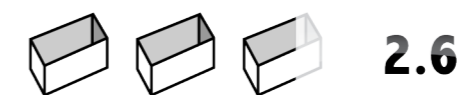
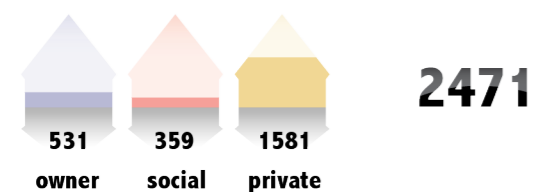
HOUSEHOLD COMPOSITION

HOUSEHOLD DENSITY

AVERAGE INCOME AND SOCIAL ASSISTANCE

SAFETY RATING

DWELLING



TYPE OF DWELLING

AVERAGE DWELLING VALUE

AVERAGE AMOUNT OF ROOMS IN DWELLING

CHANGE IN POPULATION



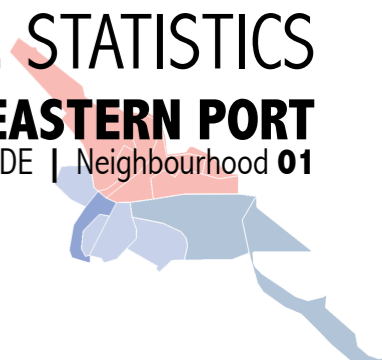
BIRTH VS DEATH



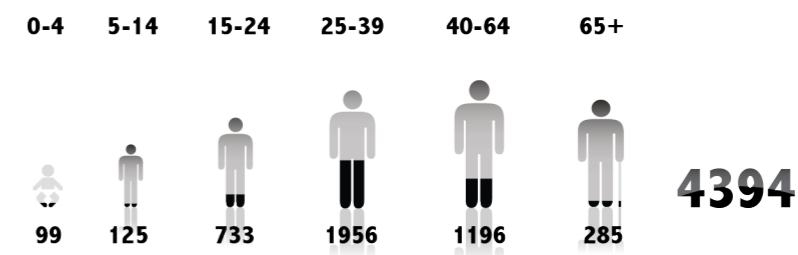
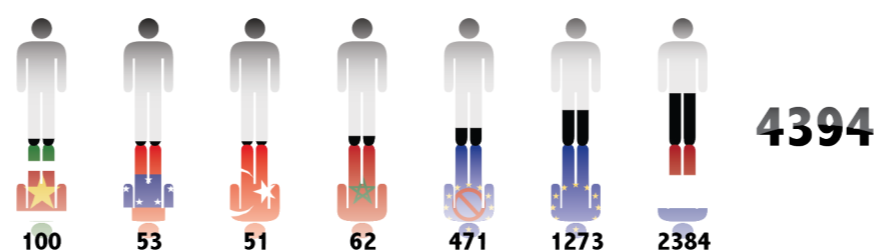
INTERNAL IMMIGRATION



EXTERNAL IMMIGRATION



POPULATION

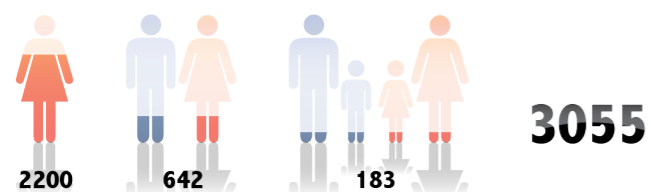


GENDER

ORIGIN

AGE STRUCTURE

HOUSEHOLD



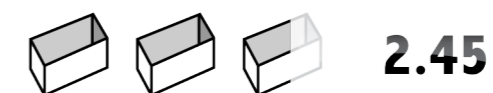
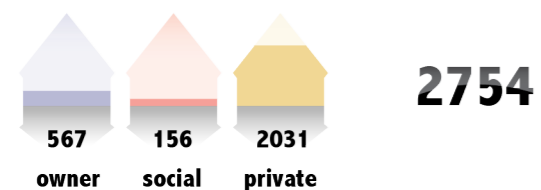
HOUSEHOLD COMPOSITION

HOUSEHOLD DENSITY

AVERAGE INCOME AND SOCIAL ASSISTANCE

SAFETY RATING

DWELLING

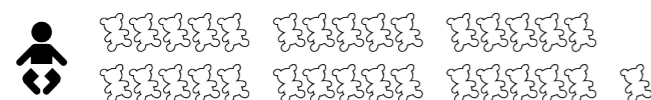


TYPE OF DWELLING

AVERAGE DWELLING VALUE

AVERAGE AMOUNT OF ROOMS IN DWELLING

CHANGE IN POPULATION



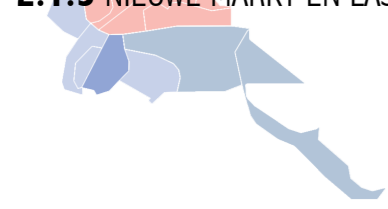
BIRTH VS DEATH

INTERNAL IMMIGRATION

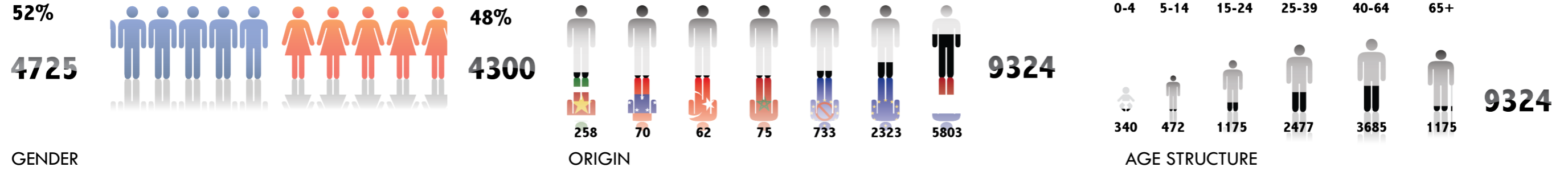
EXTERNAL IMMIGRATION

2 STATISTICS

2.1 STATISTICS OF EASTERN PORT 2.1.3 NIEUWE MARKT EN LASTANGE | Neighbourhood 04

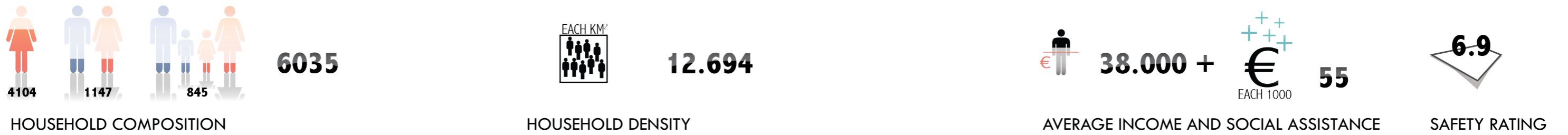


POPULATION



GENDER

HOUSEHOLD

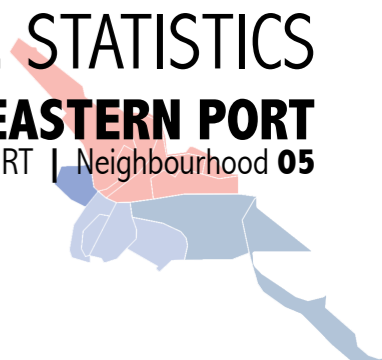


DWELLING

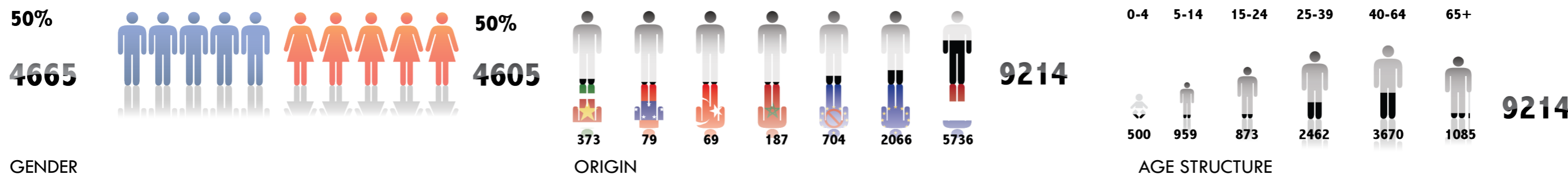


CHANGE IN POPULATION





POPULATION



GENDER

ORIGIN

AGE STRUCTURE

HOUSEHOLD



HOUSEHOLD COMPOSITION

HOUSEHOLD DENSITY

AVERAGE INCOME AND SOCIAL ASSISTANCE

SAFETY RATING

DWELLING

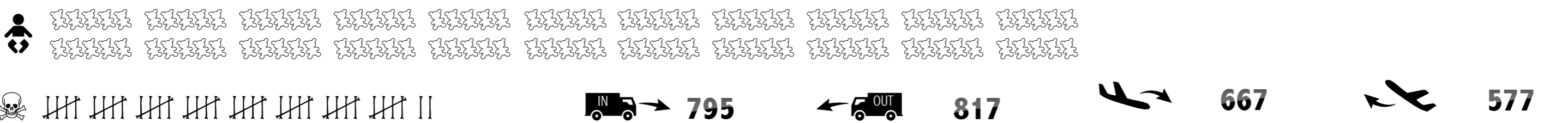


TYPE OF DWELLING

AVERAGE DWELLING VALUE

AVERAGE AMOUNT OF ROOMS IN DWELLING

CHANGE IN POPULATION



BIRTH VS DEATH

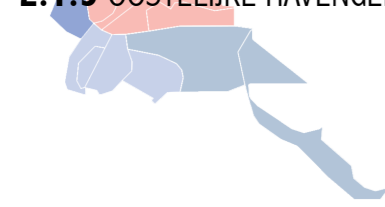
INTERNAL IMMIGRATION

EXTERNAL IMMIGRATION

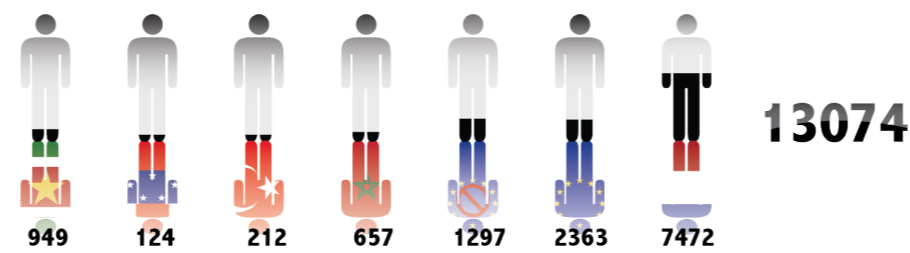
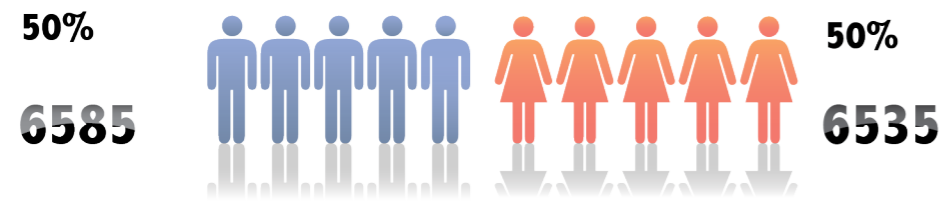
2 STATISTICS

2.1 STATISTICS OF EASTERN PORT

2.1.5 OOSTELIJKE HAVENGEBIEDEN EN KADIJKEN | Neighbourhood 09



POPULATION

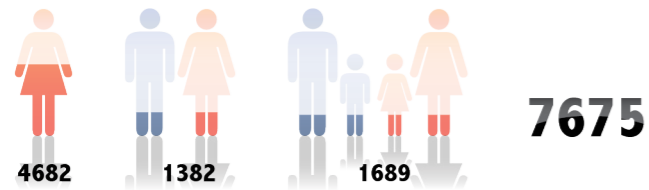


GENDER

ORIGIN

AGE STRUCTURE

HOUSEHOLD

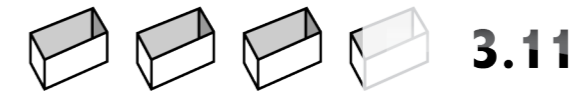
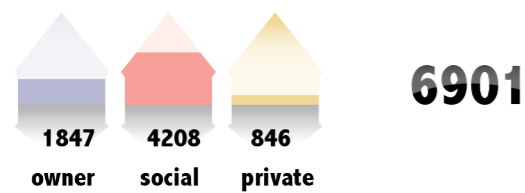


HOUSEHOLD COMPOSITION

HOUSEHOLD DENSITY

AVERAGE INCOME AND SOCIAL ASSISTANCE SAFETY RATING

DWELLING

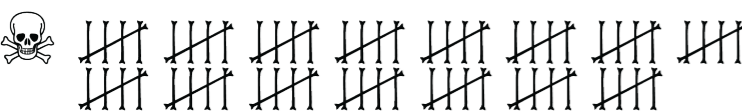
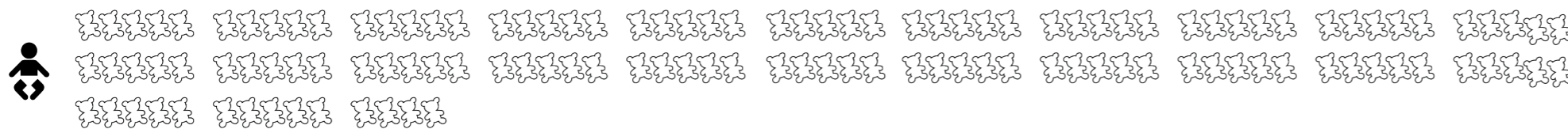


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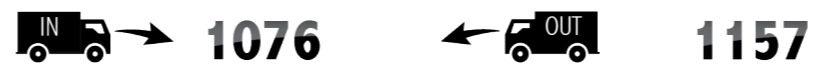
AVERAGE DWELLING VALUE

AVERAGE AMOUNT OF ROOMS IN DWELLING

CHANGE IN POPULATION



BIRTH VS DEATH



INTERNAL IMMIGRATION

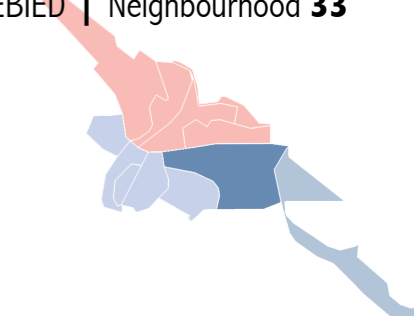


EXTERNAL IMMIGRATION

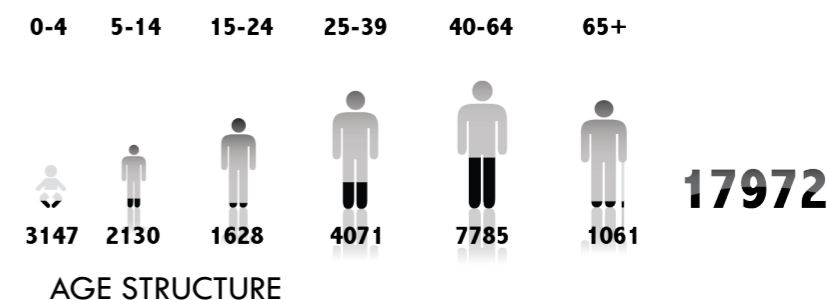
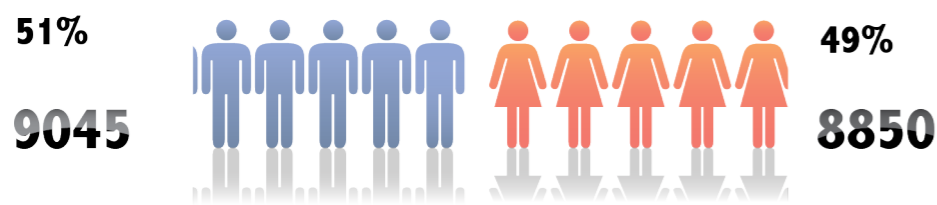
2 STATISTICS

2.1 STATISTICS OF EASTERN PORT

2.1.6 OOSTELIJK HAVENGEBIED | Neighbourhood 33

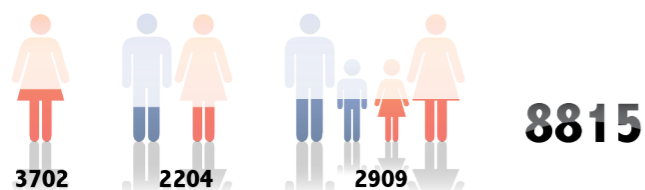


POPULATION



GENDER

HOUSEHOLD



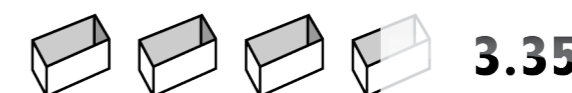
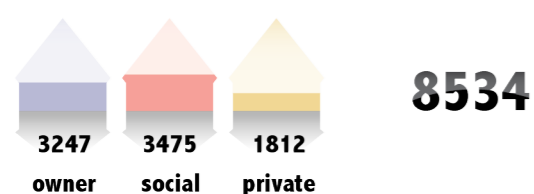
HOUSEHOLD COMPOSITION

HOUSEHOLD DENSITY

AVERAGE INCOME AND SOCIAL ASSISTANCE

SAFETY RATING

DWELLING

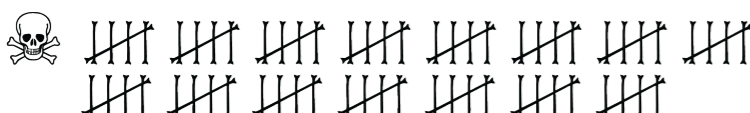
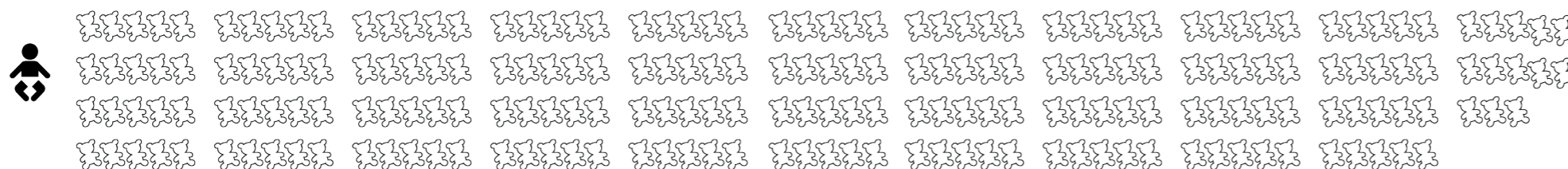


TYPE OF DWELLING

AVERAGE DWELLING VALUE

AVERAGE AMOUNT OF ROOMS IN DWELLING

CHANGE IN POPULATION



BIRTH VS DEATH

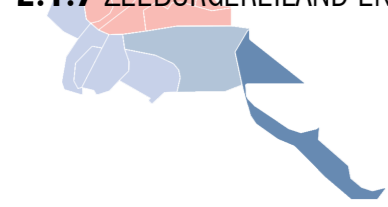
INTERNAL IMMIGRATION

EXTERNAL IMMIGRATION

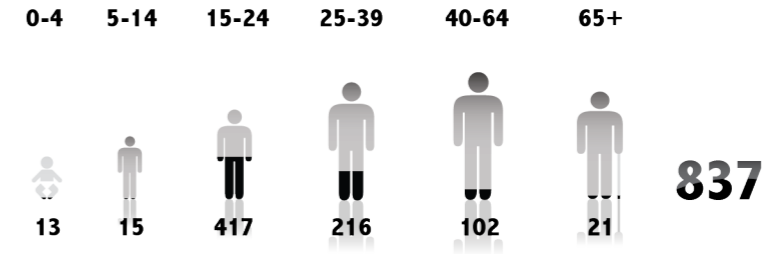
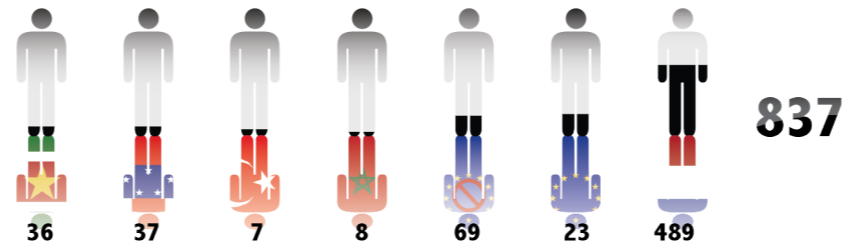
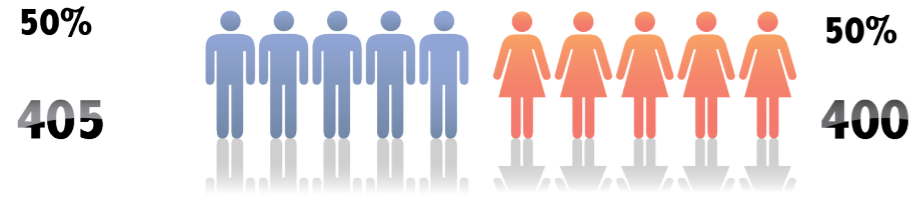
2 STATISTICS

2.1 STATISTICS OF EASTERN PORT

2.1.7 ZEEBURGEREILAND EN NIEUWE DIEP | Neighbourhood 34



POPULATION

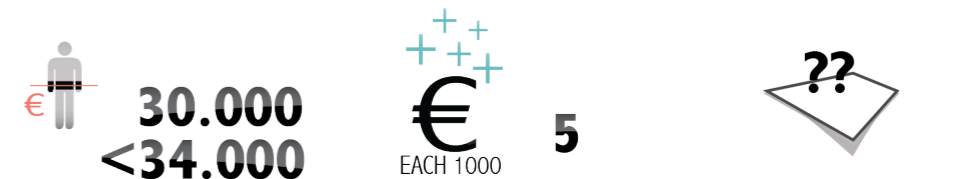
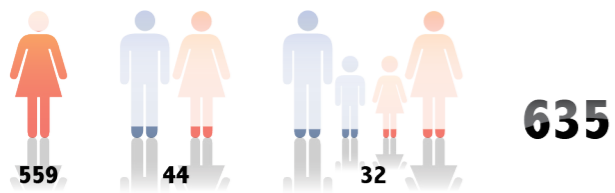


GENDER

ORIGIN

AGE STRUCTURE

HOUSEHOLD



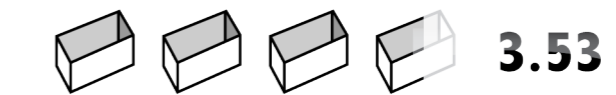
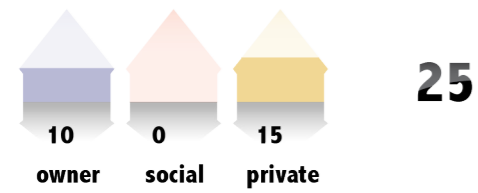
HOUSEHOLD COMPOSITION

HOUSEHOLD DENSITY

AVERAGE INCOME AND SOCIAL ASSISTANCE

SAFETY RATING

DWELLING



TYPE OF DWELLING

AVERAGE DWELLING VALUE

AVERAGE AMOUNT OF ROOMS IN DWELLING

CHANGE IN POPULATION

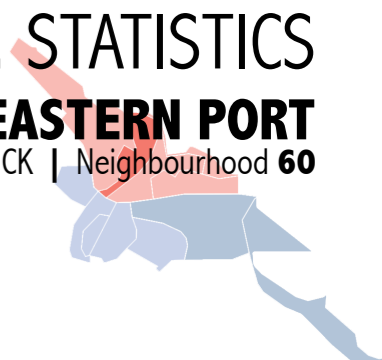


BIRTH VS DEATH

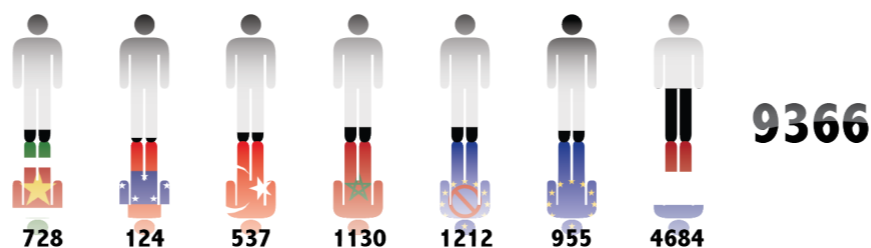
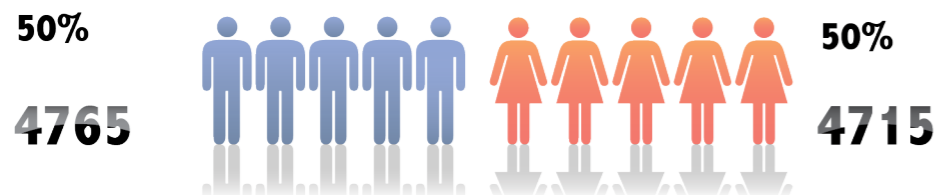


INTERNAL IMMIGRATION

EXTERNAL IMMIGRATION



POPULATION

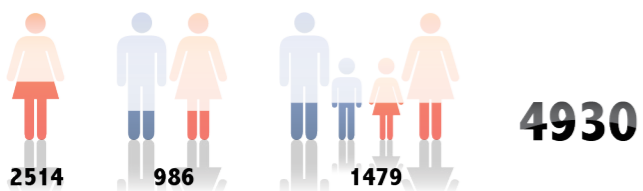


GENDER

ORIGIN

AGE STRUCTURE

HOUSEHOLD



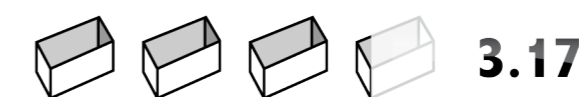
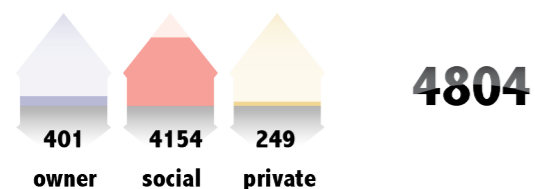
HOUSEHOLD COMPOSITION

HOUSEHOLD DENSITY

AVERAGE INCOME AND SOCIAL ASSISTANCE

SAFETY RATING

DWELLING

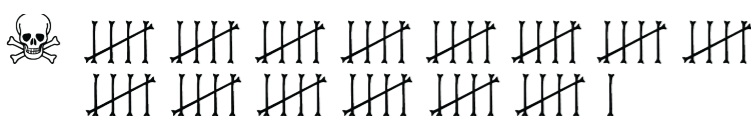
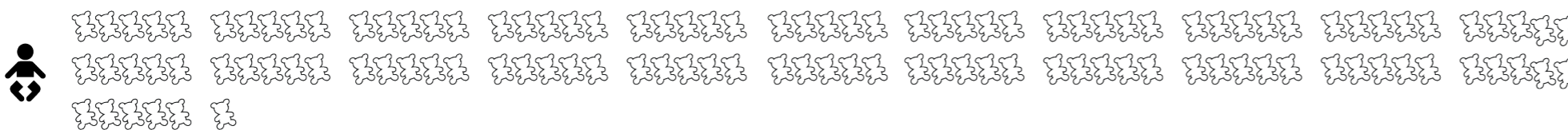


TYPE OF DWELLING

AVERAGE DWELLING VALUE

AVERAGE AMOUNT OF ROOMS IN DWELLING

CHANGE IN POPULATION



BIRTH VS DEATH

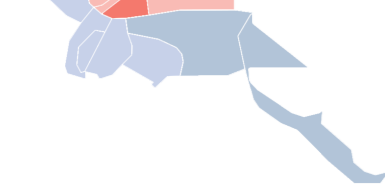
INTERNAL IMMIGRATION

EXTERNAL IMMIGRATION

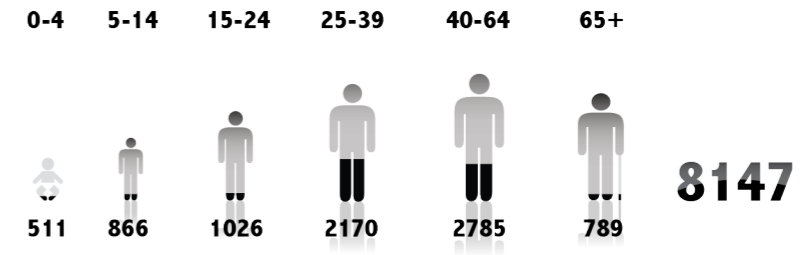
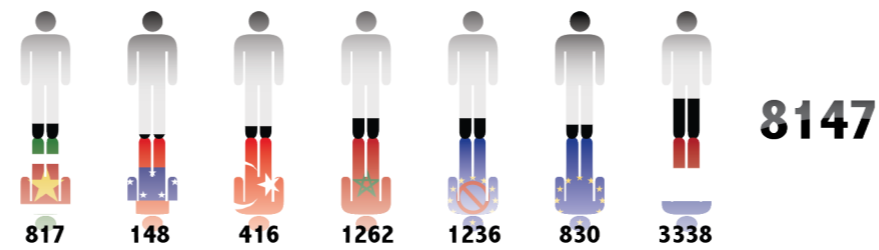
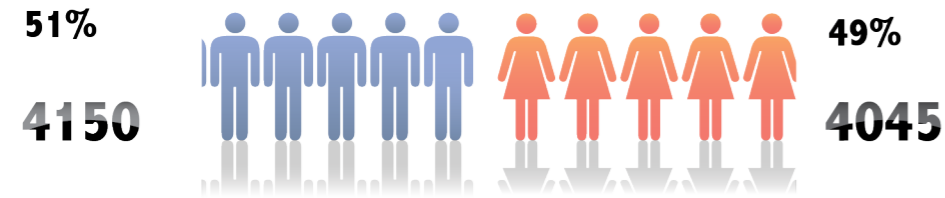
2 STATISTICS

2.1 STATISTICS OF EASTERN PORT

2.1.9 IJPLEIN EN VOGELBUURT | NEIGHBOURHOOD 61



POPULATION

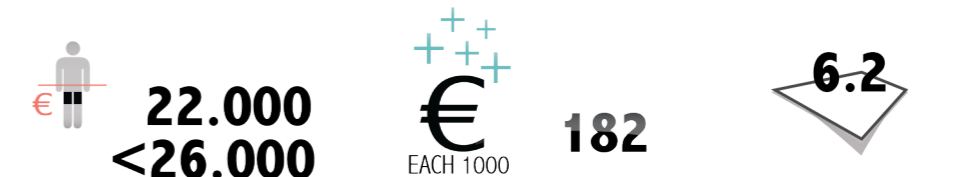
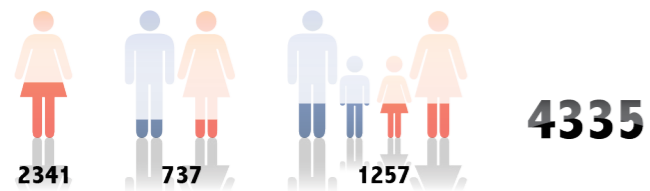


GENDER

ORIGIN

AGE STRUCTURE

HOUSEHOLD



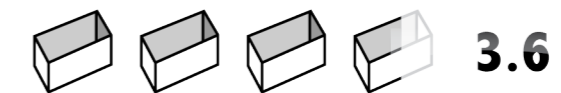
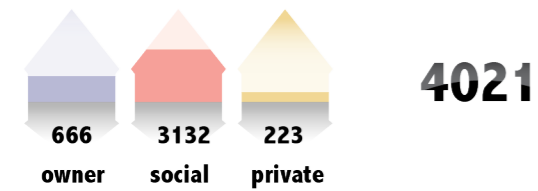
HOUSEHOLD COMPOSITION

HOUSEHOLD DENSITY

AVERAGE INCOME AND SOCIAL ASSISTANCE

SAFETY RATING

DWELLING

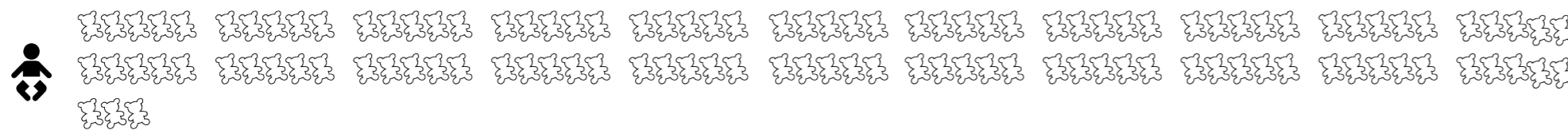


TYPE OF DWELLING

AVERAGE DWELLING VALUE

AVERAGE AMOUNT OF ROOMS IN DWELLING

CHANGE IN POPULATION



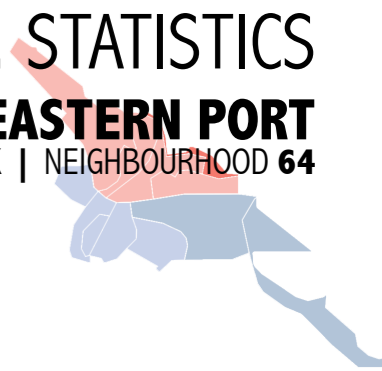
BIRTH VS DEATH



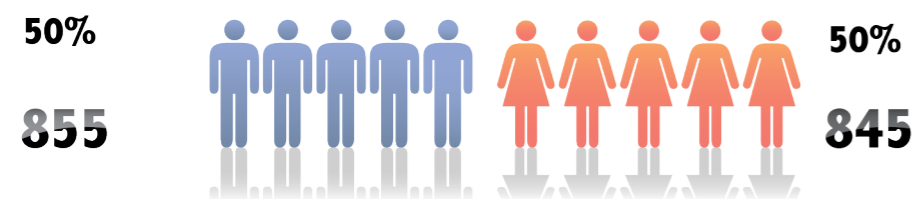
INTERNAL IMMIGRATION



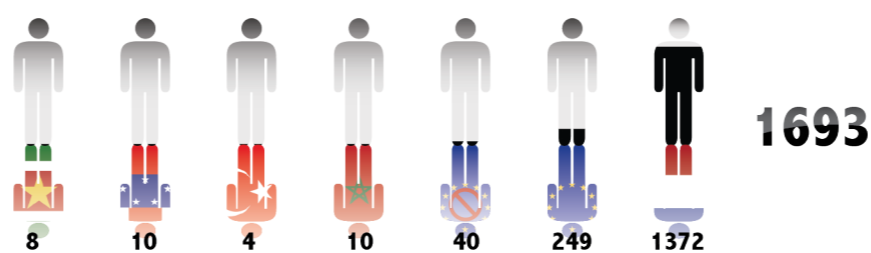
EXTERNAL IMMIGRATION



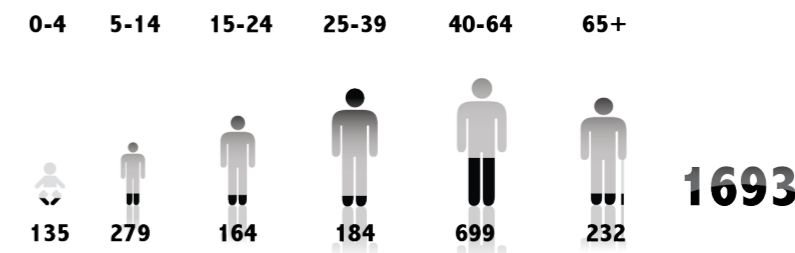
POPULATION



GENDER

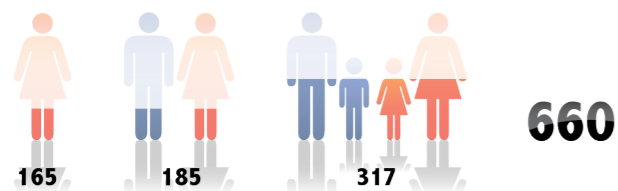


ORIGIN



AGE STRUCTURE

HOUSEHOLD



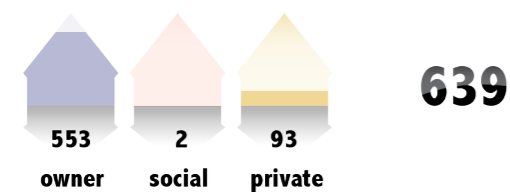
HOUSEHOLD COMPOSITION



HOUSEHOLD DENSITY



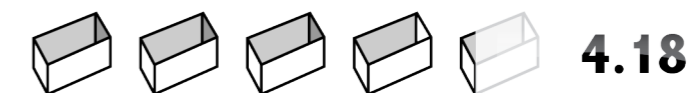
DWELLING



TYPE OF DWELLING



AVERAGE DWELLING VALUE



AVERAGE AMOUNT OF ROOMS IN DWELLING

CHANGE IN POPULATION



BIRTH VS DEATH



INTERNAL IMMIGRATION

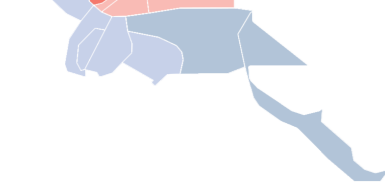


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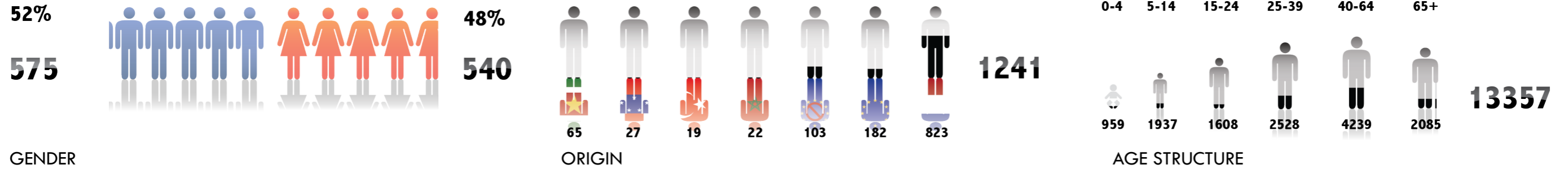
2 STATISTICS

2.1 STATISTICS OF EASTERN PORT

2.1.11 BUIKSLOTERHAM | NEIGHBOURHOOD 71



POPULATION



GENDER

ORIGIN

AGE STRUCTURE

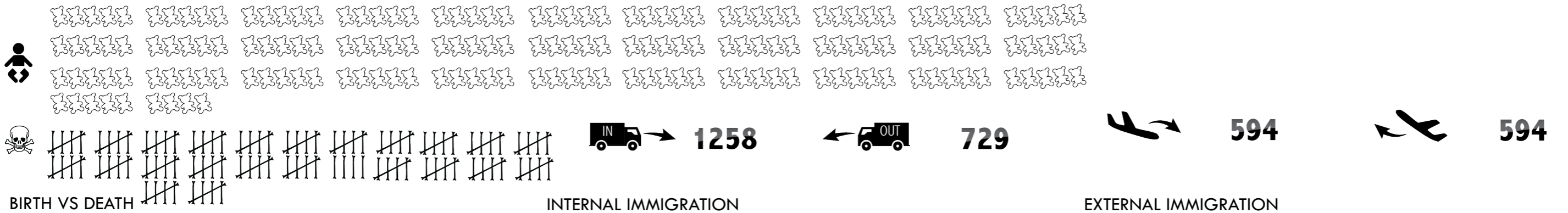
HOUSEHOLD



DWELLING



CHANGE IN POPULATION

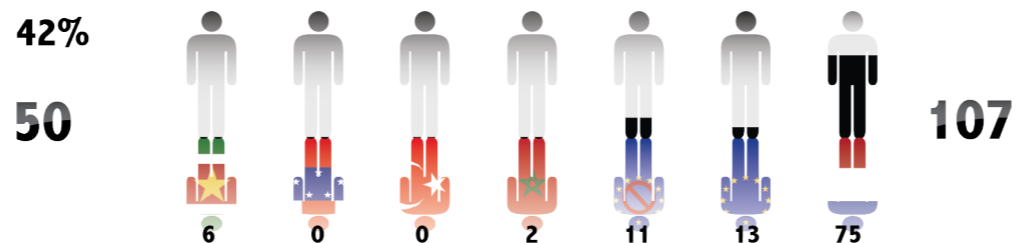




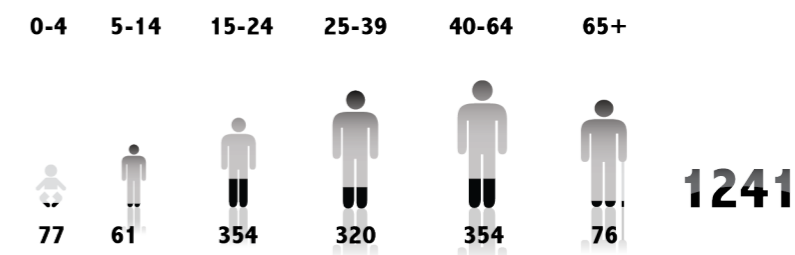
POPULATION



GENDER

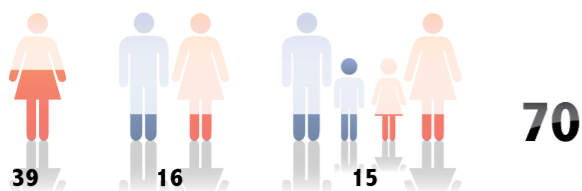


ORIGIN



AGE STRUCTURE

HOUSEHOLD



HOUSEHOLD COMPOSITION



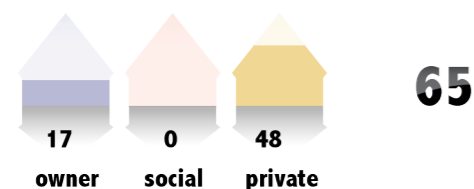
HOUSEHOLD DENSITY



AVERAGE INCOME AND SOCIAL ASSISTANCE

SAFETY RATING

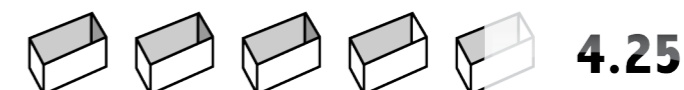
DWELLING



TYPE OF DWELLING



AVERAGE DWELLING VALUE



AVERAGE AMOUNT OF ROOMS IN DWELLING

CHANGE IN POPULATION



BIRTH VS DEATH



INTERNAL IMMIGRATION



EXTERNAL IMMIGRATION



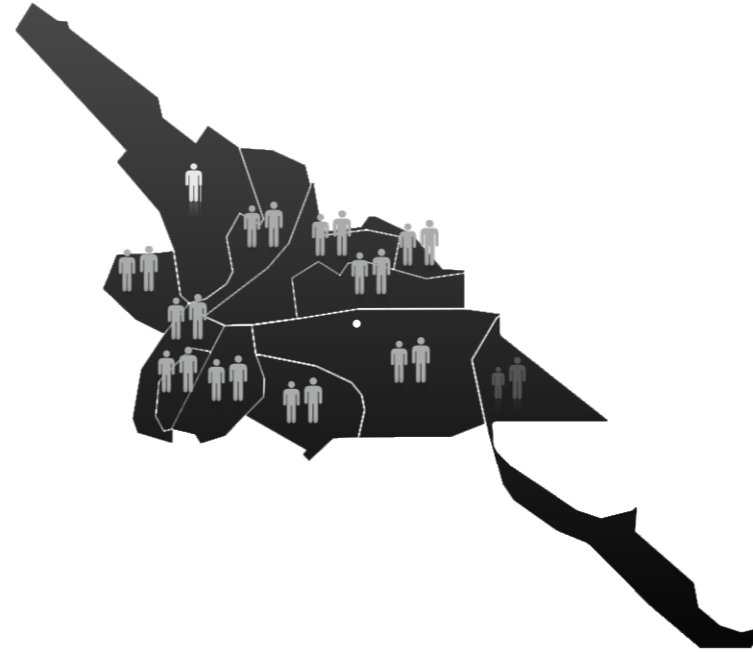
2 STATISTICS

2.2 CONCLUSION



This diagram shows the growth and shrinkage of the neighbourhood. This is done by combining internal and external movement.

Green means a growth
Red means shrinkage.



In almost every neighbourhood are single household the majority, except for neighbourhood Buiksloterham and Oostelijk havengebied.

In neighbourhood Buiksloterham are more elderly people and in neighbourhood Zeeburgereiland and Nieuwe Diep more youth is present.



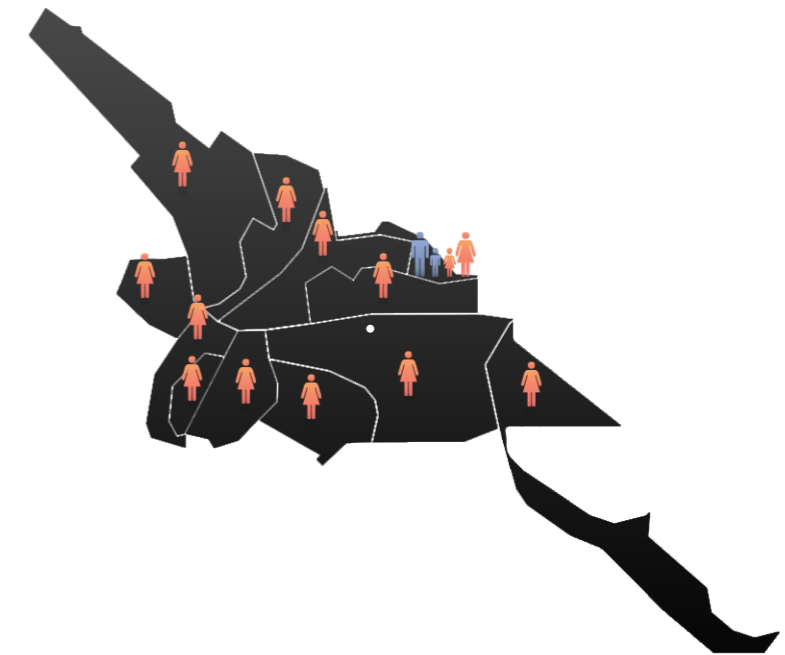
Average house prices differ from €150.000 to €424.000. This diagram displays the neighbourhoods with average pricing.



Most of the dwellings in the city centre are private housing, in the north is more social housing. Dwellings in Volewijck, IJplein and Vogelbuurt are a bit cheaper aswel. On the east side of these neighbourhoods is the more luxury neighbourhood with.



This diagram displays the average income of the inhabitants from each neighbourhood, unfortunately statistics of average income could not be found from the northern and eastern district.



Almost in every neighbourhood the household composition consists of singles, except of neighbourhood Nieuwdammerdijk and Buiksloterdijk, in this neighbourhood are more couples with children.

3 SPATIAL STRUCTURE

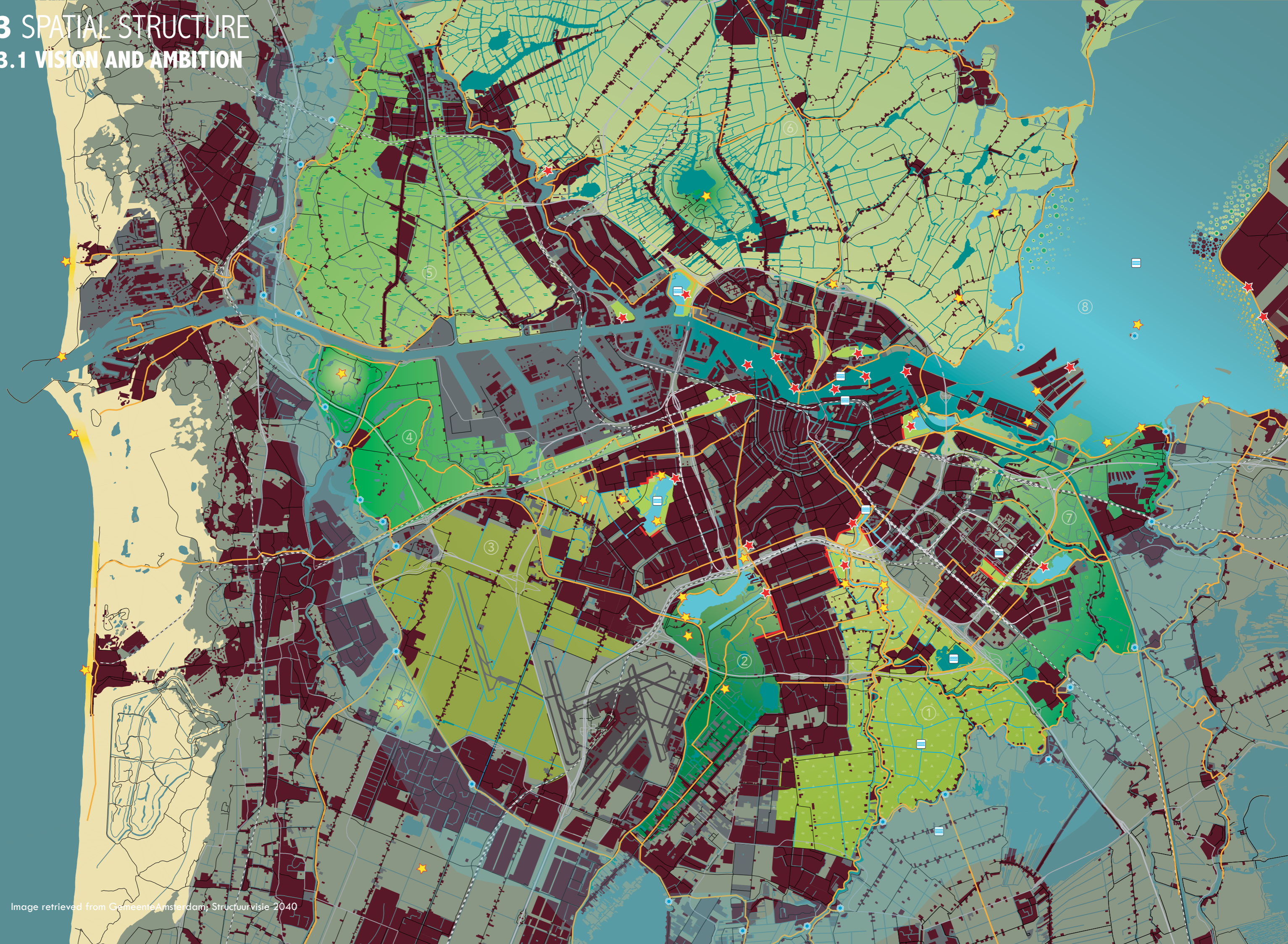
VISION AND AMBITION | MORPHOLOGY | CHARACTER OF THE NEIGHBOURHOOD | STREET PROFILES | CONCLUSION



Image retrieved from <http://nl.wikipedia.org/wiki/Amsterdam>

3 SPATIAL STRUCTURE

3.1 VISION AND AMBITION



NIEUWE DIEP AND FLEVOPARK

The development of IJburg, Zeeburgereiland and Science Park and the upgrade of the Indische Buurt places Nieuwe Diep and Flevopark more central in the city. The function as a city park becomes stronger with increasing visitor numbers. Amsterdam as a global internet hub can be made manifest in this place.

OOSTERDOK AND SURROUNDINGS

Around the Oosterdok and along the southern IJoever develops a second "Museum Quarter" with focus on VOC past, nautical, music and other public functions. Improving the accessibility and quality of public space is an important precondition. Central to this area is the site of the Navy establishment.

HEAD OF AMSTELSCHEG

The Amstelscheg is a historic landscape with numerous farms and "country houses". The "head" of the Amstelscheg forms the access to this area and thus offers opportunities for specific leisure and tourism, eg related to Rembrandt, who often chose the Amstel landscape as a subject for his work.

WESTERN IJOEVERS

The port and the city, could mean a lot more for each other. The western IJoevers offers numerous possibilities for mutual gain. New connections and - where possible - public banks bring the city to the port and the port to the city. A second cruise terminal with good connections to the city center and Schiphol give the area an extra metropolitan boost.

EASTERN IJOEVERS

The eastern IJoevers transforms into a more urban atmosphere. This is already happening on the Southern bank but the Northern bank is also recently developed. The current traditional industrial functions on the north will transform partially to innovation environments, residential and working environments. An important issue in the developments is improvement of the connection between the north and south.

GAASPERPLAS

The Gaasperplas and Gaasperpark represent a great value as a recreation area for the neighborhood. Potentially, this area is also an important feature for a larger part of the city and it's region. The north side provides the opportunity of strengthening the recreational function, with for instance space for events.

ARENAPOORT EN AMSTEL III

ArenaPoort forms together with Amster III a developmentzone with metropolitan potential. It will be a part of the internationalization of the southern flank of the city. The international character is important for the business in Amster III and marks the position of Amsterdam as a developing European metropol.

VISION AND AMBITION OF THE MUNICIPALITY

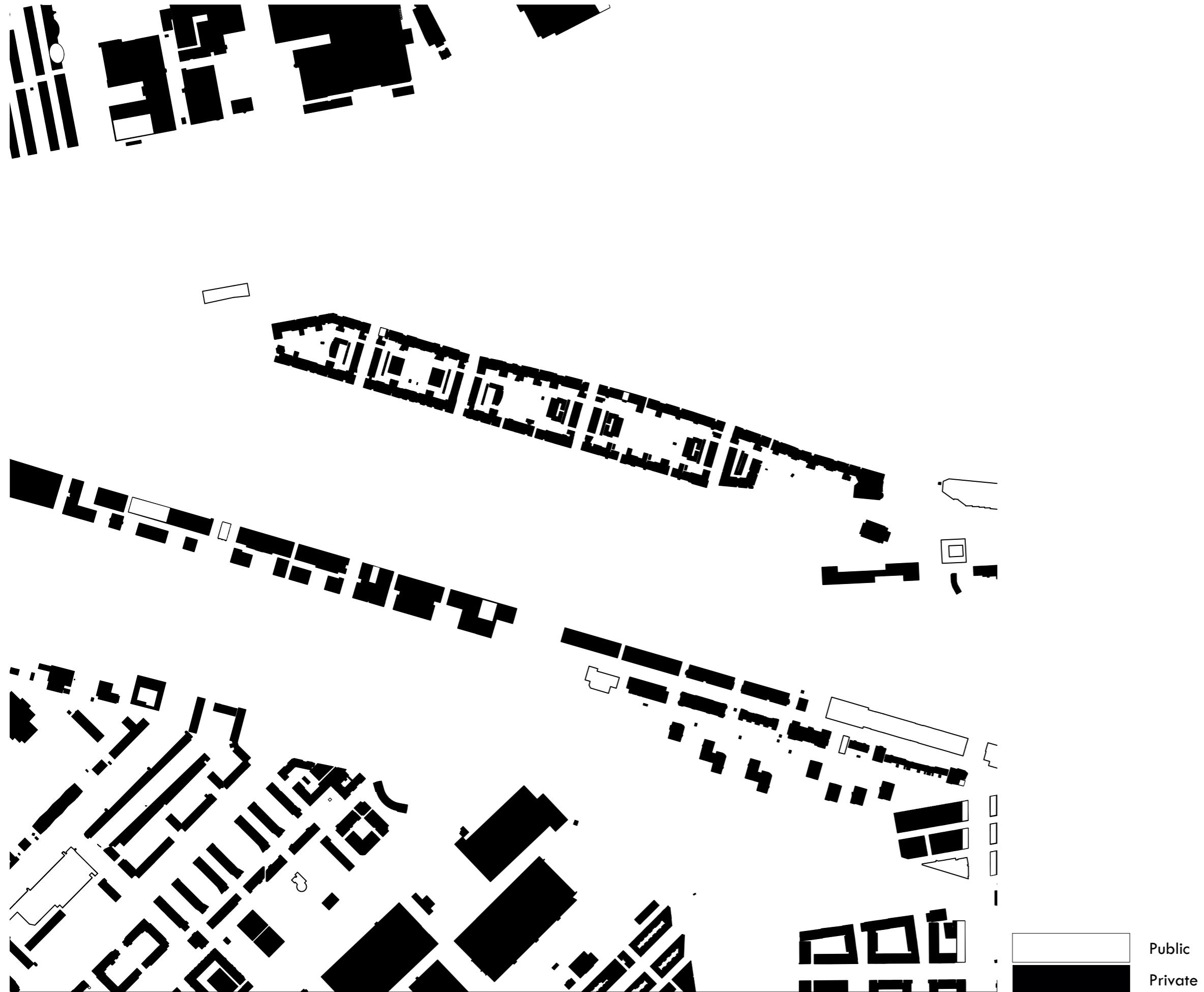
More quality and intensification of life in the city
Improvement regional public transport system
High value of public space
Investing in green and recreational use of water
Climate change
Olympic Games 2028

Maarten van Poelgeest (Wethouder Ruimtelijke Ordening):
"In the global economy shifts occur. The large cities act more and more as the engines of the economy. The climate is changing. This enables questions about the sustainability of our environment. The effects are great, even for Amsterdam."

3 SPATIAL STRUCTURE

3.2 MORPHOLOGY

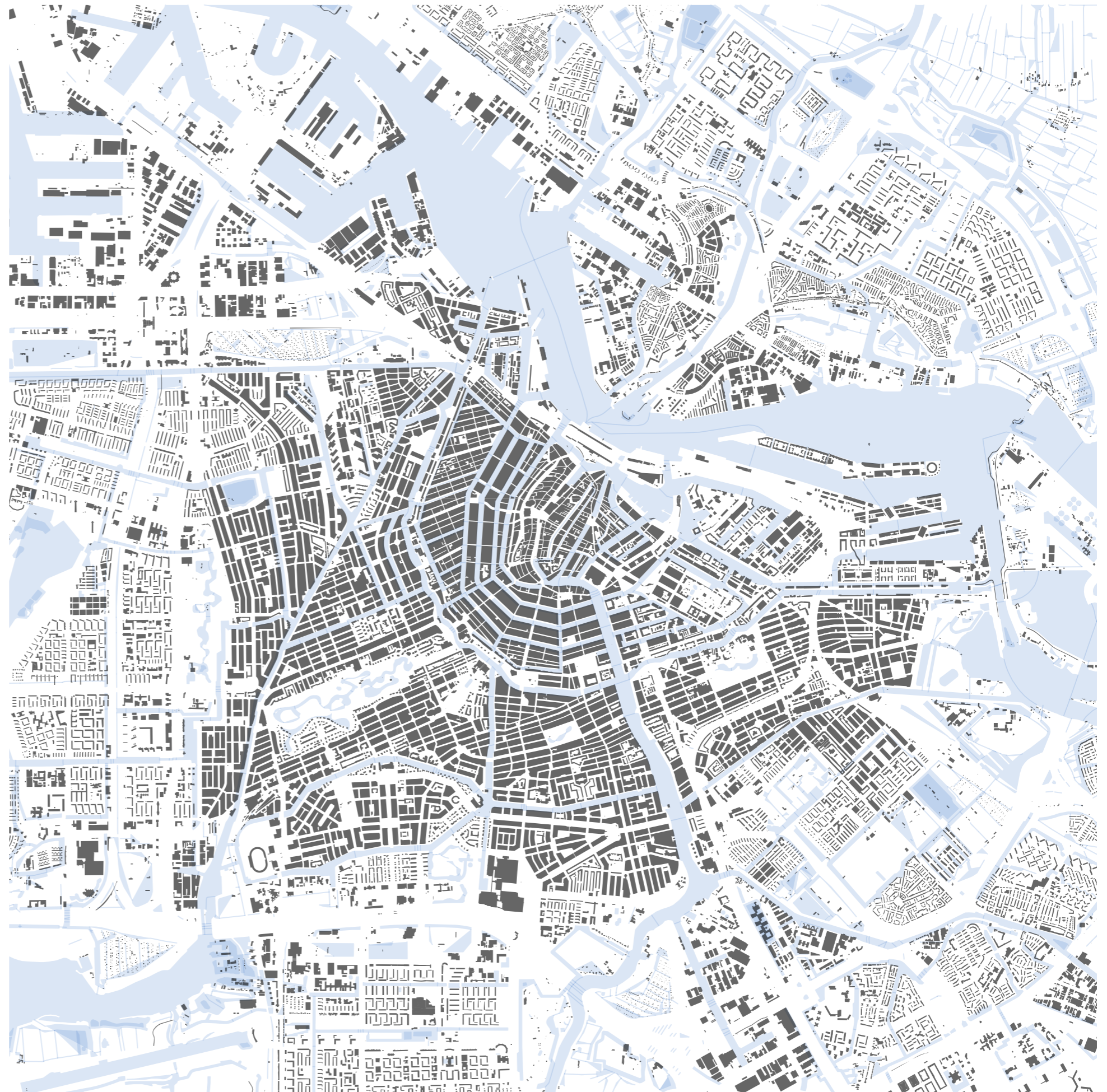
3.2.1 NOLLI MAP



3 SPATIAL STRUCTURE

3.2 MORPHOLOGY

3.2.2 BUILDINGS IN AMSTERDAM



3 SPATIAL STRUCTURE

3.2 MORPHOLOGY

3.2.3 BUILDINGS AND GREEN IN EASTERN PORT



BUILDINGS ON EASTERN PORT



GREEN ON EASTERN PORT

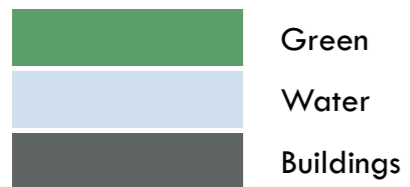
3 SPATIAL STRUCTURE

3.2 MORPHOLOGY

3.2.4 BUILDINGS AND GREEN ON IJBANKS



BUILDINGS ON IJBANKS

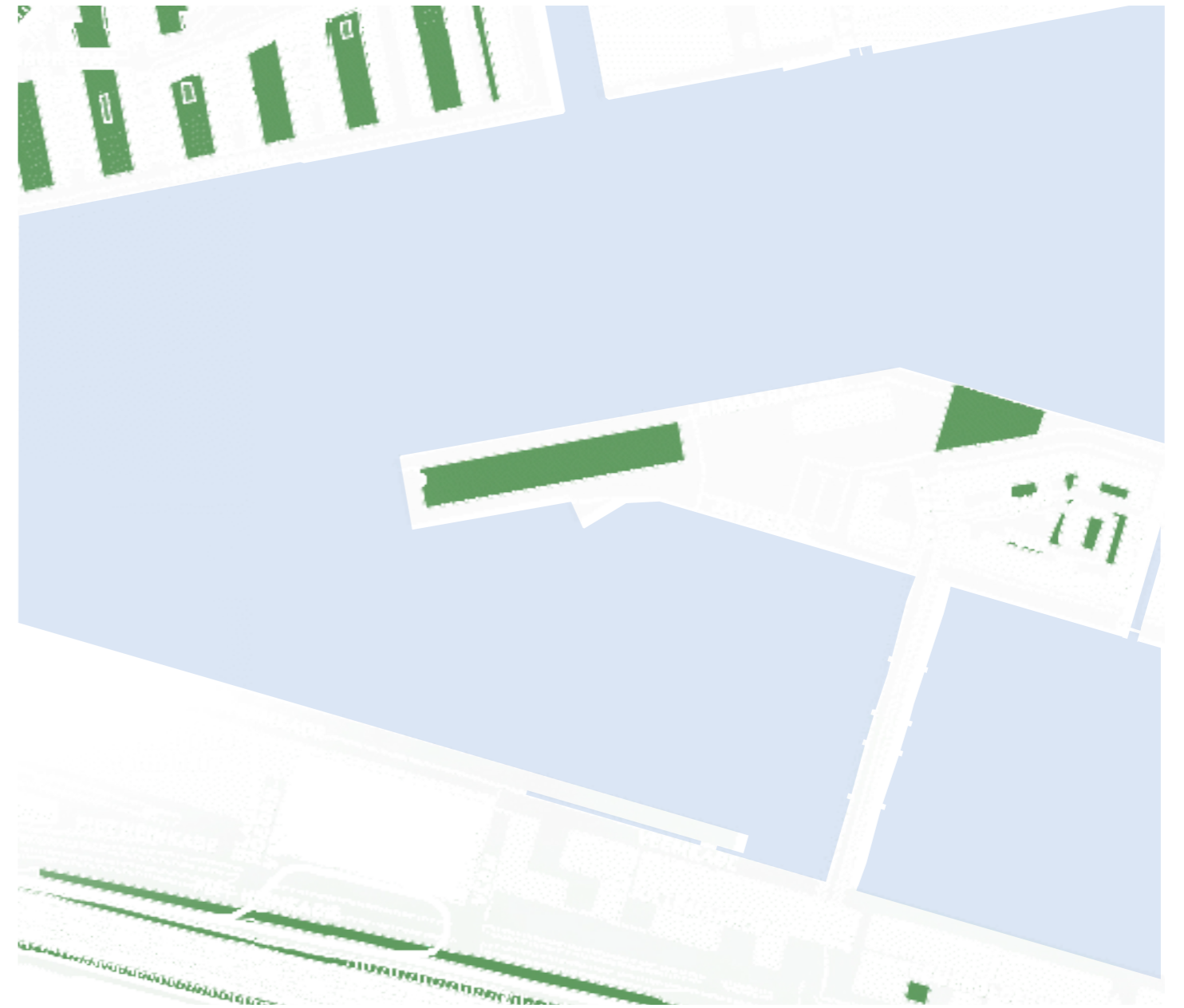
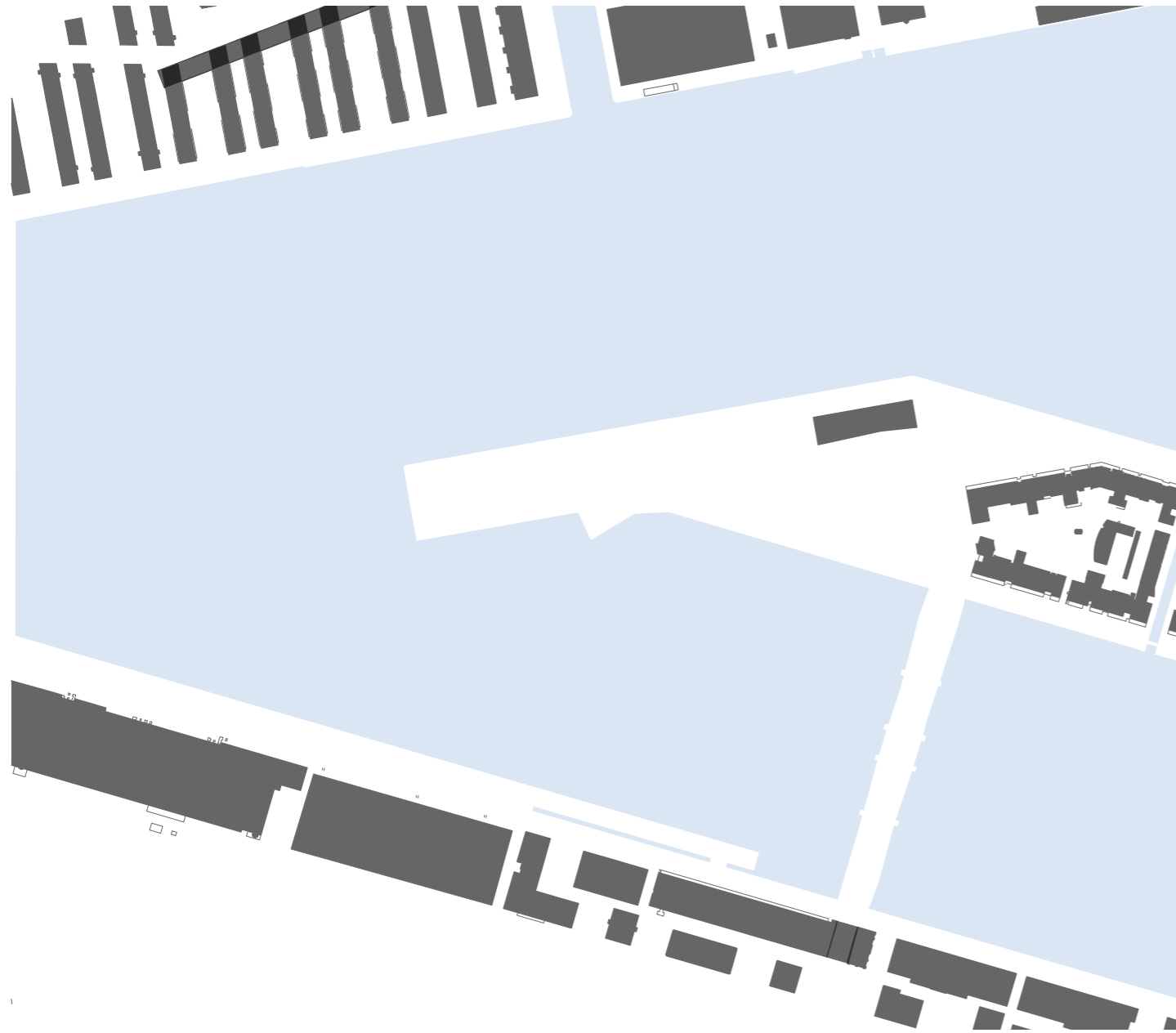


GREEN ON IJBANKS

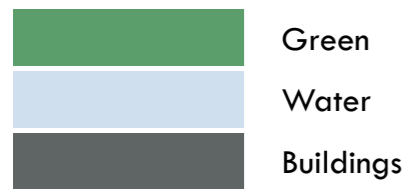
3 SPATIAL STRUCTURE

3.2 MORPHOLOGY

3.2.5 BUILDINGS & GREEN ON JAVA-HEAD



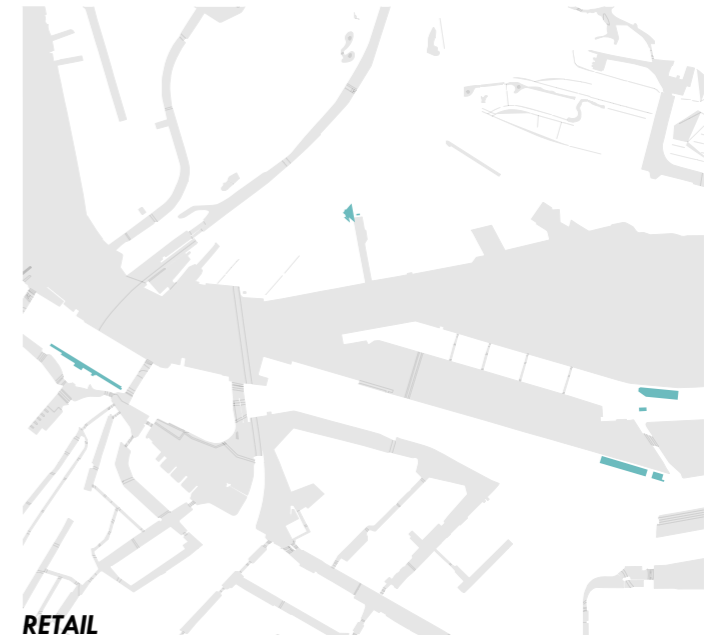
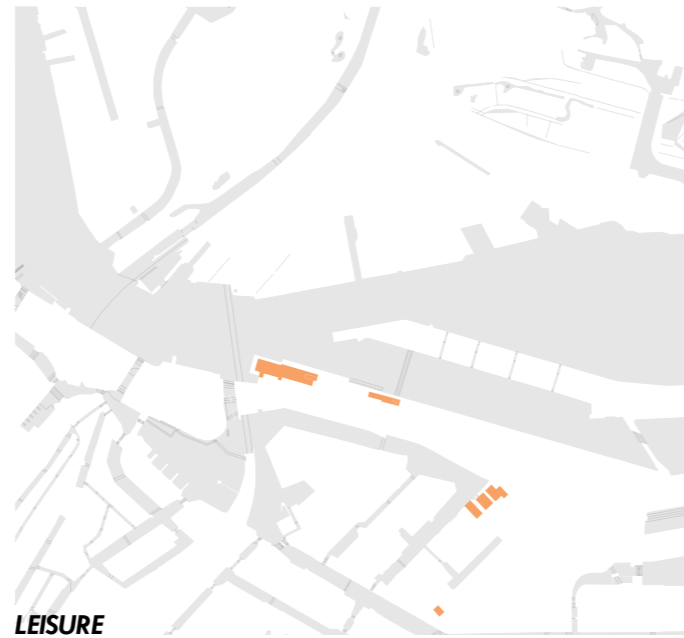
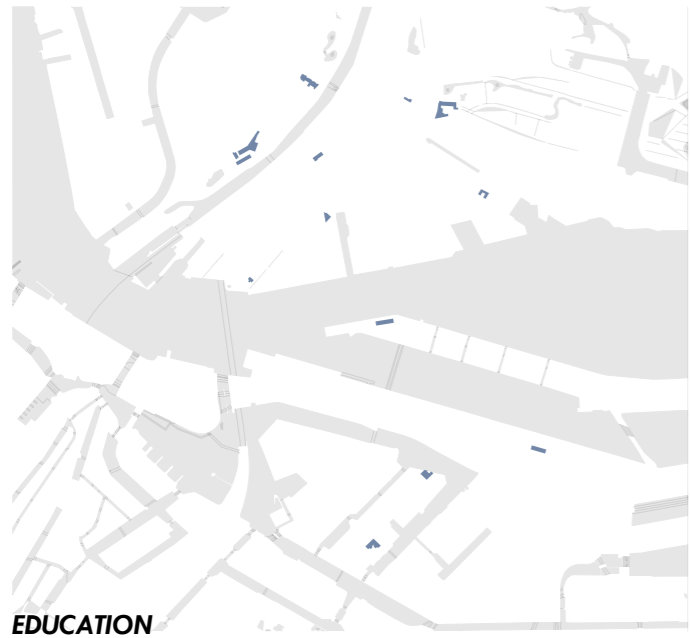
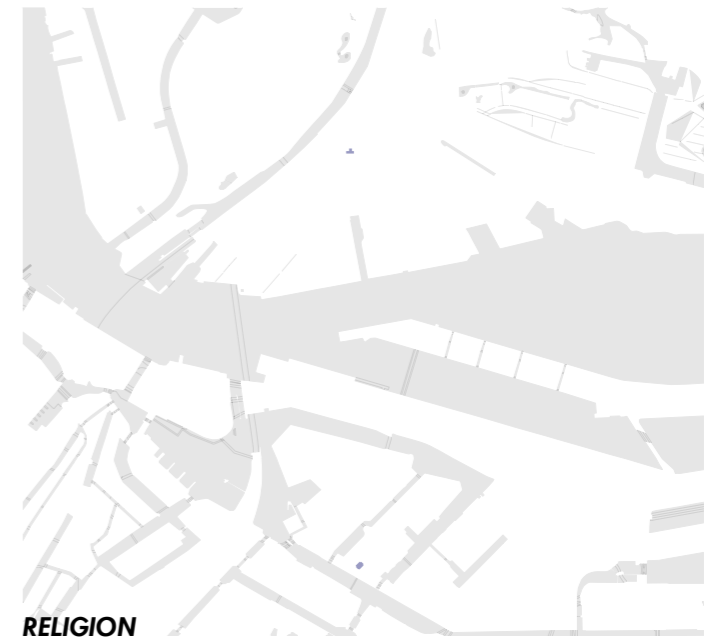
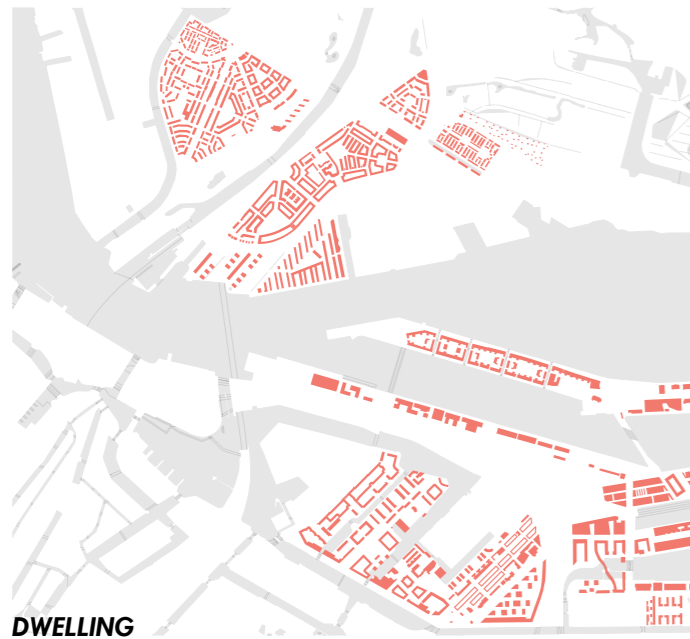
BUILDINGS ON JAVA-HEAD



GREEN ON JAVA-HEAD

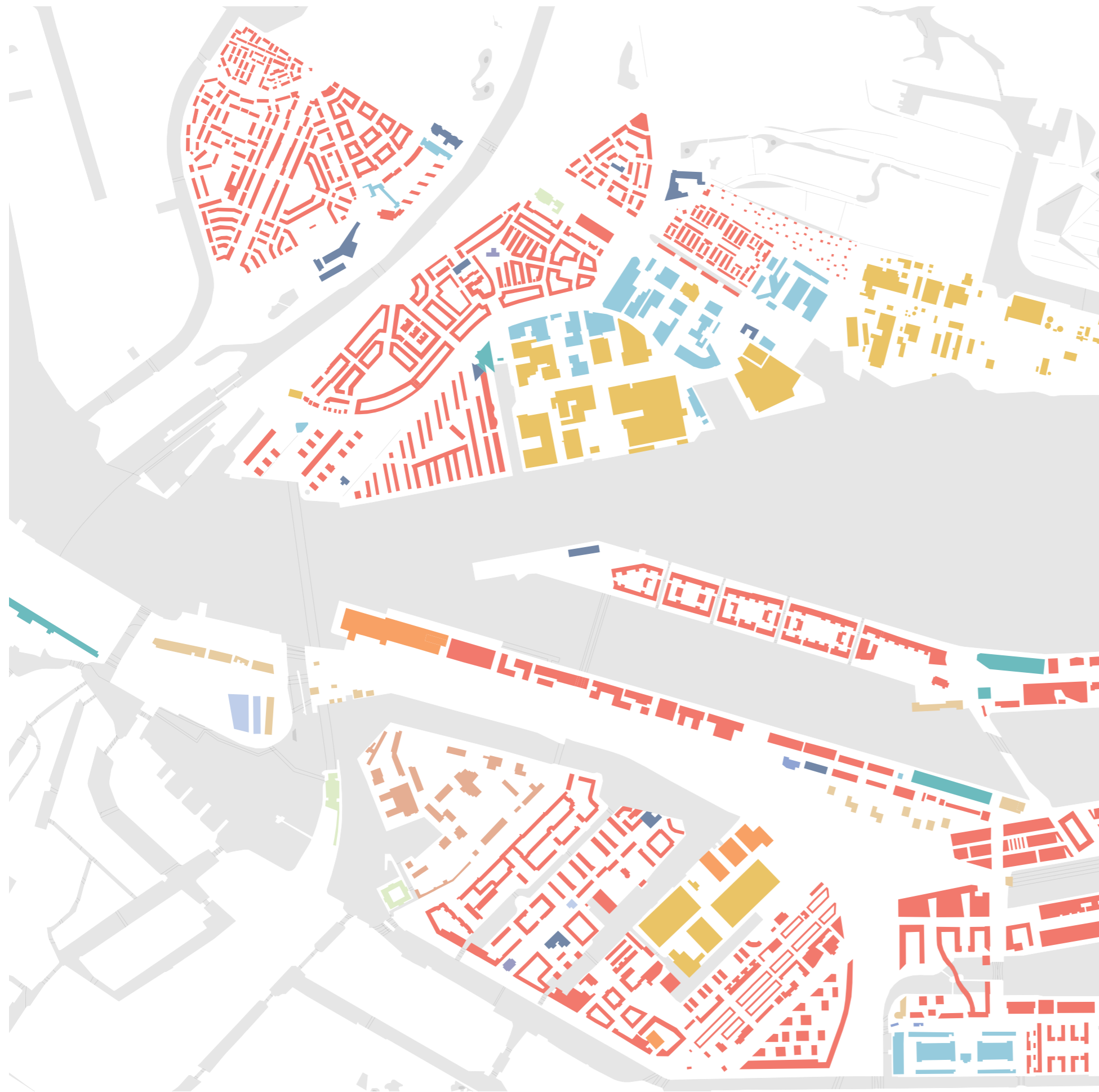
3 SPATIAL STRUCTURE

3.3 FUNCTIONS



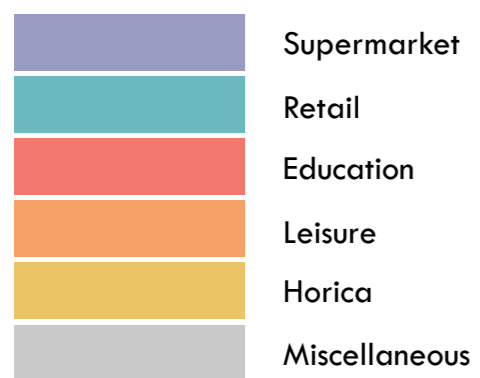
3 SPATIAL STRUCTURE

3.3 FUNCTIONS



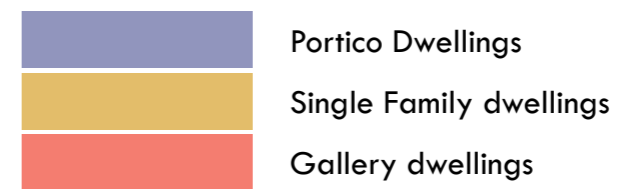
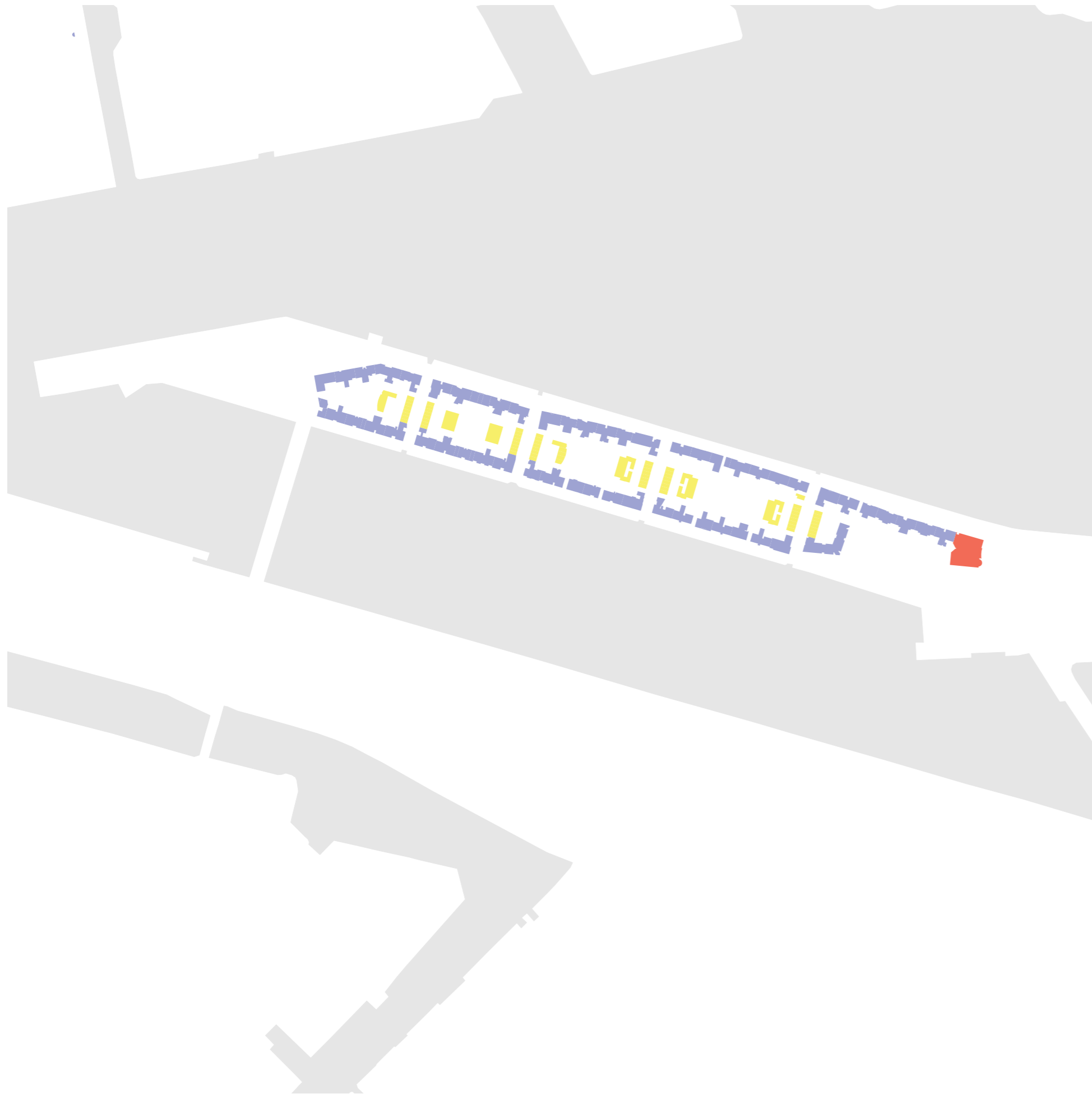
3 SPATIAL STRUCTURE

3.3 FUNCTIONS



3 SPATIAL STRUCTURE

3.4 TYPOLOGY



3 SPATIAL STRUCTURE

3.4 TYPOLOGY

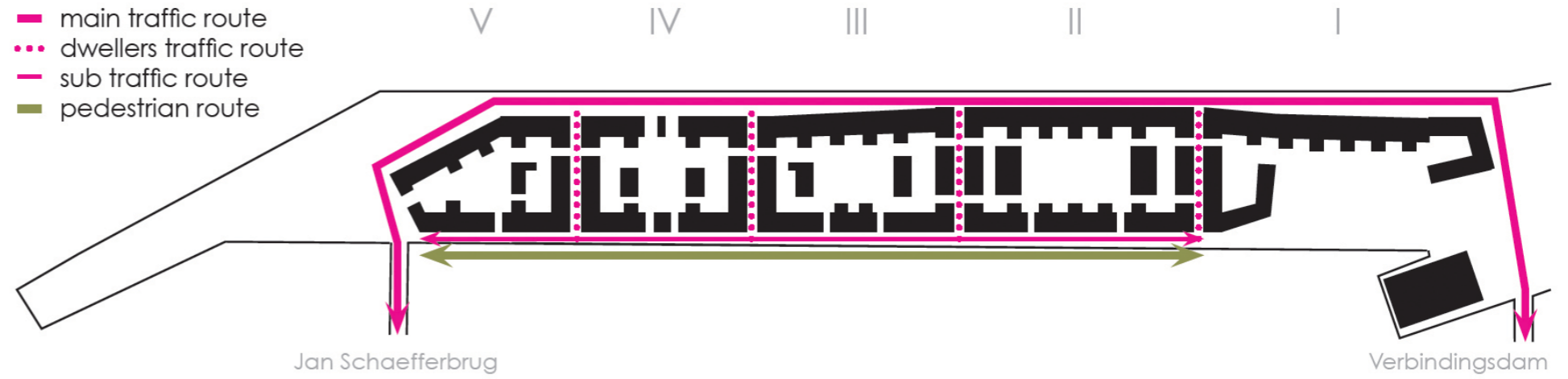
The urban plan of Java island is based on the urban fabric of the city center of Amsterdam. The Canal Zone are typified by the way that bridges break sight lines so every canal ring is a small segment with its own atmosphere. The plan consists of five building blocks of which four are almost enclosed but are accessible for pedestrian and cycling traffic.

Main traffic is routed via the north side of Java island, the Sumatrakade. The south side can be reached by cars as well via the canals.

Parking is placed underground. The building blocks are raised slightly by these parking areas and form a consistent plinth.

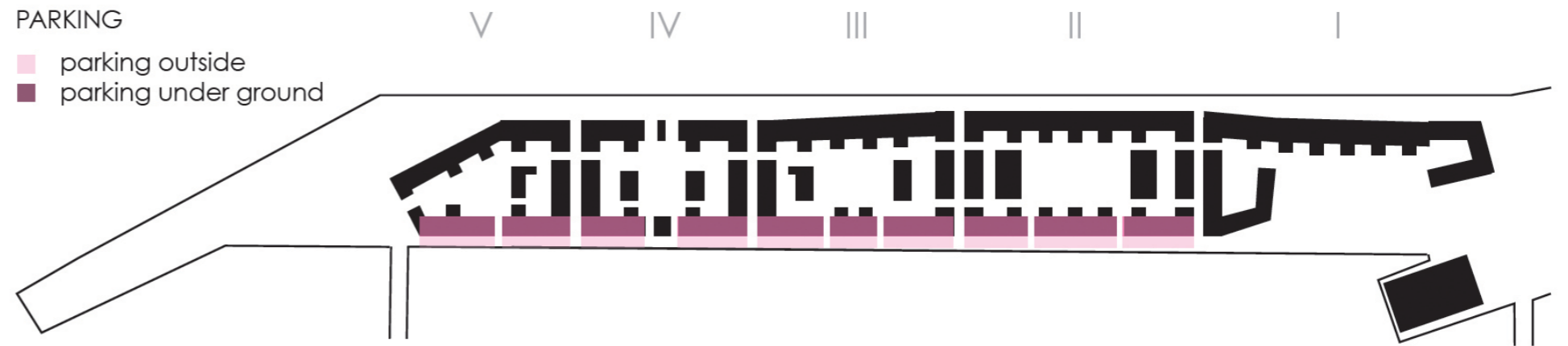
TRAFFIC

- main traffic route
- ⋯ dwellers traffic route
- sub traffic route
- pedestrian route



PARKING

- parking outside
- parking under ground



TRANSITION ZONE

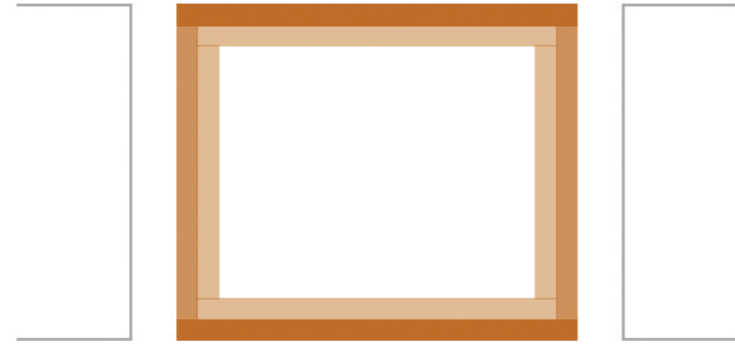


3 SPATIAL STRUCTURE

3.4 TYPOLOGY

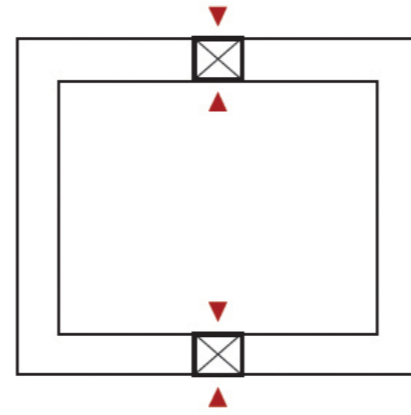
URBAN DWELLING TYPES

- Live along the quay
- Live along the canal ('gracht')
- Live in the inner area



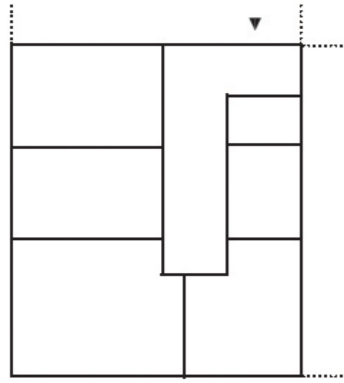
PORTICO ACCESS

with elevator and stairsway

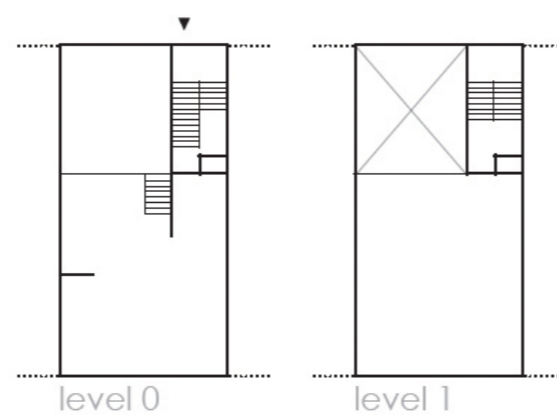


HOUSING TYPES

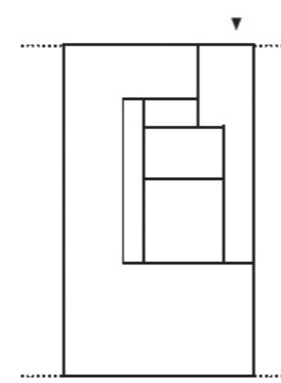
A. Standard Three-Bedroom House



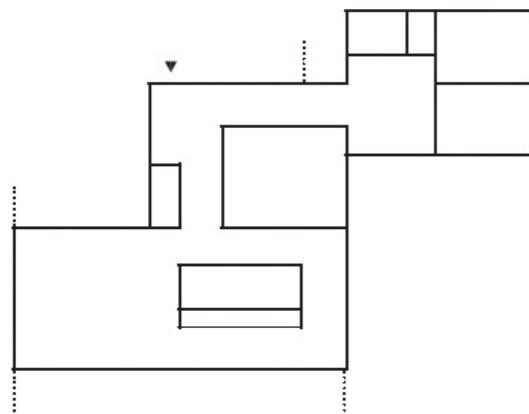
B. Family House



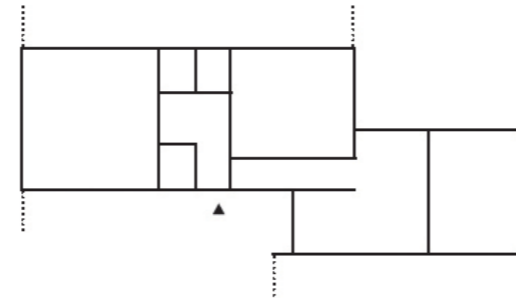
C. Senior Apartment



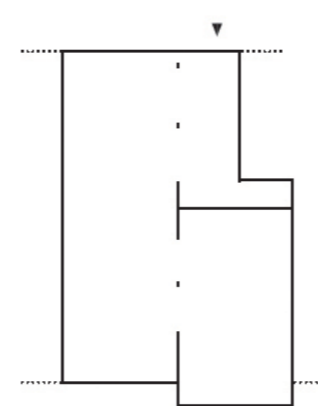
D. Duo House



E. Work and Hobby House



F. Super Studio



Dwellings in the urban blocks can be distinguished in three types. "Live along the quay", "Live along the canal" and "Live in the inner area". The dwellings along the quay are based on six dwelling types from the fourteen lifestyles that can be found in the "Woonatlas". They all consist of five units of equal width (5.40 m) in a row of which one is a portico.

3 SPATIAL STRUCTURE

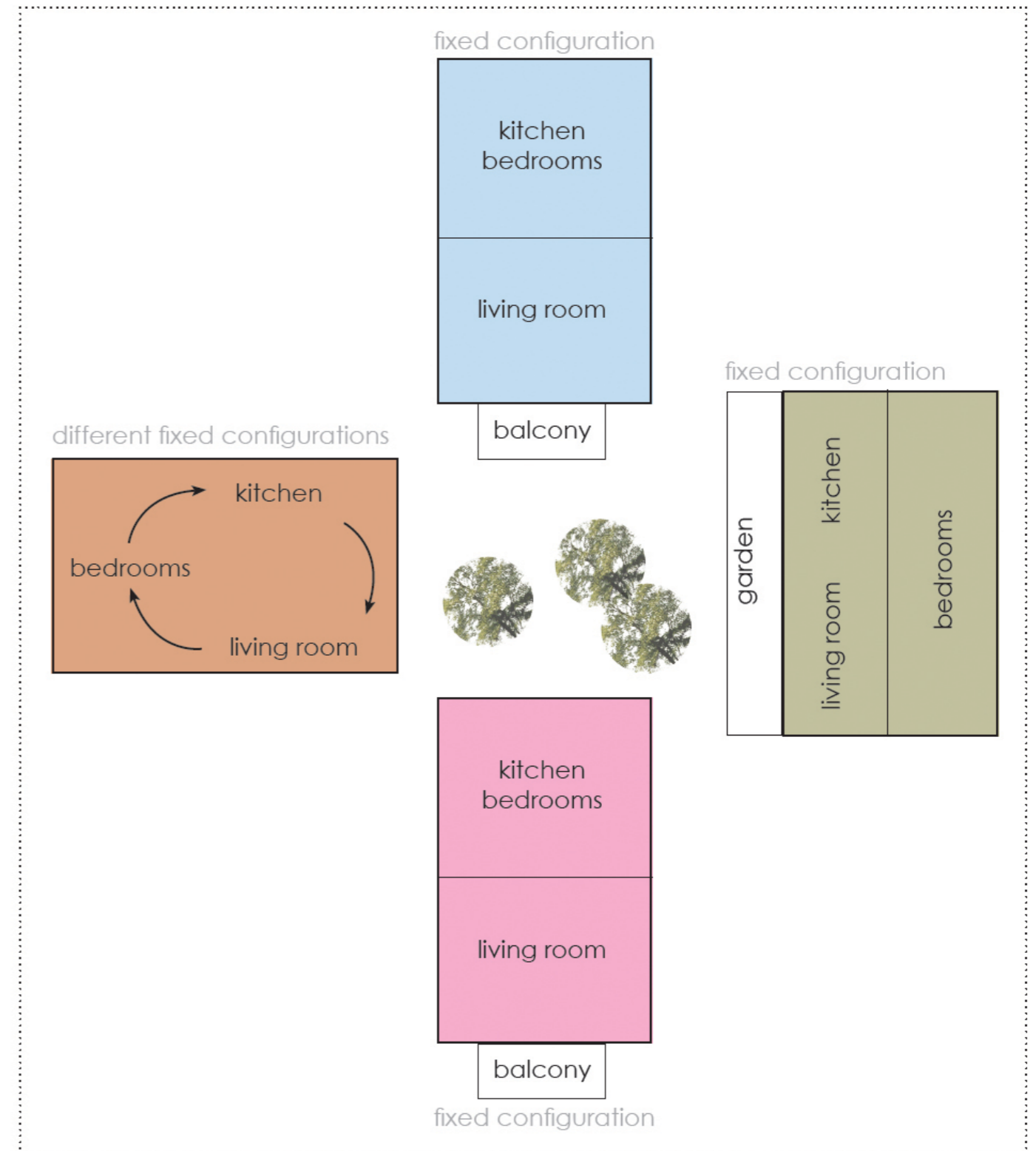
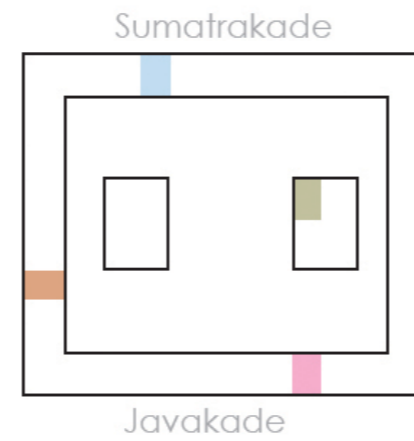
3.4 TYPOLOGY

The dwellings along the quay are oriented to the south and some have balconies.

The dwellings along the quay were designed by nineteen young architects. The floor plans of these houses are designed on an individual basis.

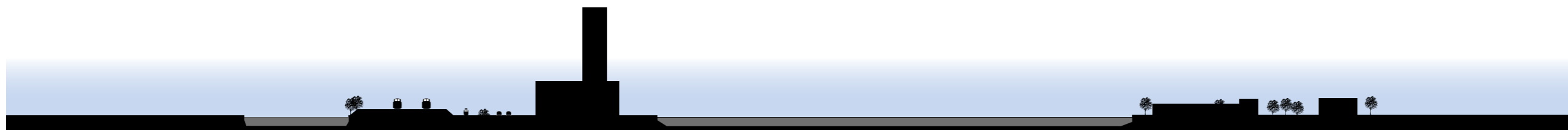
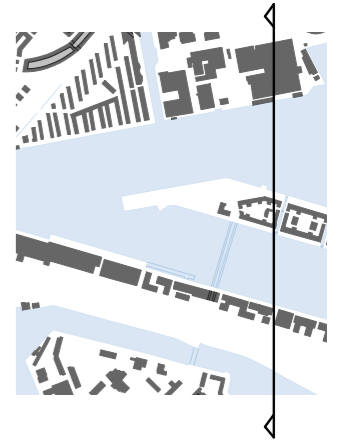
HOUSING TYPOLOGY

one of the five urban closed blocks



3 SPATIAL STRUCTURE

3.5 STREET PROFILES

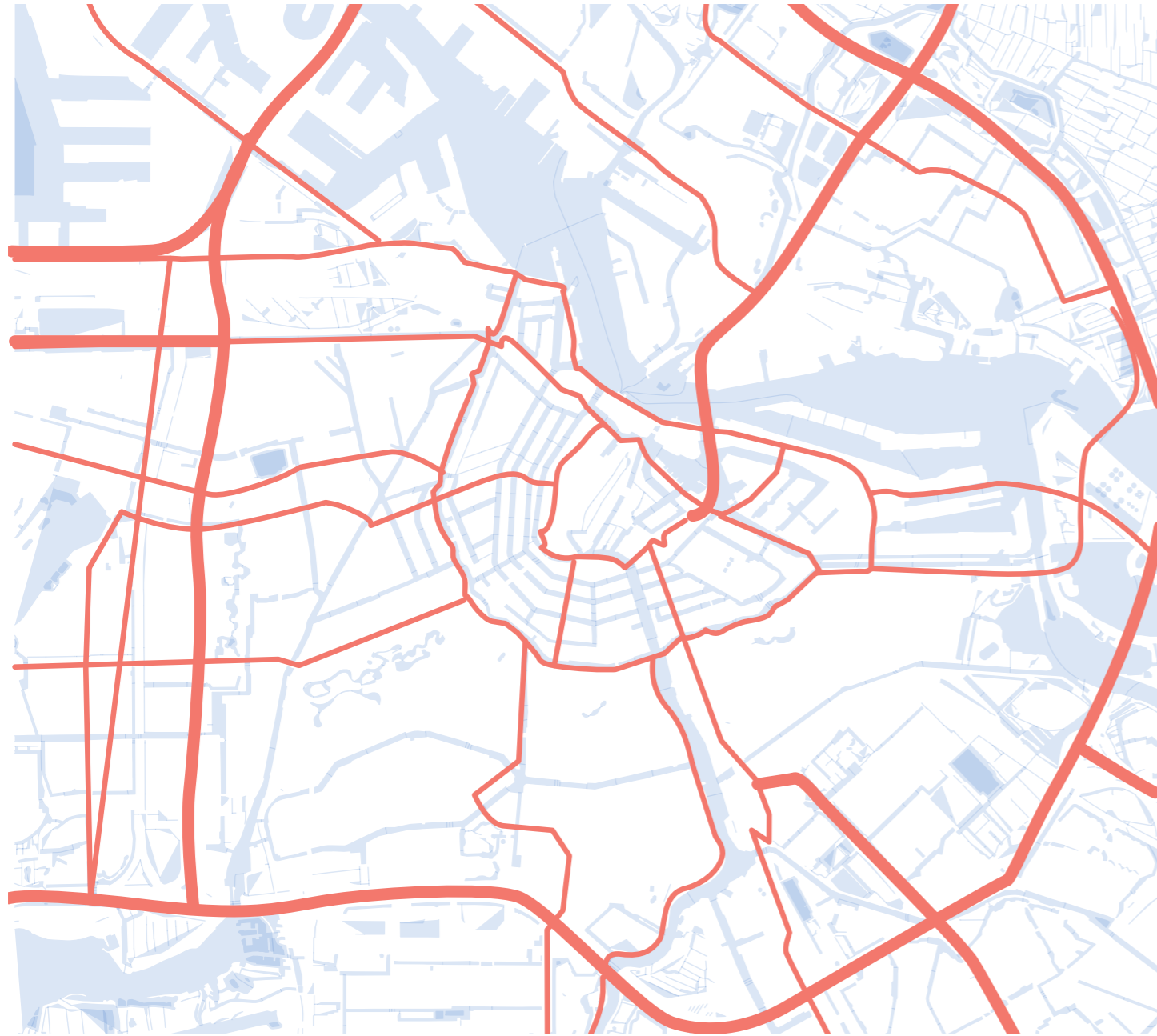




4 INFRASTRUCTURE

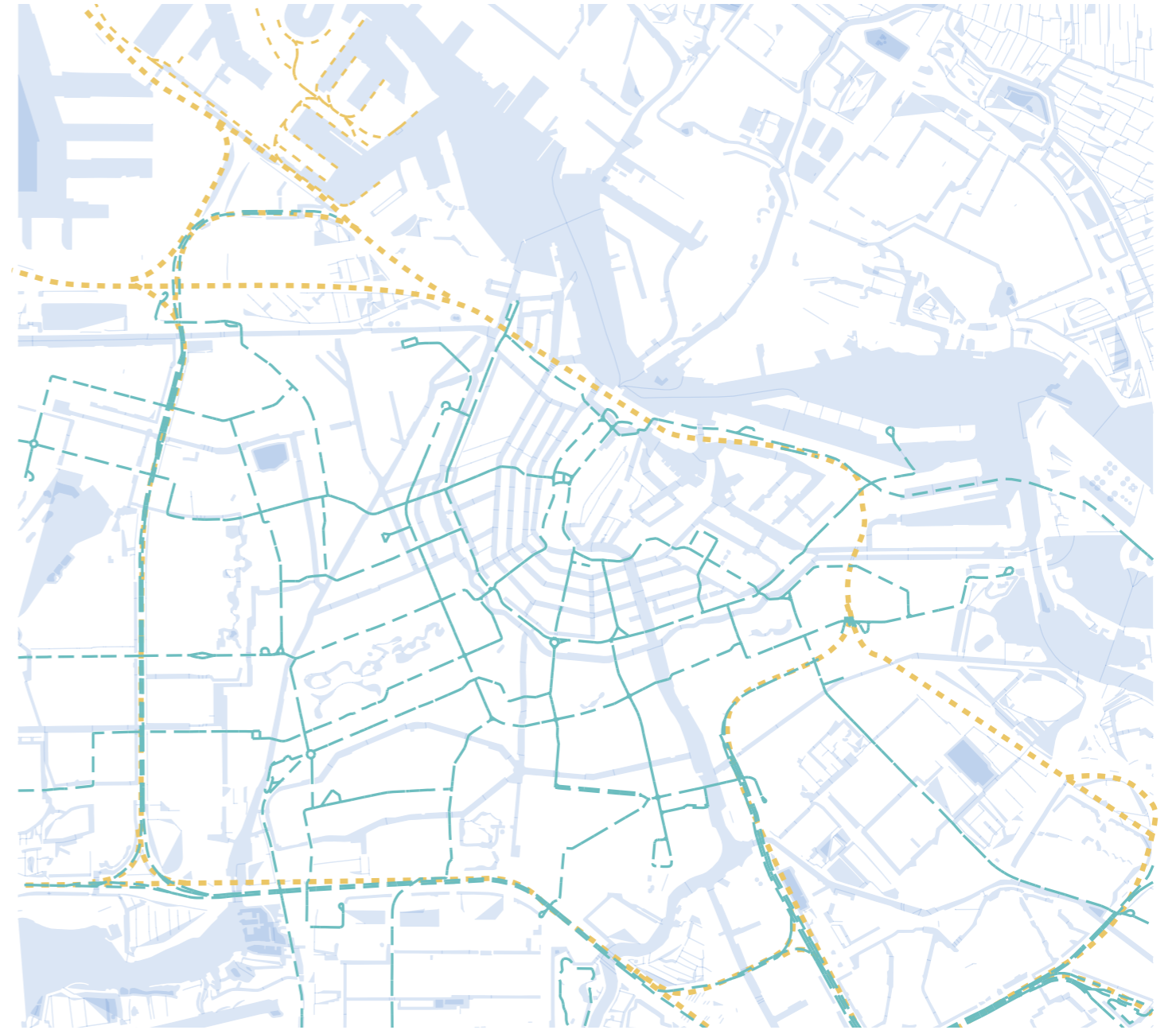
4.1 ACCESSIBILITY OF AMSTERDAM

4.1.1 CAR TRAFFIC & 4.1.2 PUBLIC TRANSPORT



4.1.1 CAR TRAFFIC

- Main roads
- - - Secondary roads



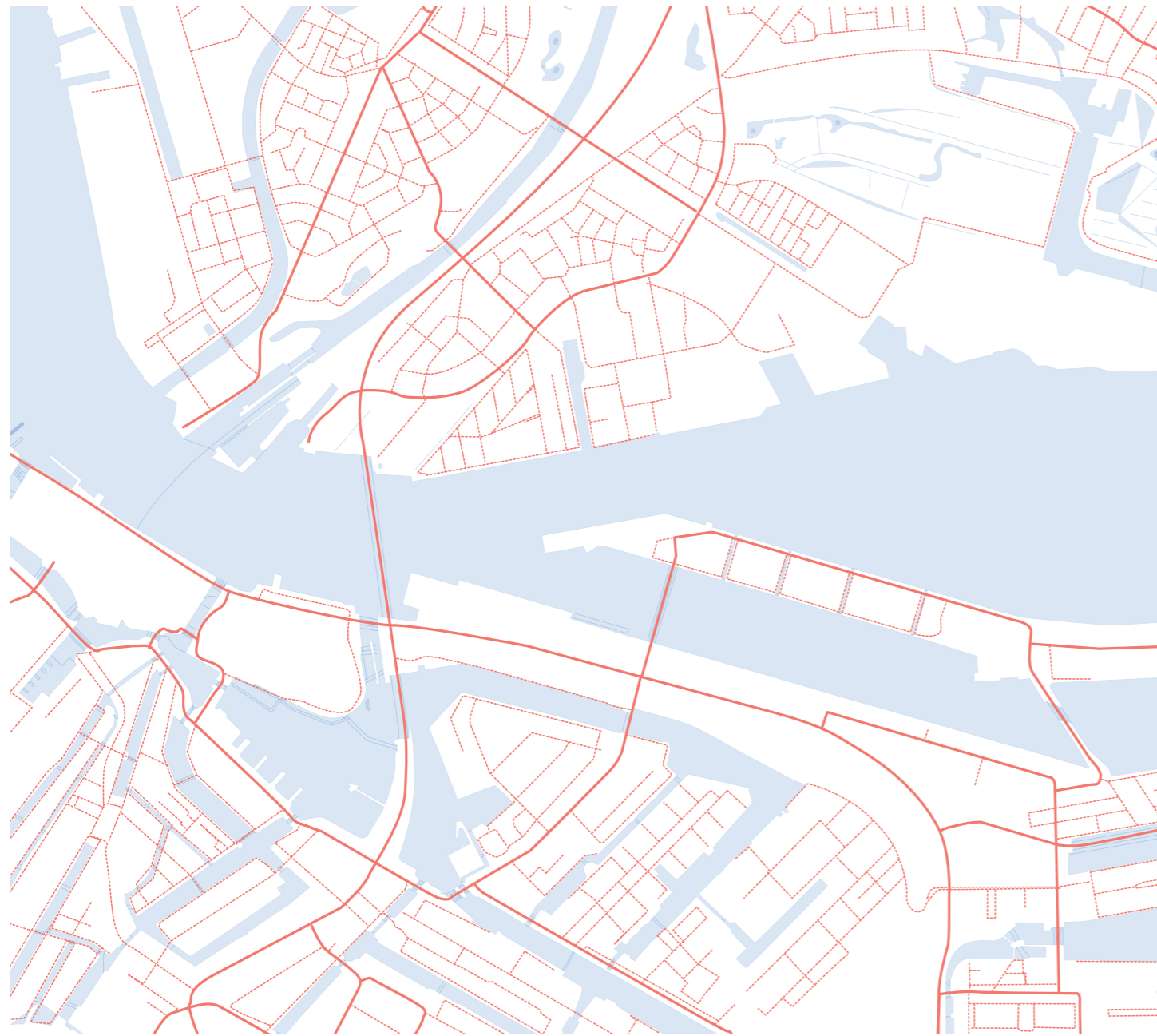
4.1.2 PUBLIC TRANSPORT

- Pedestrian and bicycle lanes
- - - Tram
- - - Train
- - - Bus

4 INFRASTRUCTURE

4.2 ACCESSIBILITY OF EASTERN PORT

4.2.1 CAR TRAFFIC & 4.2.2 PUBLIC TRANSPORT



4.2.1 CAR TRAFFIC

- Main roads
- - - Secondary roads



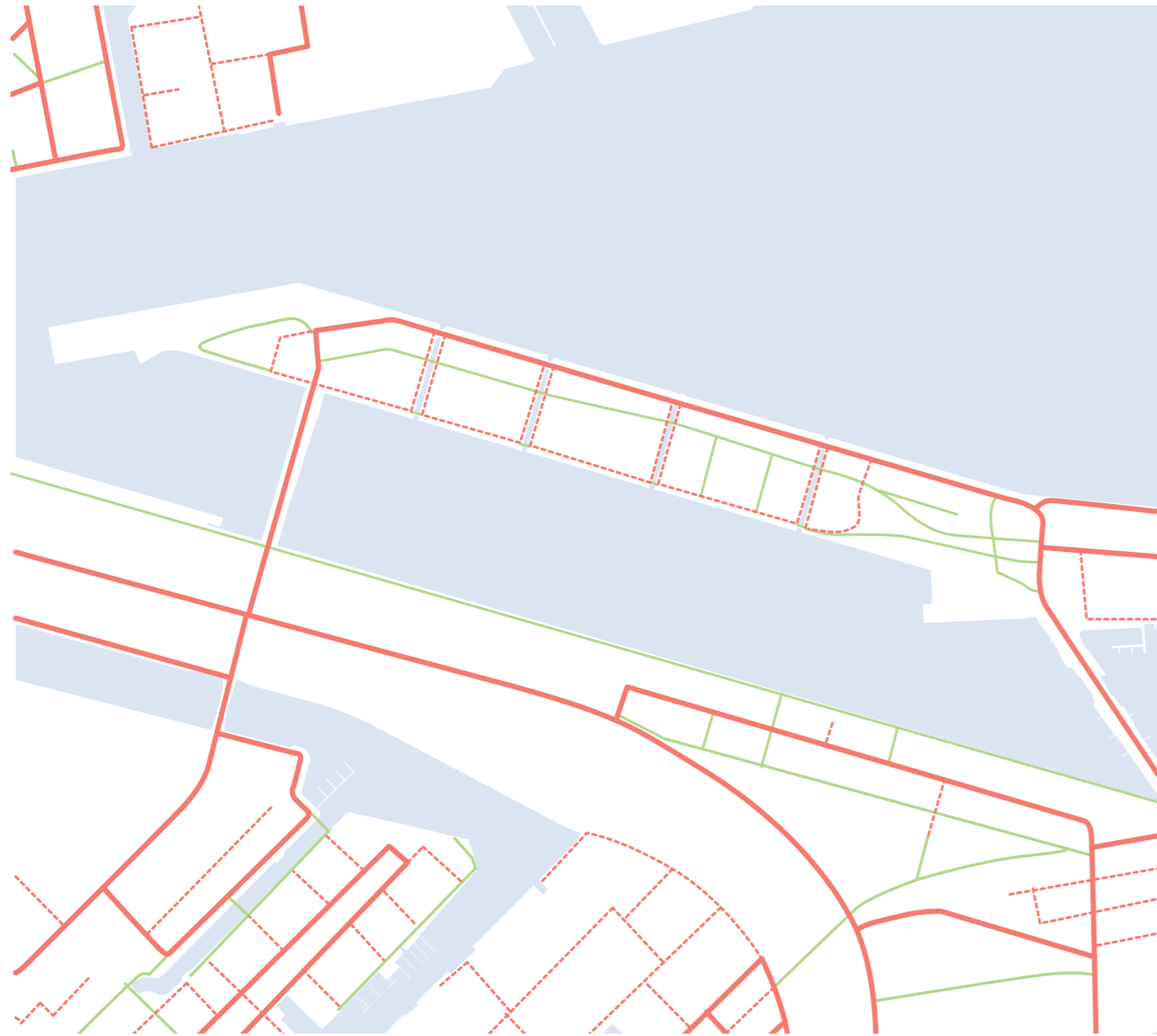
4.2.2 PUBLIC TRANSPORT

- Pedestrian and bicycle lanes
- - - Tram
- - - Train
- - - Bus

4 INFRASTRUCTURE

4.3 ACCESSIBILITY OF IJBANKS

4.3.1 CAR TRAFFIC & 4.3.2 PUBLIC TRANSPORT



4.3.1 CAR TRAFFIC

- Main roads
- - - Secondary roads



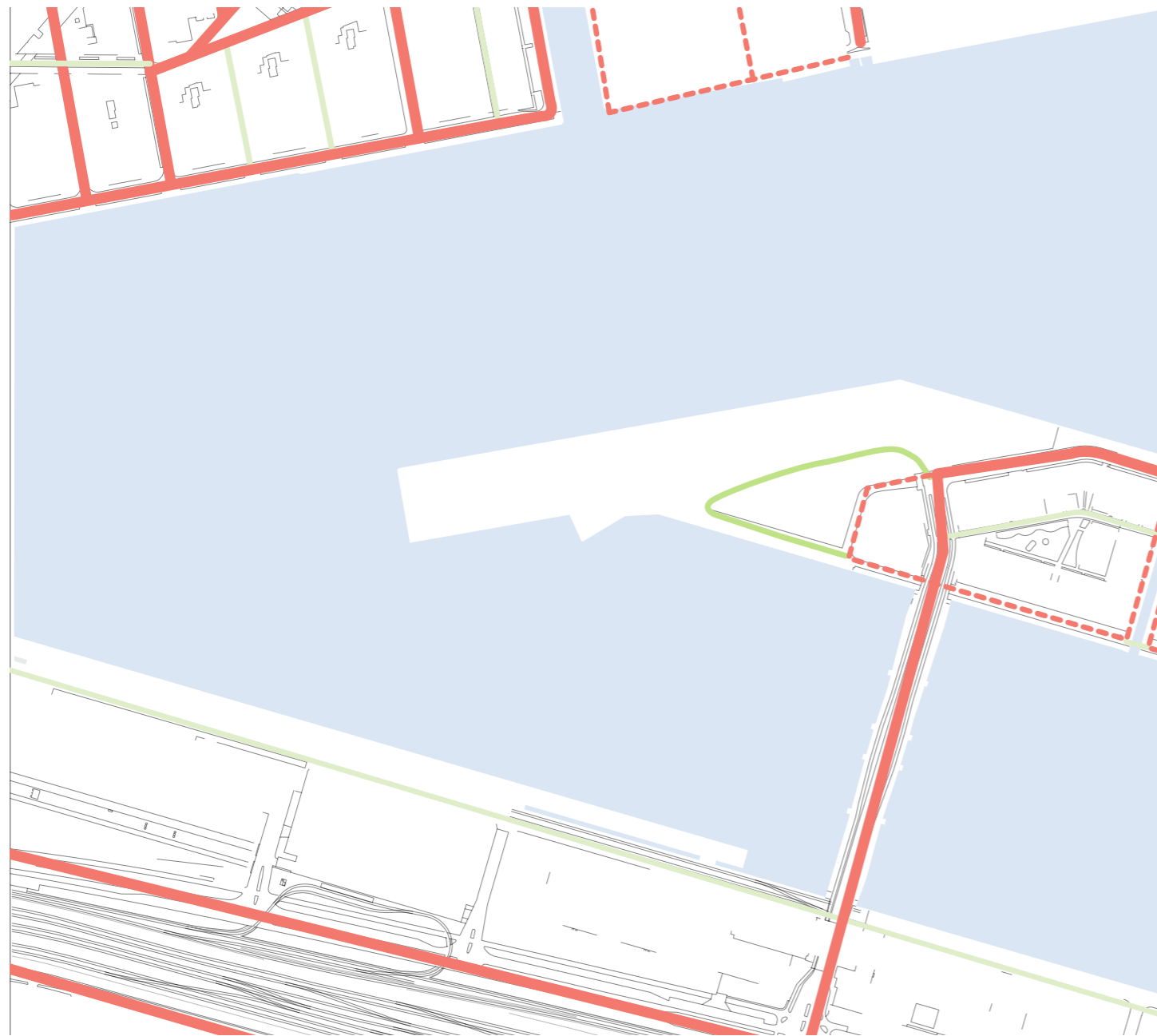
4.3.2 PUBLIC TRANSPORT

- Pedestrian and bicycle lanes
- - - Tram
- - - Train
- - - Bus

4 INFRASTRUCTURE

4.4 ACCESSIBILITY OF AMSTERDAM

4.4.1 PUBLIC TRANSPORT & 4.4.2 PUBLIC TRANSPORT



4.4.1 CAR TRAFFIC

- Main roads
- - - Secondary roads

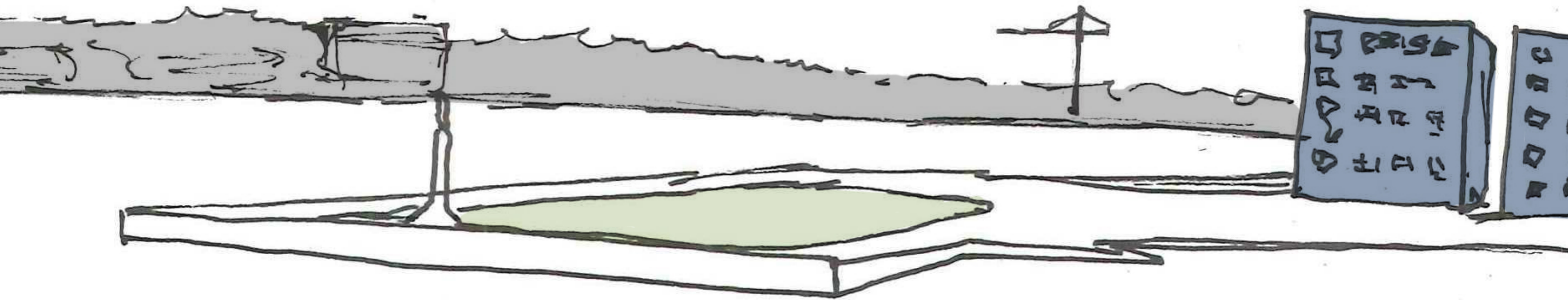


4.4.2 PUBLIC TRANSPORT

- Pedestrian and bicycle lanes
- - - Tram
- - - Train
- - - Bus

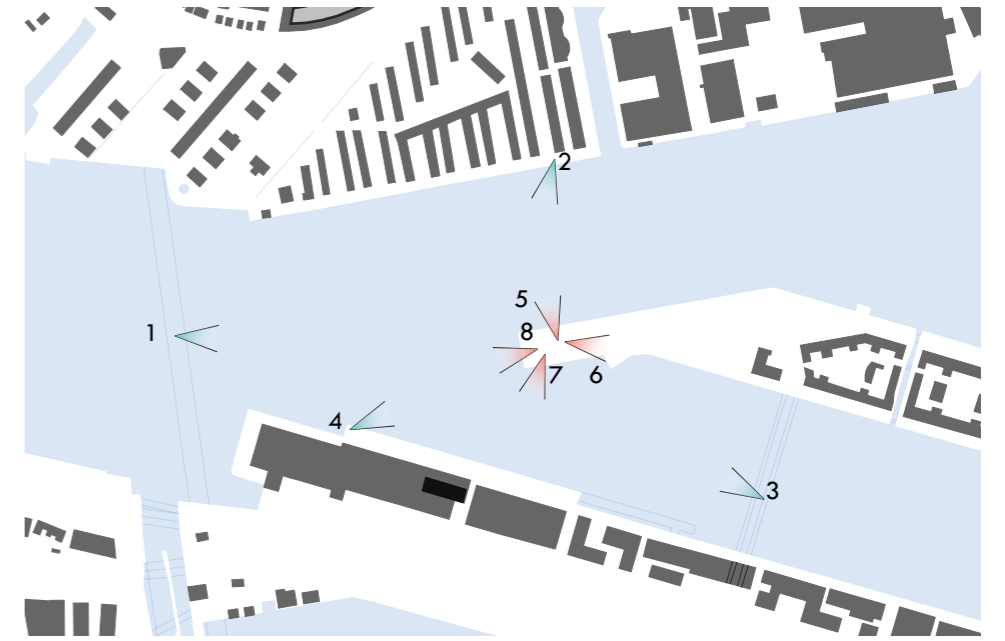
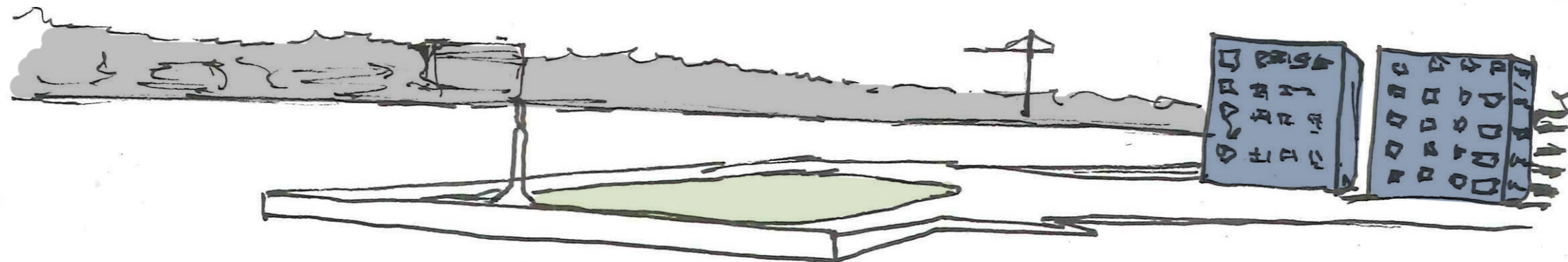
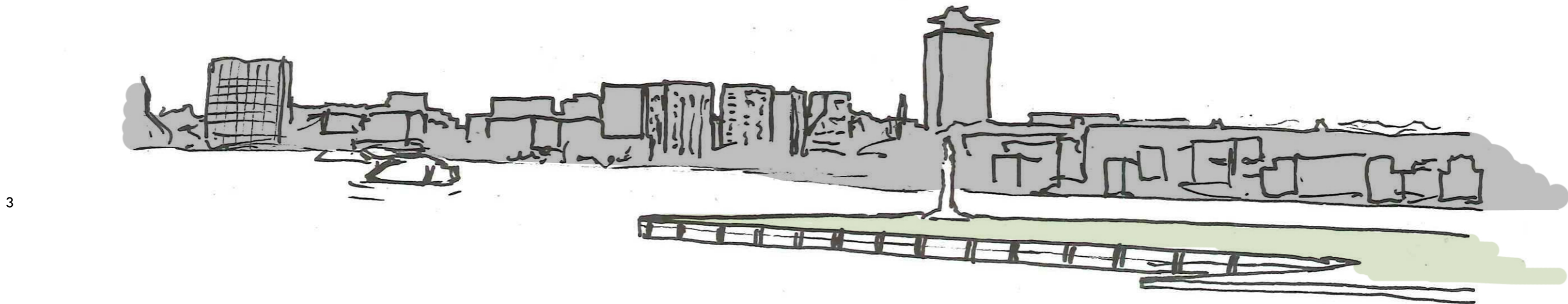
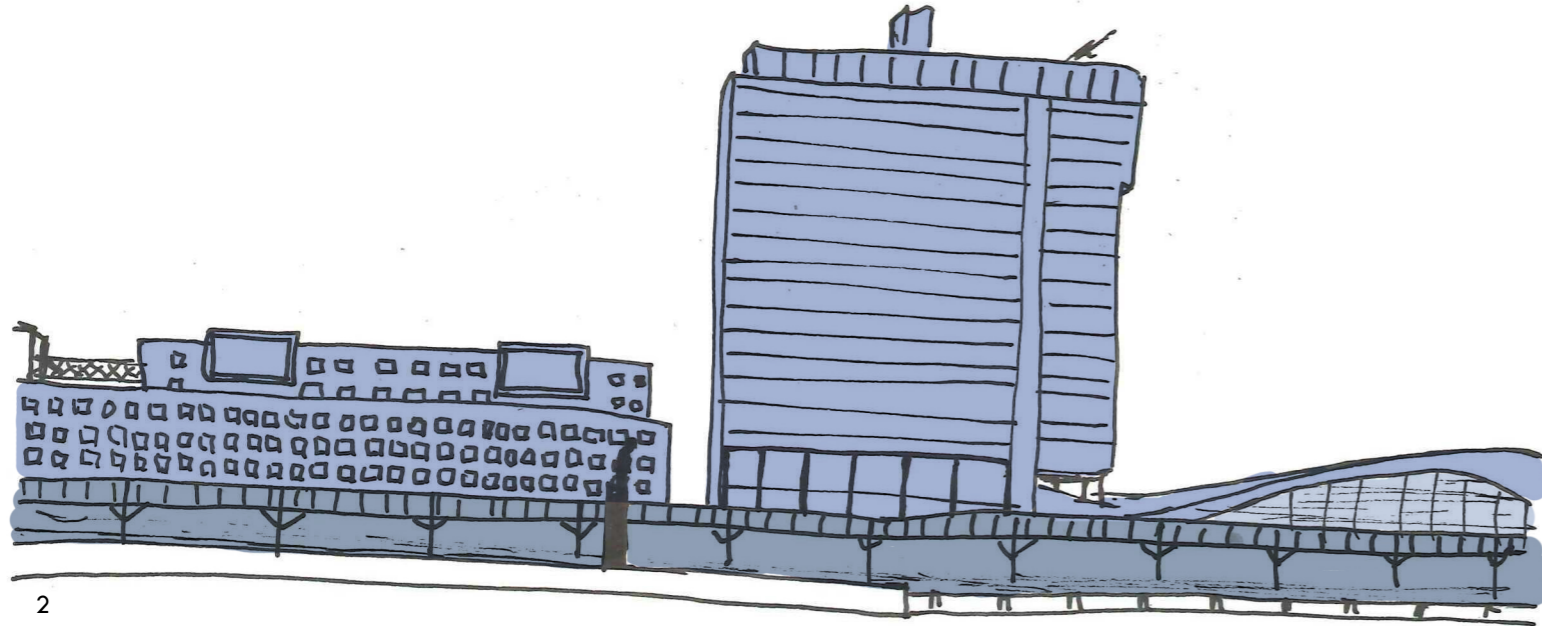
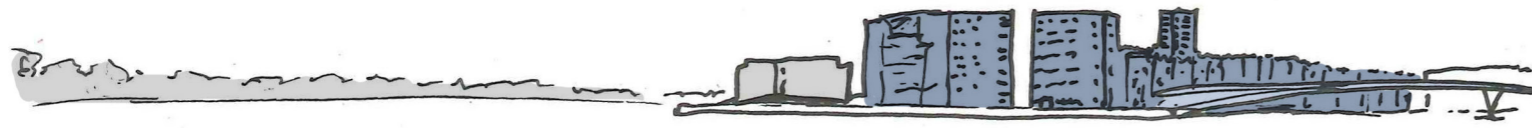
5 VISUAL CONNECTIONS

PERSPECTIVES TO **JAVA-HEAD** | PERSPECTIVES FROM **JAVA-HEAD** | FROM CAR | FROM PEDESTRIAN | CONCLUSION



5 VISUAL CONNECTIONS

5.1 PERSPECTIVES TO JAVA-HEAD

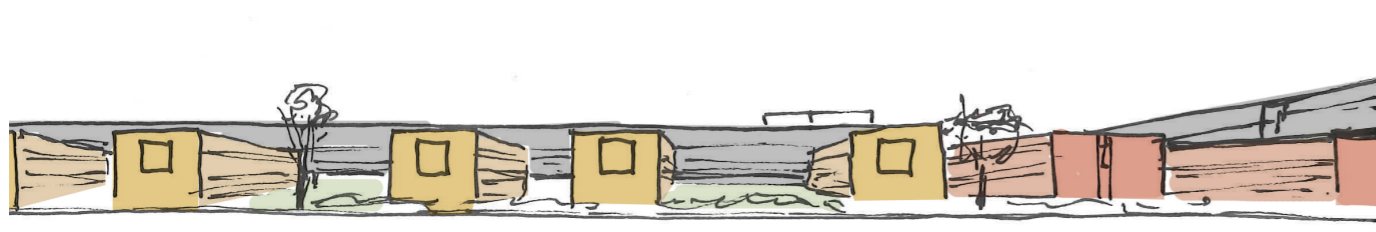


The views to Java-Head are characterized by focus on the other side of the river. The only thing that lights up on the island is the statue. Besides this statue there's nothing that catch you view.

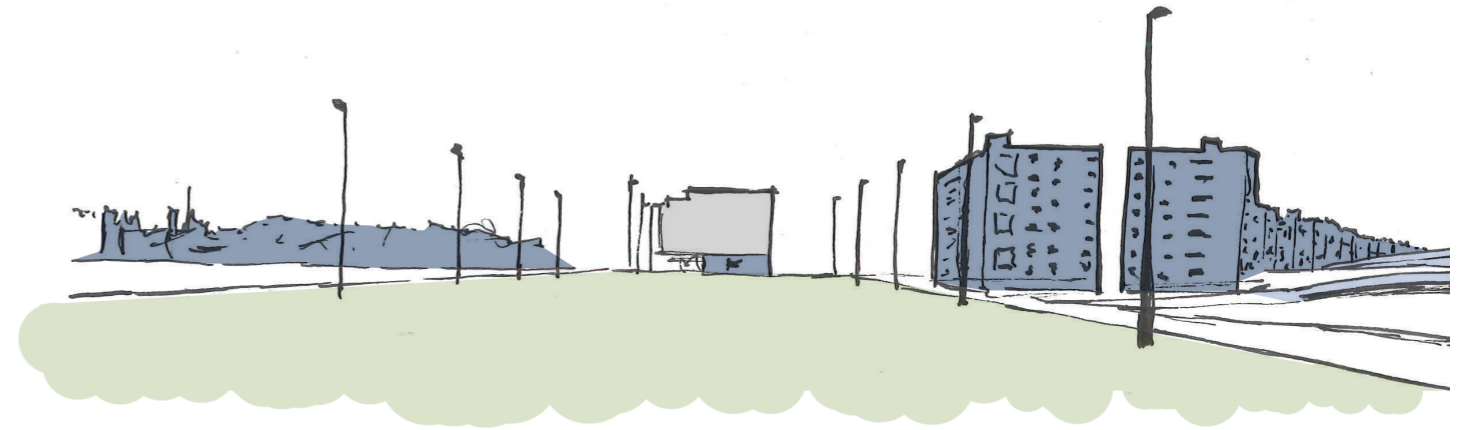
The views from Java-Head on the other hand are characterized by the emptiness of the green field of the plot (one direction) and the open view created by the surrounding water (three directions)

5 VISUAL CONNECTIONS

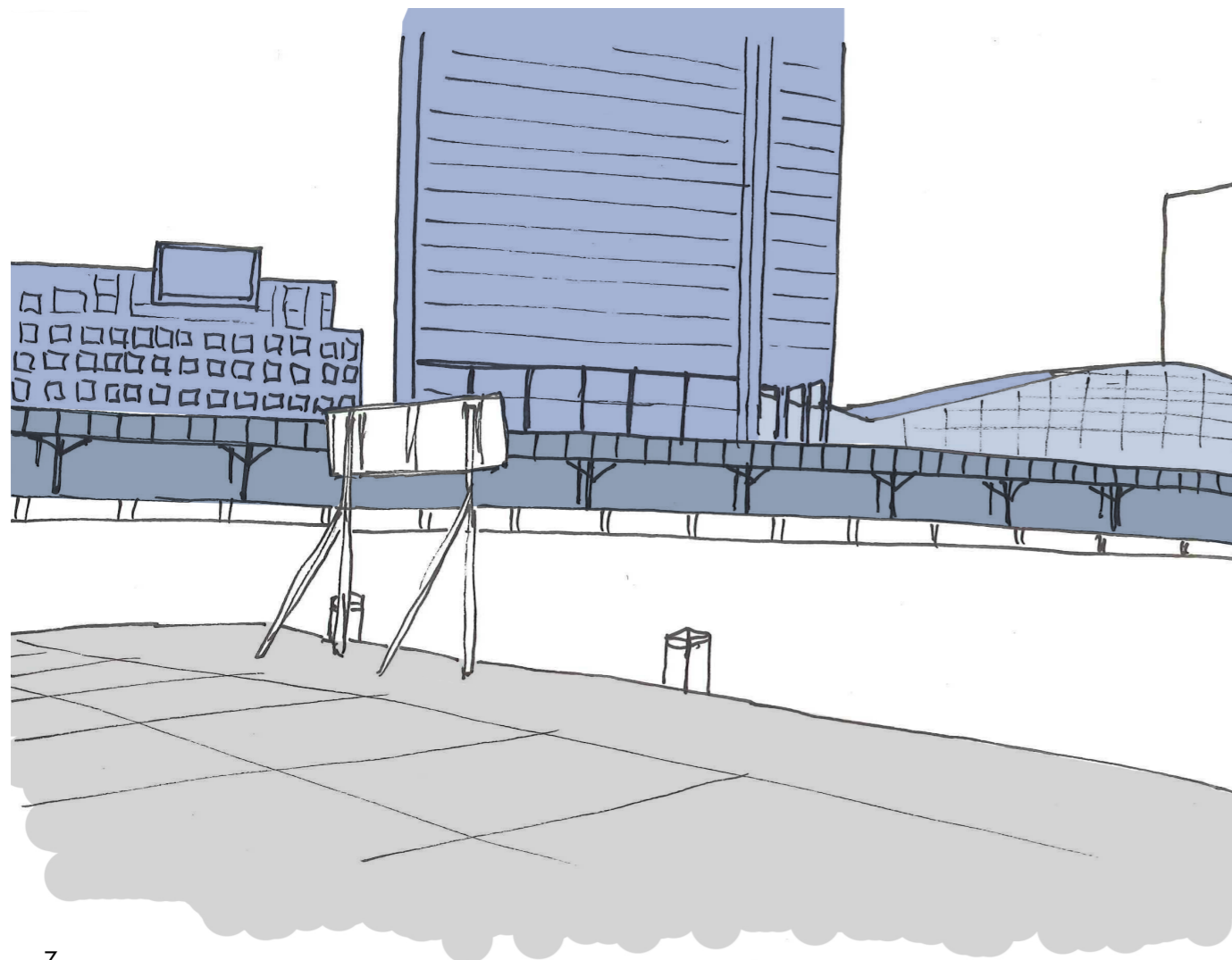
5.2 PERSPECTIVES FROM JAVA-HEAD



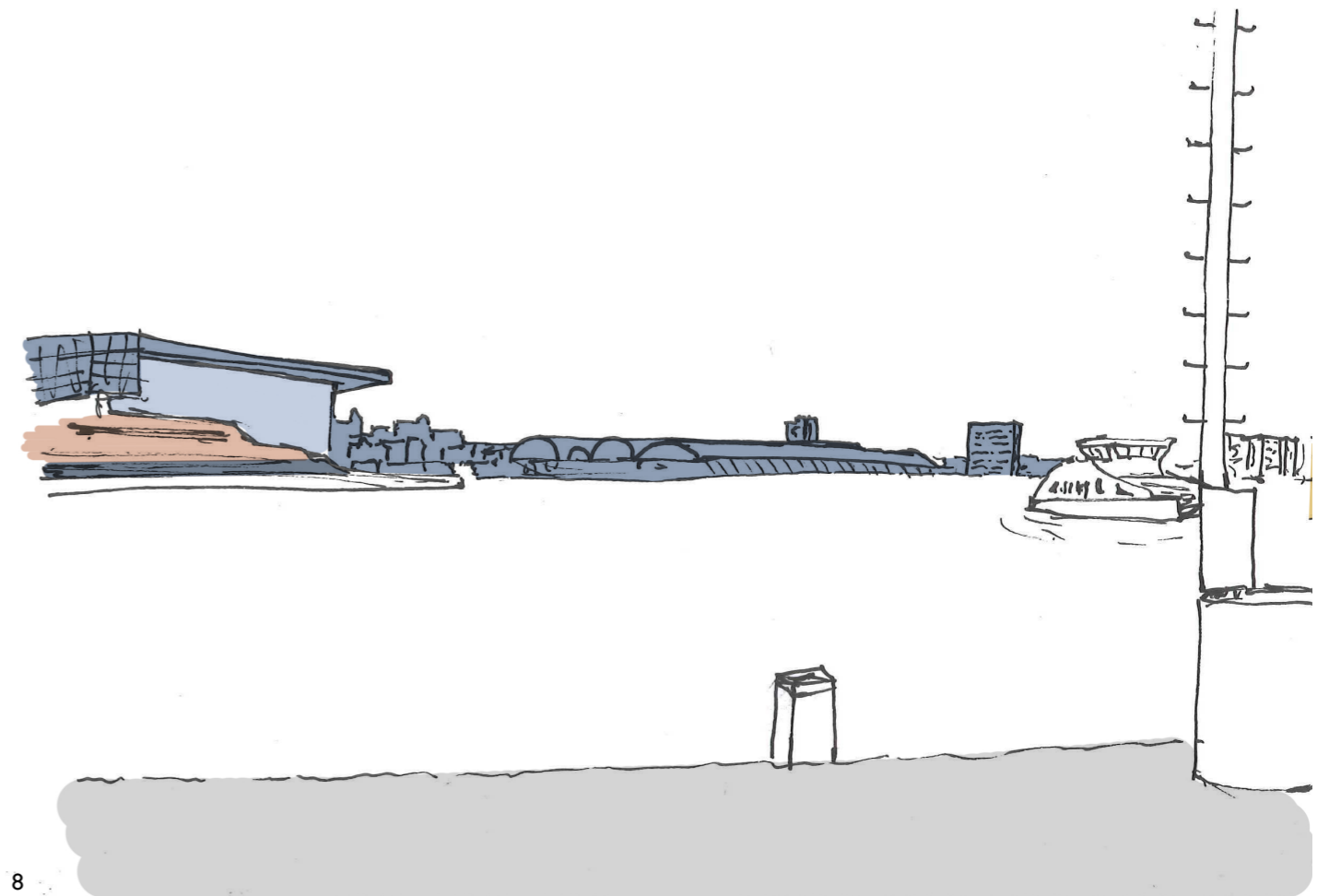
5



6



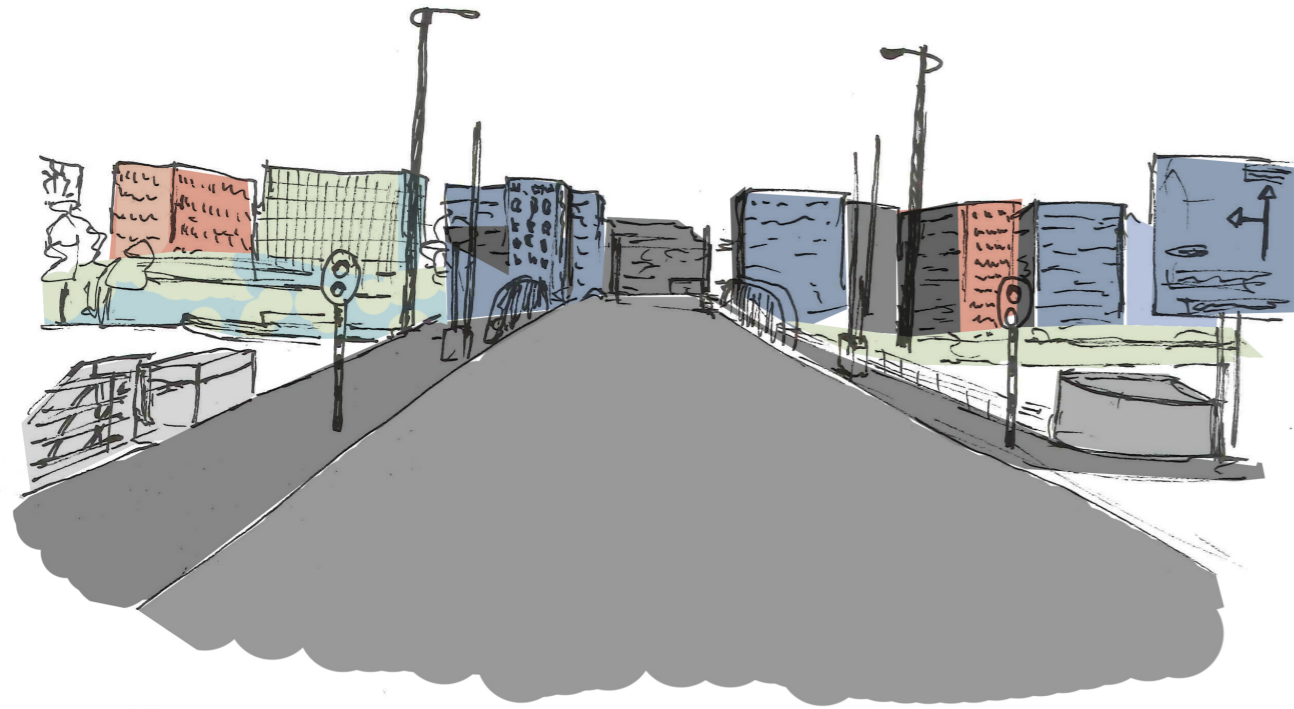
7



8

5 VISUAL CONNECTIONS

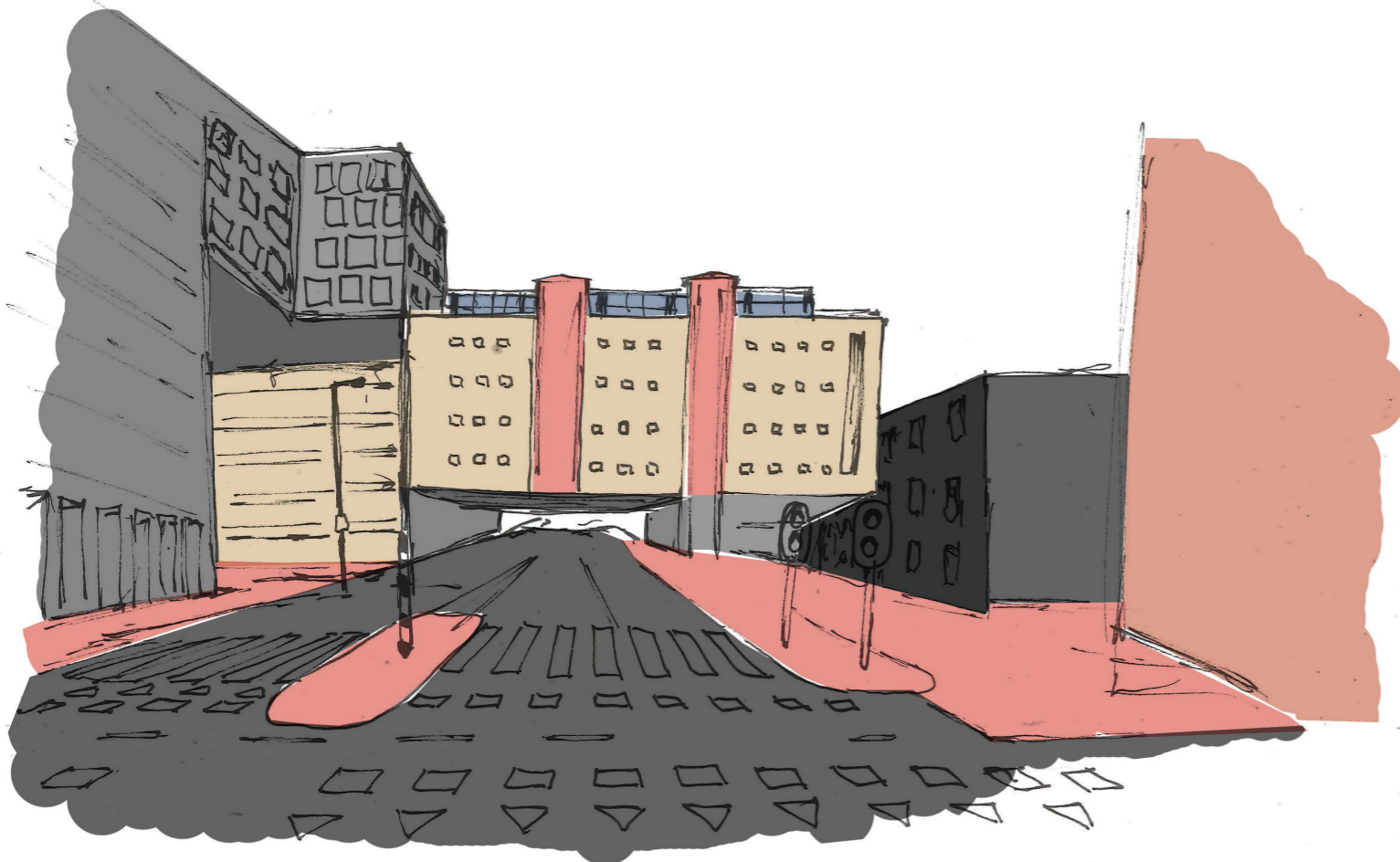
5.3 FROM CAR



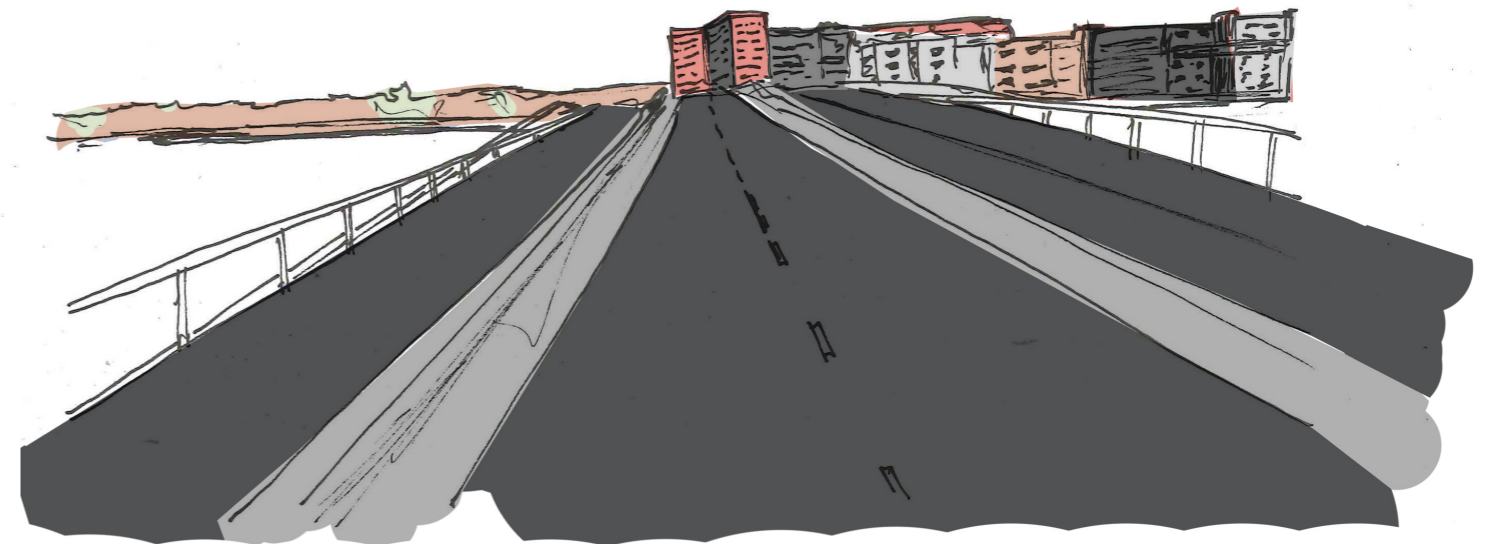
In the approach from the car the focus of the view is controlled by bridges, building mass and off course the road. The site shows itself only then when you're driving through the last building.

The approach for the pedestrians on the Java-island itself is different. Because you walk through building blocks, there's a rhythm of open/closed and 'in and out' of the building blocks. Furthermore the character of the building blocks inside (focused on anonymity of dwellings) is totally different than on the outside (more focused on individuality and unique dwellings).

1



2



3

5 VISUAL CONNECTIONS

5.4 FROM PEDESTRIAN



4



5



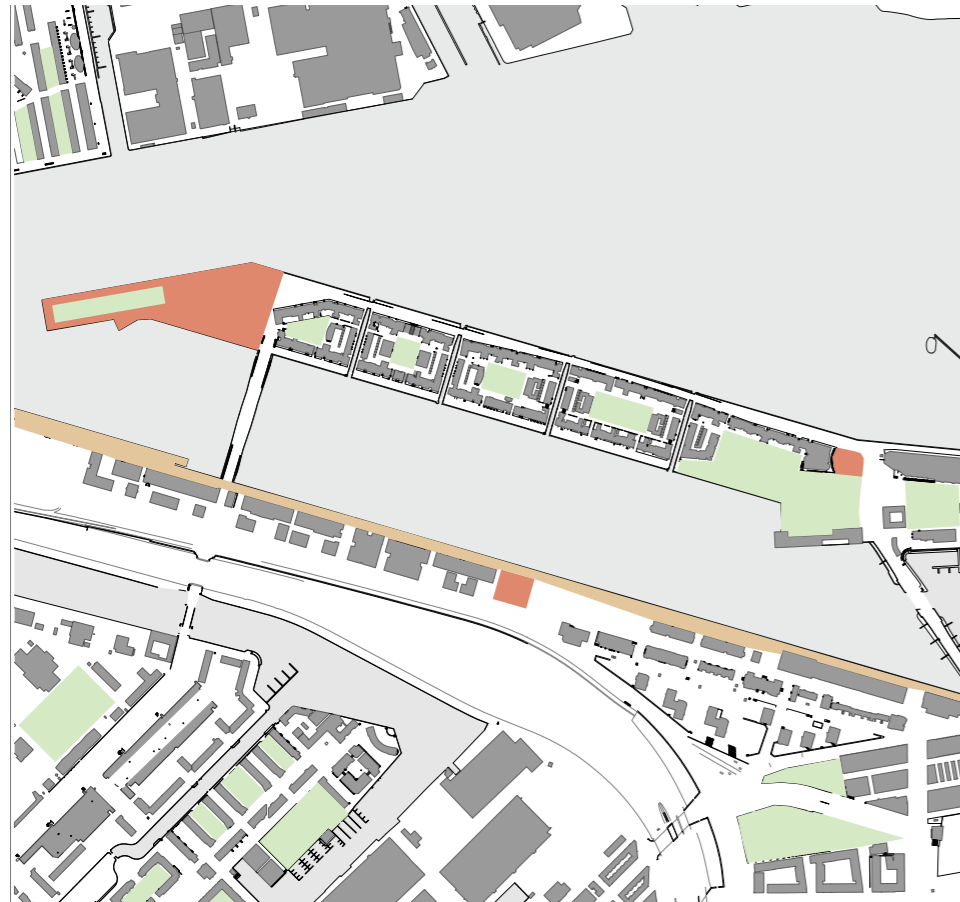
6



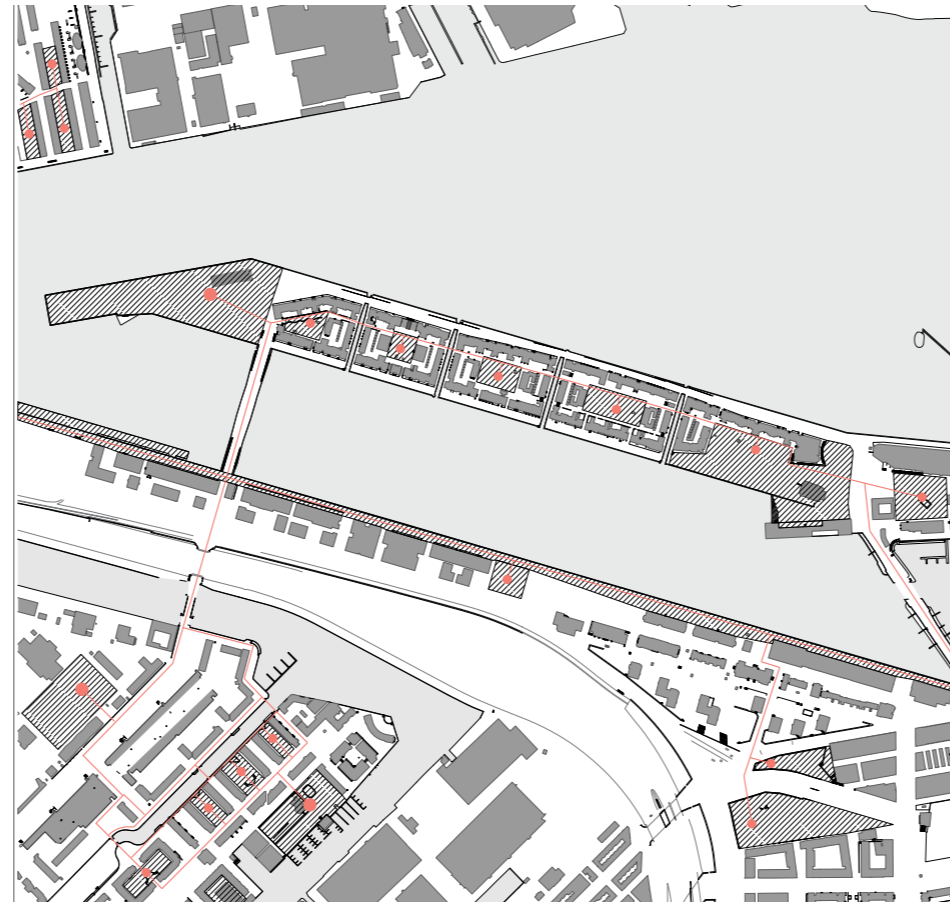
7

6 PUBLICSPACES

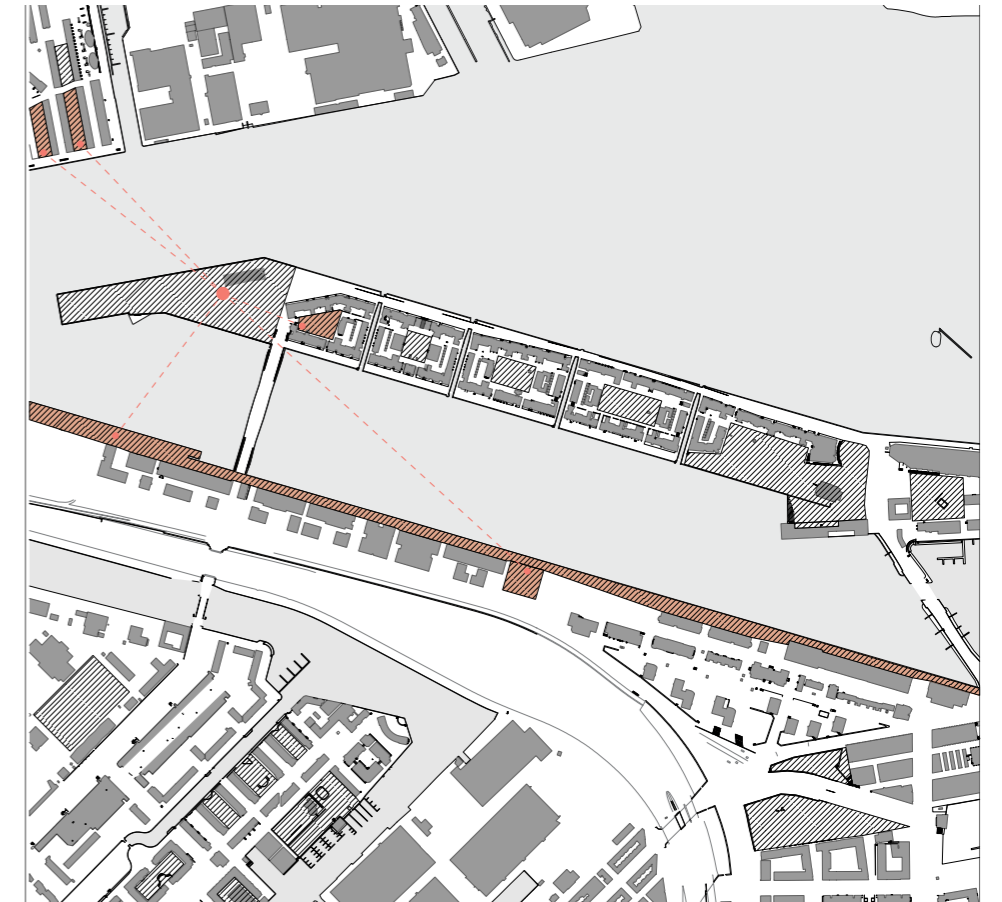
TPOLOGY PUBLICSPACE | PHYSICAL CONNECTIONS | VISUAL CONNECTIONS



6.1.1 TYPOLOGY PUBLIC SPACE



6.1.2 PHYSICAL CONNECTIONS

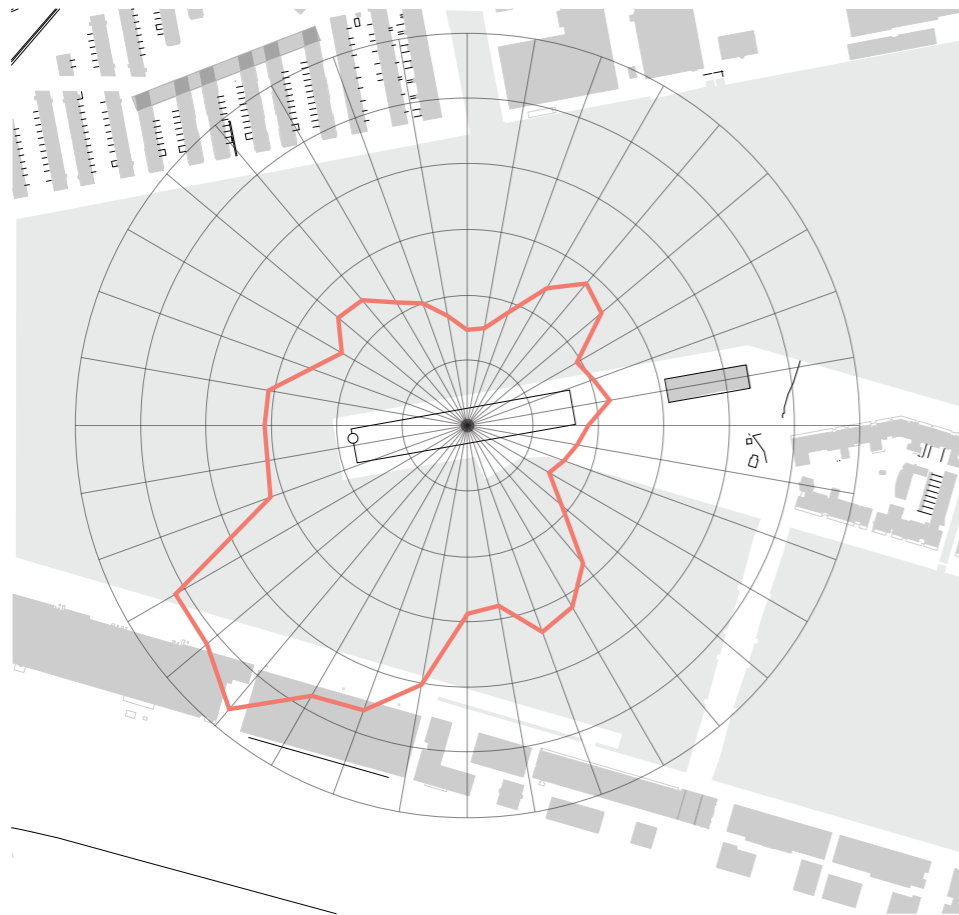


6.1.3 VISUAL CONNECTIONS

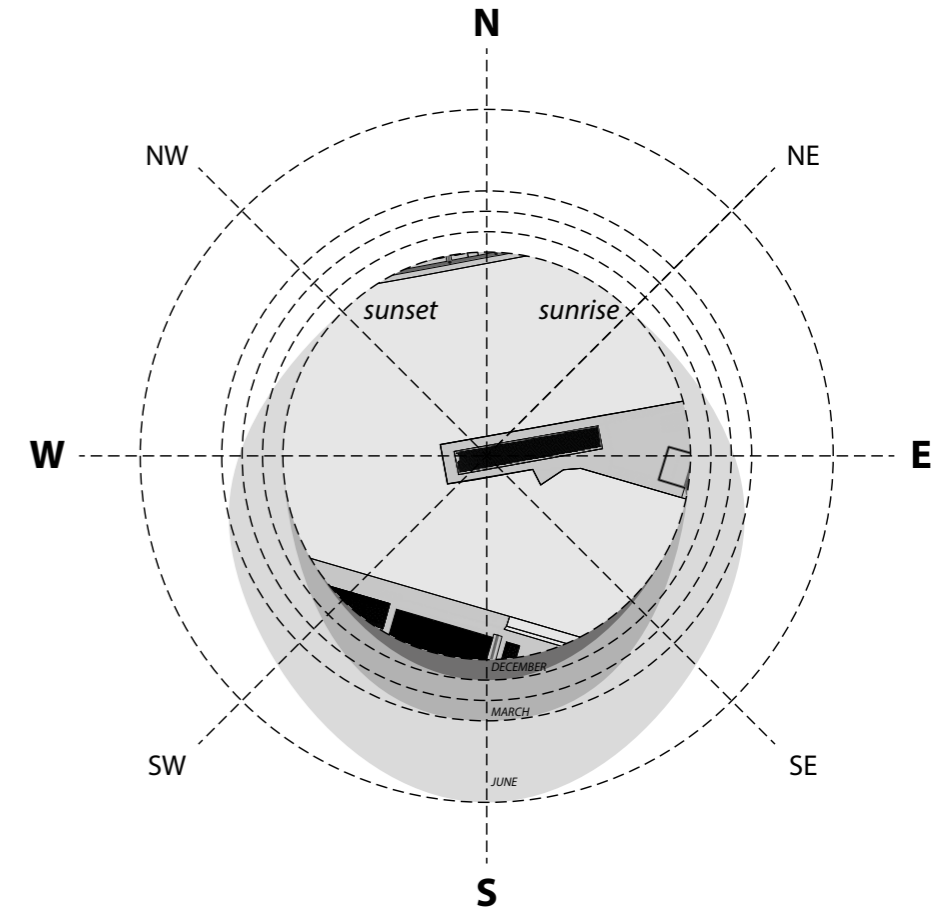


7 ENVIRONMENTAL CONDITIONS

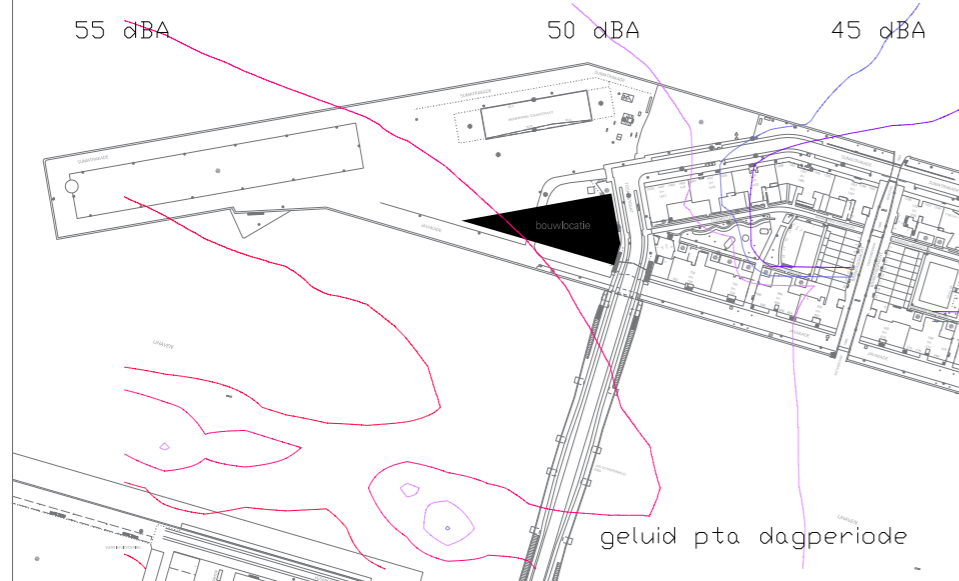
WINDSTUDY | NOISEPOLUTION | SUNSTUDY | CONCLUSION



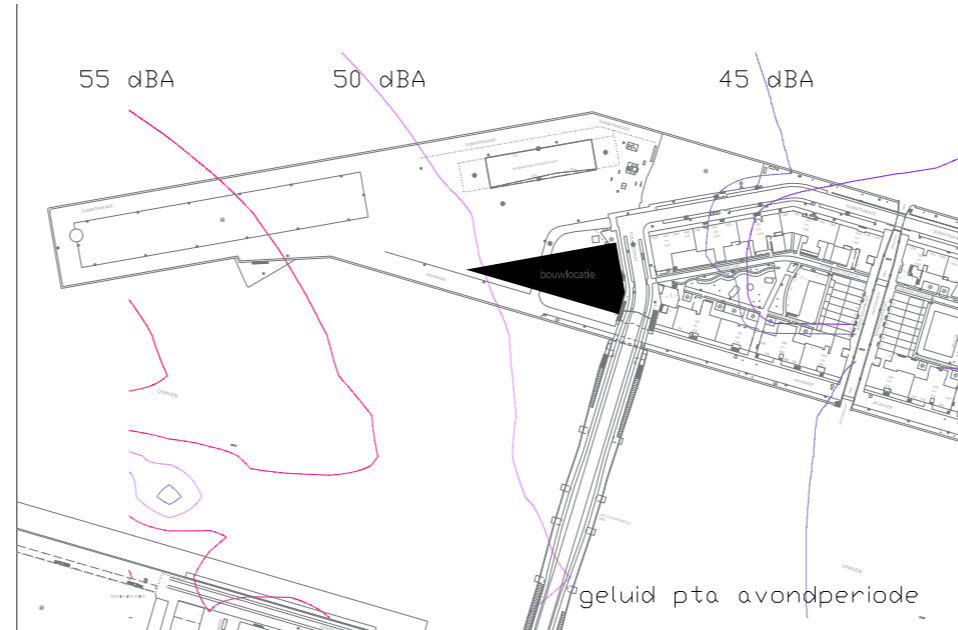
WINDSTUDY



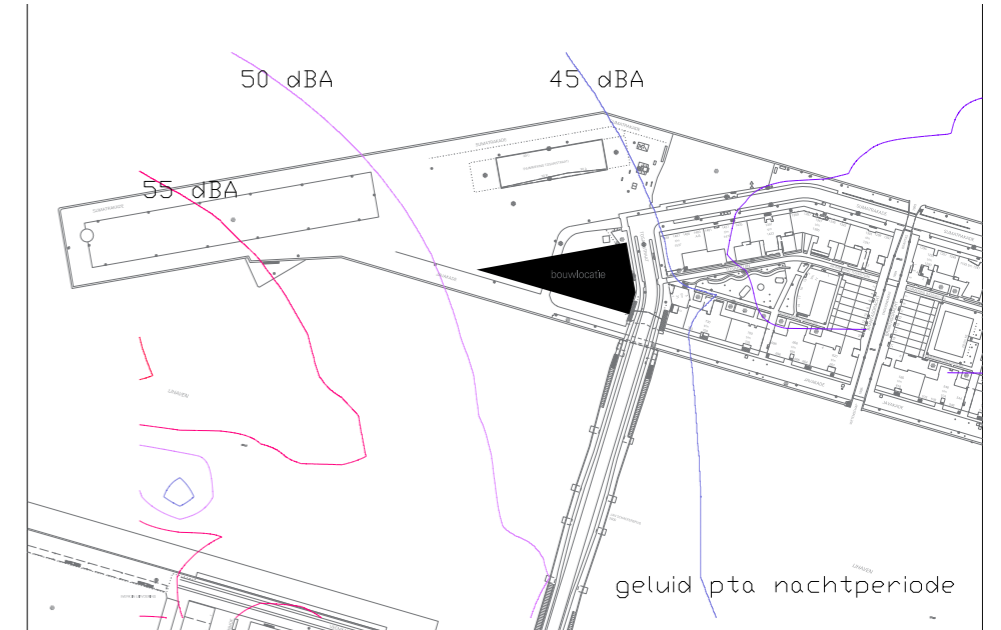
NOISE POLUTION



DURING THE DAY



DURING THE EVENING

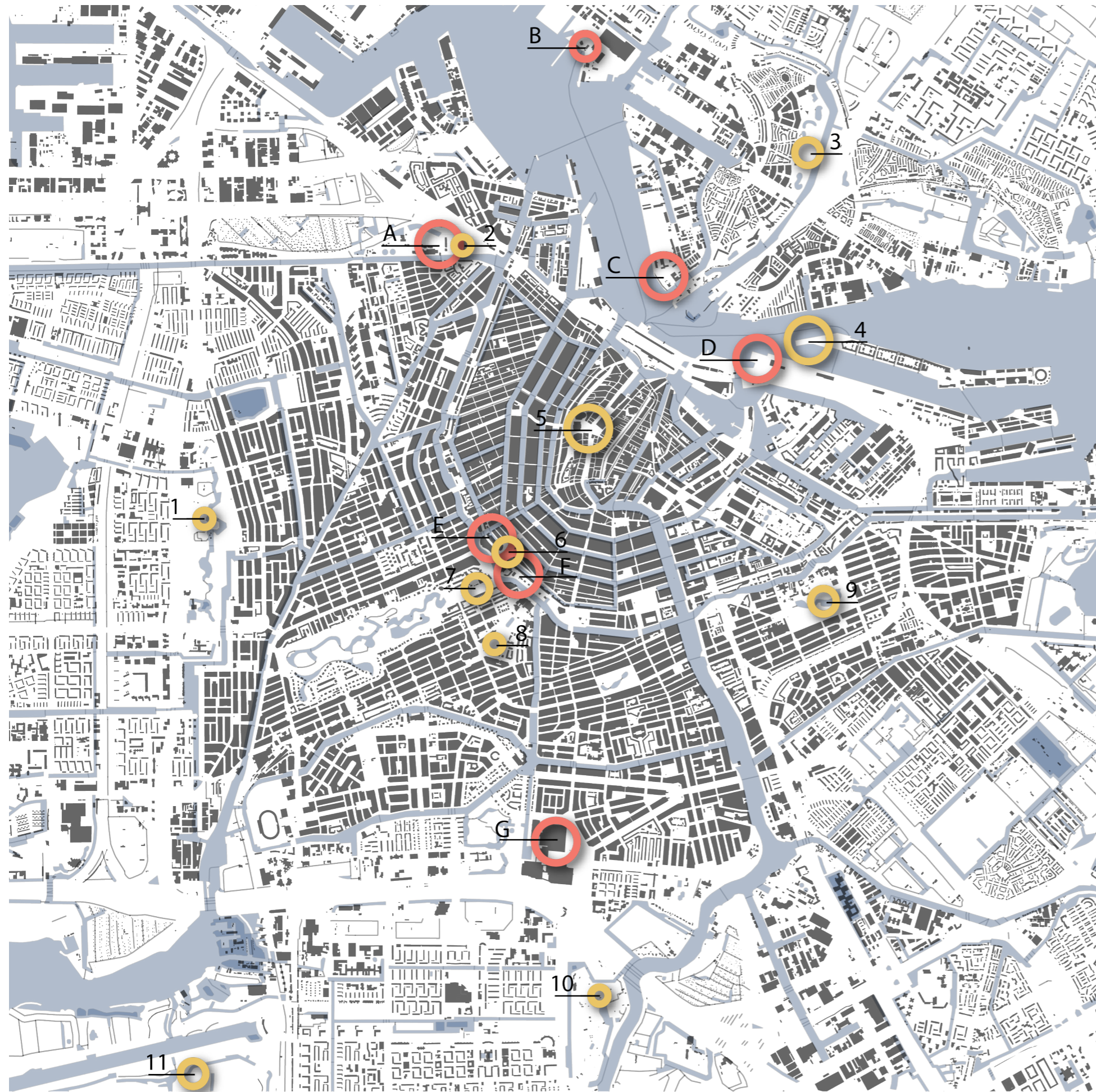


DURING THE NIGHT



8 EVENTS

8.1 INDOOR & OUTDOOR EVENTS



OUTDOOR FESTIVALS:

- 1 Rembrandtpark
- 2 Westerpark
- 3 Noorderpark
- 4 Head of Java Island
- 5 De Dam
- 6 Leidseplein
- 7 Vondelpark
- 8 Museumplein
- 9 Oosterpark
- 10 Amstelpark
- 11 Amsterdamse Bos

INDOOR FESTIVALS:

- A Westergasfabriek
- B NSDM
- C EYE Filmmuseum
- D Muziekgebouw aan't IJ
- E Melkweg
- F Paradiso
- G Amsterdam RAI



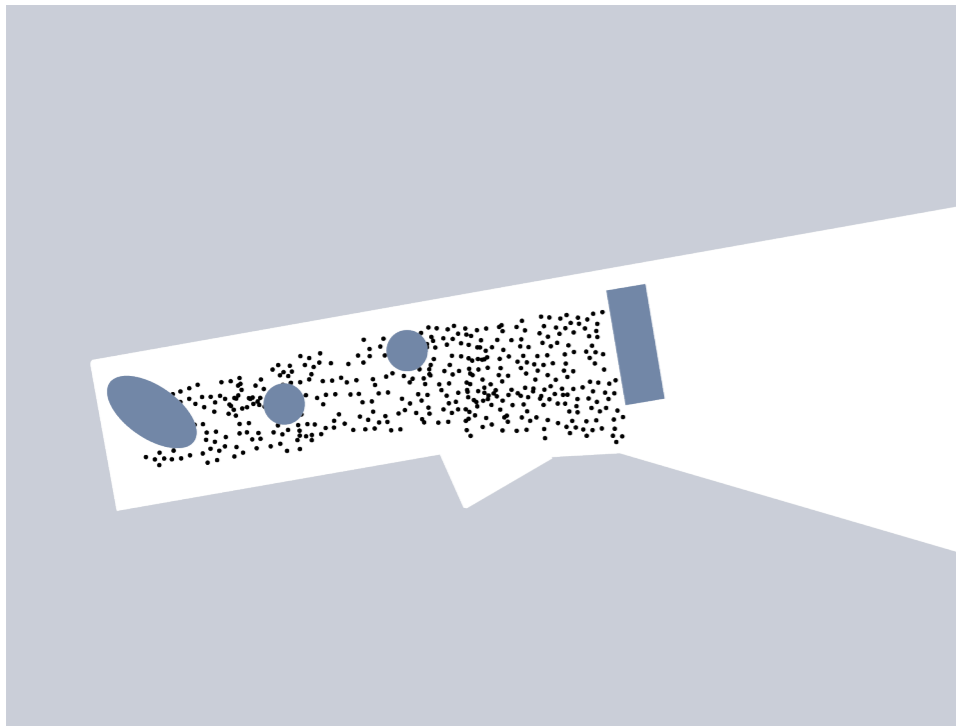
8 EVENTS

8.2 EVENTS ON JAVA-HEAD



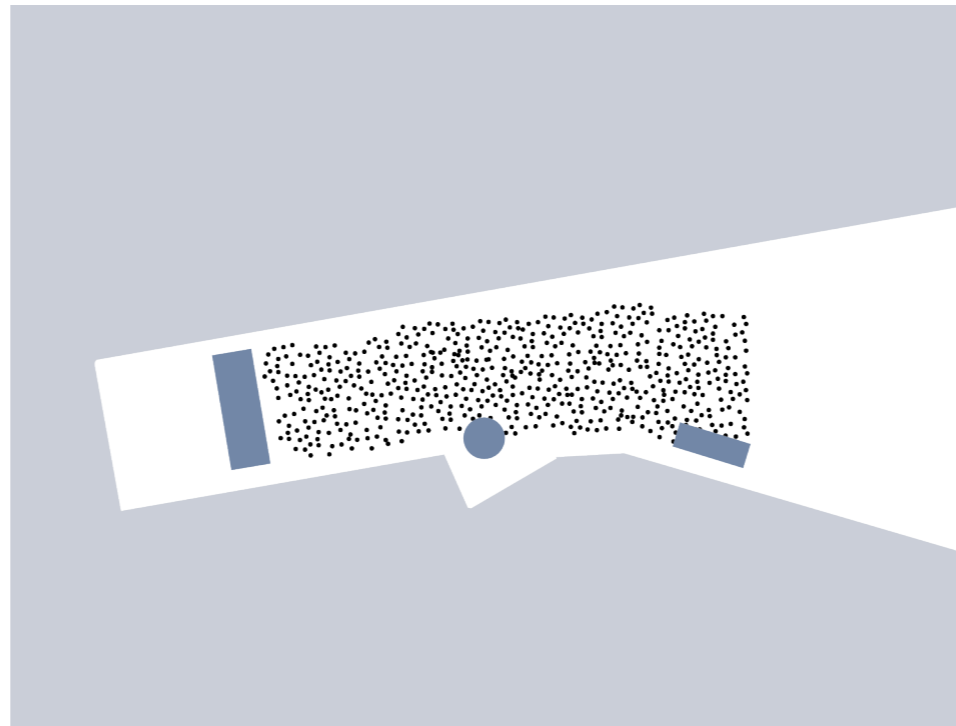
FESTIVAL 4 DOWNTOWN FESTIVAL

Type of Festival: Music
 Density: 2.500 people
 Duration of Event: 1 day
 Event Configuration: Spread



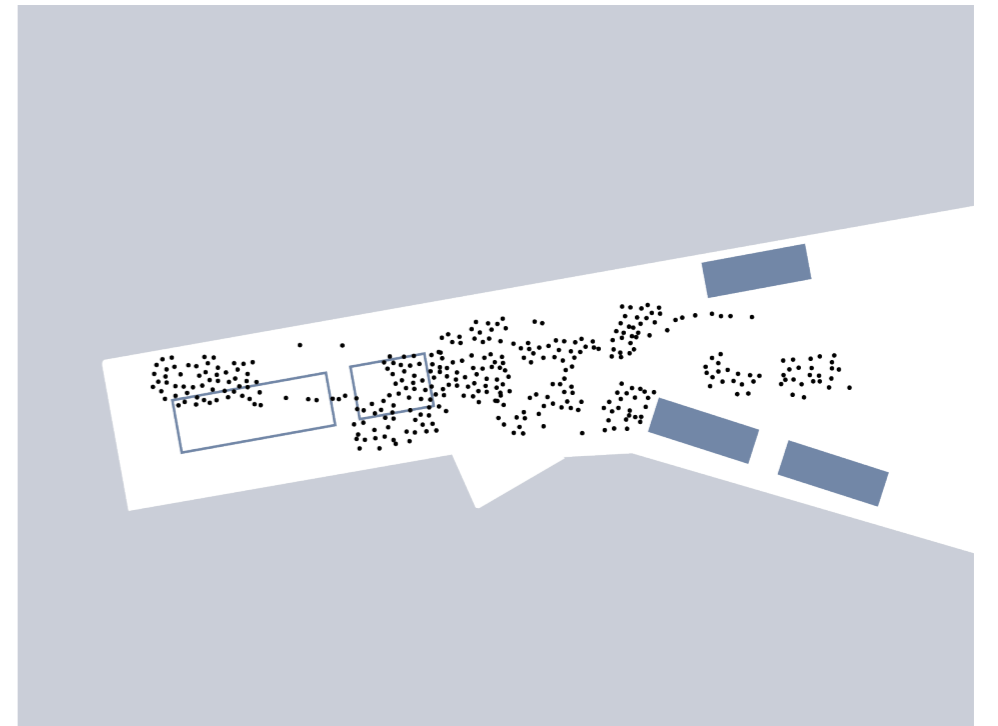
FESTIVAL 5 QUEENSDAY

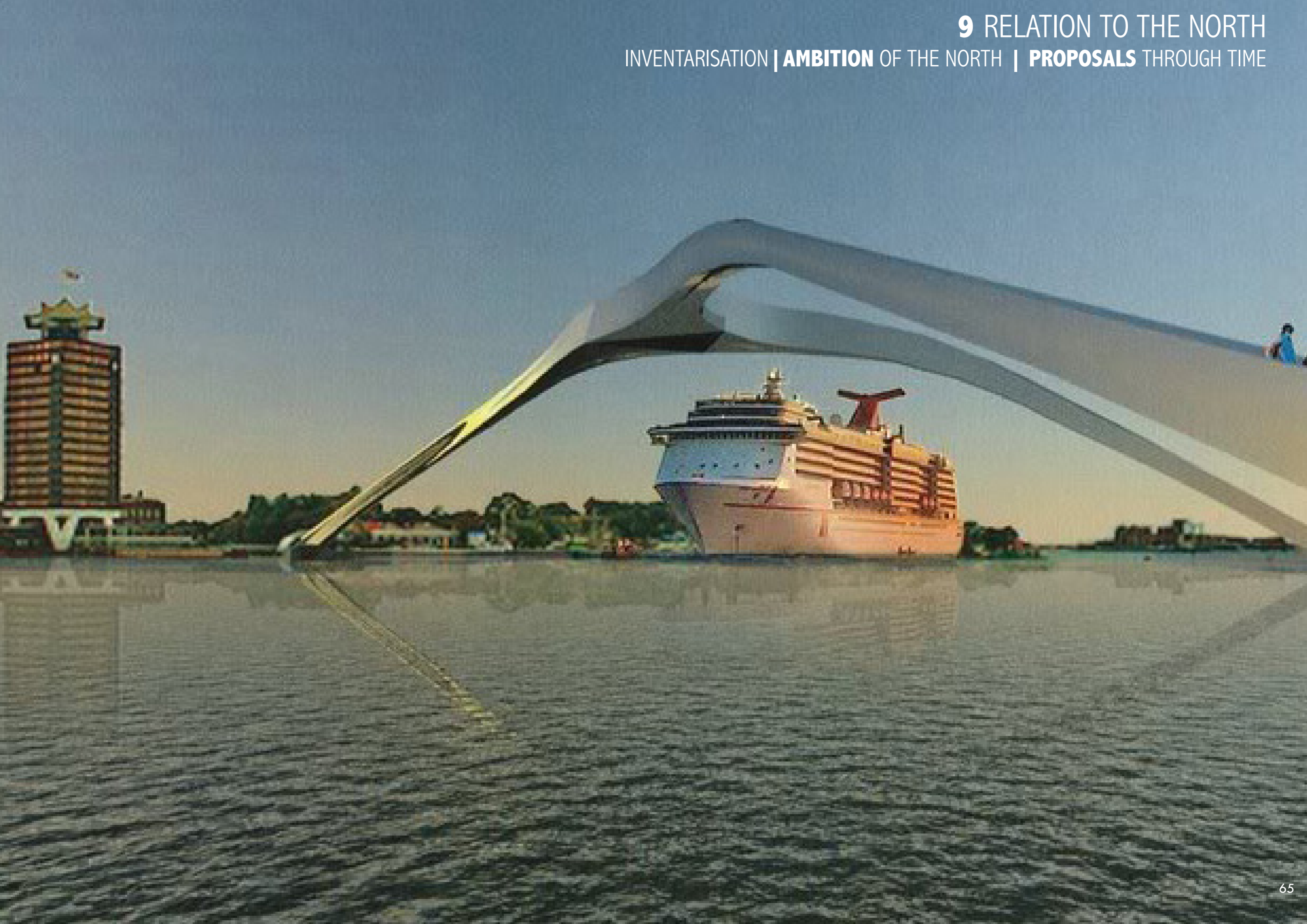
Type of Festival: Dance Event
 Density: 12.000 people
 Duration of Event: 1 day
 Event Configuration: Focused



FESTIVAL 6 SAIL

Type of Festival: Dance Event
 Density: 12.000 people
 Duration of Event: 1 day
 Event Configuration: Spread





9 RELATION TO THE NORTH

9.1 INVENTARISATION



“Build that bridge and give us a connection, so that the South is more accessible!!”

“We don't want that connection because of all the **car**-traffic!”

“A connection to the North could improve the economy...”

'Bouw die brug over het IJ'

Stadsdeel Noord probeert oude wens van een fiets- en voetgangersbrug nieuw leven in te blazen

PATRICK MEERSHOEK
AMSTERDAM - Noord heeft de oude wens van een vaste oeververbinding over het IJ nieuw leven ingeblazen. Het stadsdeel heeft opdracht gegeven voor een haalbaarheidsstudie naar een brug voor fietsers en voetgangers.

Noord heeft drie mogelijke locaties op het oog. Eén variant is een brug van de voormalige NDSM-werf naar de Houthavens in Westerpark. Een andere brug van de Sixa naar de oostzijde van het Centraal Station en de laatste betreft het doortrekken van de Jan Schaeferbrug van het Java-eiland naar de Veemkade.

"Mijn voorkeur gaat uit naar de tweede variant," zegt bestuurder Chris de Wild Protopius van stadsdeel Noord, "maar we willen alle drie de varianten serieus bekijken." Een brug over het IJ is een oude wens van bestuurders en inwoners van Noord. Al meer dan honderd jaar wordt met zekere regelmaat een plan gelanceerd voor een vaste oeververbinding over het water.

De gemeente wees verzoeken altijd af. Volgens het stadsbestuur waren de punten goed in staat voetgangers en fietsers heen en weer te brengen. Aanleiding voor de nieuwe poging van Noord zijn de ontwikkelingen op de IJ-oever. De komst van MTV en andere creatieve bedrijven naar het NDSM-terrein en de nieuwbouw van het Filmhuis naar het Shell-terrein maken de wens van een brug urgent. De Wild en de gemeente van Noord komt steeds dichterbij de realisatie van een brug over het IJ.

Teken de petitie voor een brug over het IJ!

15 February 2012 → 10:04 pm geschreven door Bas Kok



Sommigen noemen hem de brug die er nooit kwam. Anderen spreken liever van de luchtflitsbrug. Maar een aantal Noordamstedammers onder leiding van Ed Eringa vindt dat het hoog tijd wordt dat le er gewoon wél komt: een brug die Amsterdam Noord verbindt met het centrum.

Noem één stad in Nederland waar deze situatie bestaat: het stadscentrum grenst aan het water, aan de overkant ligt een wijk met 90.000 inwoners. Maar een brug is er niet. Misschien is Amsterdam zelfs de enige stad in de wereld waar het stadscentrum niet is verbonden met de overkant van het water. Natuurlijk, er zijn tunnels, maar voor (brom-)fietsers en voetgangers (een steeds belangrijker groep) is er geen vaste-oeververbinding met het centrum.

Er zijn tal van verklaringen waarom deze situatie is ontstaan. Scheepvaart en economische (haven-) belangen om er een paar te noemen. Ook de neerbuigende kijk van het stadsbestuur op Noord in vroeger tijden is een verklaring. En het moet gezegd: de Noordamstedammer zelf heeft ook nooit met de vuist op tafel gestlagen.

Ondertussen is de belangrijkste verklaring misschien van psychologische aard. De brug over het IJ wil er maar niet komen omdat le er nooit gekomen is. Elke nieuwe poging (want sinds het eerste ontwerp van Galman in 1851 passeert er om de vijf jaar wel een plan) bevestigt het patroon van ongelof. Zie je wel, die brug komt er toch nooit.

Maar als het aan Ed Eringa ligt, is de maat nu vol. "Ik woon nu anderhalf jaar in Noord, en ben enorm verbaasd over deze situatie," aldus Heringa, die ook opmerkt dat de wachttijden bij de pont soms lang zijn. Heringa beseft dat een brug geld kost. "Maar wat is duur? Ik wil nog precies gaan doorrekenen wat het zou besparen als we één van de ponten kunnen opheffen omdat de brug er is. Waarschijnlijk hebben we de brug er snel uit."

Qua locatie houdt Eringa verschillende opties open, al is een brug vanaf Java-eiland in zijn optiek het meest logisch. Met de petitie wil Eringa een discussie starten en een signaal afgeven aan de politiek. "In april hoop ik 5000 ondertekenaars te hebben, en die wil ik dan overhandigen."

De komende twee maanden zal IJlovenoord aandacht besteden aan 'de brug der bruggen'. Door in gesprek te gaan met diverse sleutelfiguren en opiniemakers, hopen wij dieper inzicht te krijgen in de werkelijke redenen waarom die 'Voetsbrug' er maar niet komt.

Of is het misschien gewoon omdat de inwoners van Noord nooit met vereende kracht hebben geroepen: wij eisen een brug!

Ga in dat geval snel naar de petitie en teken hem - en zegt het voort.
<http://petities.nl/petitie/brug-over-het-ij>
Beeldrecht illustratie: "Spelen op het IJ. Een levende brug voor Amsterdam" Jolijn Valk, 2010.

PETITIES
384 ondertekeningen

Brug over het IJ



Amsterdamers in Noord en Zuid verdienen meer dan een stad die ophoudt bij het IJ. Nu kost het een kwartier om het IJ te voet, per fiets of scooter over te steken, belachelijk in een dynamische stad. Een brug naar het centrum is goed voor de binding tussen Noord en Zuid, de Amsterdamse economie en de volksgezondheid. En het fantastische uitzicht over het IJ krijgt u er gratis bij. Wij eisen een brug!

De petitie is vandaag, 8 november, ingediend bij de wethouders van Poelgeest en Wiebes, en positief ontvangen. Wij gaan nu verder met het ontwerp van de brug en proberen de financiering in het komend jaar rond te krijgen. Veel dank voor uw steun! Met vriendelijke groet, Ed Eringa (initiatiefnemer) en Jolijn Valk (architecte).

het laatste woord

Weerstand tegen IJbrug niet rationeel

Er wordt al er lang gediscussieerd over een brug over het IJ. Het is echter niet de fysieke afstand tot de rest van de stad, maar vooral de psychologische kloof die moet worden overbrugd, zegt Bas Kok.

De discussie over een brug naar Noord keert steeds terug. Er bestaan dan ook wel negen riviersteden waar geen oeververbinding is voor langzaam verkeer. In Amsterdam loopt elk plan al bijna twee eeuwen vast. Technisch, ruimtelijk, natuurs en financieel is een fiets-voetgangersbrug goed realiseerbaar. Dat wijst erop dat irrationele, psychologische processen ten van een brug over het IJ.

In de eerste plaats is er een historisch-psychologische oorzaak. Vroeger lag aan de noordkant van het IJ het galgenveld. Van ongeveer 1400 tot en met 1795 werden de lijken van de ter dood gebrachten opgehangen op de Volewijk. Iedereen snapt dat er niet veel behoefte was aan een brug naar deze onheilsplek.

Toen het galgenveld geruimd was leken betere tijden aan te breken voor Noord. In de eerste helft van de negentiende eeuw kwamen de eerste uitgewerkte plannen voor een brug. De Amsterdamse stedenbouwkundige aanmer Jan Galman ontwierp na 1850 meer dan dertig bruggen over het IJ, maar hij liep tegen onoverkomelijke muren op. De officiële lezing is dat Amsterdam het IJ zo open mogelijk wilde houden en vreesde voor aanslibbing rond de pijlers. Dat zal best een aandachtspunt zijn geweest, maar misschien speelde toen het 'galgenveld-trauma' voor het eerst de rol. Daar zit ook een sociaal-psychologisch puntje. Aardig wat Noordamstedammers gedroegen zich zo als ze werden gestigmatiseerd, als er niet eens bijhoren.

Nu lijkt deze eigenzinnige houding bij sommige groepen doorgeschoten in een 'yuppelotrie'. Toen ik twee jaar geleden op de website *IJlovenoord* een wensdroom schreef over een fiets-voetgangersbrug, kwam er een hoos van protest. Naast bijval, was er vooral veel sarcasme en felle boosheid. Daarbij viel vaak op misprijdende toon het woord 'yup'. Veel Noord-Amsterdamers koppelen een brug aan 'voor yuppen en soms is sprake van haat. Het is voor hen de groep die woningen inpikt en de huren en prijzen moet brengen. Dan komen alle argumenten, belangen én emoties op tafel. Dat praatproces duurt misschien één of twee jaar. Daarna is het bouwen van die brug een fluitje van een



Eén van de 36 ontwerpen die sannemer Jan Galman tussen 1851 en 1886 voor een brug over het IJ maakte. FOTO STADSARHIEF

genzaam was voor het centrum van Amsterdam: 'stinkfabrieken', werven en stadsbewoners uit de categorie 'ontoelaatbaren'.

In de eerste helft van de twintigste eeuw wendden de industrieelreinen en arbeiderswijken in rap tempo gebouwd. Na 1965 volgden de uitbreidingswijken als Nieuwendam-Noord, Banne Buksloot en Molenwijk. Voor auto's kwamen er tunnels, maar fietsers en voetgangers bleven afhankelijk van ponten die zich niet met een brugverbinding kunnen meten. Met de regelmaat van de klok kwamen er dan ook plannen voor een brug.

Nu doet zich een ander psychologisch mechanisme kennen: de zelf-fulfilling prophecy. "Die brug gaat er nooit komen," hoor je vaak. In anderhalve eeuw tijd zijn zo veel brugplannen gesneuveld, dat mensen bij voor-

baat afkaken als 'deze ouwe koe' uit de sloot wordt gehaald. De brug is er niet omdat die er nooit is gekomen. Rationaliteit en de echte wil om het onderwerp serieus op de agenda te zetten, raken steeds verder achterop. De afgelopen honderd jaar heeft de 'Noorderling' zich nauwelijks laten horen. Daar zit ook een sociaal-psychologisch puntje. Aardig wat Noordamstedammers gedroegen zich zo als ze werden gestigmatiseerd, als er niet eens bijhoren.

Nu lijkt deze eigenzinnige houding bij sommige groepen doorgeschoten in een 'yuppelotrie'. Toen ik twee jaar geleden op de website *IJlovenoord* een wensdroom schreef over een fiets-voetgangersbrug, kwam er een hoos van protest. Naast bijval, was er vooral veel sarcasme en felle boosheid. Daarbij viel vaak op misprijdende toon het woord 'yup'. Veel Noord-Amsterdamers koppelen een brug aan 'voor yuppen en soms is sprake van haat. Het is voor hen de groep die woningen inpikt en de huren en prijzen moet brengen. Dan komen alle argumenten, belangen én emoties op tafel. Dat praatproces duurt misschien één of twee jaar. Daarna is het bouwen van die brug een fluitje van een

JE BENT NIET INGELOGD

AGENDA PROGRAMMAS NIEUW AMSTERDAM VERHUUR CAFÉ OVER ONS NIEUWSBRIEVEN

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Flaneren en fietsen over het IJ: waar blijft de brug?

Hoe mooi en belangrijk het IJ ook is, het zorgt ook voor ongemakken en kent reeds vele gemiste kansen.



Amsterdam wordt verdeeld: door een schitterend water dat IJ heet. Maar hoe mooi en belangrijk het ook is, het IJ zorgt ook voor ongemakken en kent reeds vele gemiste kansen. Nog altijd kunnen fietsers en voetgangers niet vlot en comfortabel het IJ oversteken, voor hun werk of de leuke en mooie dingen die in Noord (gaan) gebeuren.

Al bijna 200 jaar hebben mensen plannen gemaakt voor een brug over dat IJ nabij het centrum. Maar telkens had de gemeente wel weer een argument om niet over de brug te komen. Terwijl een brug zo voor de hand ligt en eigenlijk alleen maar voordelen heeft. En helemaal niet zo veel hoeft te kosten (zeker niet in verhouding tot de Noord/Zuidlijn). En ook nog eens een icoon en visitekaartje van de stad Amsterdam kan worden, een soort Eiffeltoren of Tower Bridge. Bovendien wil Noord duidelijk zichtbaar bij de rest van de stad horen en lukt het IJ pas echt veel toeristen als daar iets heel moois te zien is.

Als de Amsterdamers het willen, komt die brug er. Voorstellen liggen er in elk geval. Er is de Luchtunnel van P van den Bergh, die al ruim twintig jaar zijn droom werkelijkheid probeert te laten worden (www.luchtunnel.nl). En er is bijvoorbeeld de, totaal andere, brug van architecte Jolijn Valk (www.jolijnvalk.nl). Ook een aantal architectenbureaus van naam hebben de laatste jaren ontwerpen gemaakt.

Nu de stofwolken van de Noord/Zuidlijn optrekken en Noord tot bloei is gekomen, nu de veerboten en het Centrum overvol raken (touringcars), is het tijd voor meer maatschappelijk gemeentepolitici geïnspireerd raken en nog meer Amsterdamers enthousiast en trots op hun hightech-stad worden.

Toegang is gratis. Meld je voor dit programma aan door bovenaan deze pagina op de rode knop 'reserveer' te klikken.

Bijdragen Webmaster Maarten Esenburg

RSVP (bekijk alle)

Deelnemers (bekijk)

Fans Cadet Ellen

Trefwoorden: Brug, IJ, Met

Overeenkomstige ding

PDZ expo | wo 12 mrt

Stadslicht #3: C Parijs

1 PDZ expo | vr 28 mrt

CreativeMornings Amsterdam: HIDE

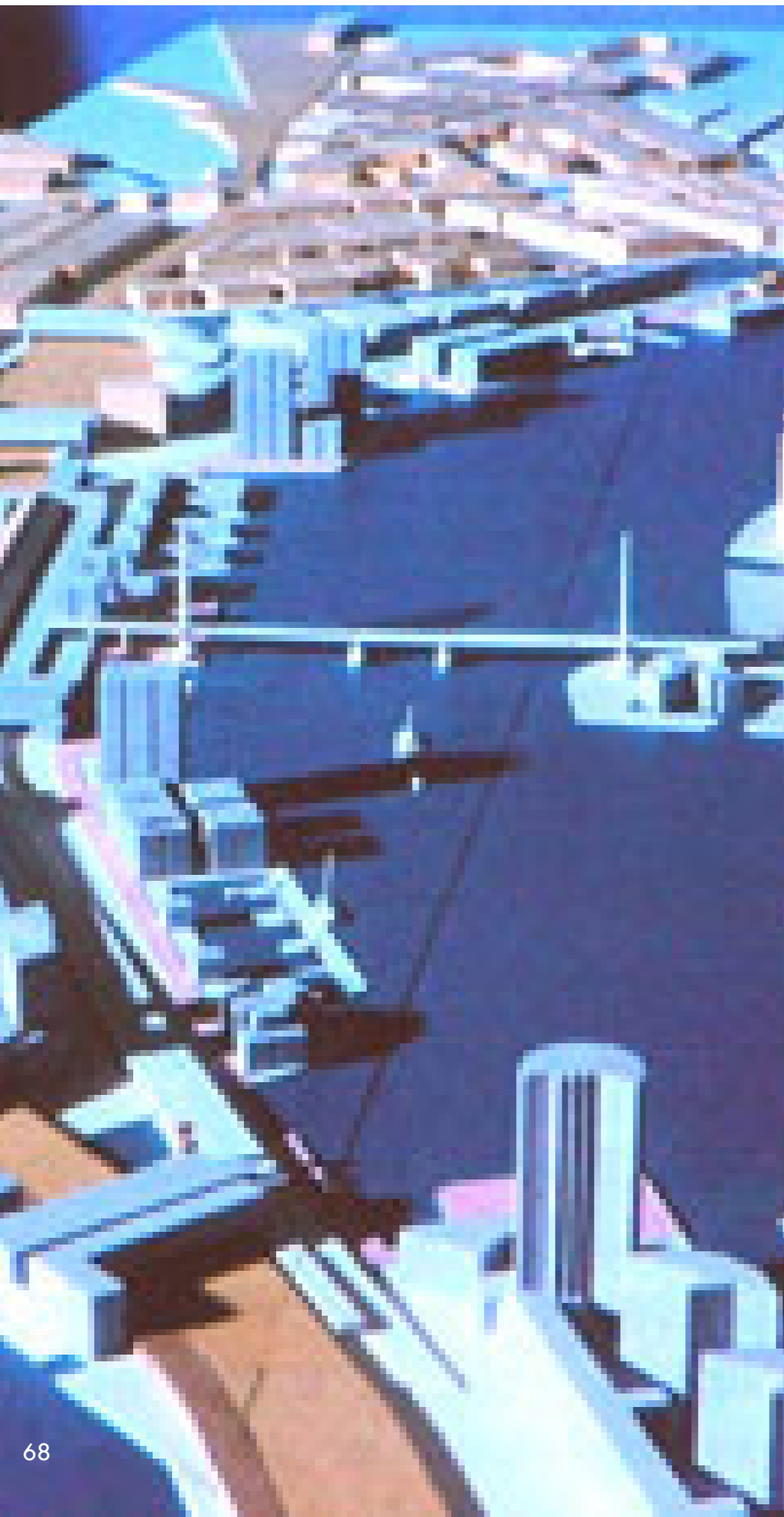
HIDE

1 PDZ expo | di 18 mrt

Show your Amsterdam made Indie Brand

9 RELATION TO THE NORTH

9.3 PROPOSALS THROUGH TIME



When Amsterdam began to expand in the 19th century there arose plans for a better connection with the north over the River IJ. There were sent in multiple proposals for bridges and even tunnels. Between 1851 and 1886 the Amsterdam architect Jan Galman (1807-1891) designed 36 bridges. The picture on the left side of this page is Galmans 2nd bridge design, proposed in 1857.

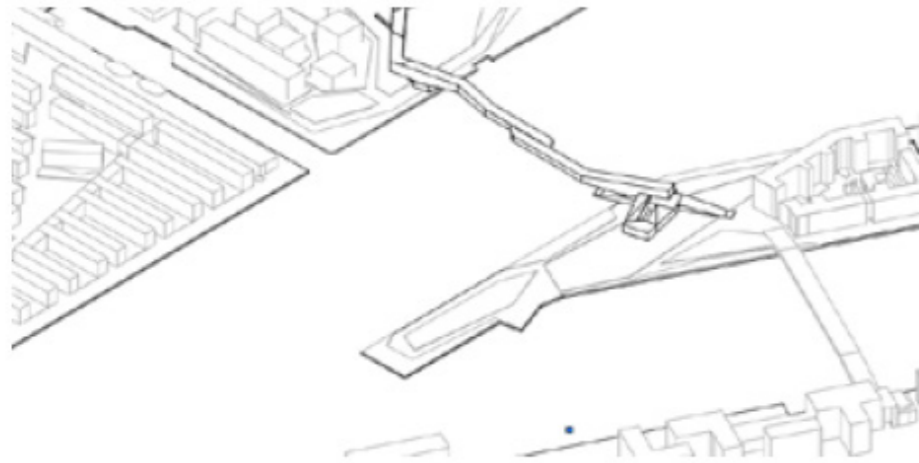
In the middle of the IJ is an iron double bascule bridge with two large gatehouses. Here, large ships can pass through. On both sides are long iron tubular bridges with bars. The ramps to the bridges are situated in two rows of 56 warehouses above 280 houses.

The bridge would be about 1,200 meters long and 33 meters wide. The width of the crossing by two large openings was 150 meters, with a height of 21 meters. The sail-through width of the bascule bridge was 14 meters.

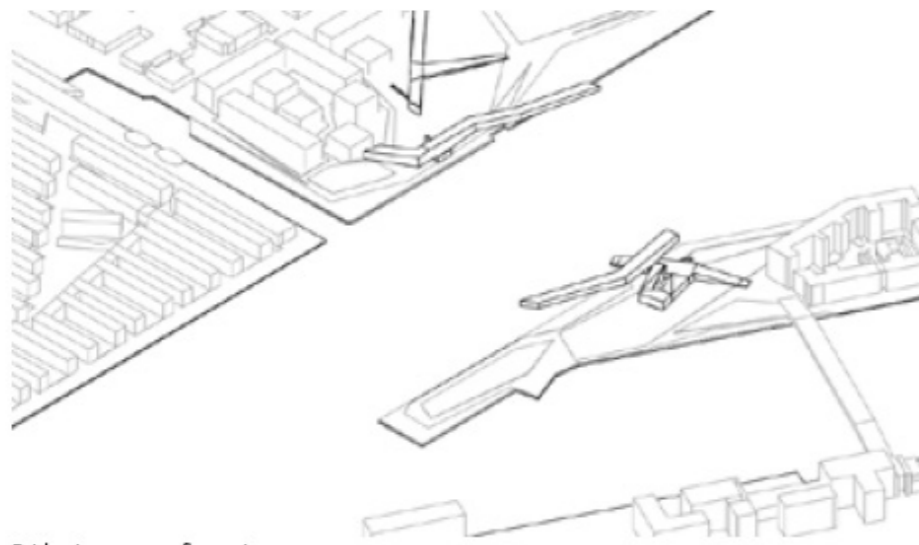
The pictures below show later proposals. The discussion is still going on!



MECHANISM OF THE SWING BRIDGE



Bridge in closed configuration.

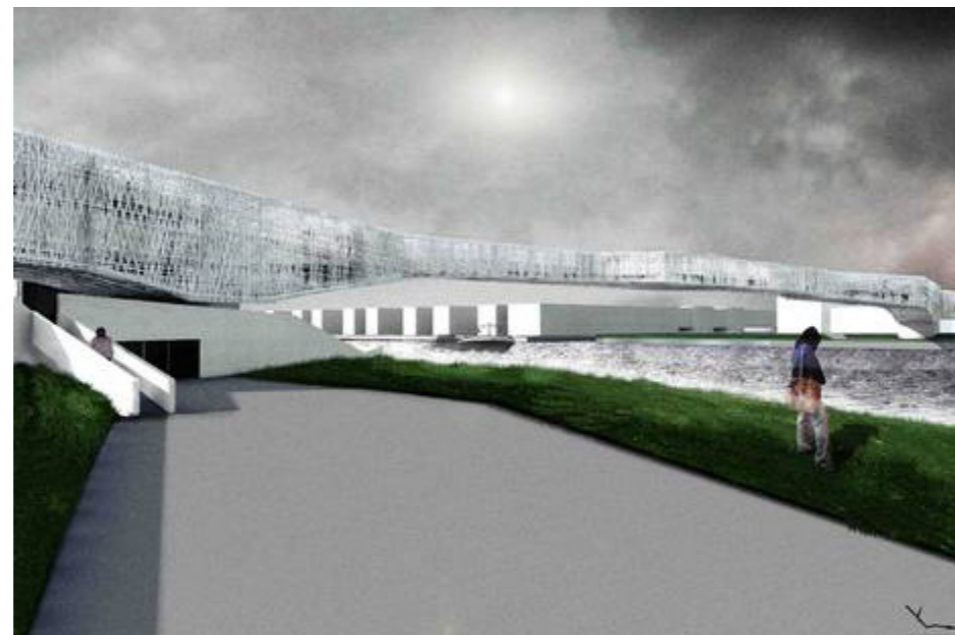
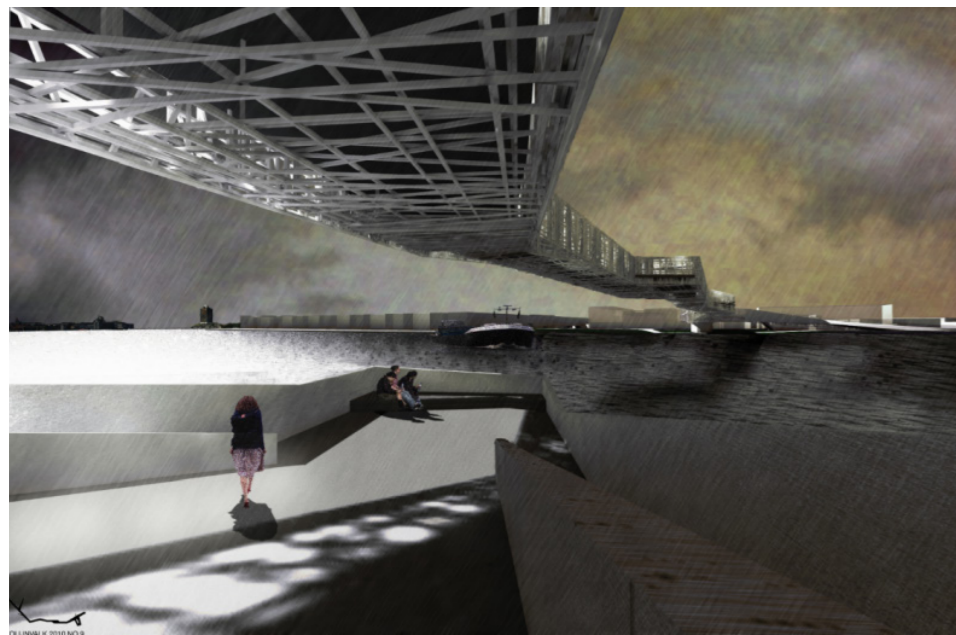


Bridge in open configuration.

This is a proposal of Jolijn Valk; it was her graduation project in 2010 on the Academy of Architecture in Amsterdam.

Jolijn recently offered together with Amsterdam-North-resident Ed Eerinkga a petition to the municipality for the coming of a bridge. "I'm seriously talking with manufacturers, and I also think about crowdfunding for example." Although this million project seems a utopia at this moment, yet they do not give up. "I am convinced that there should be a bridge over the IJ. You have to dare to dream!

The discussion is still going on!



10 CONCLUSION

I I

History

The head of Java started its existence as a “Golfbreker” which was created in 1890 to withstand the wind and waves for the Oostelijke handelskade. The island expanded in 1897 when the dredged soil from the Noordzeekanaal was ditched adjacent to the “golfbreker” which resulted into the Java-island. In the same year work started on the constructions of the New Handelskade at this location. The harbor area was redeveloped during the 90’s of the last century. Amongst other areas of the harbor the Java-island was redeveloped into a residential area while almost all barracks from the harbor period had been demolished previously. Except for the head of Java, the municipality decided not to built at Java-Head until a plan of exceptional quality would be found. At the moment it functions as an event site.

Statistics

The Java-Island and the surrounding areas are shrinking compared to the rest of Amsterdam, less people are living here. On the other hand the Java-Island attracts more families compared to the majority of single person households of Amsterdam. These families live in expensive houses compared to Amsterdam.

Spatial structure

The Java-Head is located in the middle of the IJ-river. This way the plot is surrounded by a lot of open space which is used solely for shipping purposes. On the plot itself a green grass field is located surrounded by concrete pavement. The buildings on the Java-Island are mainly closed to the public, this is because it is used for residential purposes.

The Java-Head and its surroundings can be divided over three different typologies; the north, Java-Island itself and the Oostelijke Handelskade. The north side exists mainly out of workers homes and industrial buildings. The Java-Island contains solely residential dwellings which are designed according to the canal-houses of Amsterdam. And the Oostelijke Handelskade is more city-like with its high-rise buildings. But in all three cases the most buildings have a residential function.

Infra-structure

The Java-Head is close to every kind of main infrastructure of the city of Amsterdam. The Oostelijke Handelskade is part of the ring-road of the city-center. The roads of the Java-Island are directly connected to this ring road. This is why the Island is easy to travel to by public transport and even the distance to Amsterdam central station is doable by foot.

Physical connections

The views to Java-Head are characterized by focus on the other side of the river. The only thing that lights up on the island is the statue. Besides this statue there’s nothing that catch you view. The views from Java-Head on the other hand are characterized and the open view created by the surrounding water (three directions)

In the approach from the car the focus of the view is controlled by bridges, building mass and off course the road. The site shows itself only then when you’re driving through the last building.

Environmental conditions

The surroundings of the plot and the plot itself are mainly open and exist for the bigger part out of the IJ-river. There are no barriers surrounding this area, this is why the wind plays a big factor in the upcoming design.

Possibilities of the Java-Head

The Java-Head is currently used as an event space. It houses several kinds of events which occur form small rummage sales to bigger dance events.

On a totally other topic the Java-Island could be a connecting factor to the north side of Amsterdam. This connection is part of a discussion which goes on for several decades now, and could be interesting for our design proposals. But this discussion is still going on.

At the start of this analysis it was already clear that the location is a really special location with many options. This is mainly due to its surroundings and location close to the city center and central station. The analysis supported this statement; a combination between the special location, its history, the dwellers, a good connection to the inner city and infrastructure this plot gives several options for activities and buildings which need to be in the center point of attention.