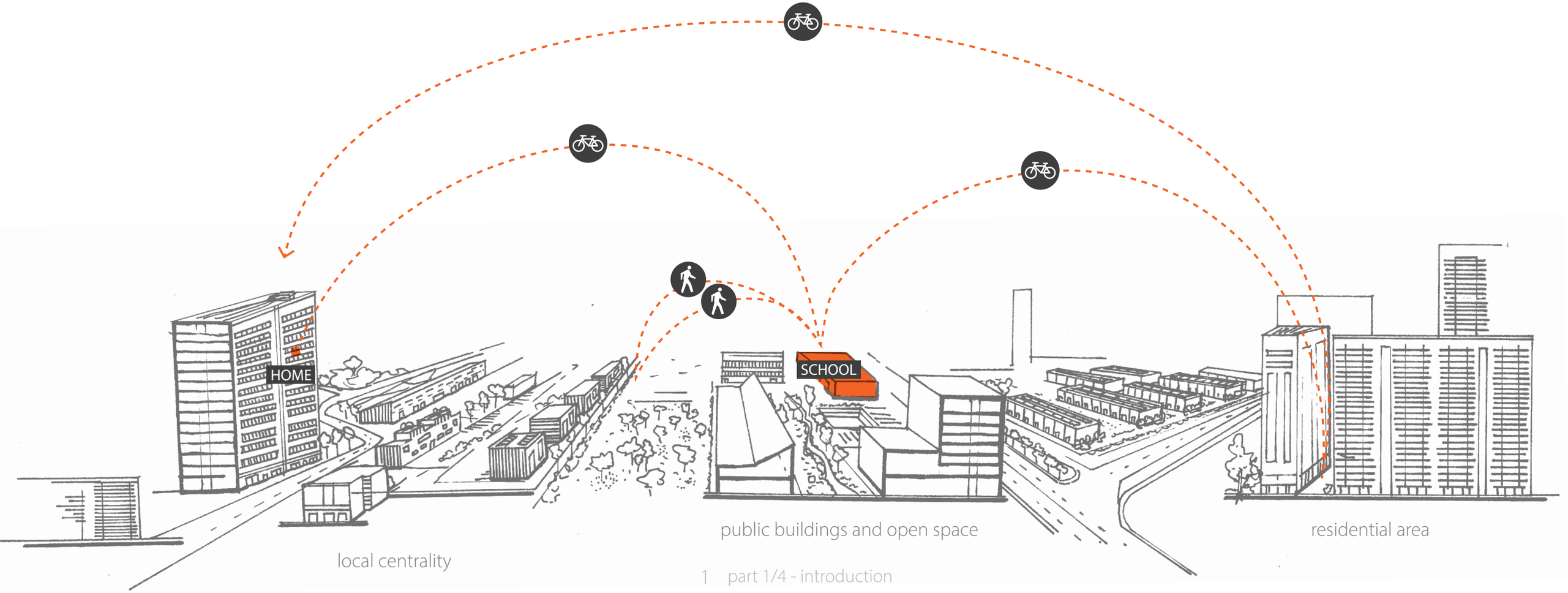
WELCOME


HOME
SCHOOL
local centrality
public buildings and open space
residential area

“Door wonen, werken en voorzieningen op kortere afstand van elkaar te organiseren, en slim en efficiënt te combineren, neemt de verplaatsingsafstand en -tijd af. Zo ontstaat een ‘stad om de hoek’. Een kortere reistijd om ergens te komen, stimuleert wandelen en fietsen, het is gezond, duurzaam en leidt tot ontmoeting.”

- Omgevingsvisie Rotterdam (2021)

“By organizing living, working and facilities at a shorter distance from each other, and combining them in a smart and efficient way, travel distance and time decrease. This creates a ‘city around the corner’. Shorter travel time to get somewhere encourages walking and cycling, it is healthy, sustainable and leads to encounters.”

CITY

AROUND THE CORNER

Strategic design interventions to alter the urban rhythm in the peri-urban areas of Rotterdam

MSc thesis

Juliette Brouwer

MSc Architecture, Urbansim and the Building Sciences

Delft University of Technology

oe krijg je de auto de stad uit?

n van de Wiel | 20 maart 2018 | 2 Reacties

loe beteugel je de auto en boek je erreinwinst voor fietsers, voetgangers e et openbaar vervoer? Elk stadsbestuur vorstelt met die vraag. Want pijnlijke euzes die soms op harde weerstand tuiten zijn onvermijdelijk. We nderzochten de situatie in Rotterdam, ltrecht en Den Bosch. "Ik had wel eens olitiebegeleiding nodig."

Ik woon aan een verkeersriool". Mathilde Toet

CARS

.otterdam, Schiedam en Rijswijk zijn d neest vervuilde steden als het gaat om itstoot door verkeer en industrie. De emeenten Nederweert, Ede en arneveld, Velsen en Beverwijk hebber e hoogste concentraties fijnstof.

atasja de Groot 08-01-20, 13:27
aatste update: 08-01-20, 14:22

eportage

Knallende uitlaten en onkende motoren: uitgaan voor de een, overlast voor de ander

laneren Gemeentes worstelen net luid ronkende auto's en notoren, die rondjes door de stad jden en overlast veroorzaken.

Anne Corré 11 oktober 2021
Leestijd 6 minuten

News. source: AD (2020), architectenweb (2020), NRC (2020), NRC (2021), NRC (2022), Volkskrant (2021)

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SPACE SCARCITY

Ministerie steunt 33 gemeenten om sneller woningen te bouwen

5 december 2021, 9:29

3

Het ministerie van Binnenlandse Zaken steunt 33 gemeenten met miljoen euro om sneller ienduizenden betaalbare woning te bouwen. Die woningen zijn oedoeld voor starters of mensen een middeninkomen.

Graag juist méér verdichting in Rotterdam

Verdere verdichting van Rotterdam s hard nodig om de verstedelijking n goede banen te leiden, stelt *Jaap van der Want.* Daarom is de kritiek op de gemeentelijke

TACOMMISSARIS

20.000 nieuwe huize epland in kwetsbare ebieden'

--- 7 december 2021
Leestijd 1 minuut

de één miljoen woningen die tot 203 ouwd moeten worden, staan er 820.0 ebieden die last kunnen krijgen van teroverlast, droogte, hitte of lemproblemen. Daarvoor waarschuwt tacommissaris Peter Glas in een advie de regering. Huizen moeten normaal proken zo'n vijftig tot honderd jaar egaan. Wetenschappers zeggen dat he t ondenkbaar is dat de zeespiegel doo maatverandering in die periode twee ter stijgt. In zijn advies aan de

News. source: AD (2020), architectenweb (2020), NRC (2020), NRC (2021), NRC (2022), Volkskrant (2021)

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SEGREGATION

Hoe keert 'afvoerputje' Feijenoord het geweld en de verloedering?

Kwetsbare wijk De dure nieuwbouw illustreert hoe de stad steeds verder oprukt op Rotterdam-Zuid. Op pad met twee wetenschappers en een wijkraadslid, na een zomer met schietpartijen. „Het is een freudiaans stukje stad."

Steven Verseput 9 september 2021
Leestijd 8 minuten

hollandsnieuwe. 4G 14:10 55 %

deVolkskrant

OPINIE

Opinie: Sloop goede woningen in de

stedenbouwkundig beleid dat segregatie en gettovorming voorkwam. Hou dat zo.

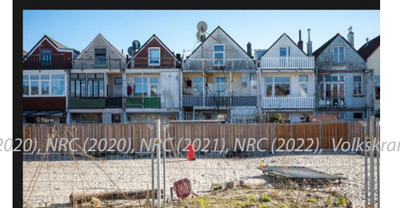
Tim Verlaan en Aimée Albers 30 juni 2021, 10:00

Live Editie Best gelezen Zoeken Service

Ongelijkheid in gezondheid is een nationaal probleem

Coronaherstelplan Covid legde grote ongelijkheid bloot, rapporteerde het CBS deze week. Waar blijft het herstelplan voor achterstandswijken?, vragen *Lodewijk Asscher*, *Ron Meyer* en *Marco Pastors*.

1 april 2022 Leestijd 3 minuten



News. source: AD (2020), architectenweb (2020), NRC (2020), NRC (2021), NRC (2022), Volkskrant (2021)

CARS

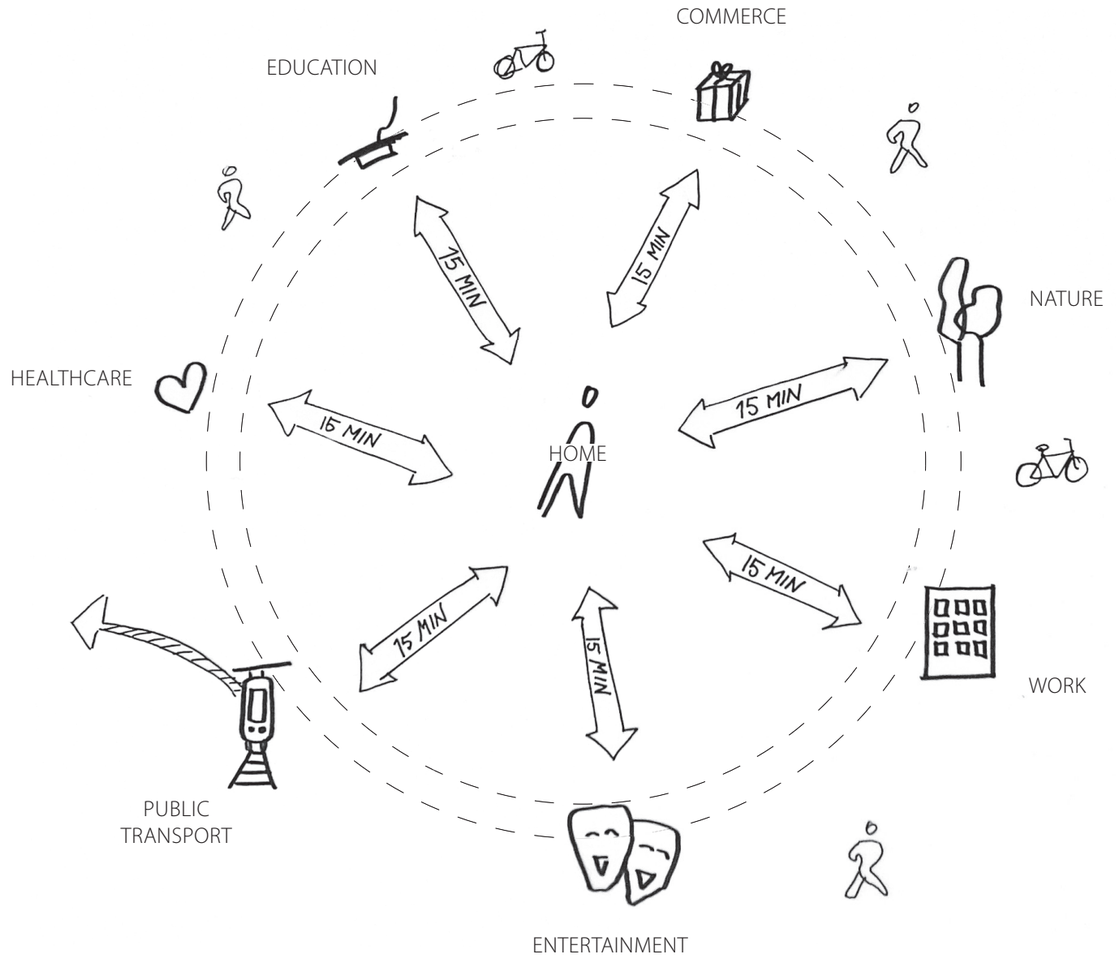
SPACE SCARCITY

SEGREGATION

HUMANS

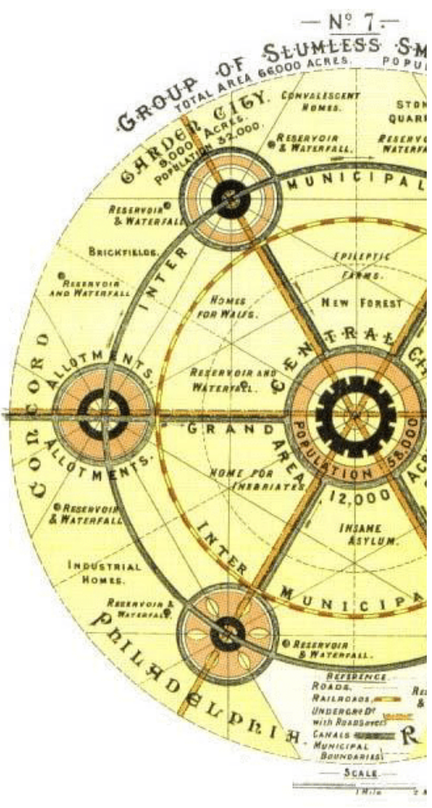
MULTI PURPOSE

LOCAL ACTIVITY

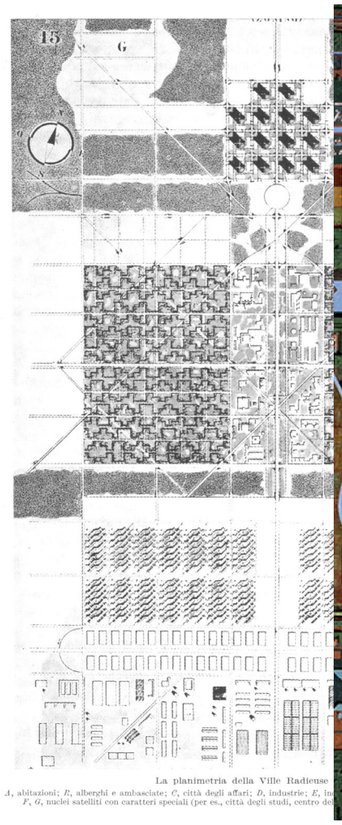


"In an 15 Minute City, all citizens are able to meet most or all of their needs within a short walk or bike ride from home."

- Pozoukidou, G., & Chatziyiannaki, Z. (2021). 15-Minute City: Decomposing the New Urban Planning Eutopia. Sustainability, 13(2), 928.



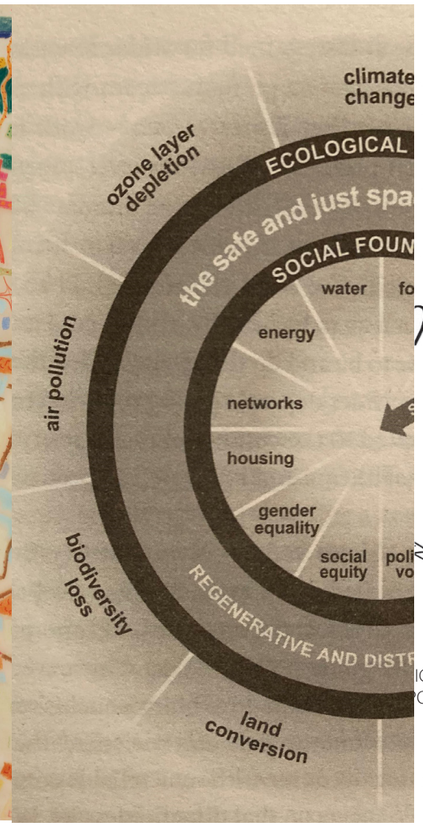
Garden City



Radiant City

Broadacre City

Patchwork City



Doughnut City

15-minute City

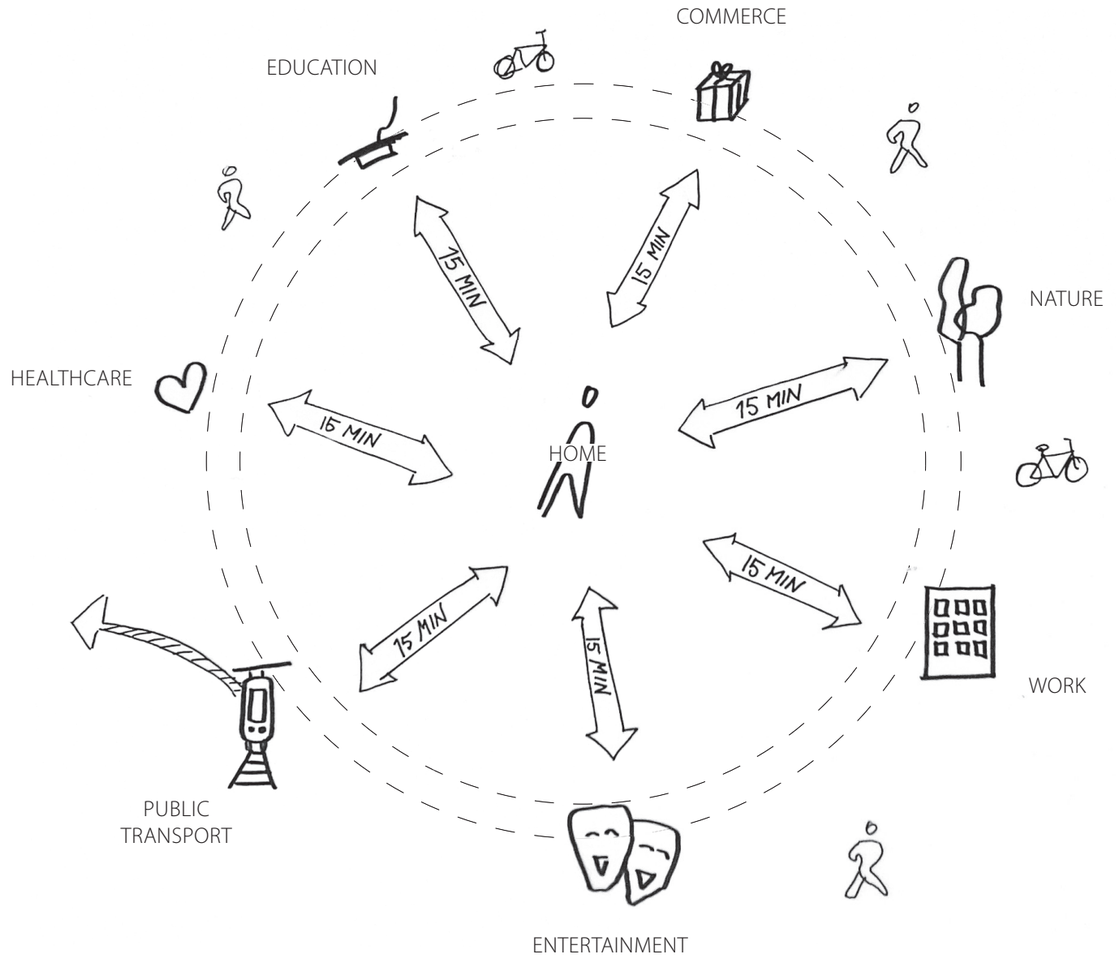
UTOPIA

DYSTOPIA

Figure 1: Recent projects that claim to develop a 15-minute City. From top to bottom: Campo Urbano (Rome) by Arney Fender Katsalidis, Qilong Innovation Park (Chengdu) by Chapman Taylor, The Point (Utah) by SOM, ZIL South (Moscow), by KCAP

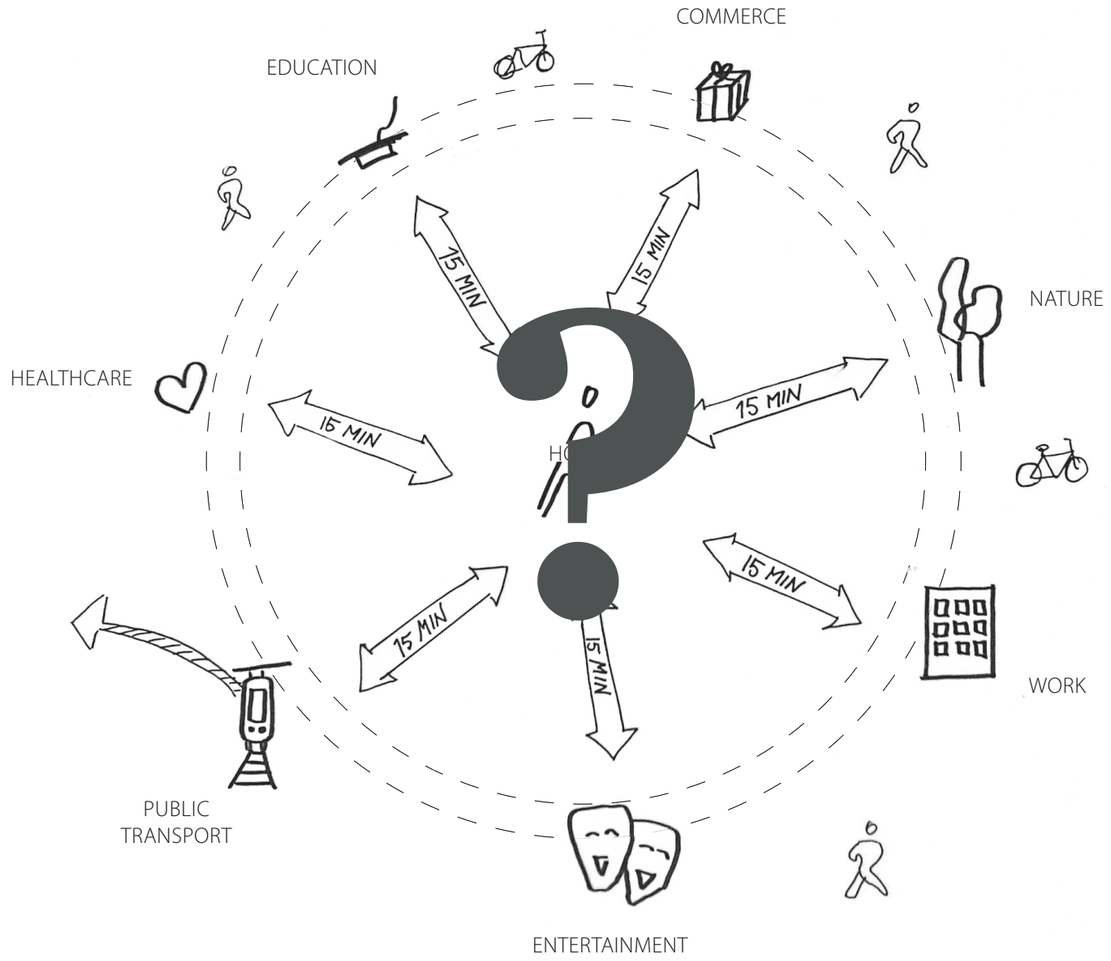
SPATIAL CONCEPT

SPA BUZZ NAME CONCEPT



"In an 15 Minute City, all citizens are able to meet most or all of their needs within a short walk or bike ride from home. **It is intended to function as a model of reconnecting people to their neighbourhoods and localize city life"**

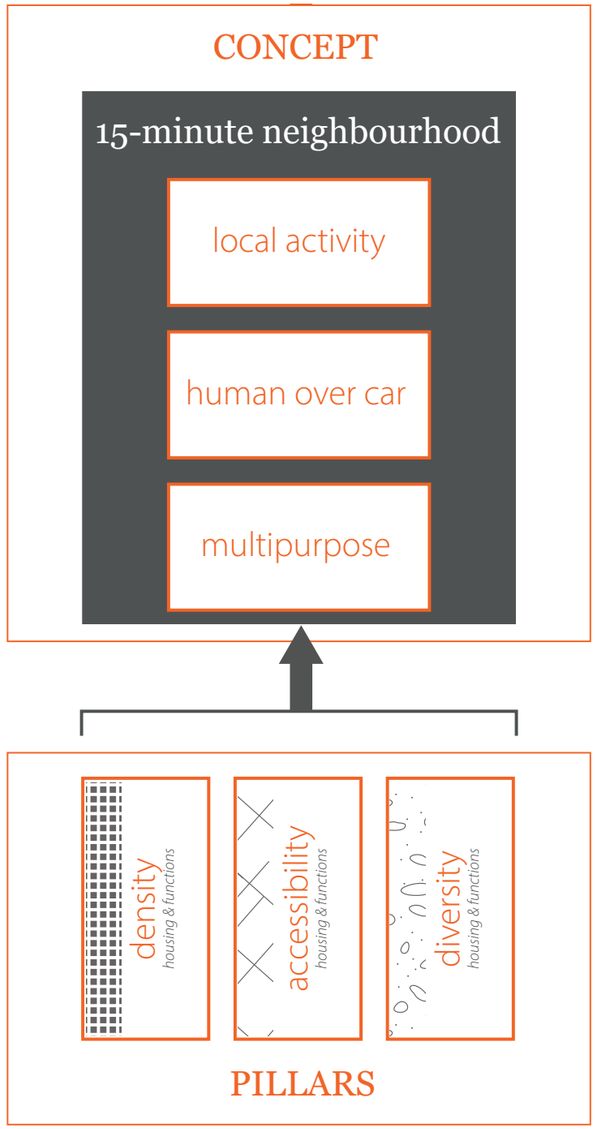
- Pozoukidou, G., & Chatziyiannaki, Z. (2021). 15-Minute City: Decomposing the New Urban Planning Eutopia. Sustainability, 13(2), 928.

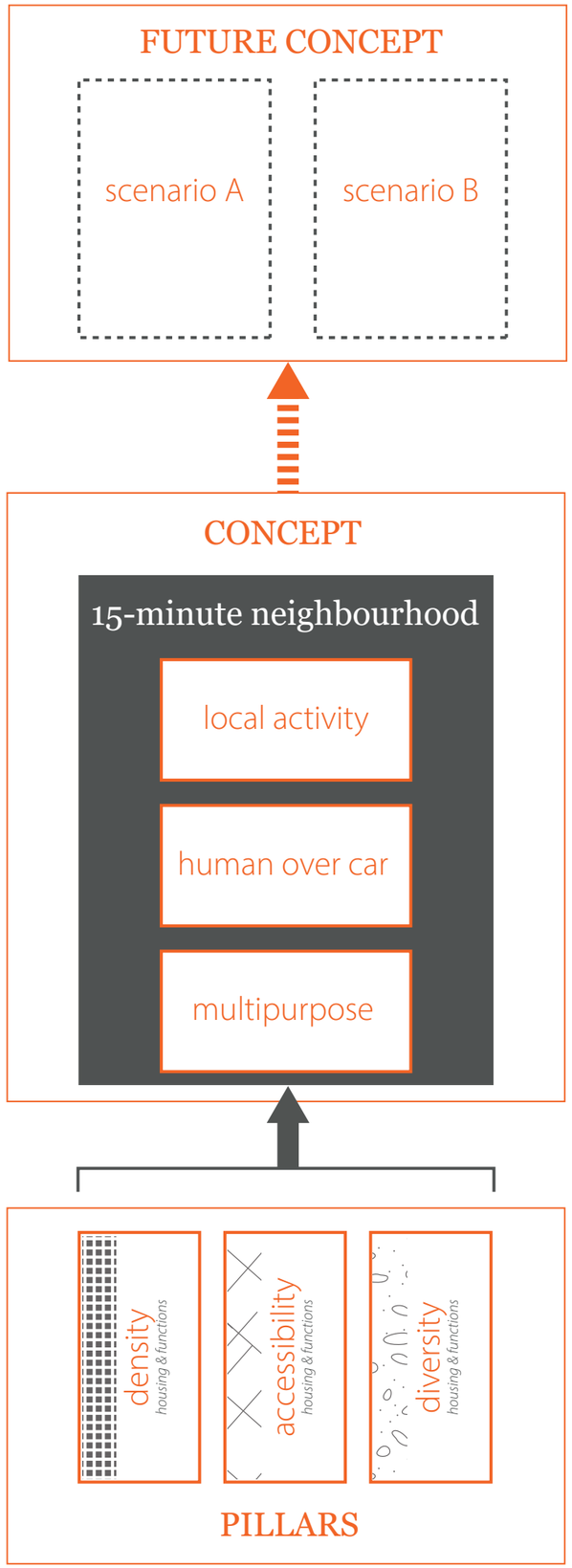

COMMERCE
EDUCATION
NATURE
HEALTHCARE
15 MIN
15 MIN
15 MIN
15 MIN
15 MIN
15 MIN
15 MIN
WORK
PUBLIC
TRANSPORT
ENTERTAINMENT

What strategic urban design contributes to the 15-minute City?

CONCEPT

15-minute neighbourhood
local activity
human over car
multipurpose


CONCEPT
15-minute neighbourhood
local activity
human over car
multipurpose
density
housing & functions
accessibility
housing & functions
diversity
housing & functions
PILLARS


FUTURE CONCEPT
scenario A
scenario B
CONCEPT
15-minute neighbourhood
local activity
human over car
multipurpose
density
housing & functions
accessibility
housing & functions
diversity
housing & functions
PILLARS

FUTURE CONCEPT

scenario A

scenario B

projection

CONCEPT

15-minute neighbourhood

local activity

human over car

multipurpose

density
housing & functions

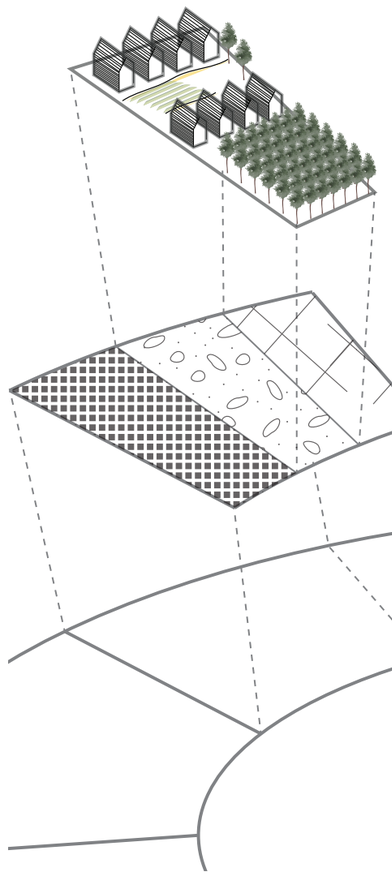
accessibility
housing & functions

diversity
housing & functions

PILLARS

condition

SPACE

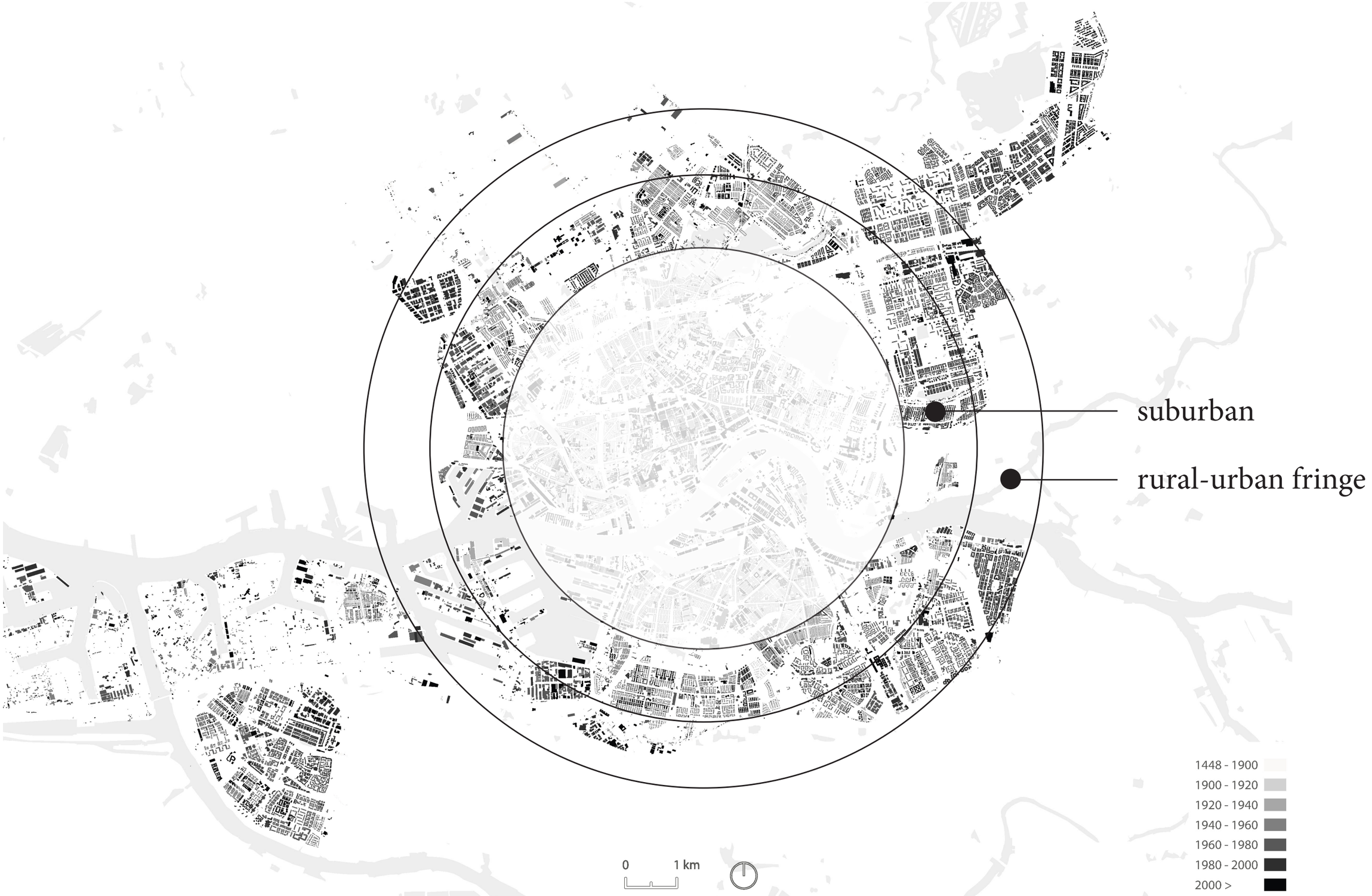


design

strategy

source: TopoTijdreis (2022)

source: TopoTijdreis (2022)


suburban
rural-urban fringe
1448 - 1900
1900 - 1920
1920 - 1940
1940 - 1960
1960 - 1980
1980 - 2000
2000 >
0
1 km

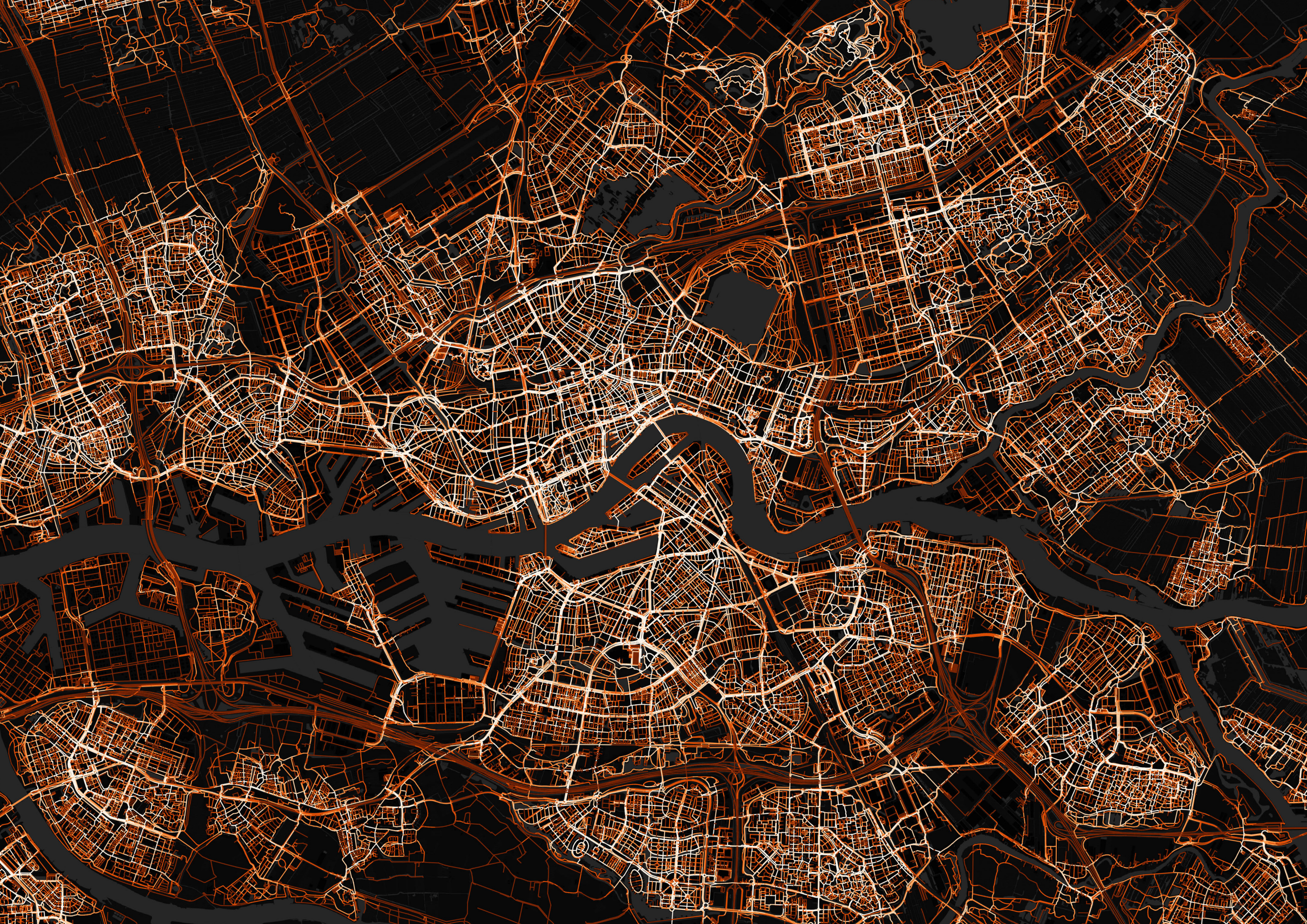
1448 - 1900
1900 - 1920
1920 - 1940
1940 - 1960
1960 - 1980
1980 - 2000
2000 >
0
1 km

1448 - 1900
1900 - 1920
1920 - 1940
1940 - 1960
1960 - 1980
1980 - 2000
2000 >
0
1 km

Zestienhoven

IJsselmonde

What strategic urban design contributes to the 15-minute neighbourhoods in the periphery of Rotterdam?



"spatial configuration is itself the most powerful single determinant of urban movement, both pedestrian and vehicular."

"Natural movement"

t

s

928.

Hillier, B. (2007). Space is the machine: a configurational theory of architecture: Space Syntax.

"spatial configuration is itself the most powerful single determinant of urban movement, both pedestrian and vehicular."

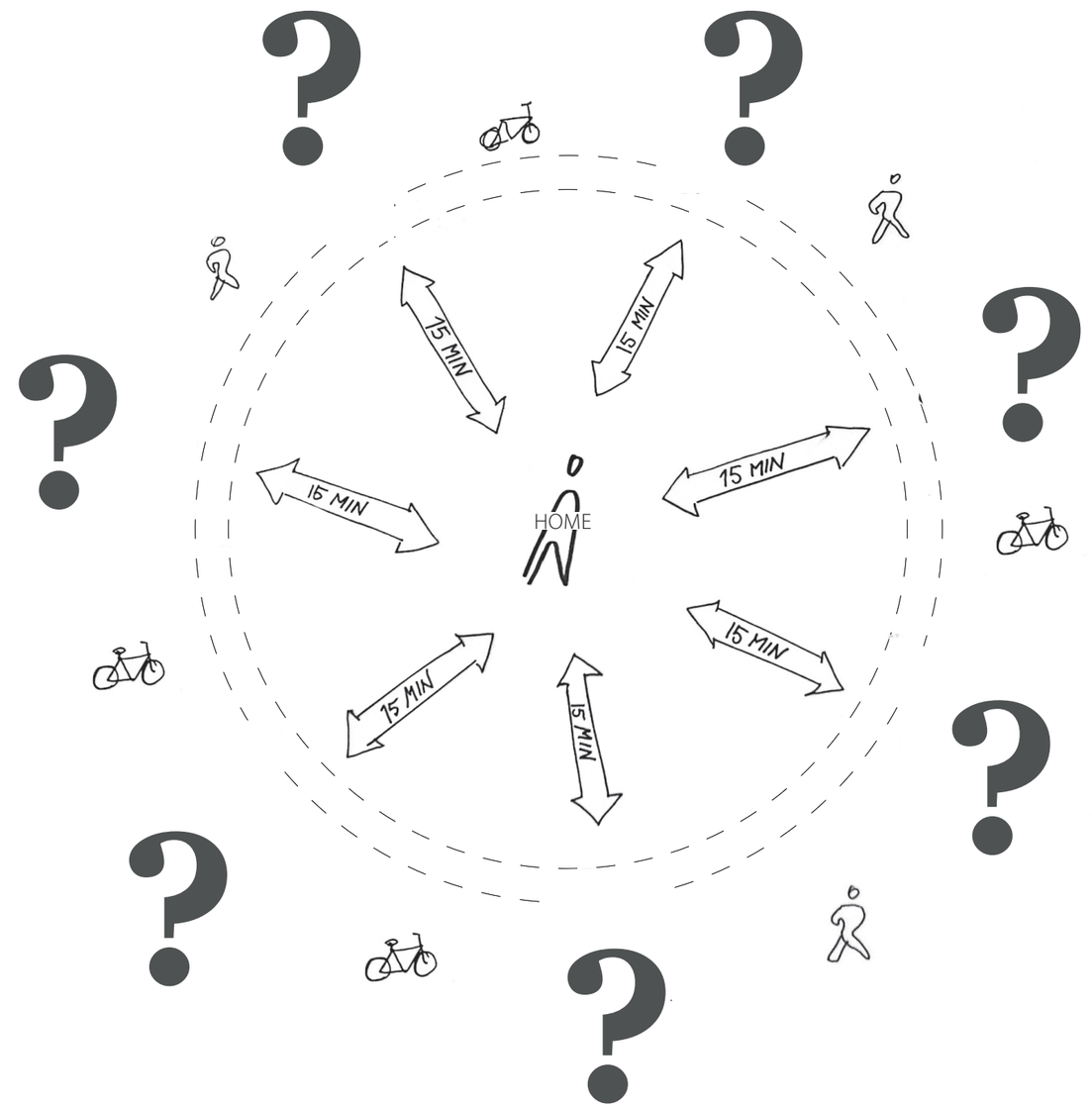
"Natural movement"

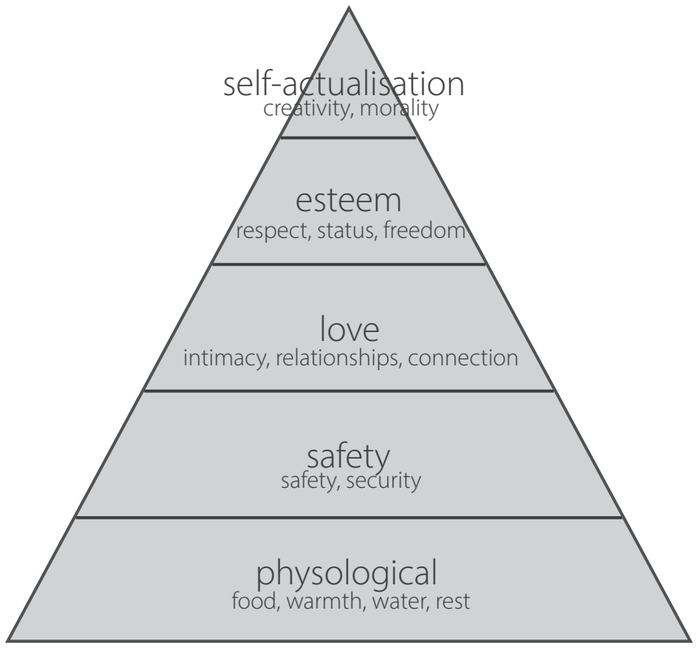
"The more likely a street is used, the more potential for encounters, the more attractive this street is for economic and residential activity."

"Movement economy"

Hillier, B. (2007). Space is the machine: a configurational theory of architecture: Space Syntax.

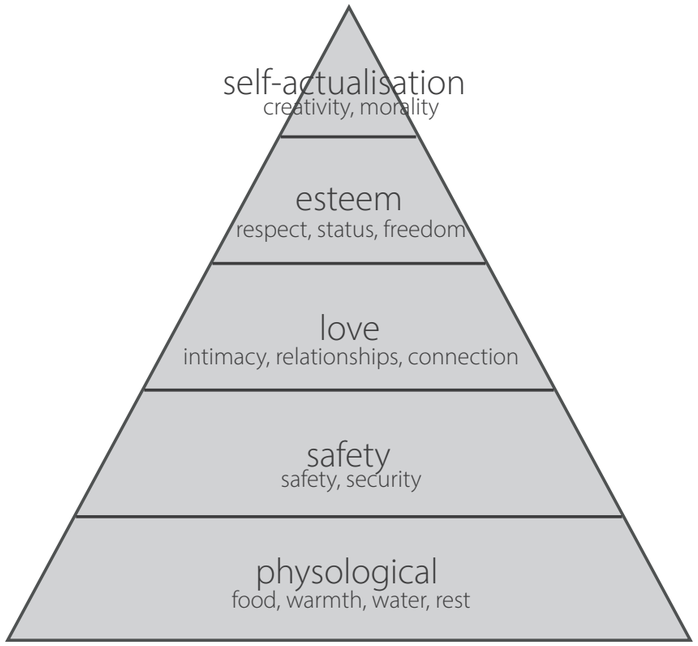
JUMBO
LEBRIZ
DÖNER KEBAB
STOMERIJ
&
WASSERETTE
ATM
Euronet
WORLDWIDE
ATM
ATM
ATM
SUN
DANCE


15 MIN
15 MIN
15 MIN
15 MIN
15 MIN
15 MIN
HOME

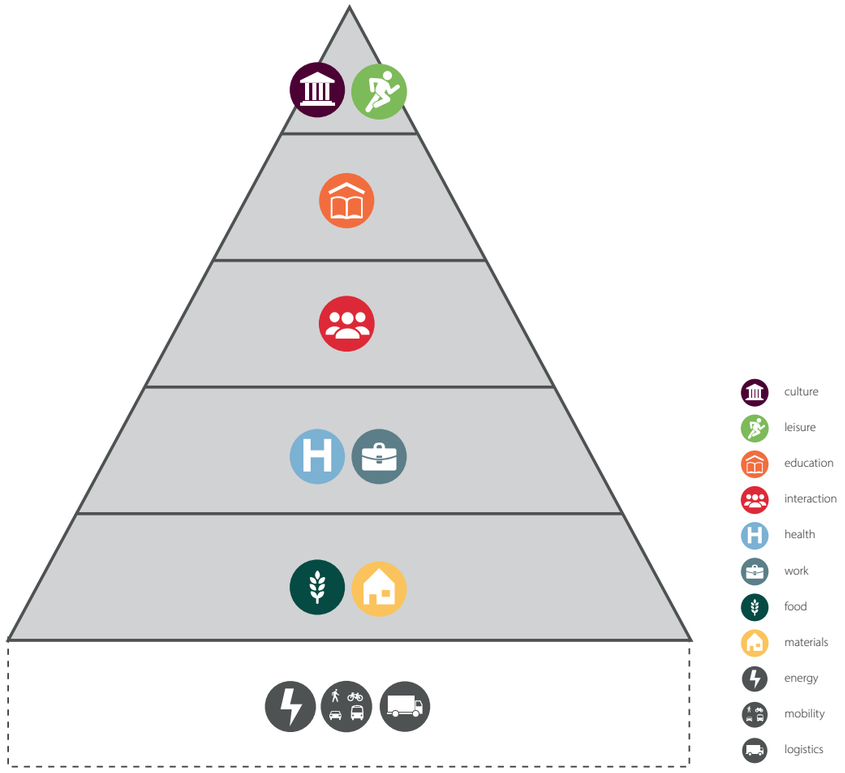


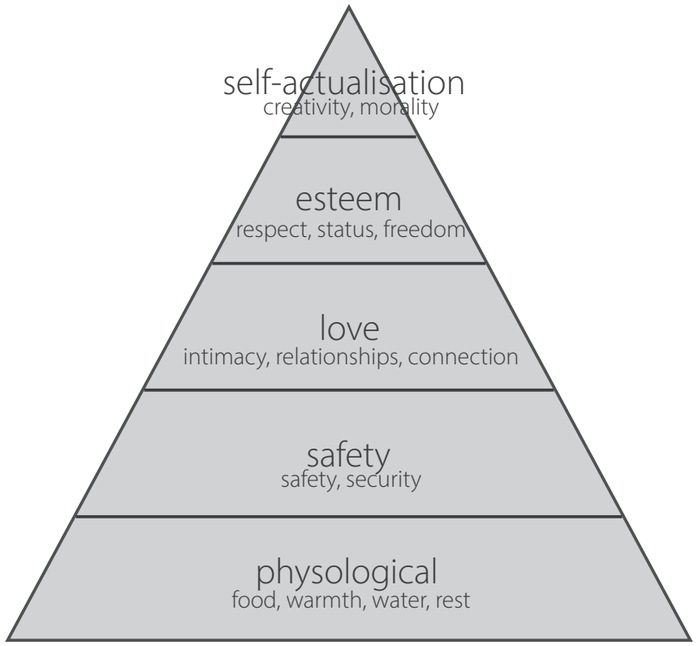
Pyramid of Maslow

McLeod, S. J. S. p. (2007). Maslow's hierarchy of needs. 1(1-18).



Pyramid of Maslow





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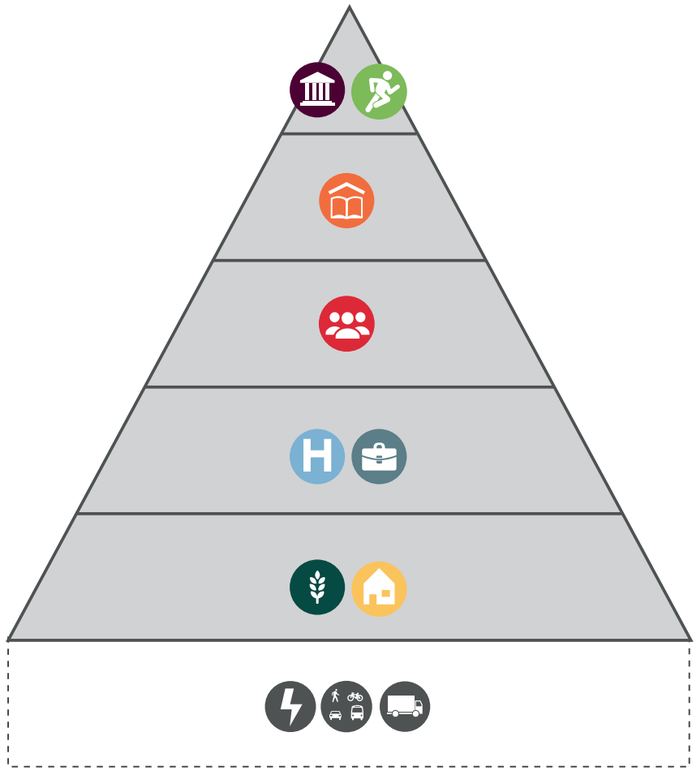
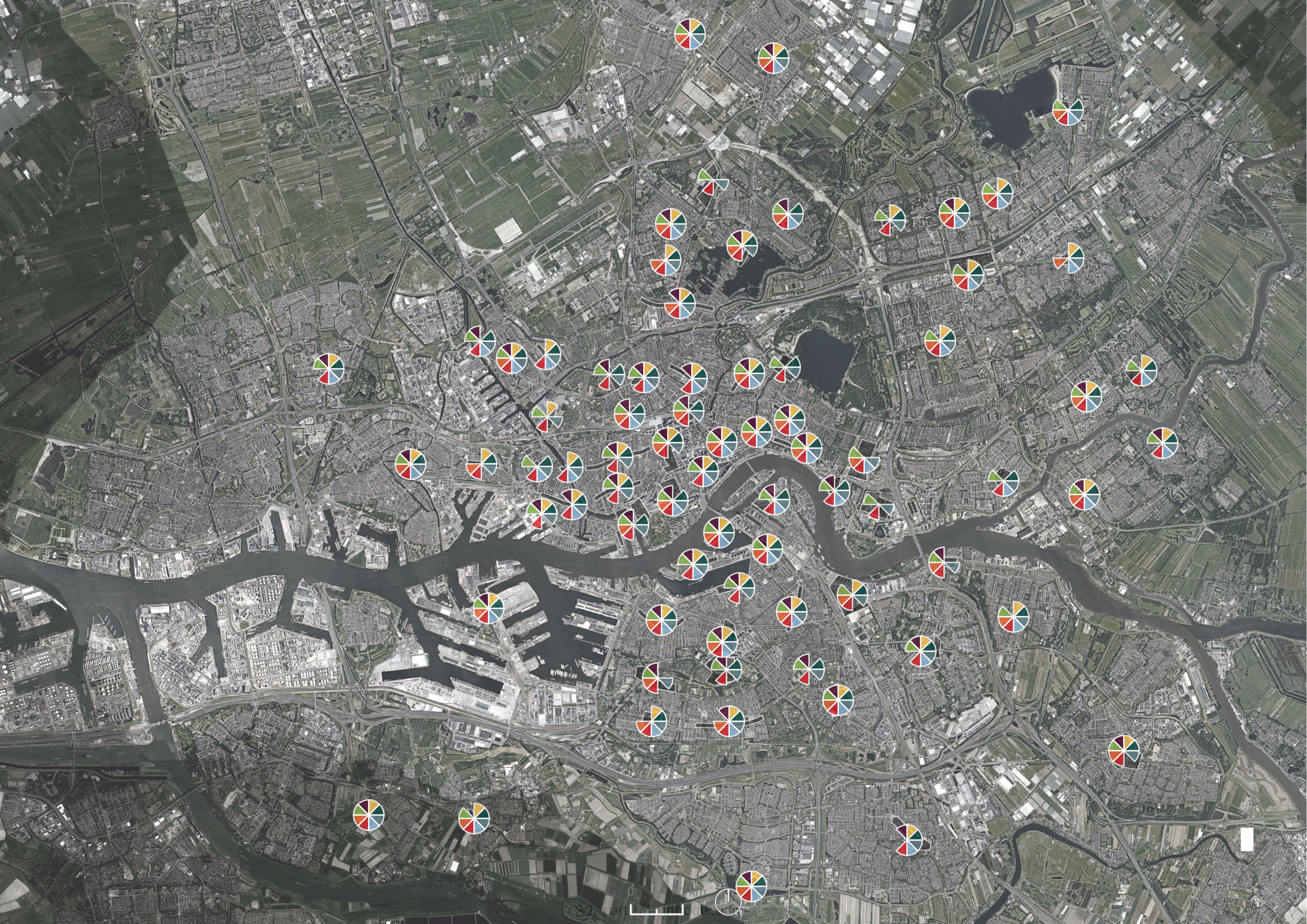
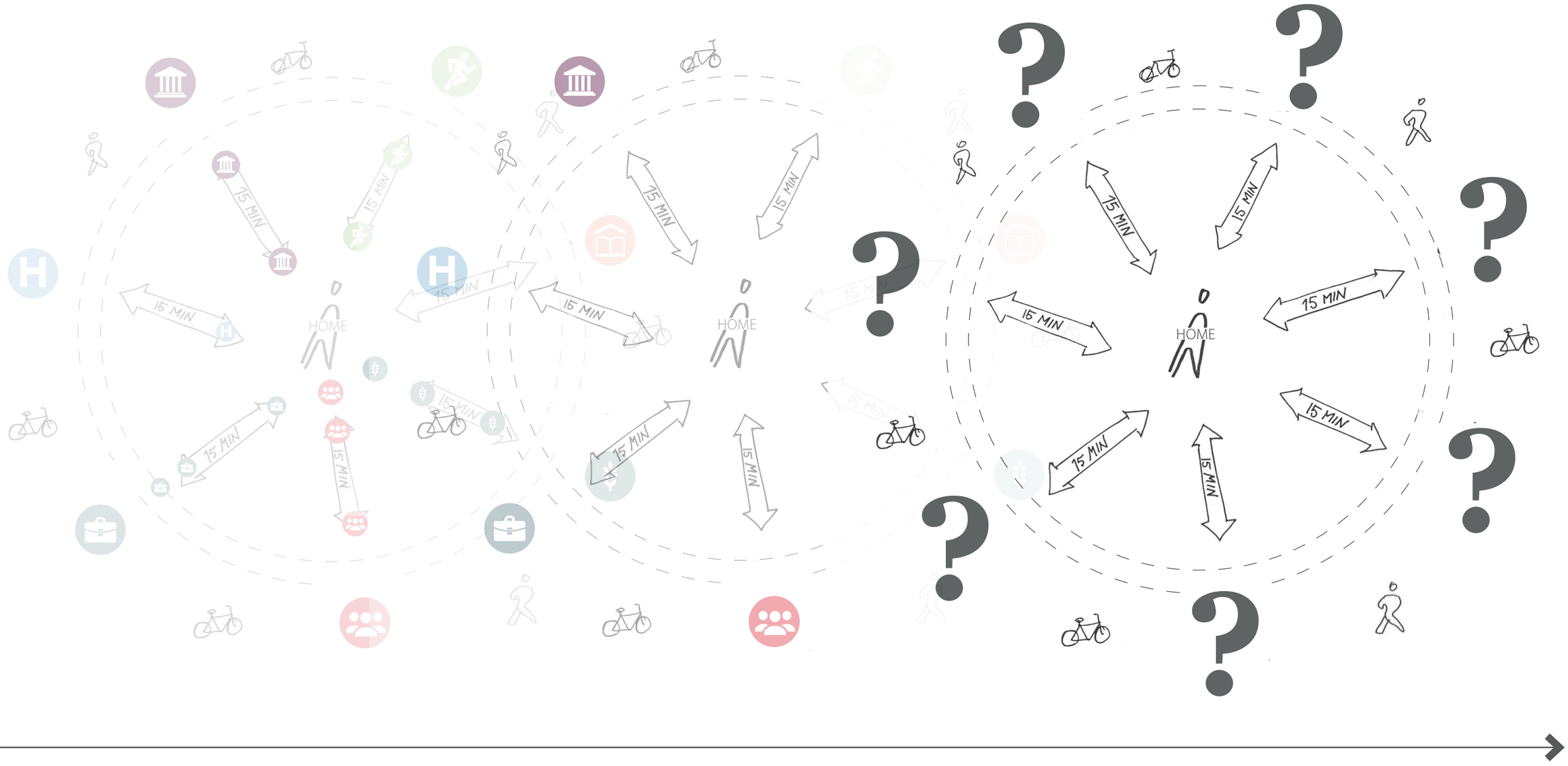




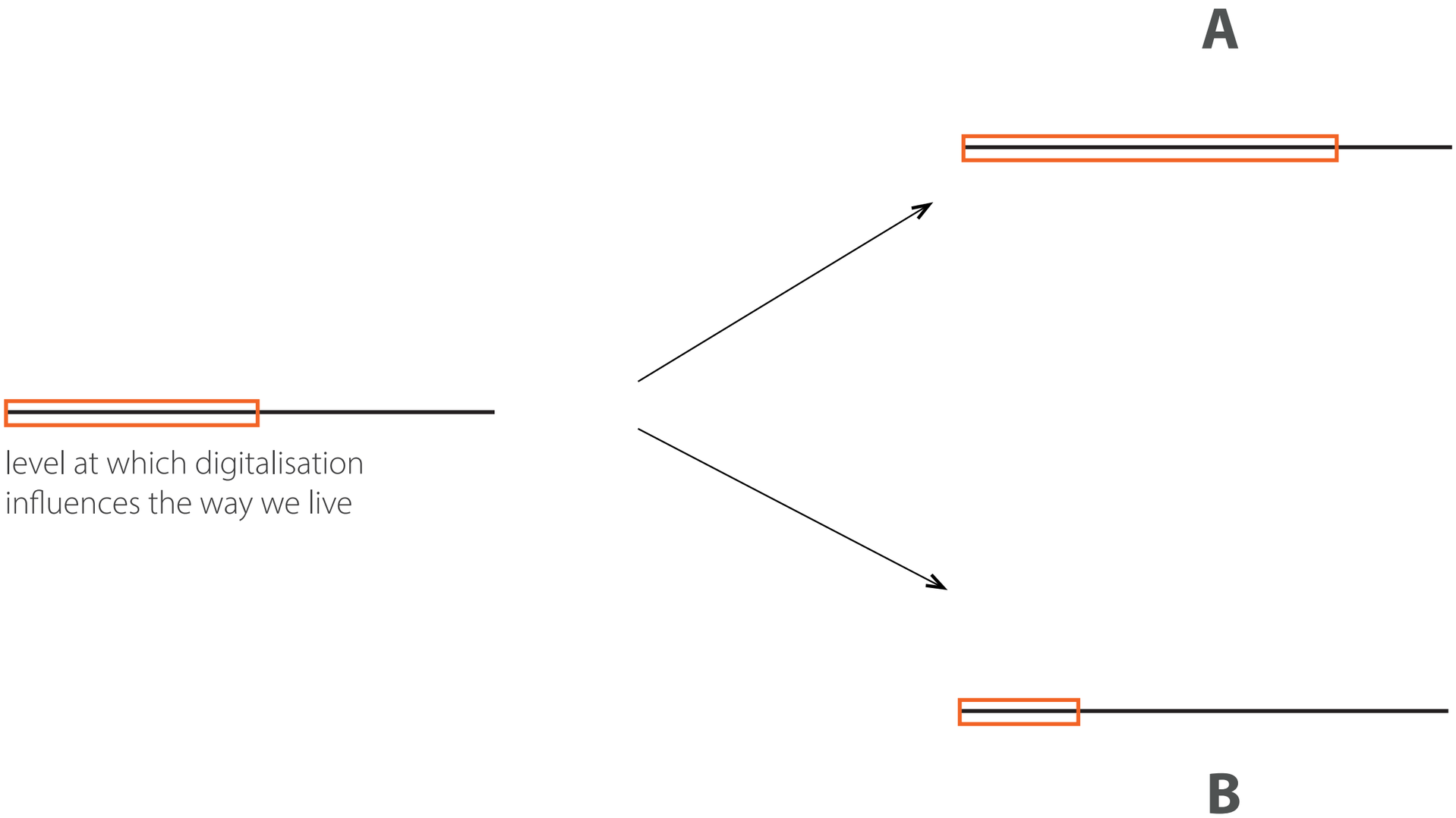

15 MIN
HOME
?

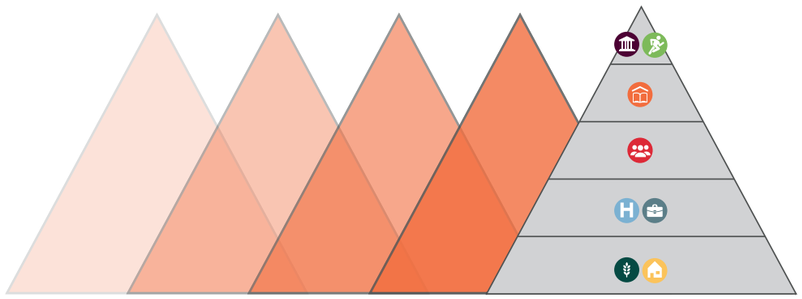
DYSTOPIA

Letlandsestraat
P
570
Parkeer

SPOEDTEST
DUWEN /
PUSH
GELIEVE GEEN
FIETSEN/SCOOTERS
PLAATSEN

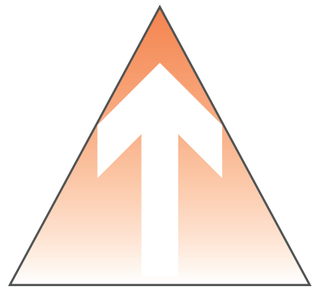
level at which digitalisation influences the way we live



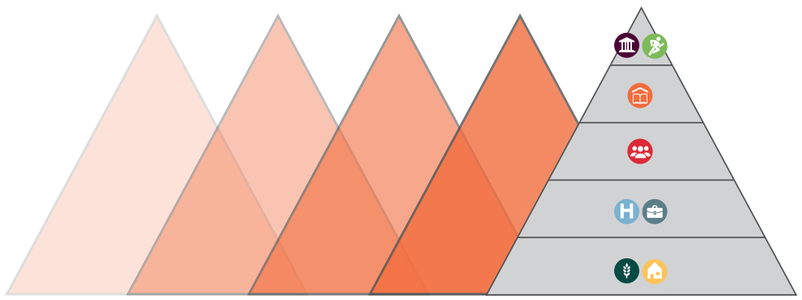


human needs

A: THE DYNAMIC PLAYGROUND



B: THE PARADISE OF DEGROWTH



human needs

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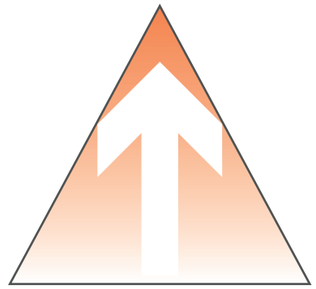
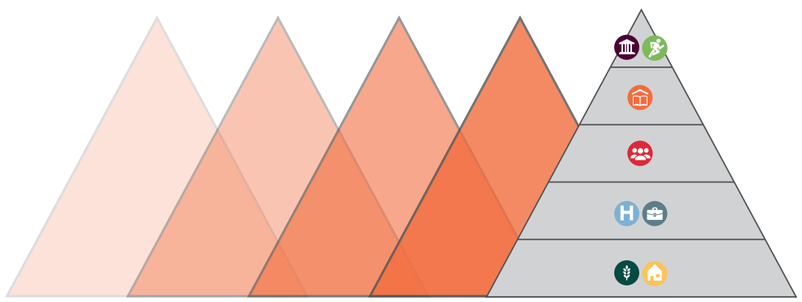


B: THE PARADISE OF DEGROWTH



human needs

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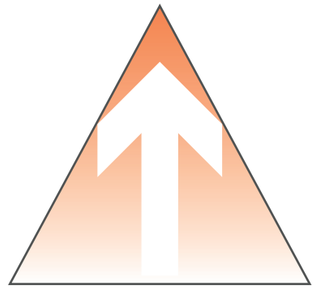
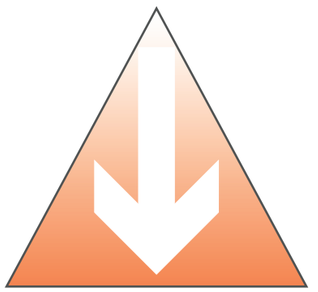
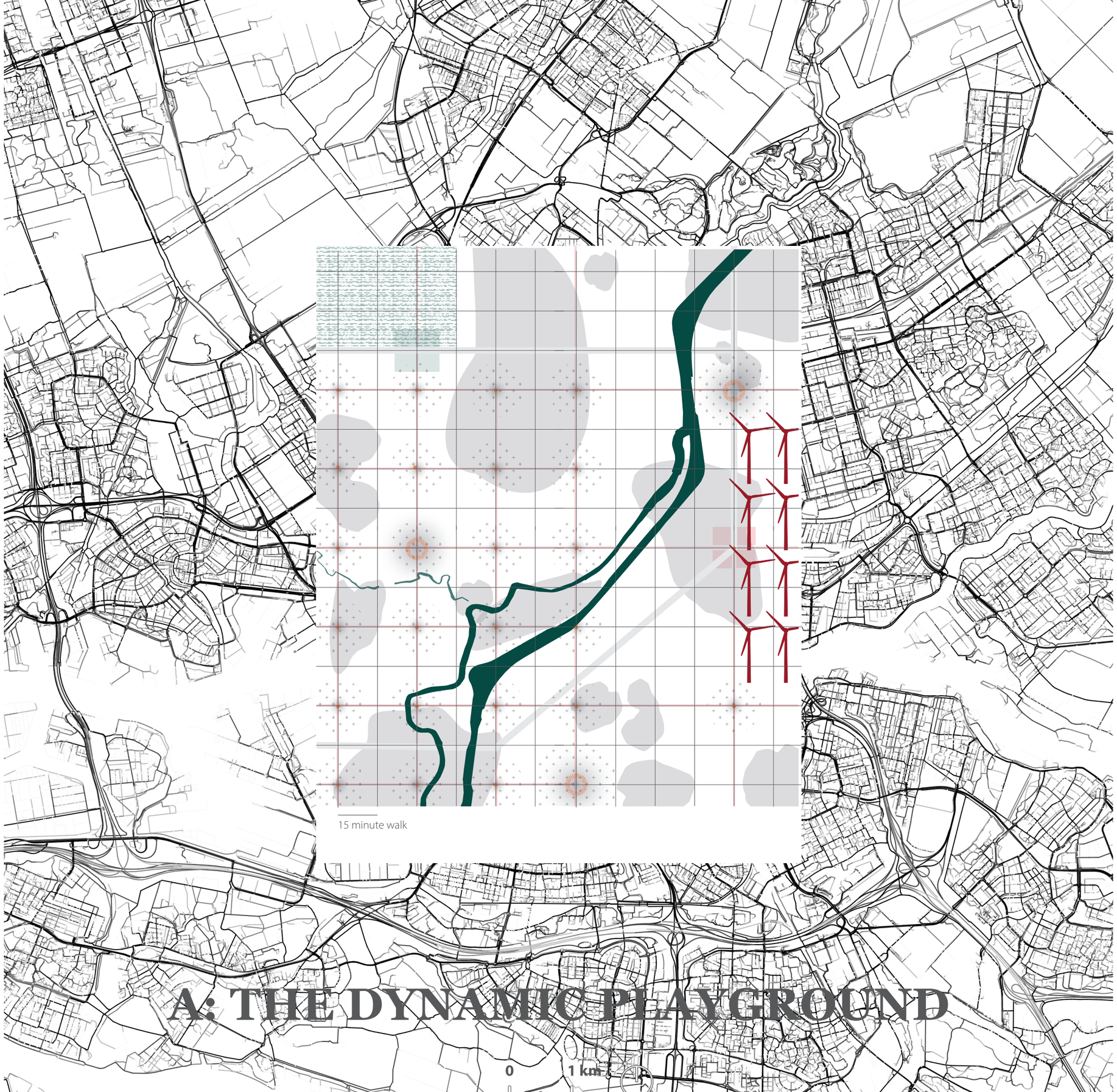
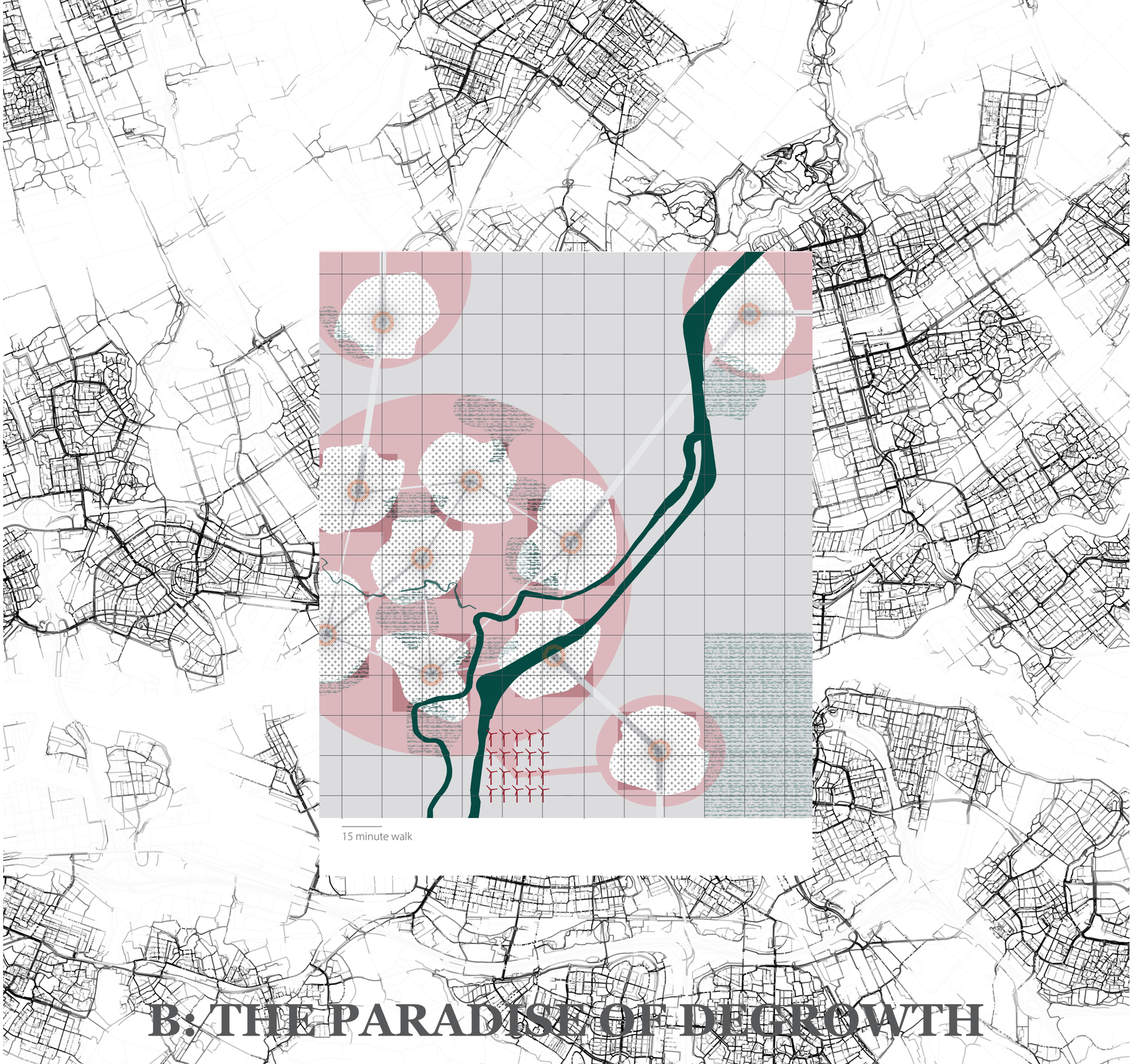


B: THE PARADISE OF DEGROWTH

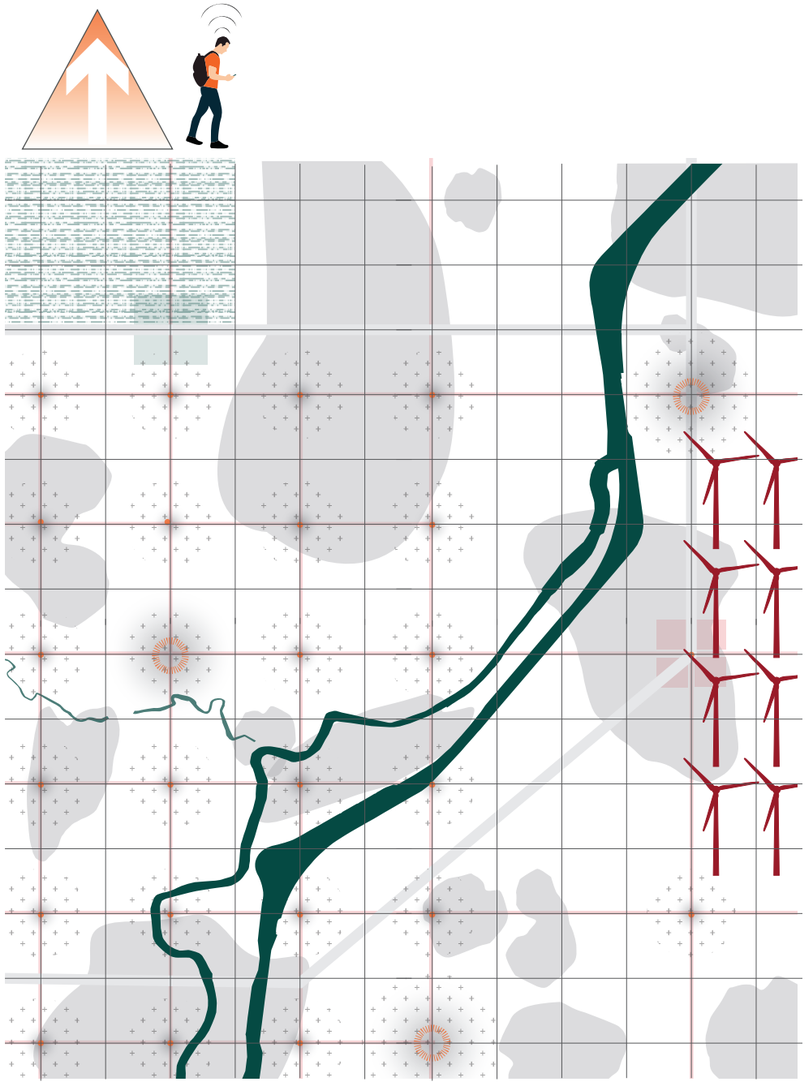




A: THE DYNAMIC PLAYGROUND

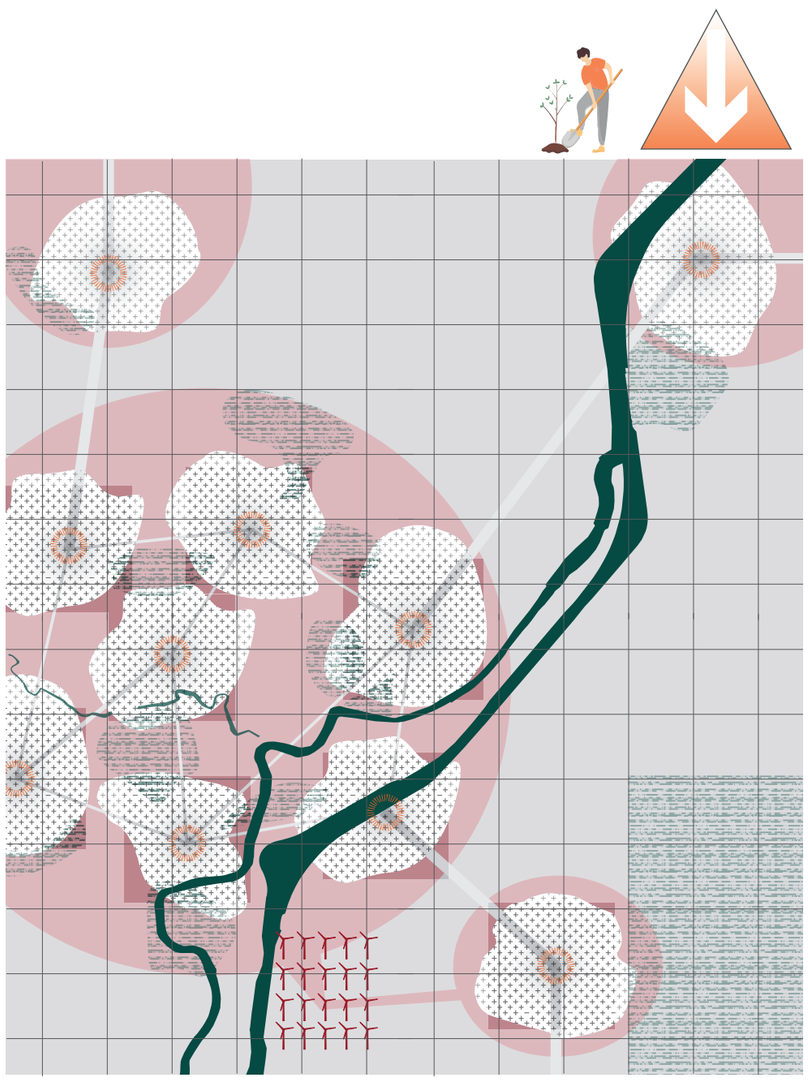


B: THE PARADISE OF DEGROWTH

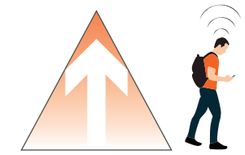


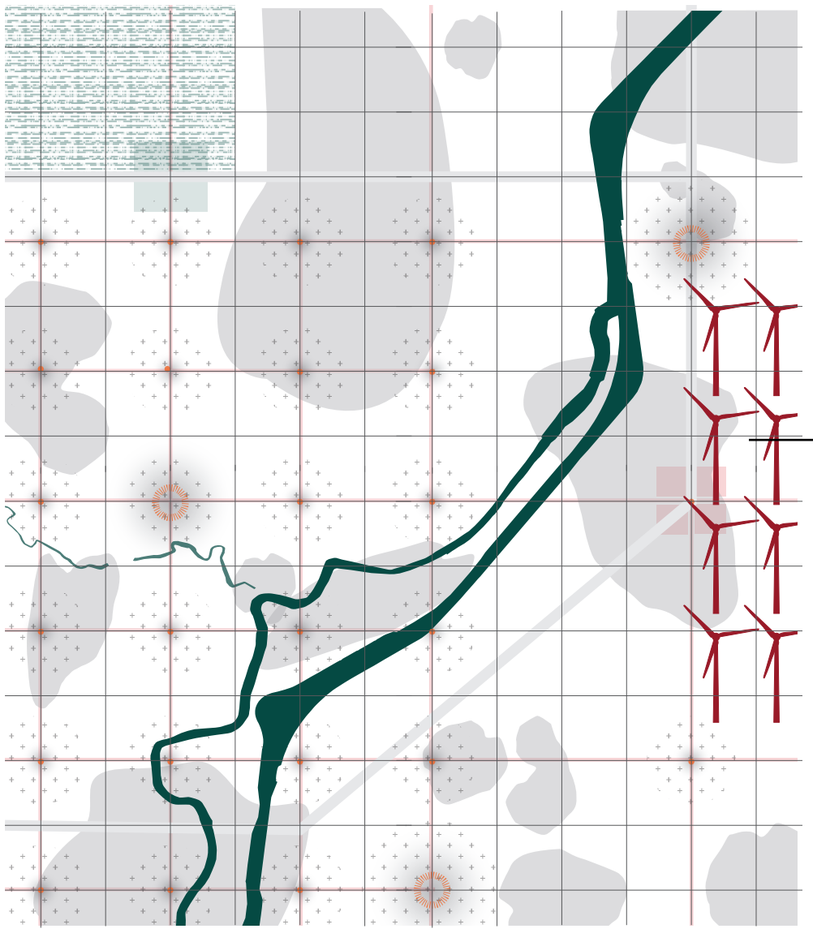
15 minute walk

?



15 minute walk





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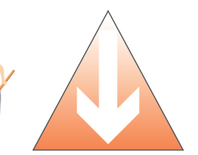

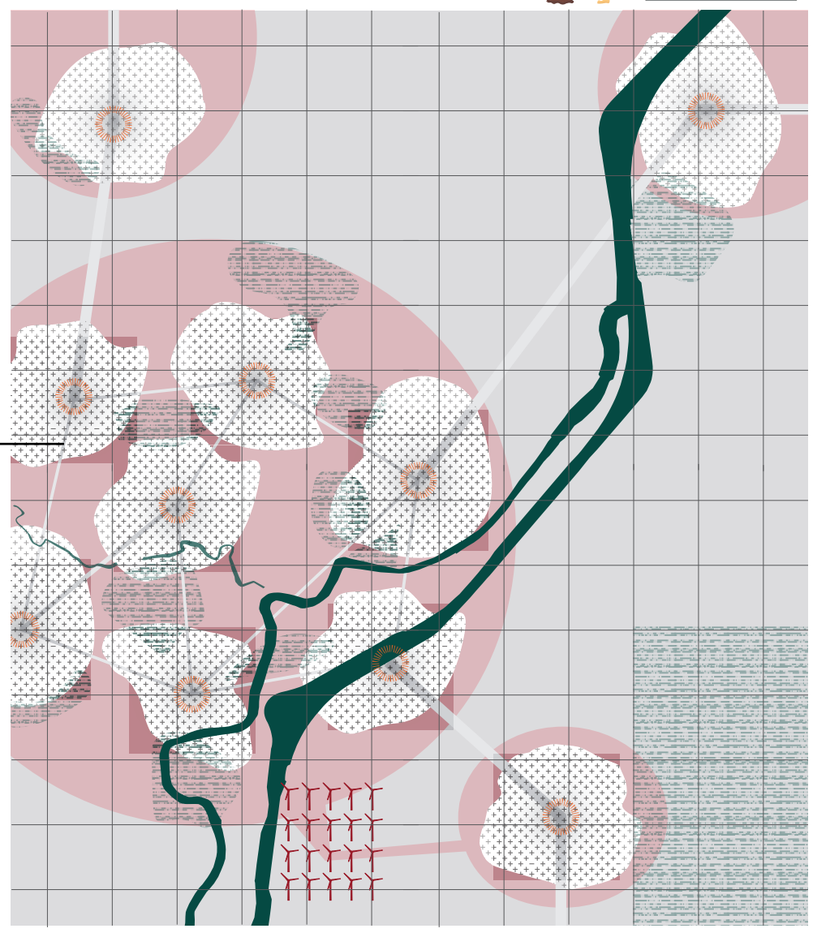

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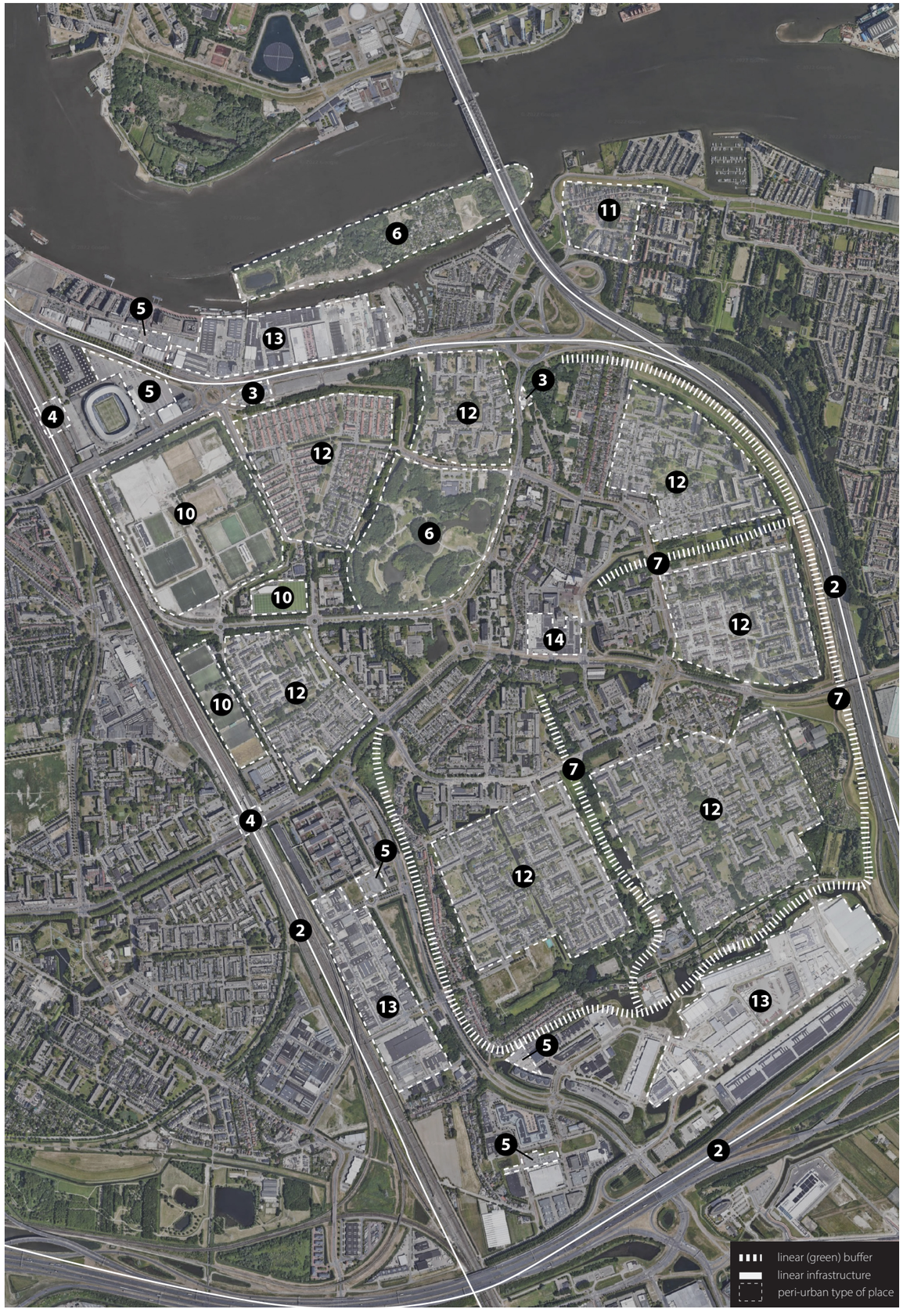
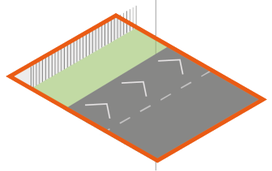
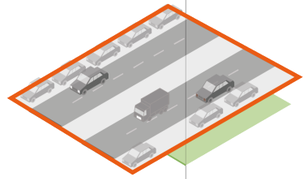


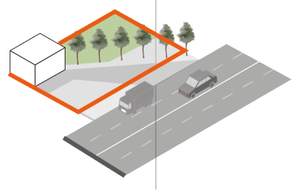
infrastructure



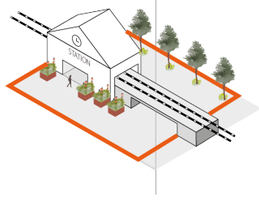
1 airport



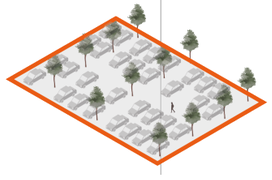
2 linear infra



3 road facility

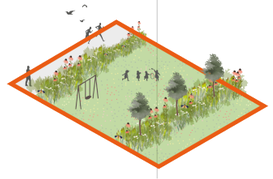


4 transit station

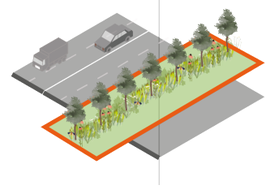


5 parking lot

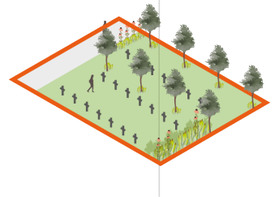
green



6 park

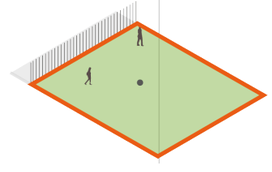


7 linear buffer



8 cemetery

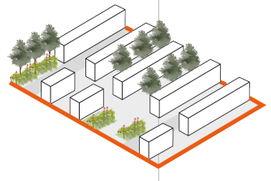
9 allotment garden



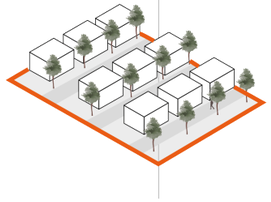
10 sport field

building

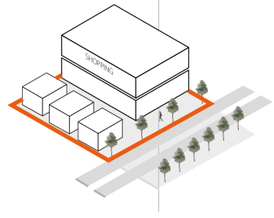
11 historic core



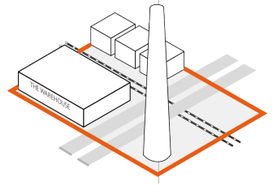
12 residential area



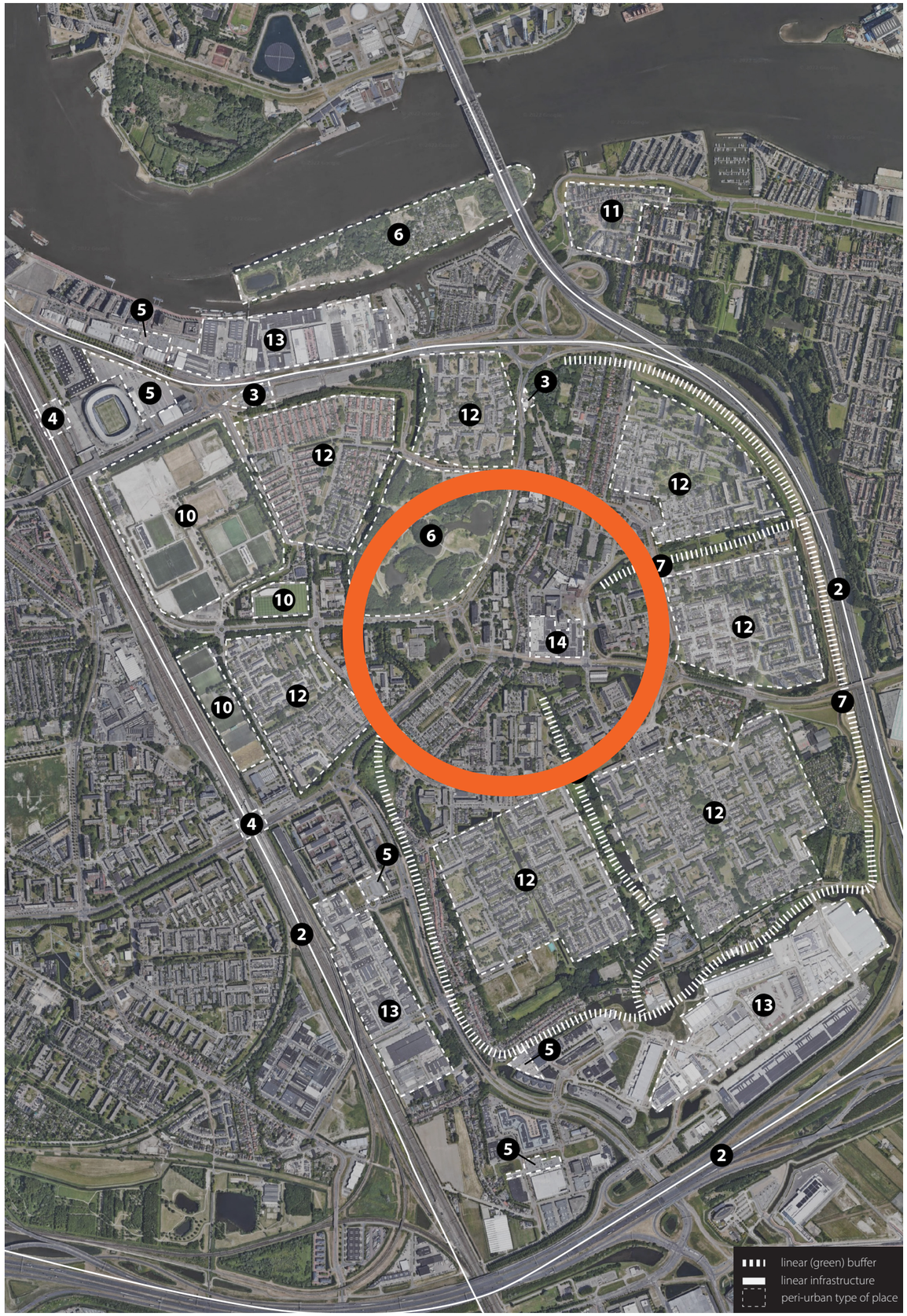
13 business park



14 shopping centre



15 industrial area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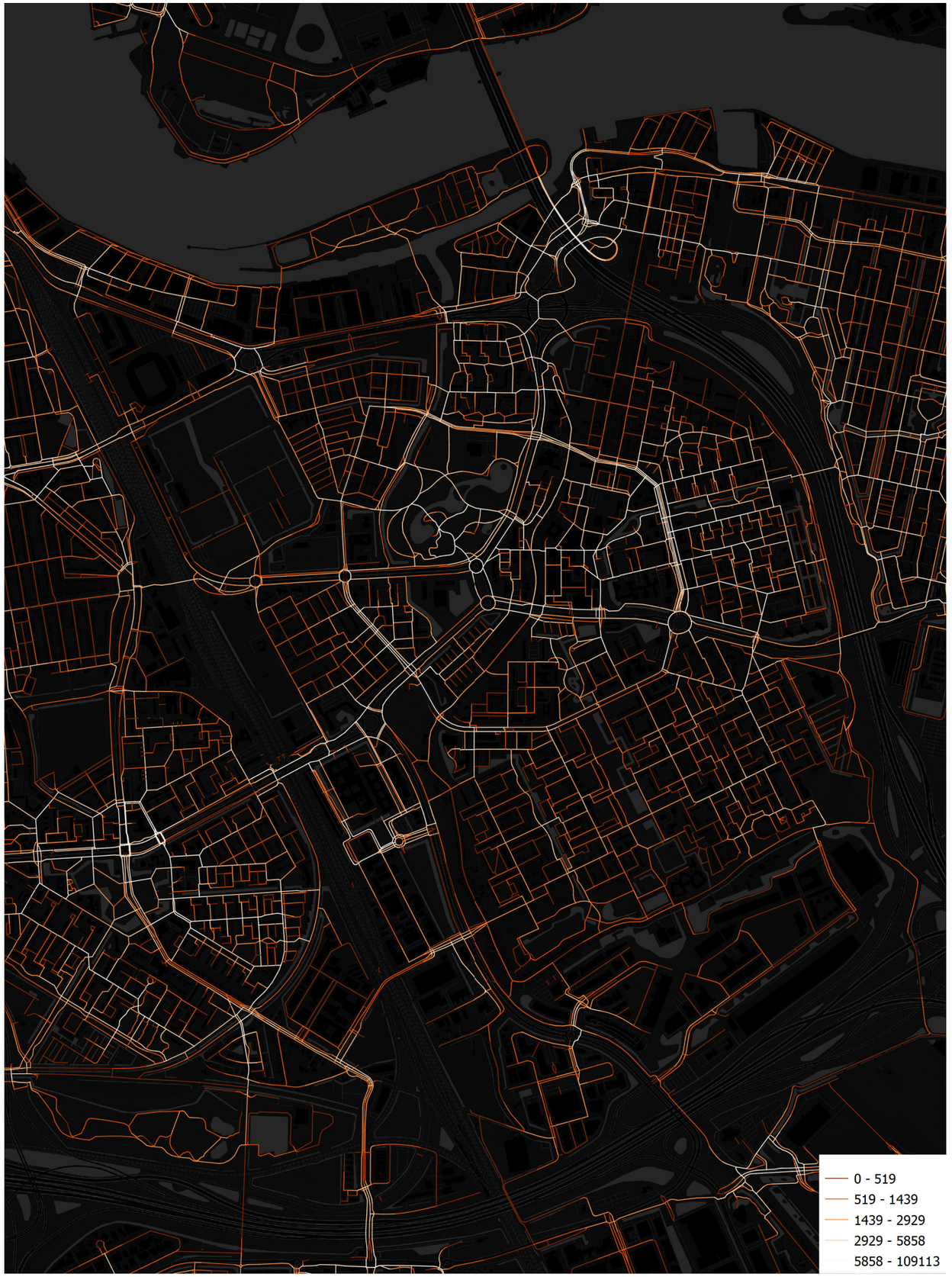
2
linear (green) buffer
linear infrastructure
peri-urban type of place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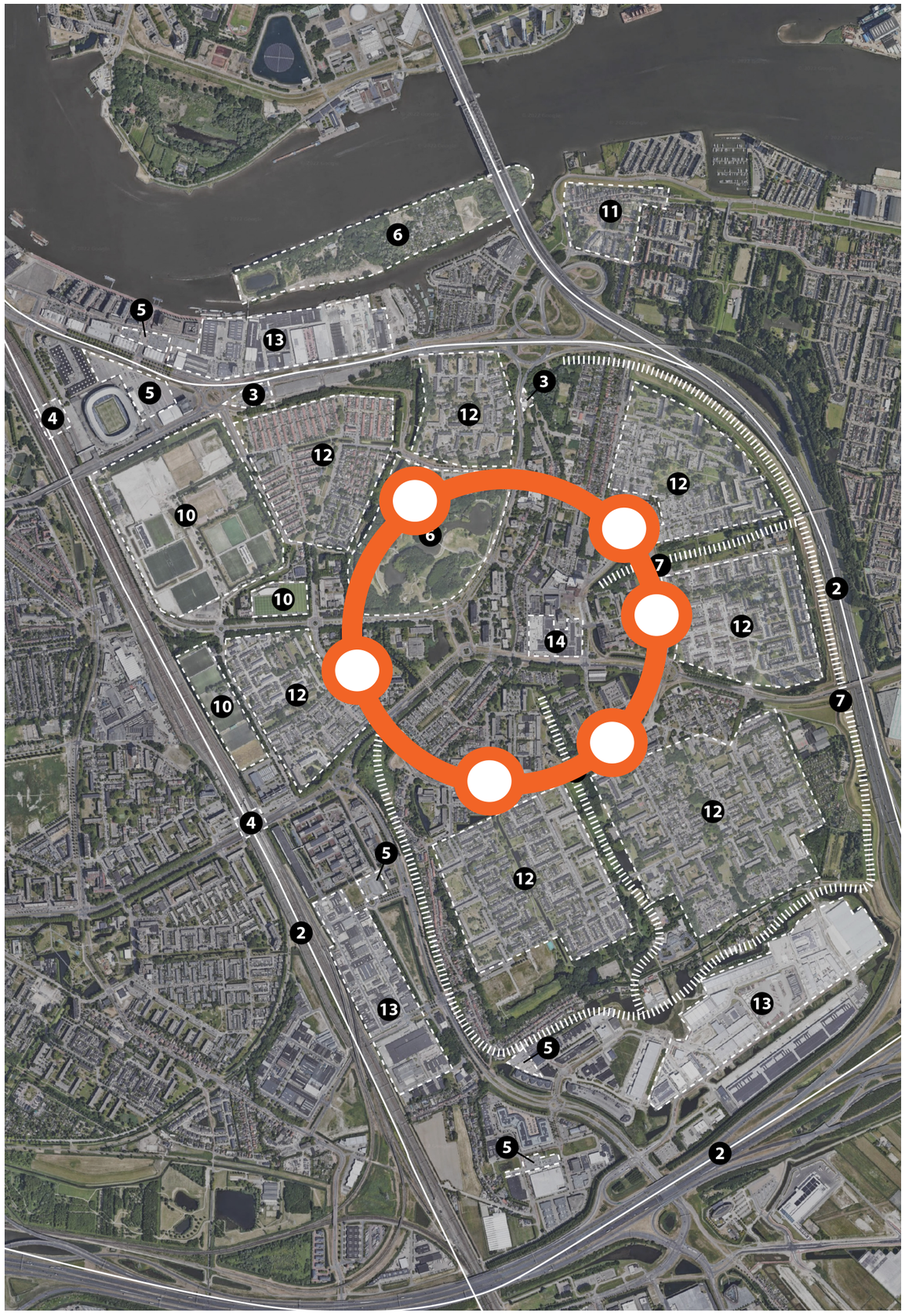
1439 - 2929
2929 - 5858
5858 - 109113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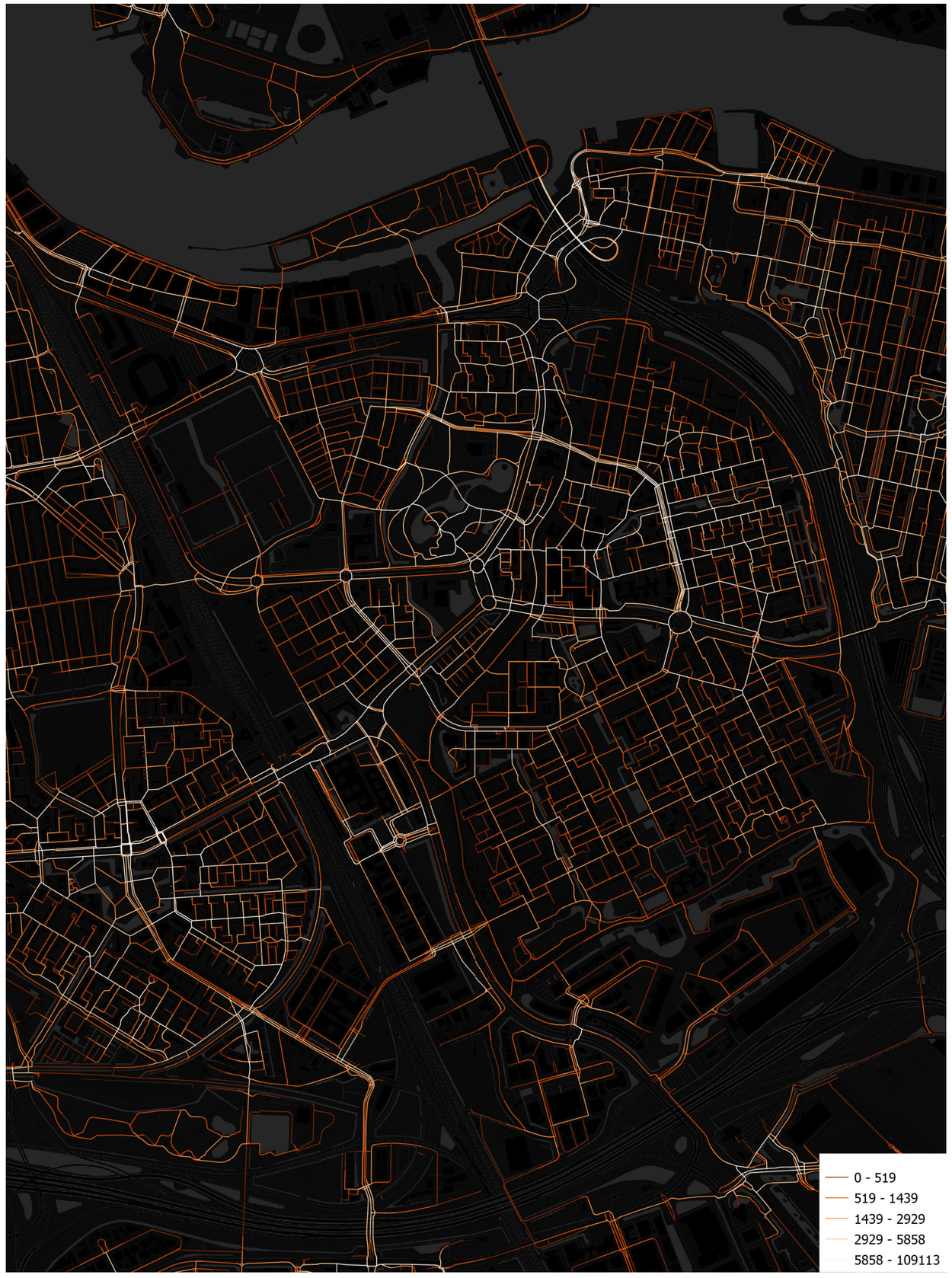
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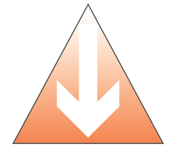
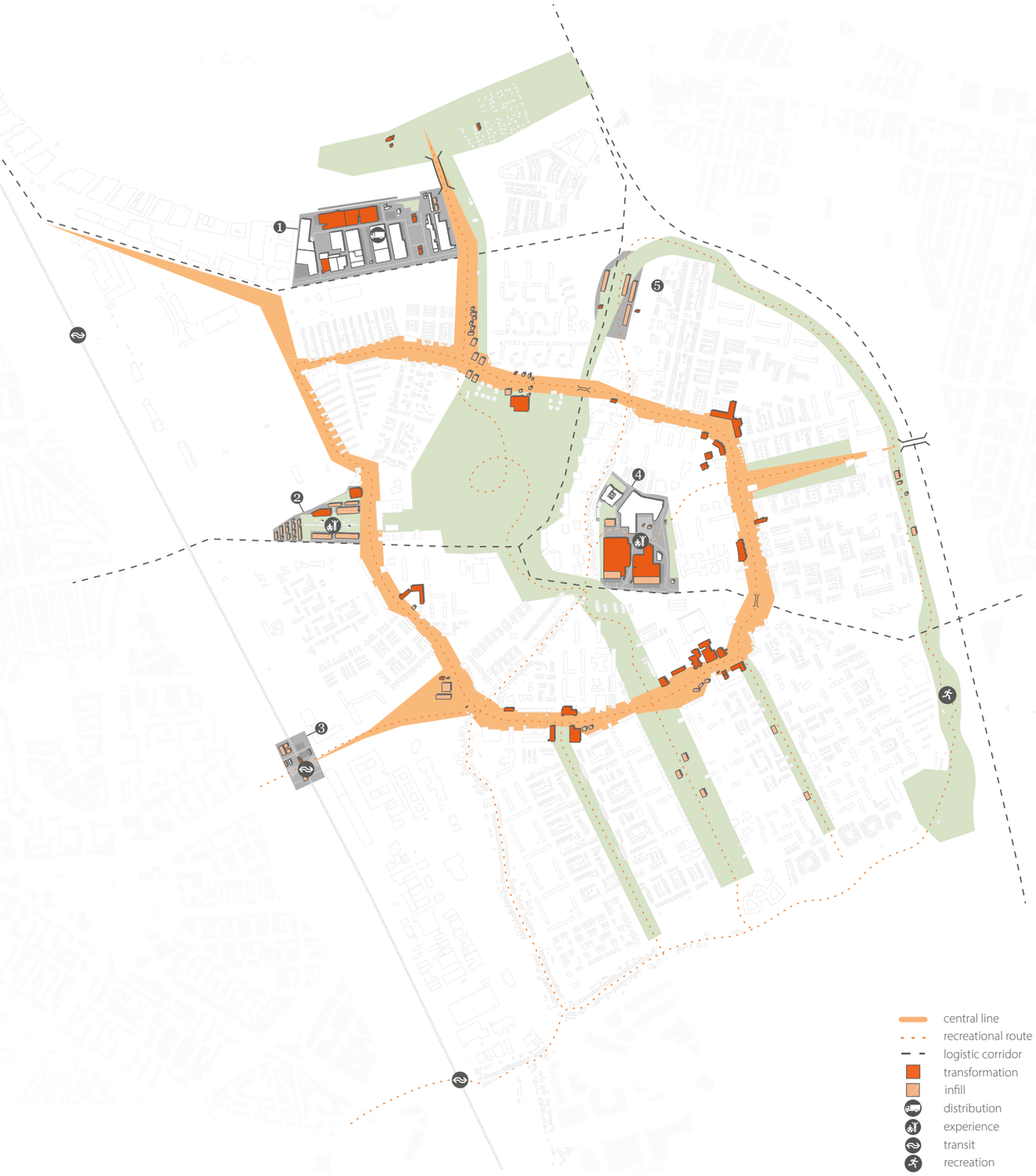
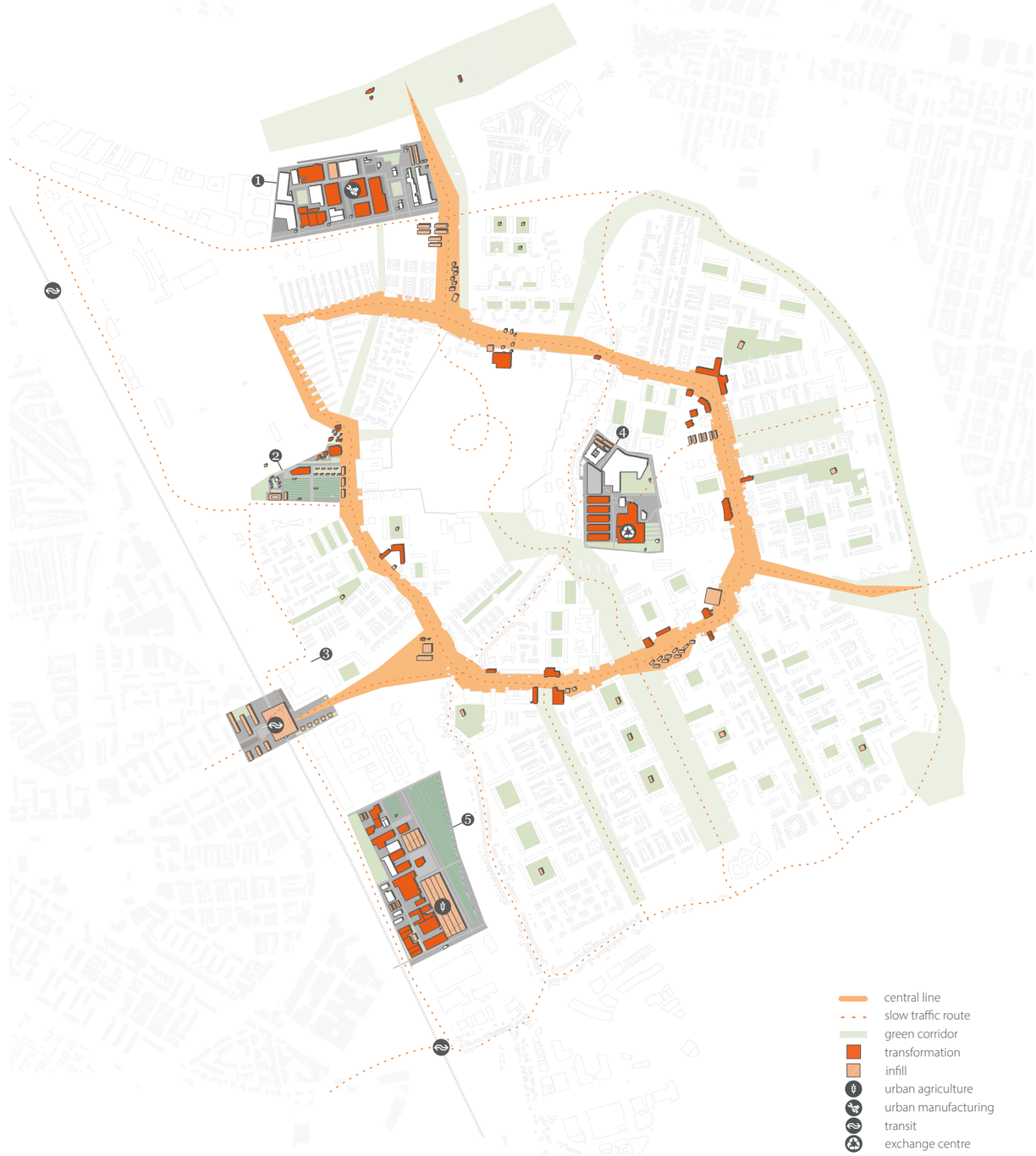
Reyerslaan

Groenelaan





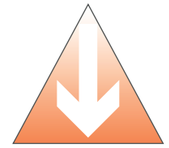


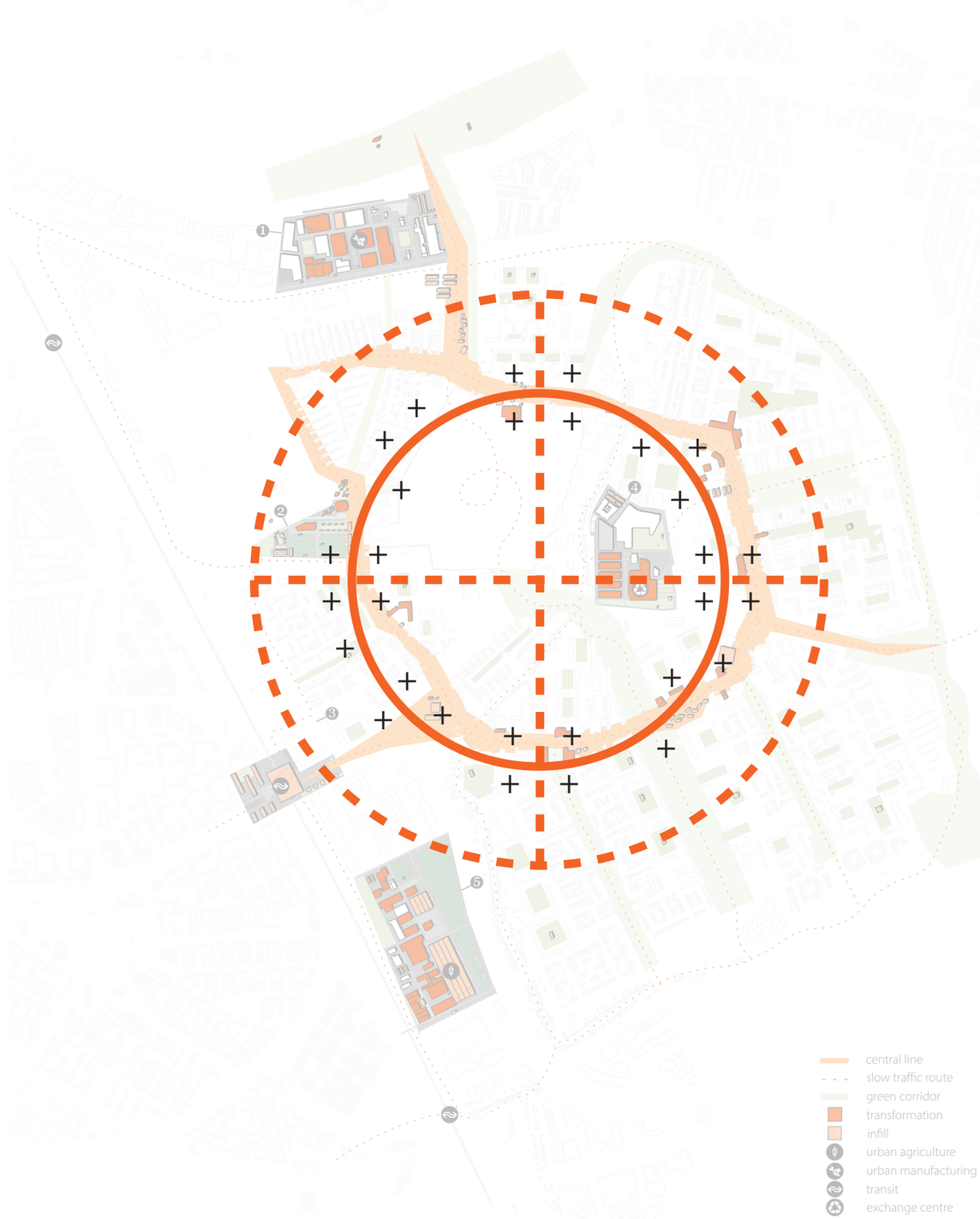
The Dynamic Playground

The Paradise of Degrowth

"Building density is an important driver for the intensity of pedestrian flow. The denser, the higher the intensity."

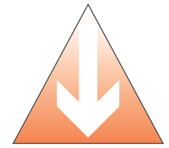
Berghauser Pont, M., Stavroulaki, G., & Marcus, L.(2019). Development of urban types based on network centrality, built density and their impact on pedestrian movement. Environment Planning B: Urban analytics, city science, 46(8), 1549-1564.

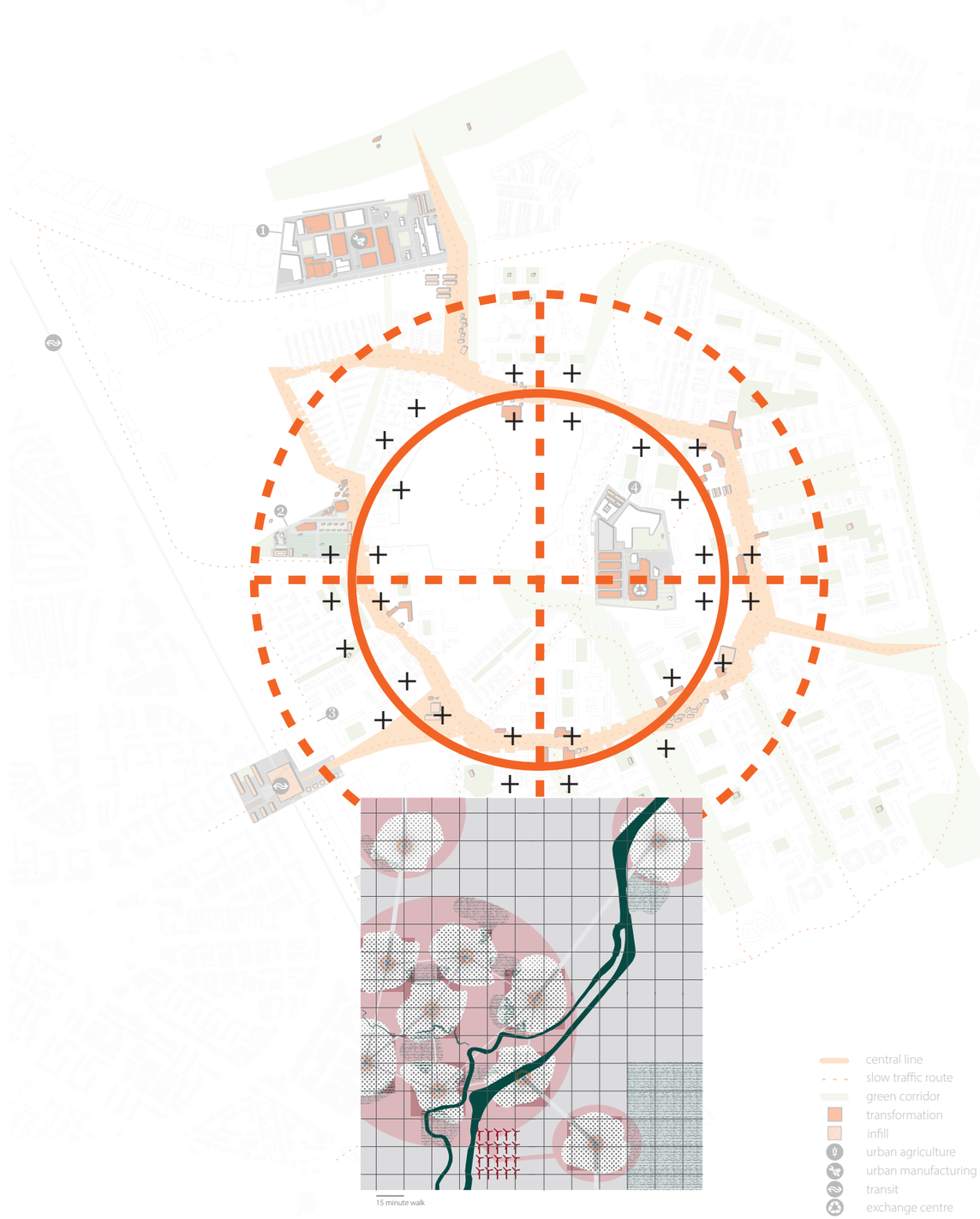




The Dynamic Playground

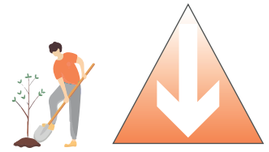
The Paradise of Degrowth

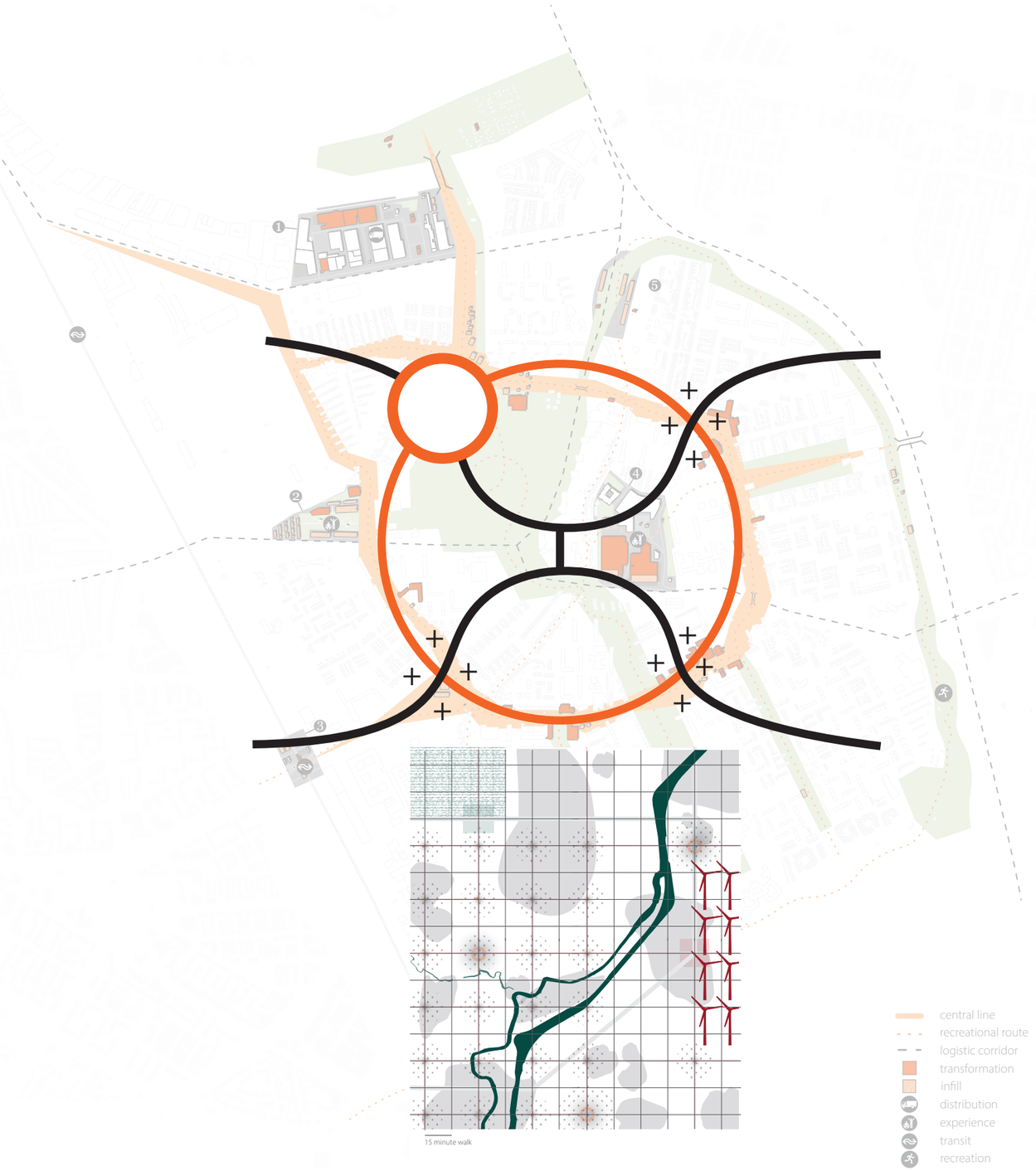


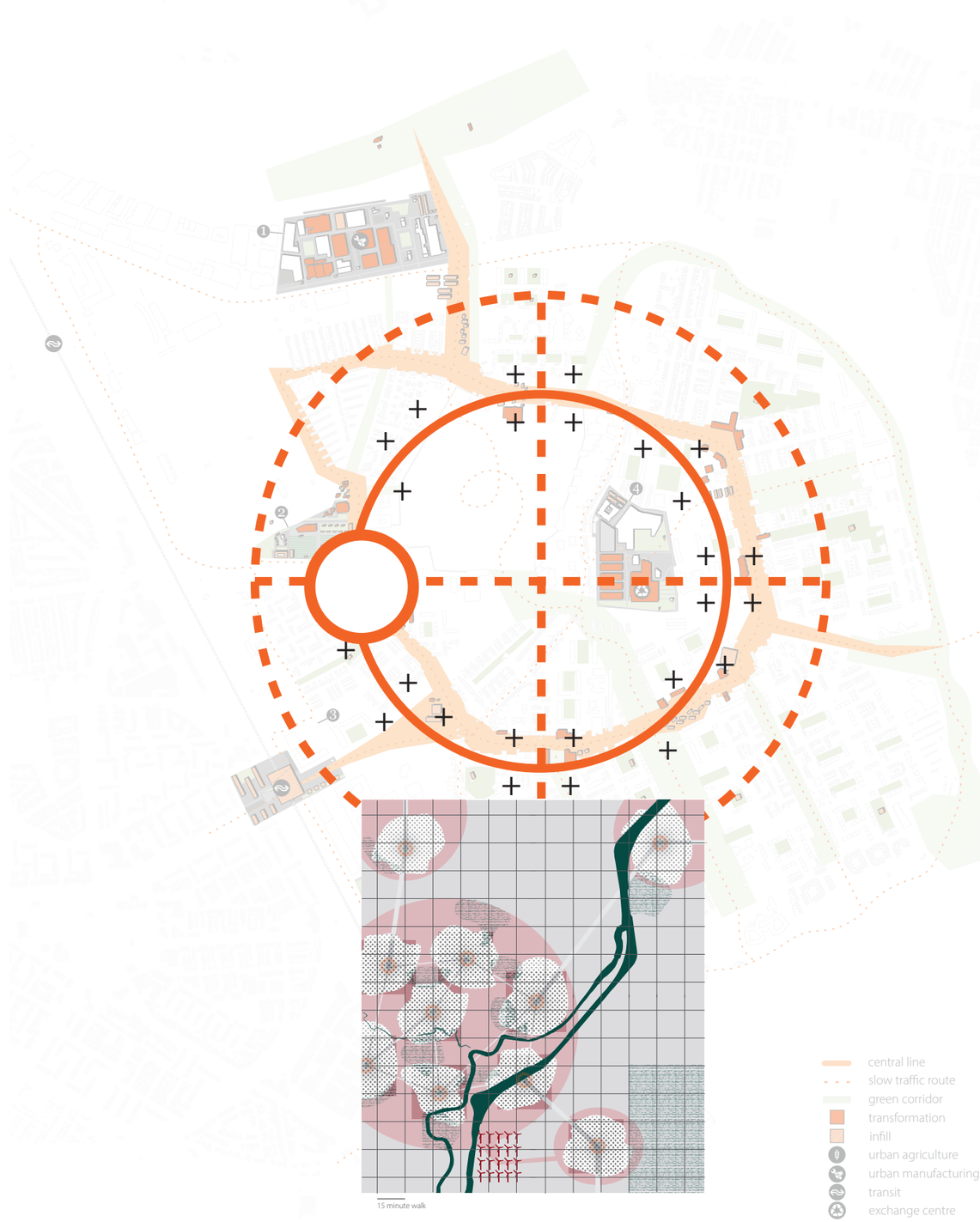


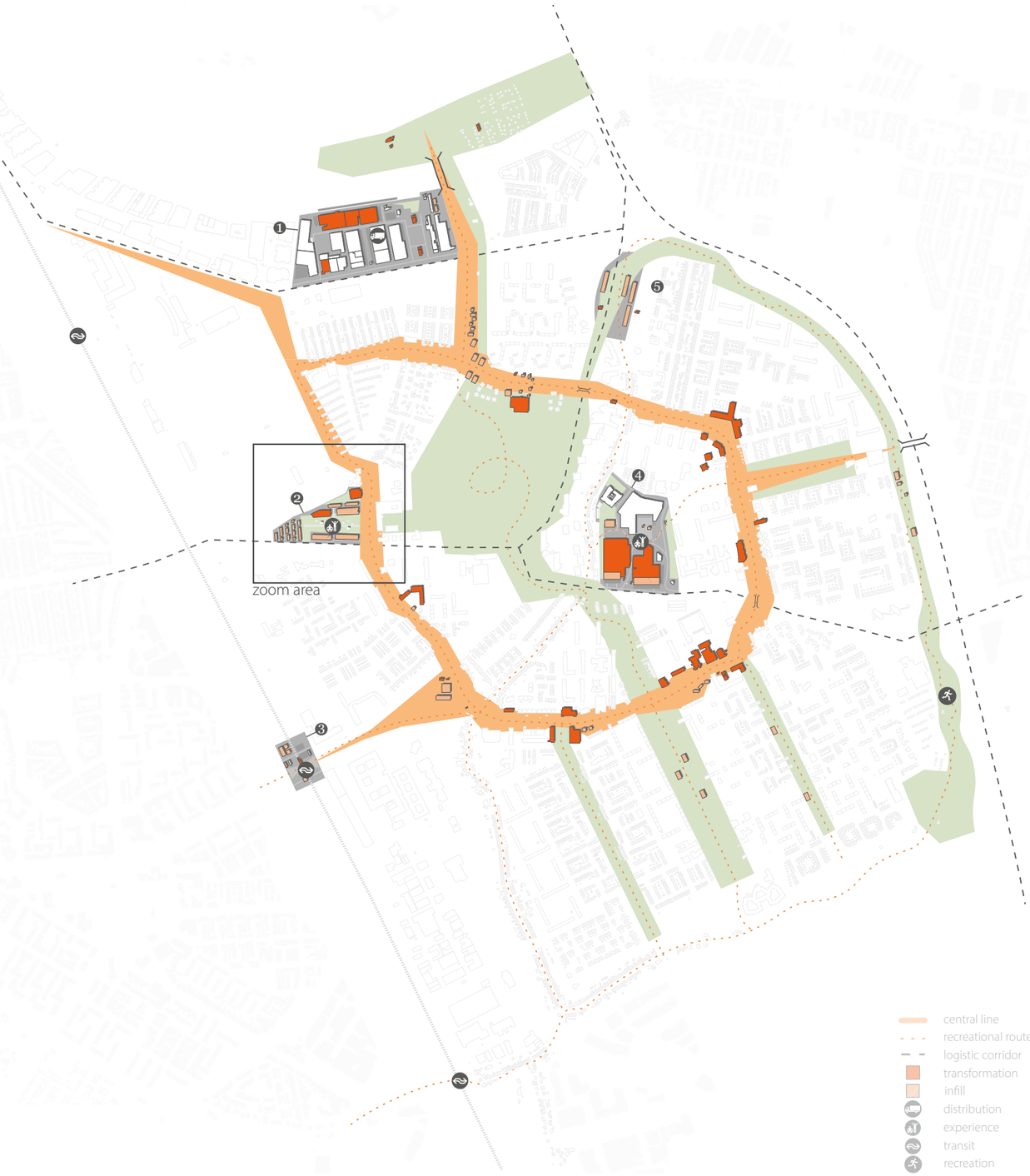
The Dynamic Playground

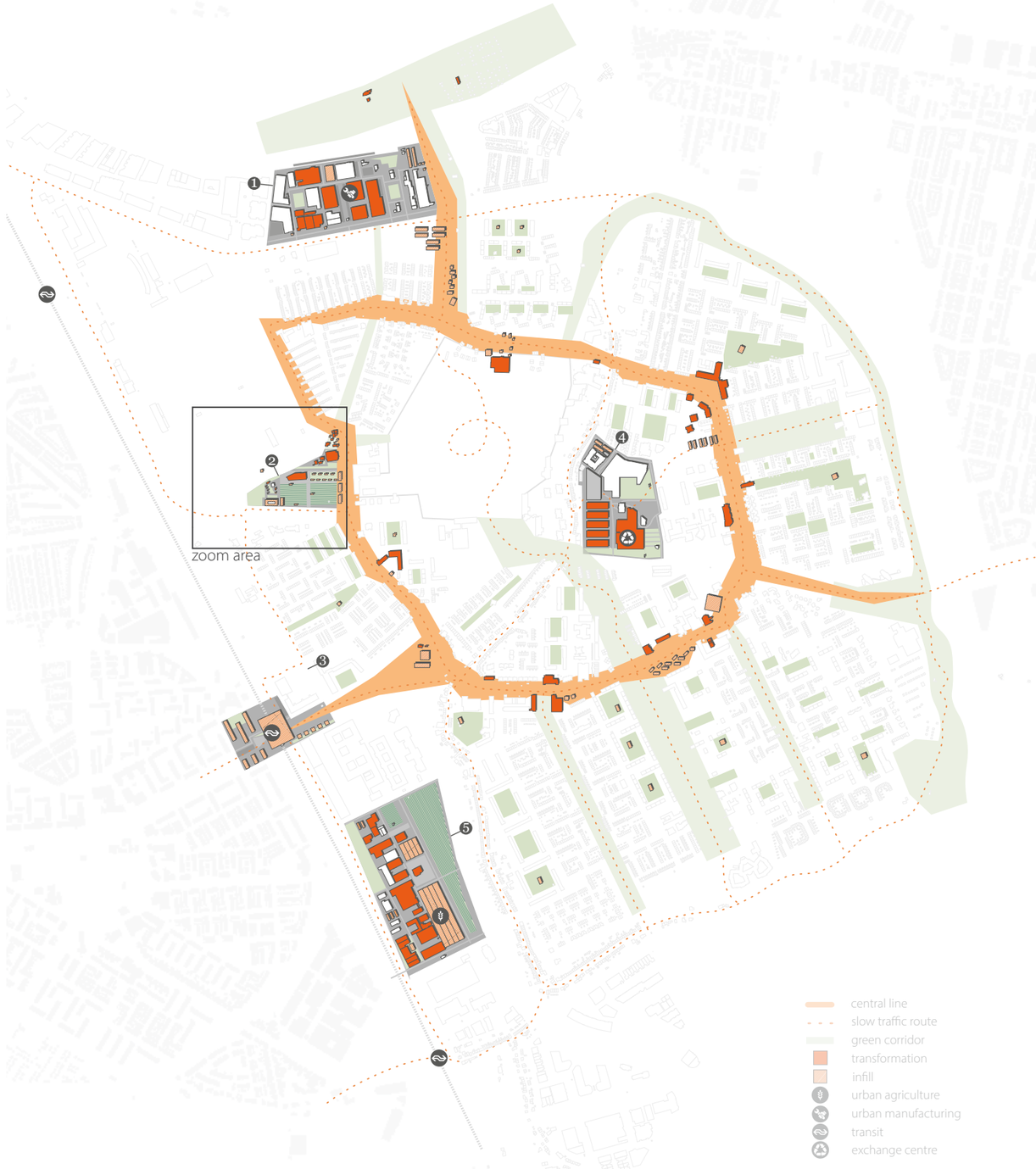
The Paradise of Degrowth




15 minute walk
central line
recreational route
logistic corridor
transformation
infill
distribution
experience
transit
recreation

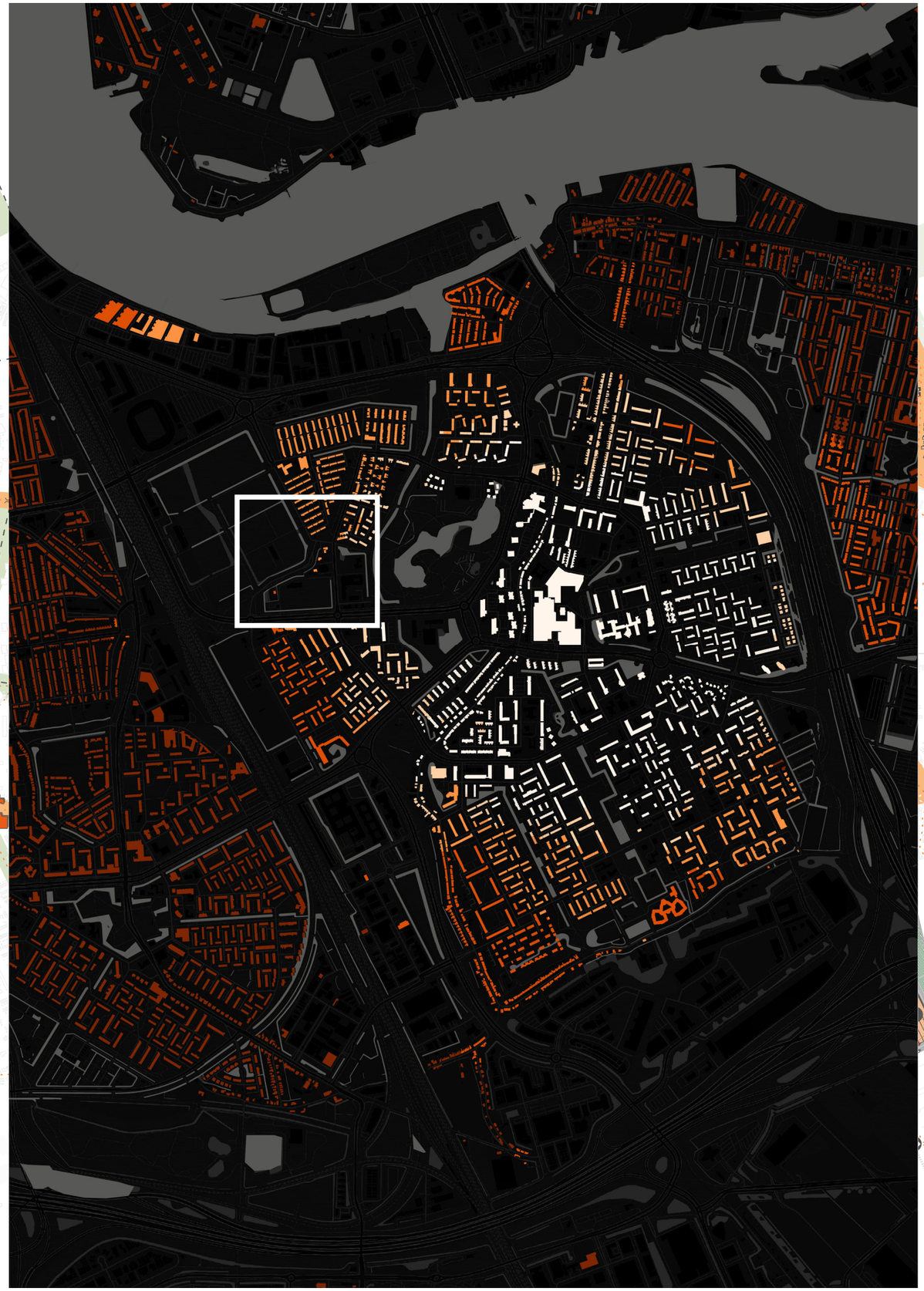

15 minute walk
central line
slow traffic route
green corridor
transformation
infill
urban agriculture
urban manufacturing
transit
exchange centre

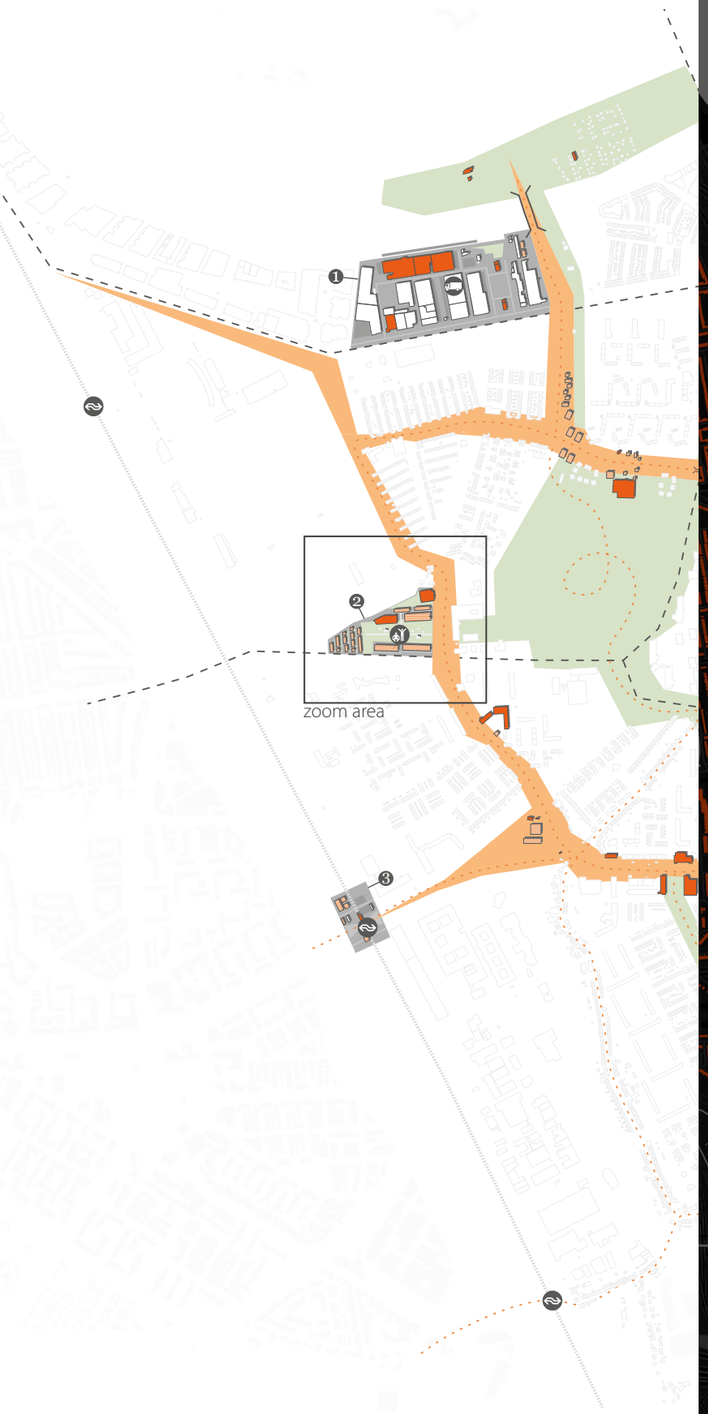


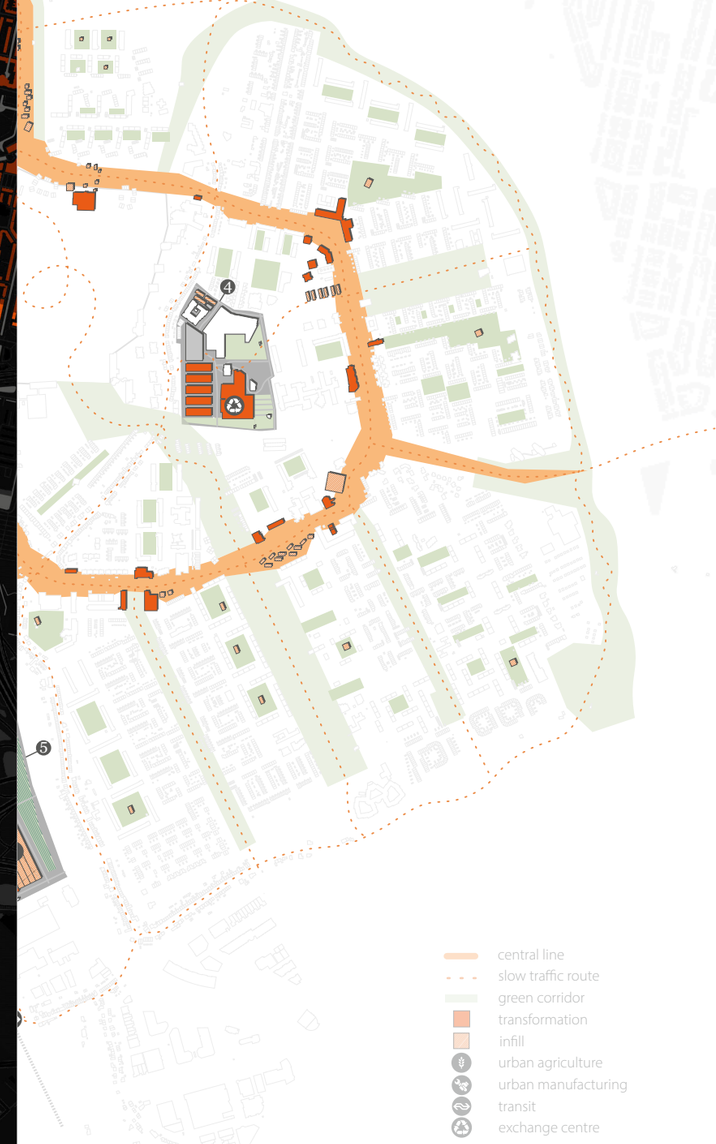


The Dynamic Playground

The Paradise of Degrowth



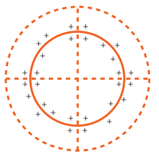


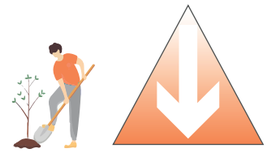


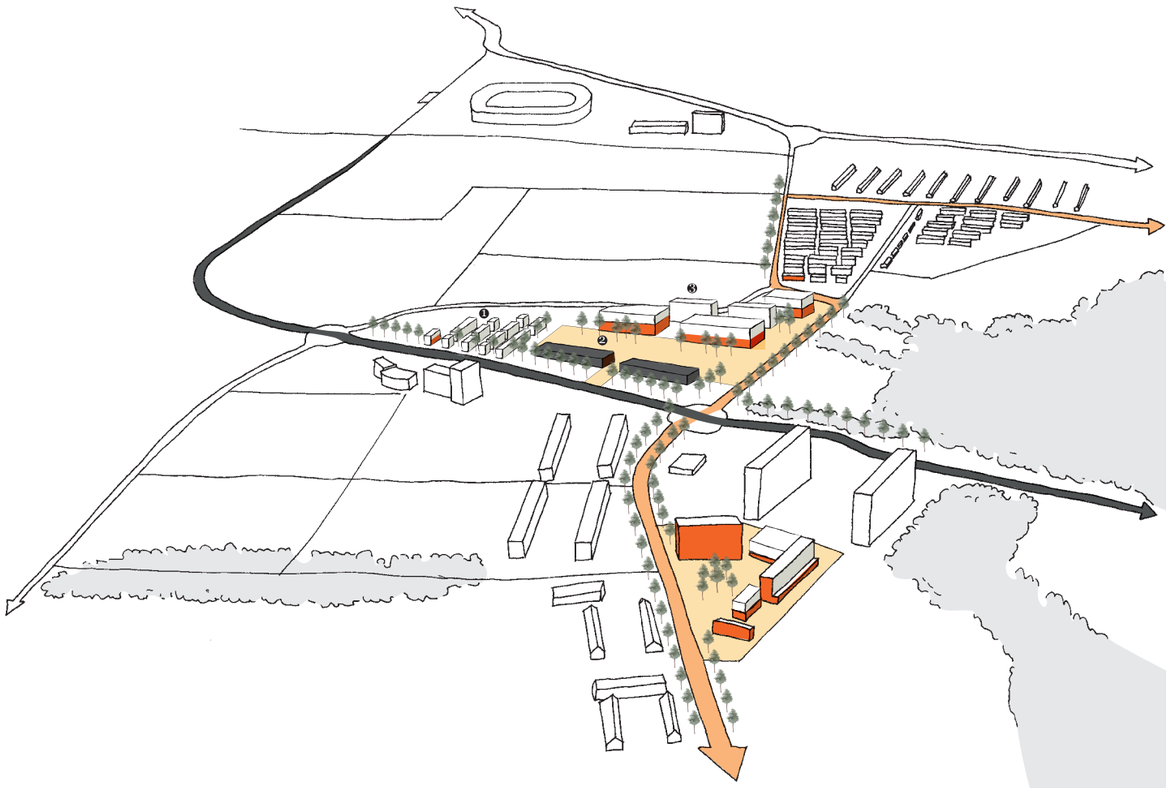
The Dynamic Playground

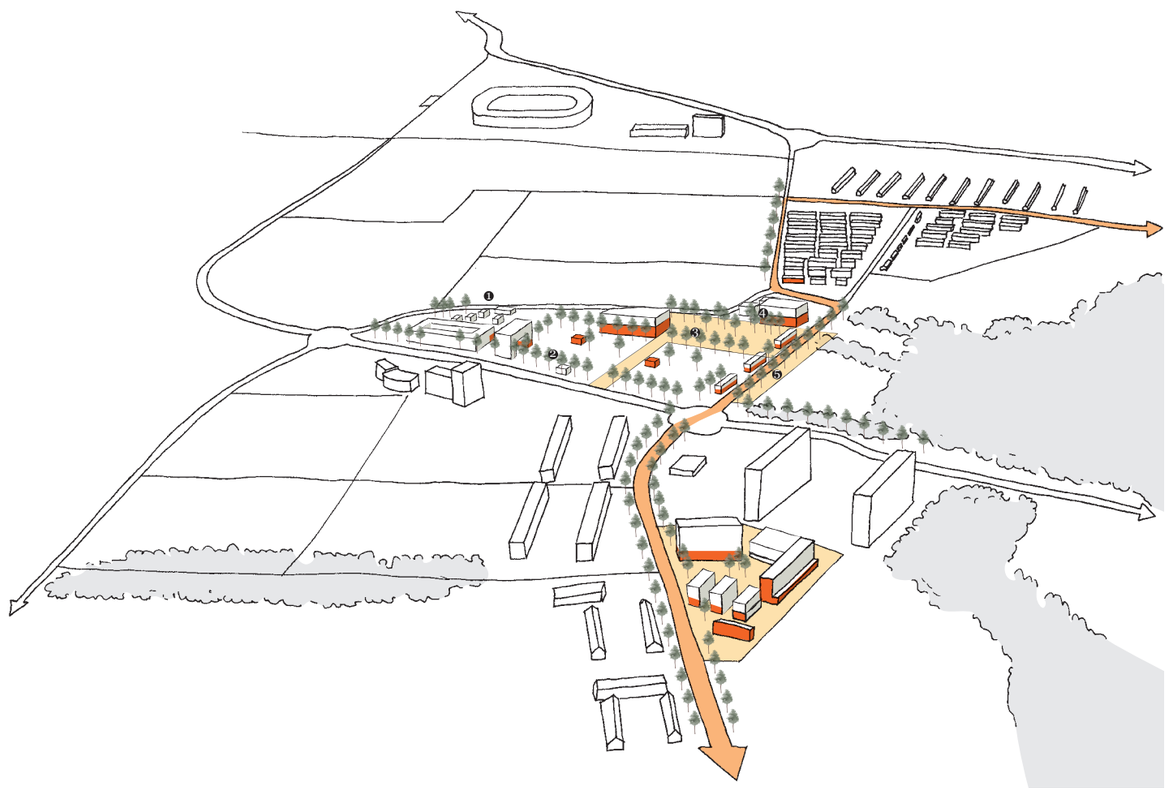
The Paradise of Degrowth

SPABUZZ NAME



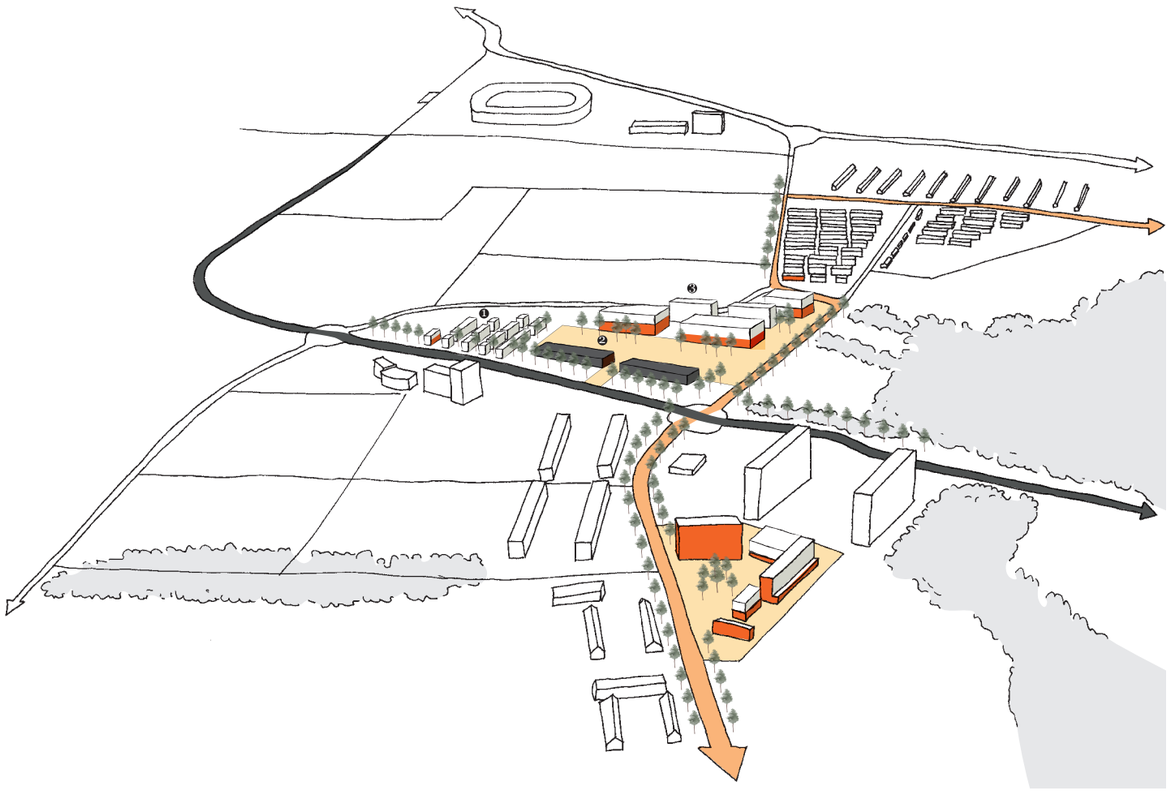


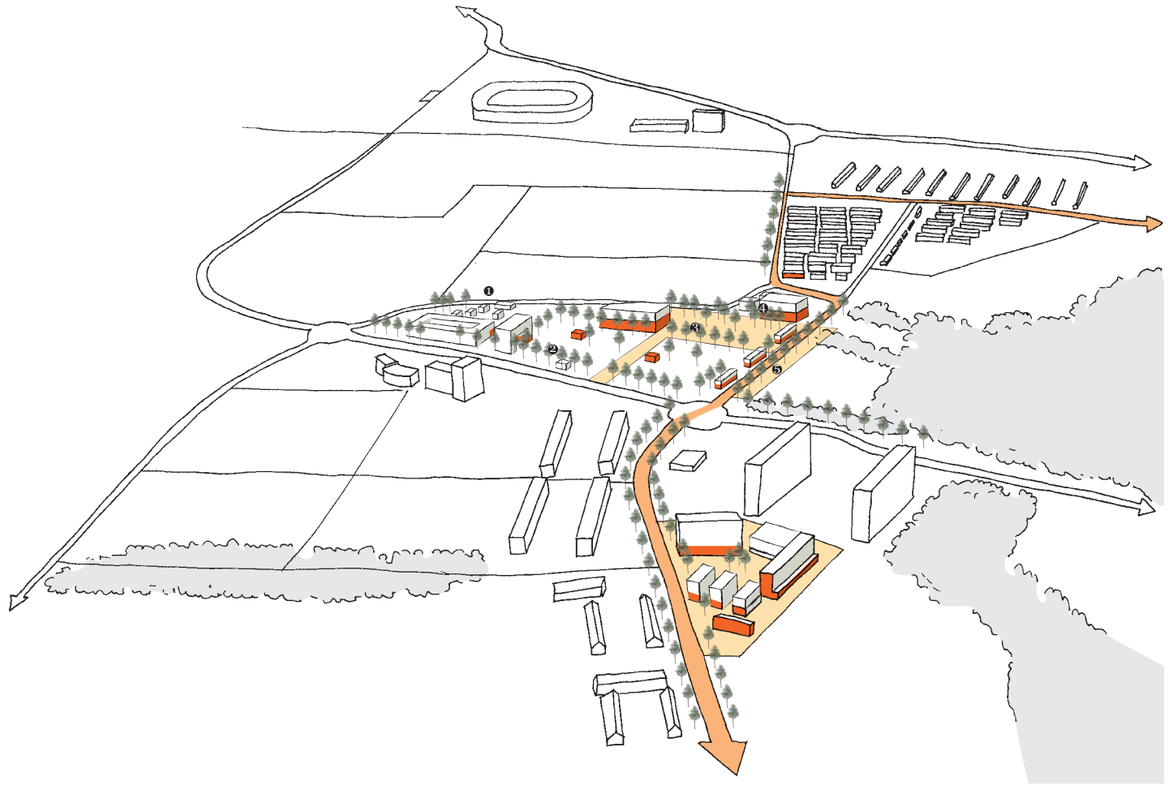


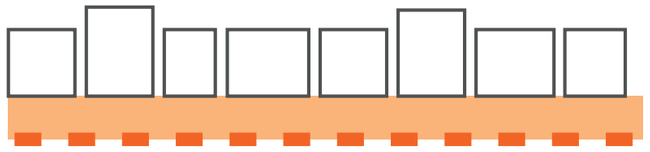


The Dynamic Playground

The Paradise of Degrowth

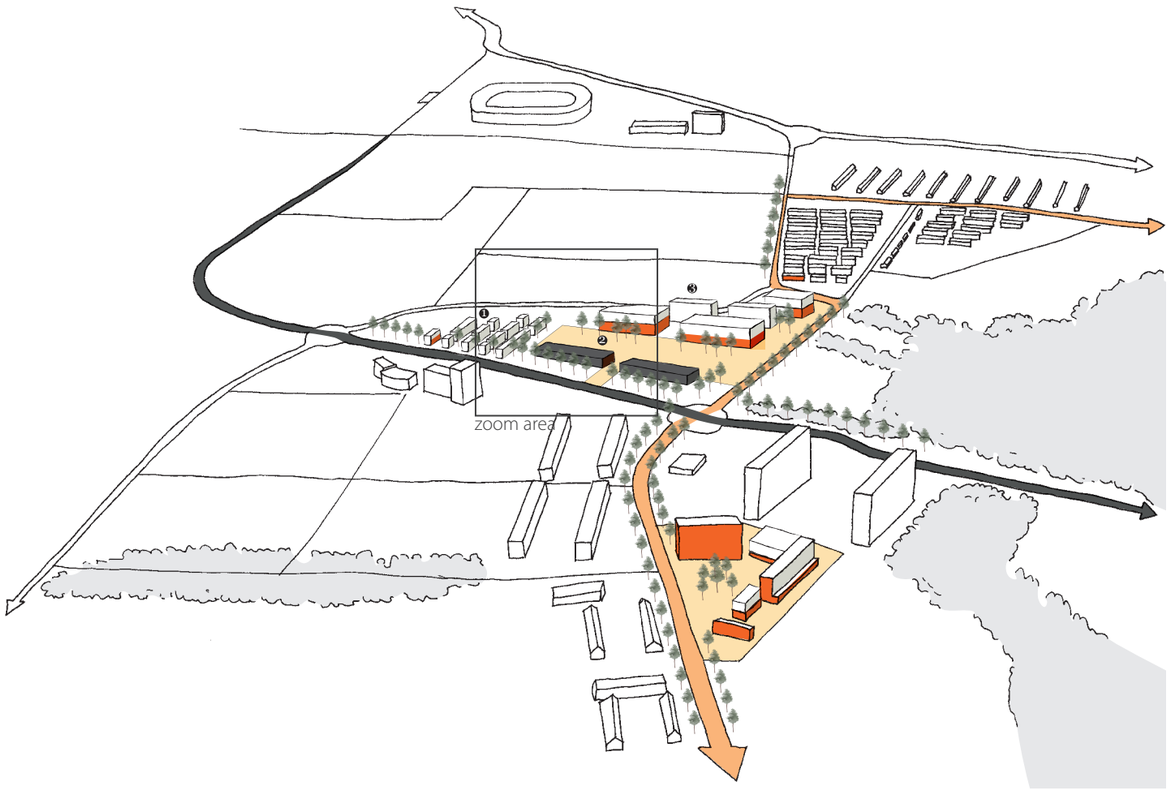


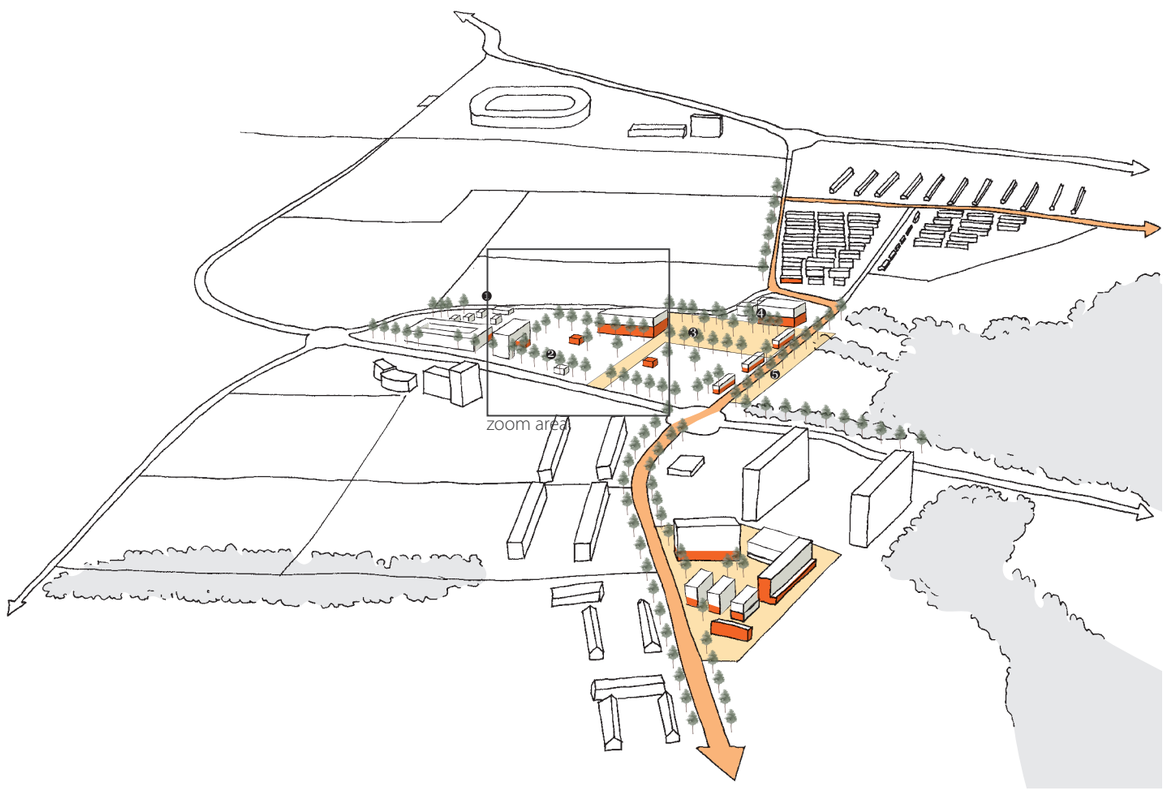


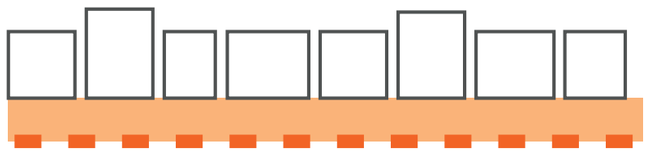


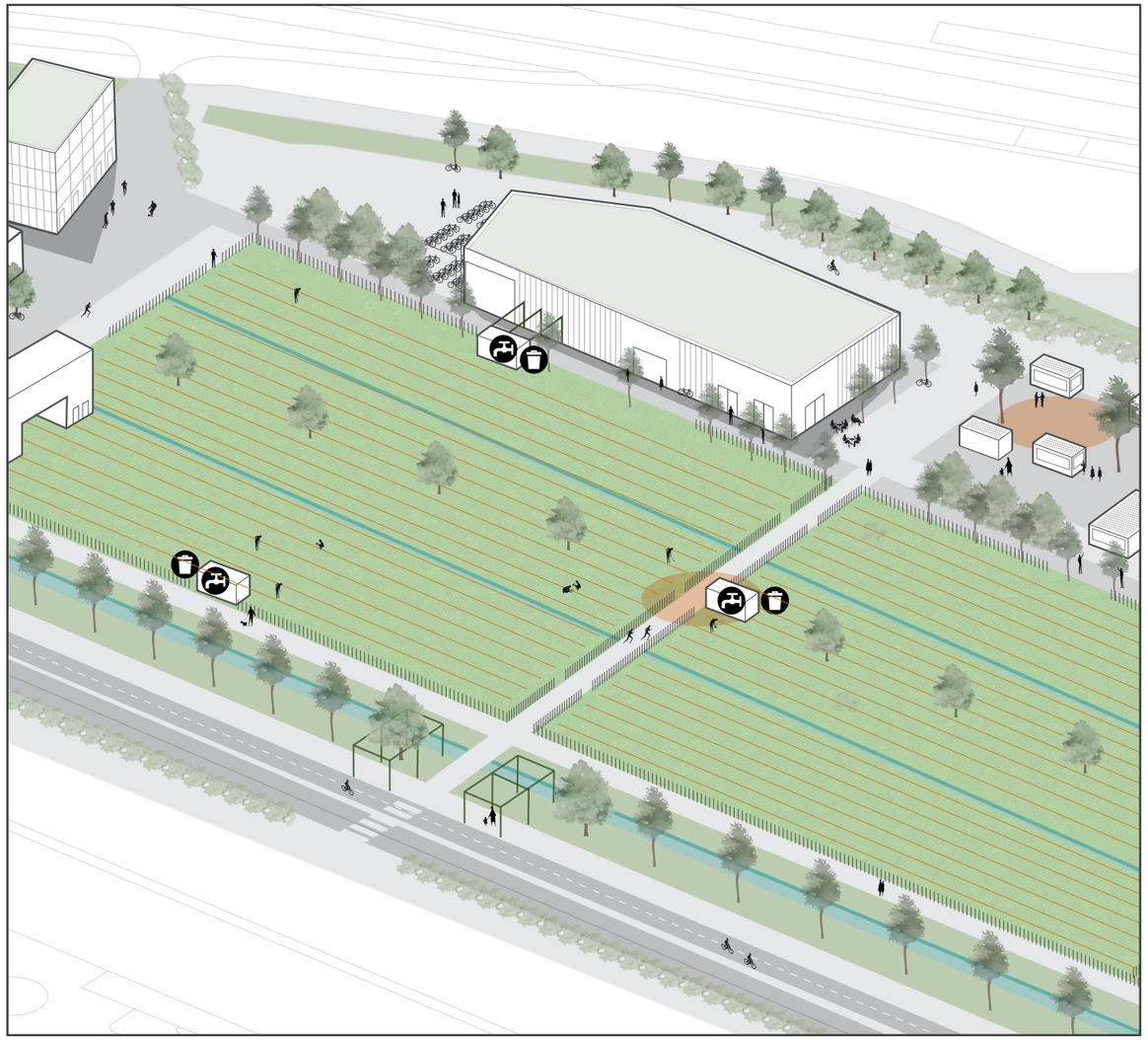
The Dynamic Playground

The Paradise of Degrowth


zoom area

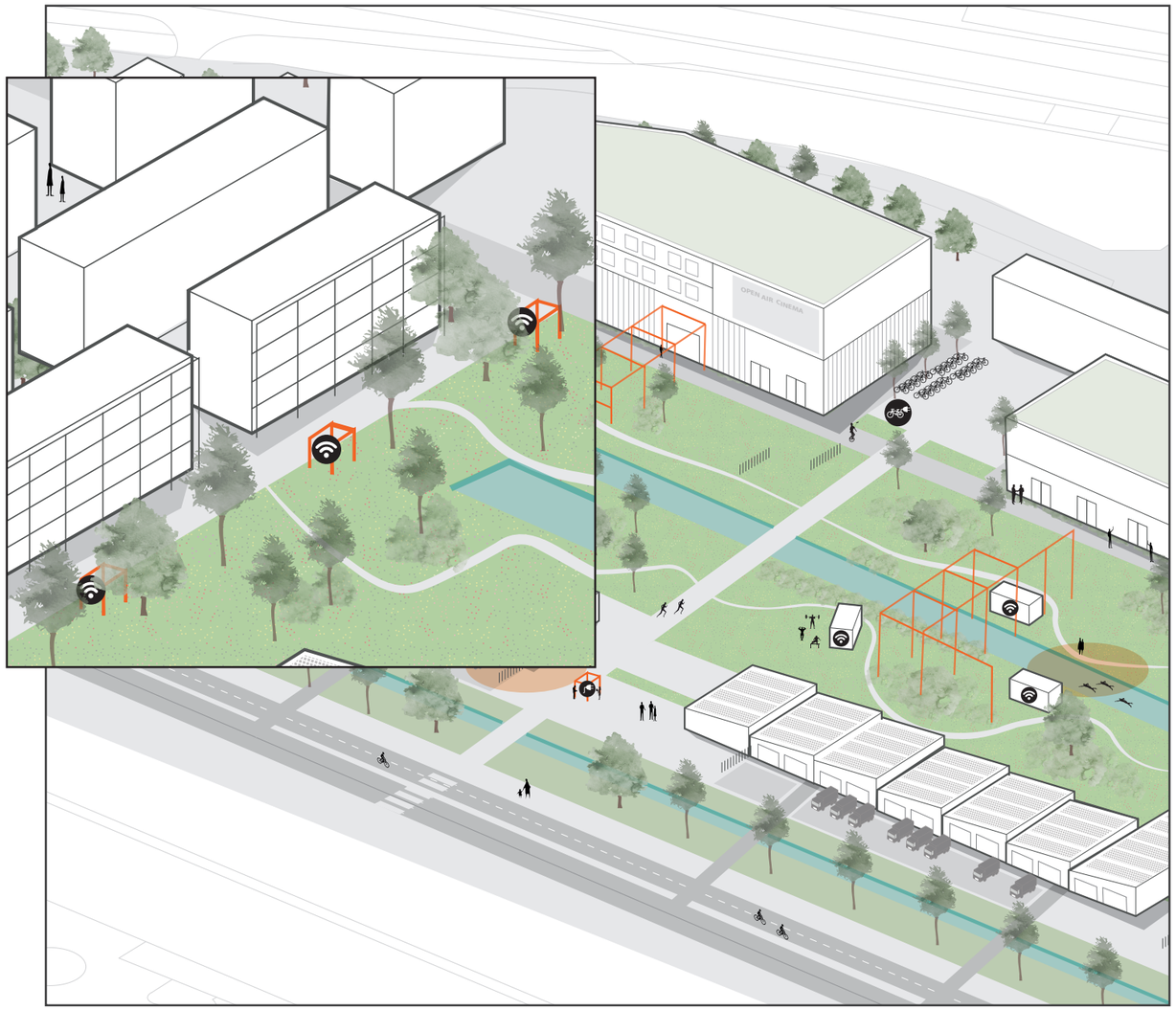

zoom area

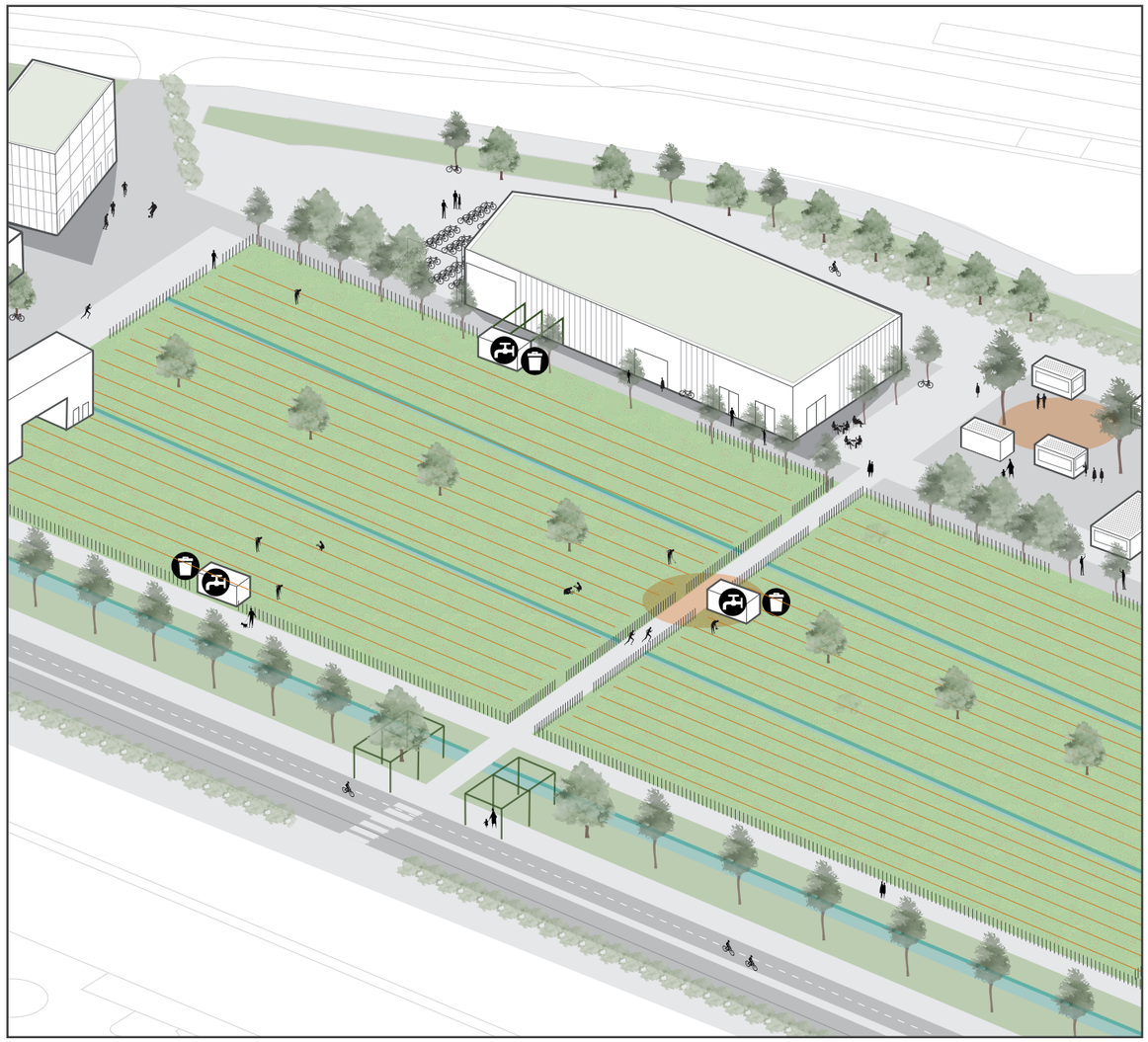


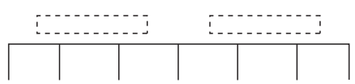


The Dynamic Playground - Playful public space

Productive public space - The Paradise of Degrowth







The Dynamic Playground - Playful public space

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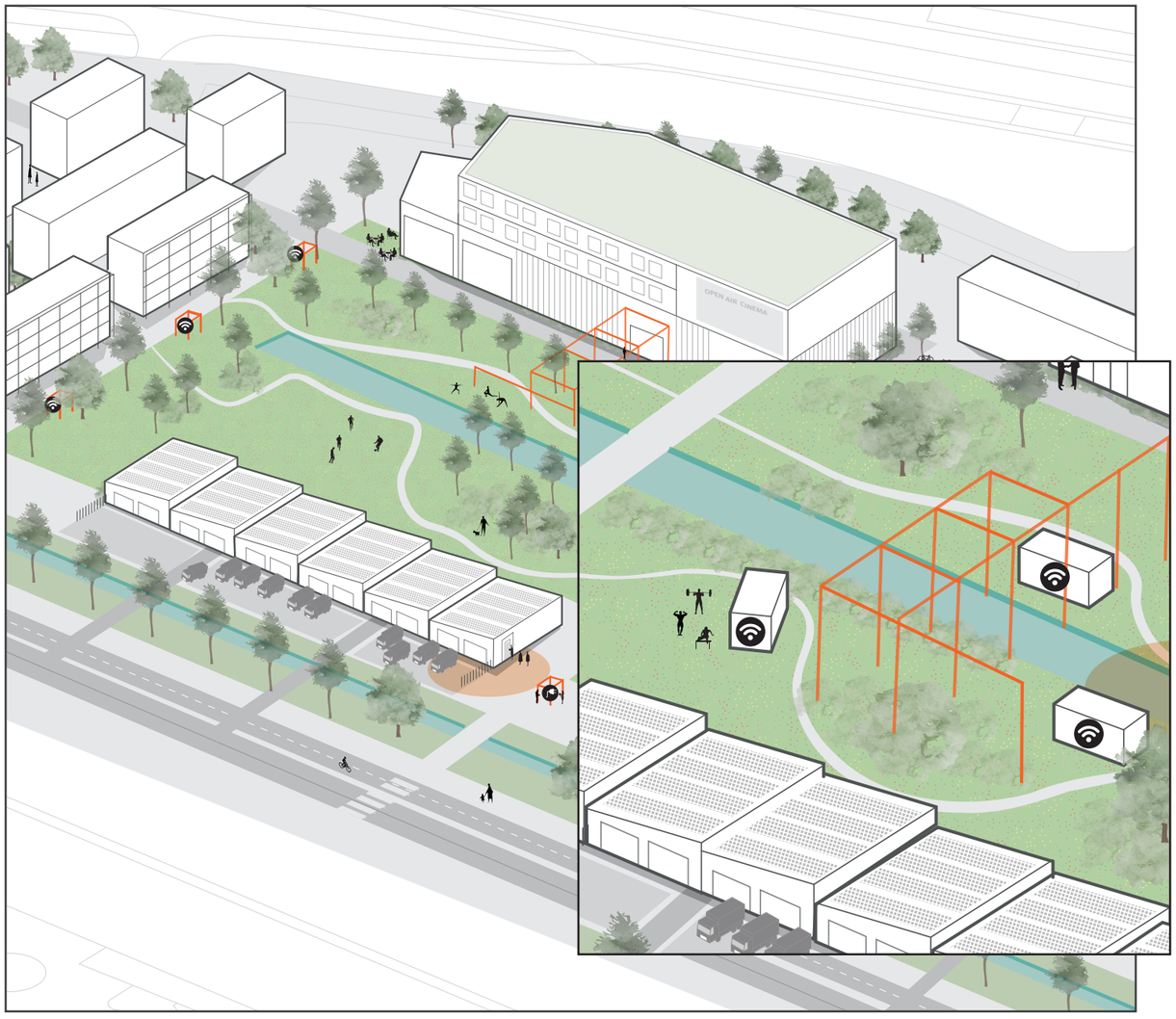

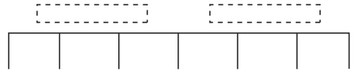

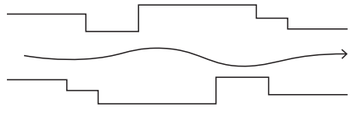

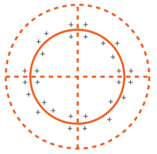

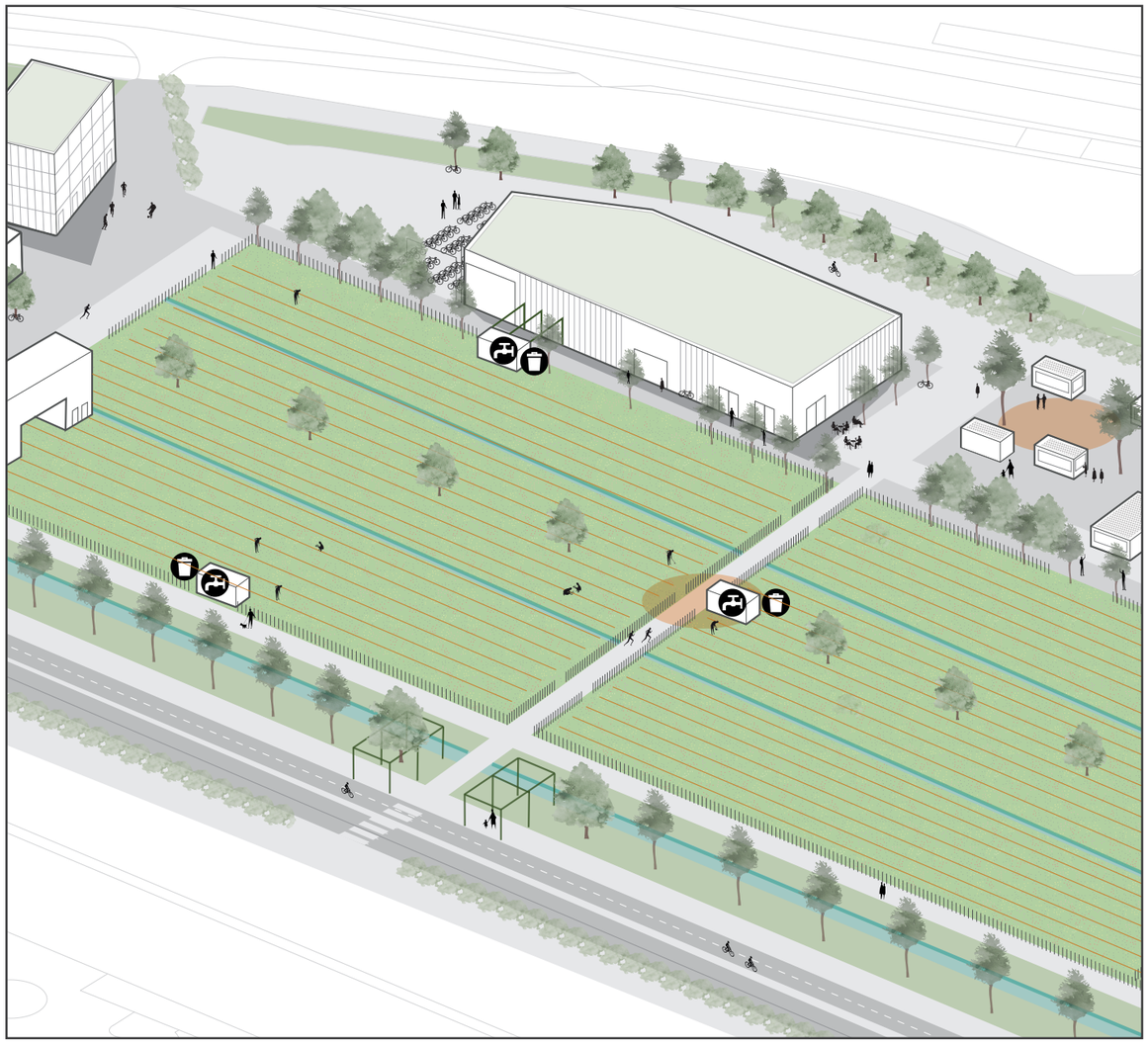

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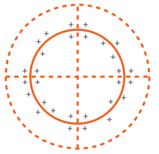

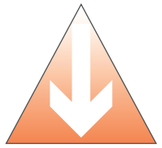

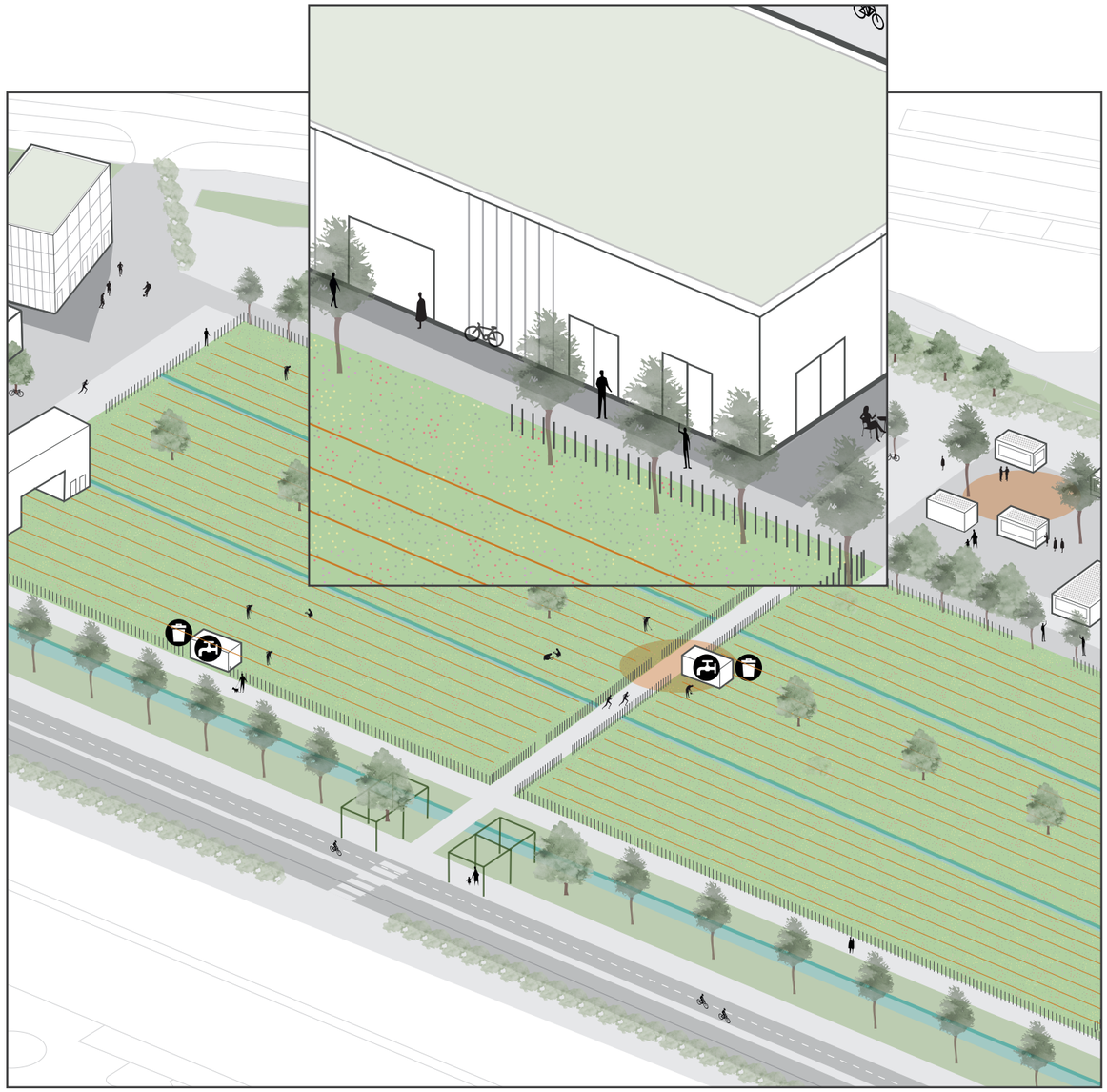

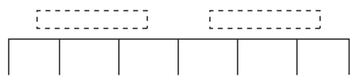

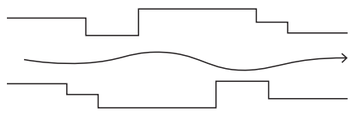

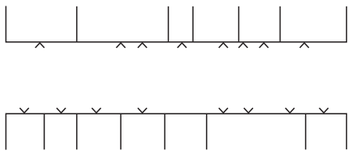

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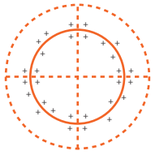

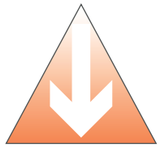

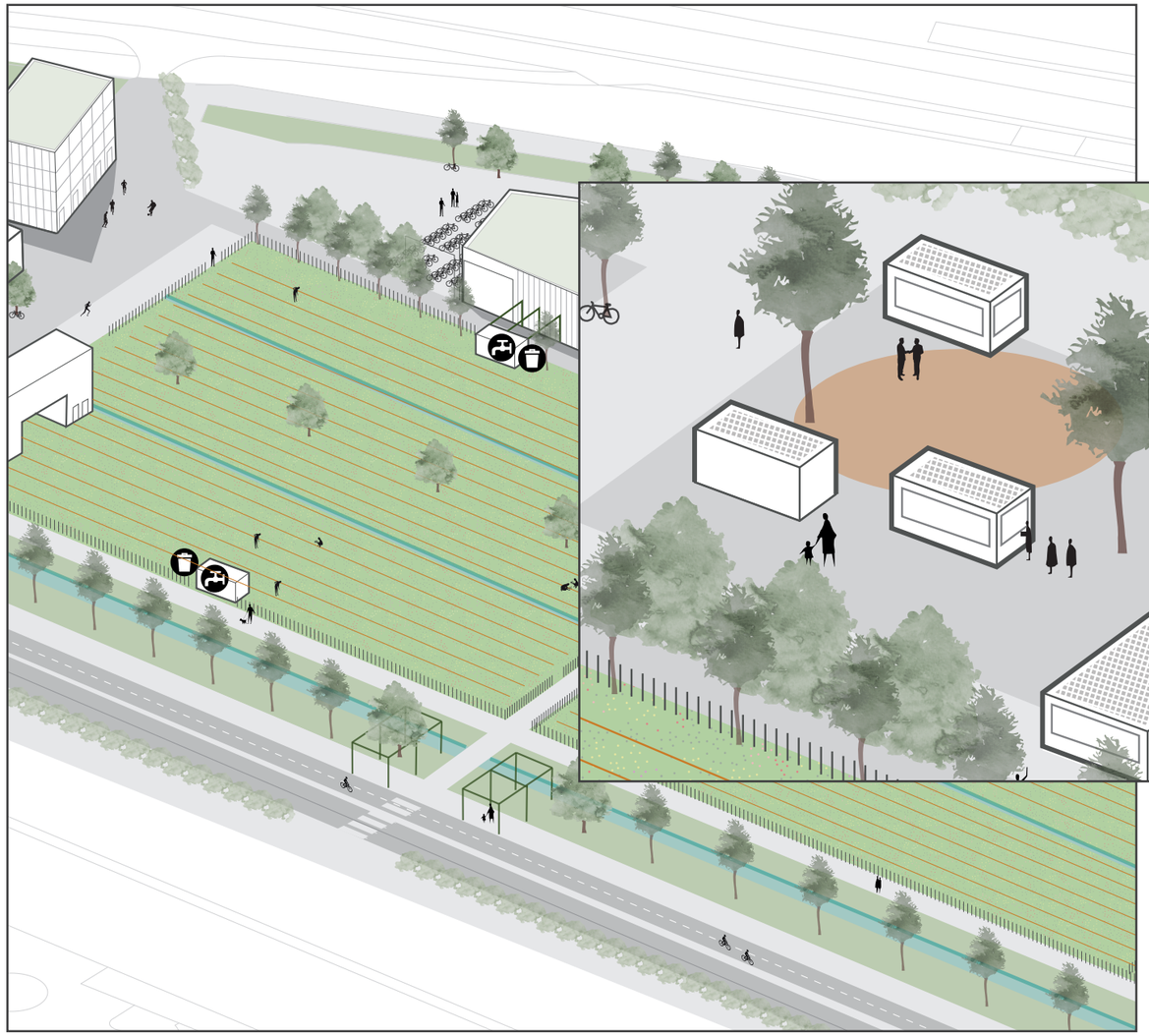

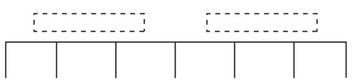

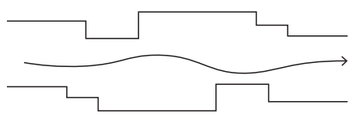

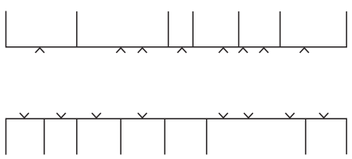

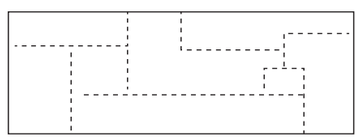

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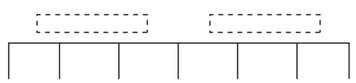

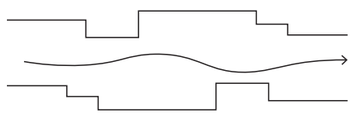

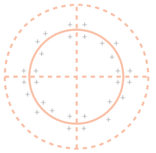

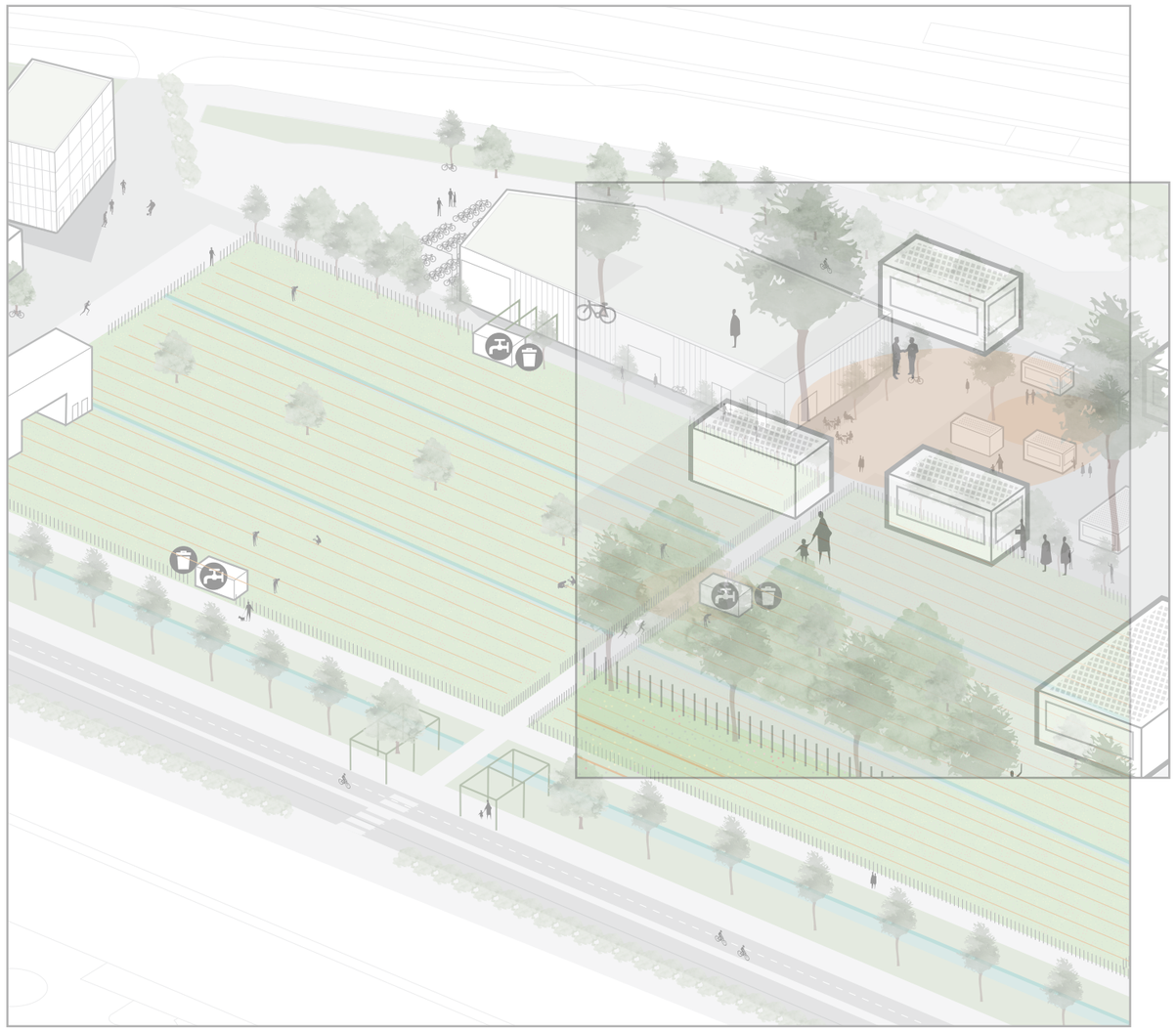

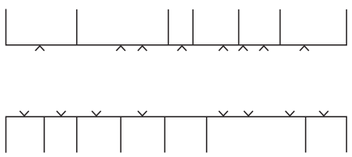

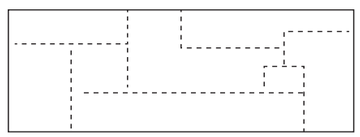

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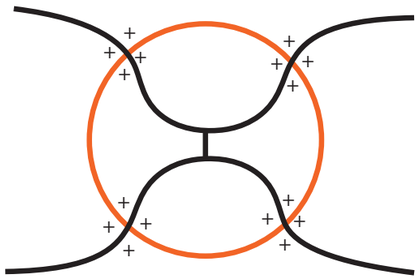
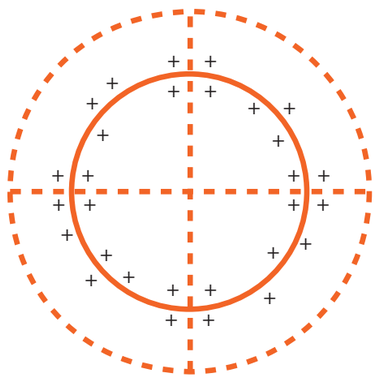
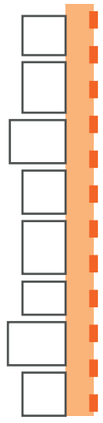
CITY

NEIGHBOURHOOD

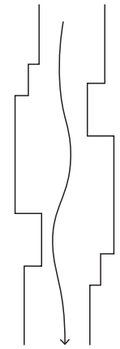


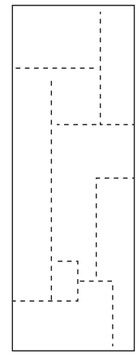


STREET

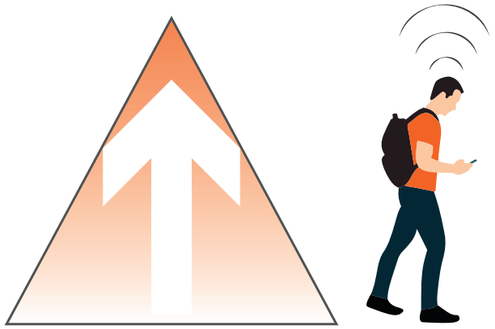


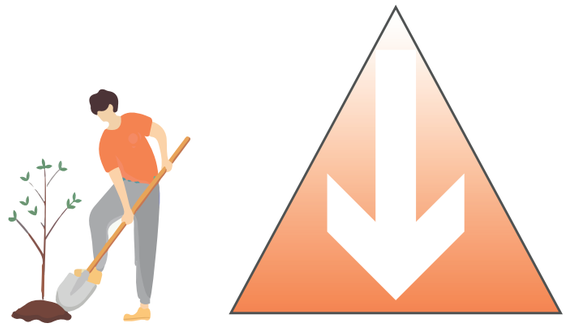
BLOCK

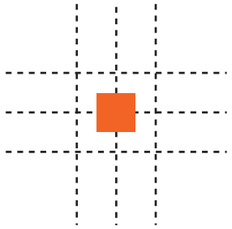


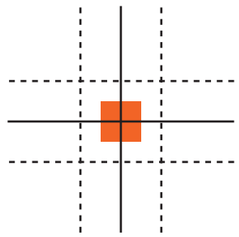


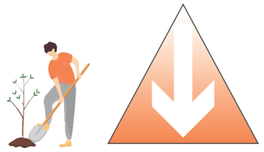
What strategic urban design contributes to the 15-minute neighbourhoods in the periphery of Rotterdam?

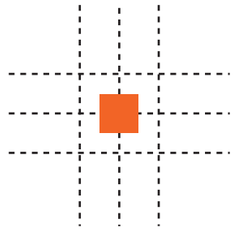


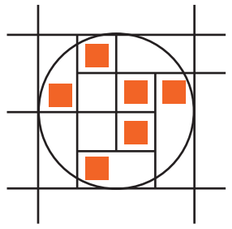


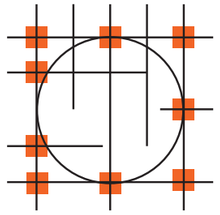


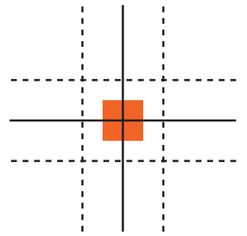


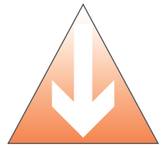


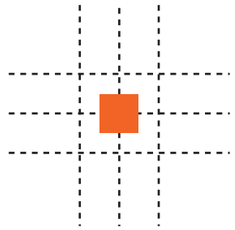


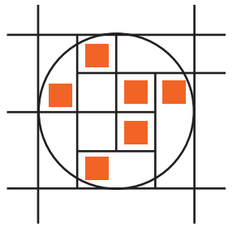


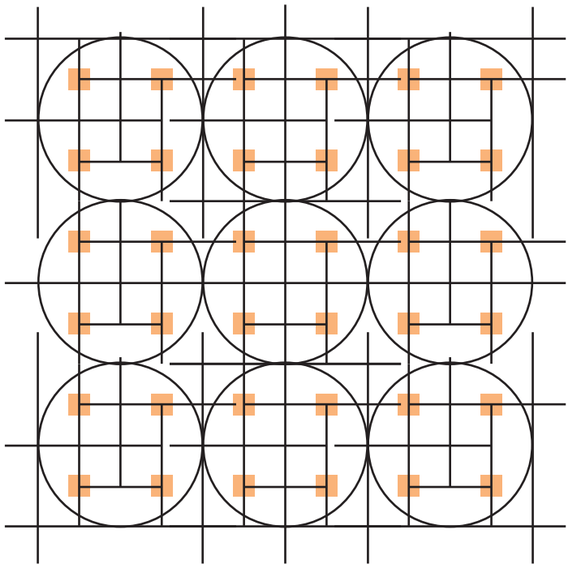


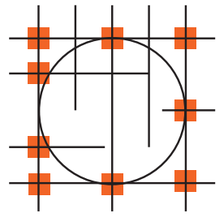


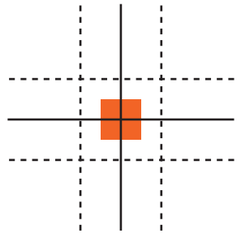


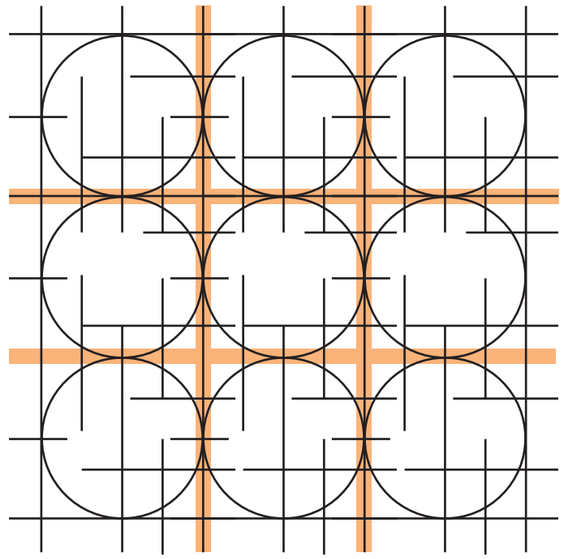


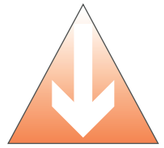


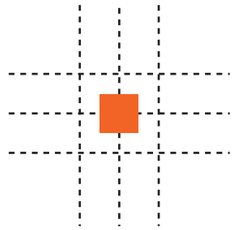


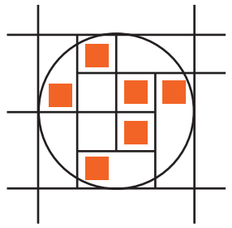


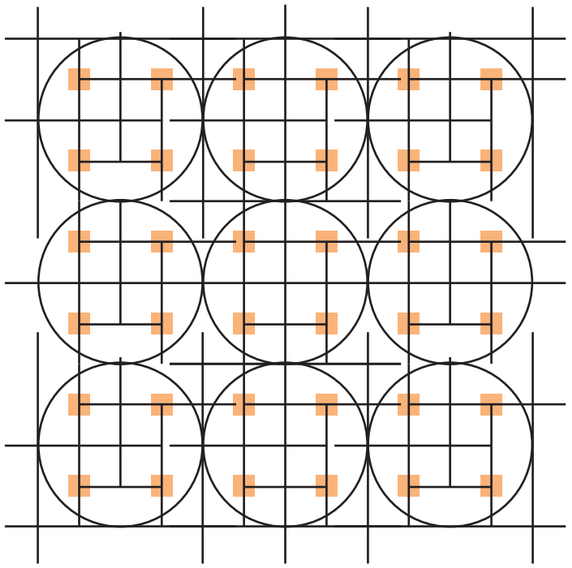


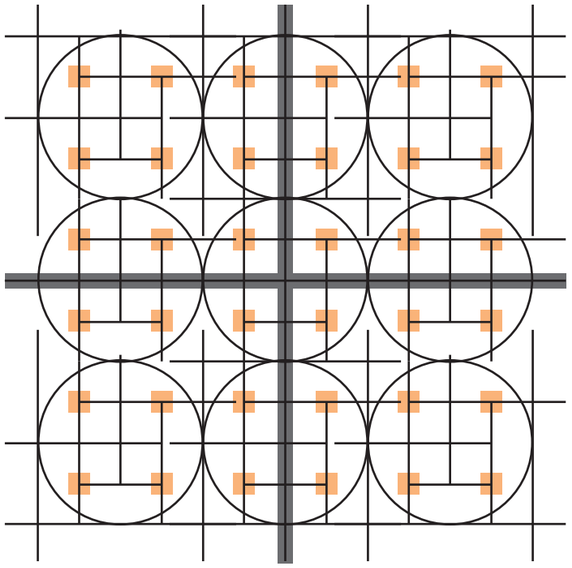


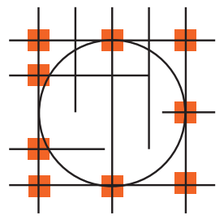


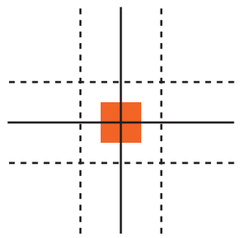


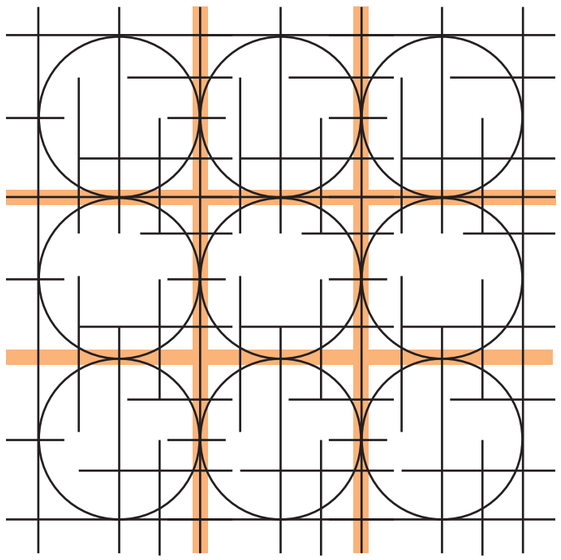


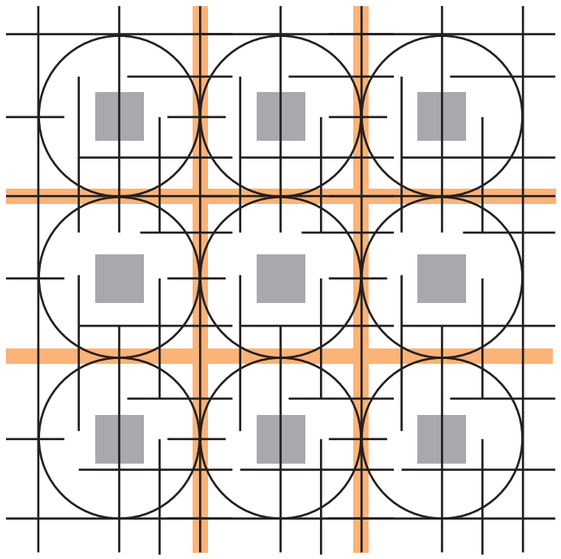


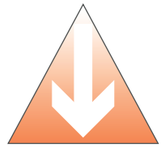


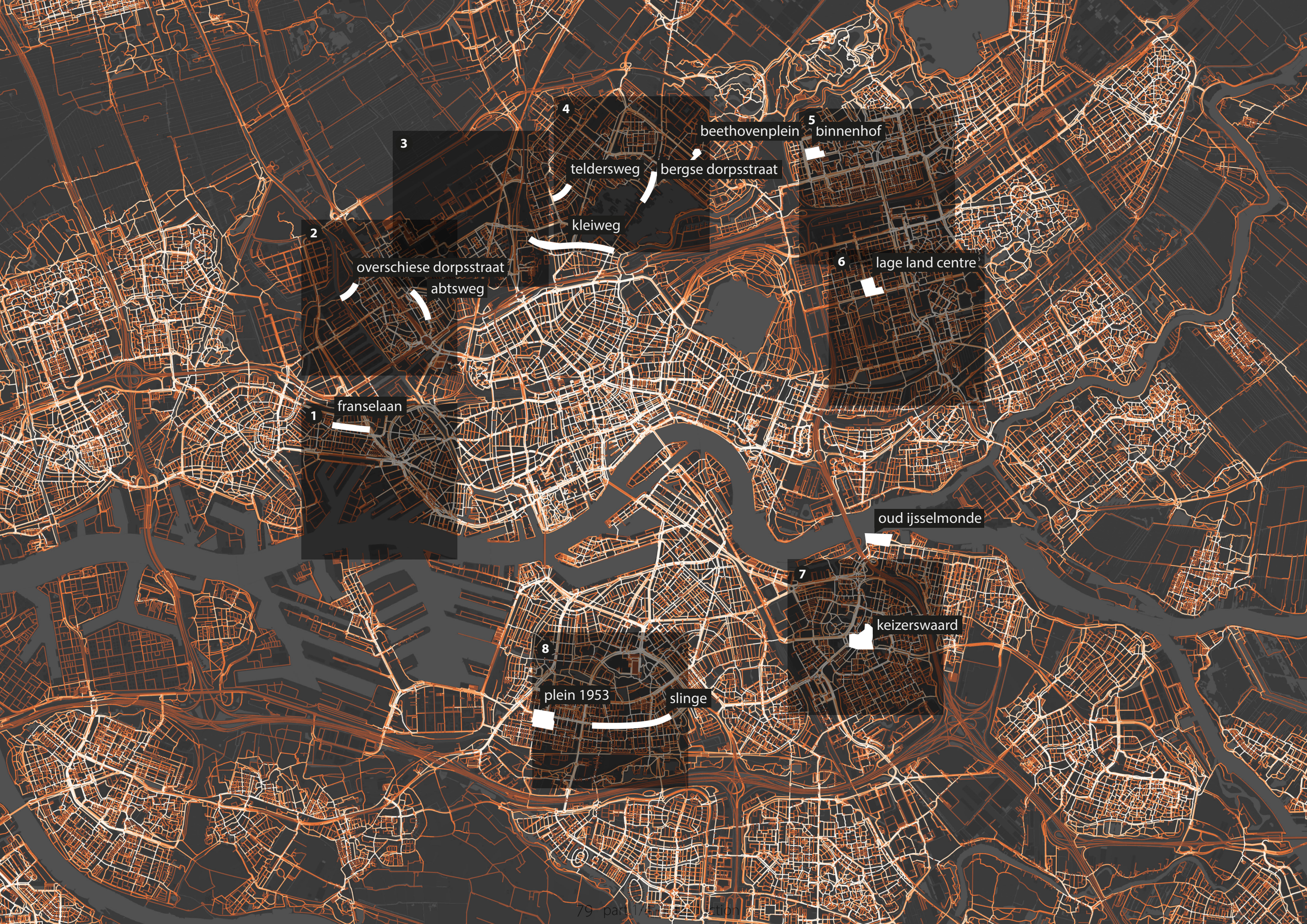


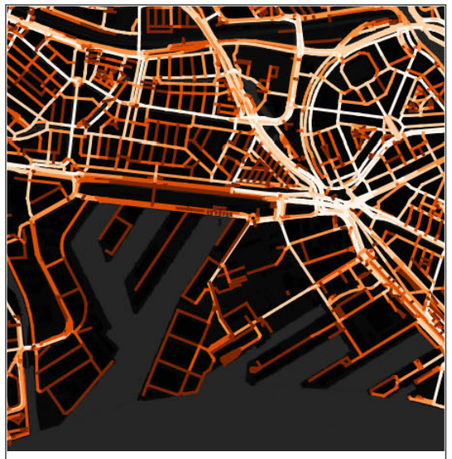


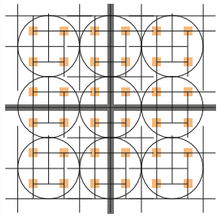







1
franselaan
2
overschiese dorpsstraat
abtsweg
3
4
teldersweg
bergse dorpsstraat
beethovenplein
5
binnenhof
kleiweg
6
lage land centre
oud ijsselmonde
7
keizerswaard
8
plein 1953
slinge

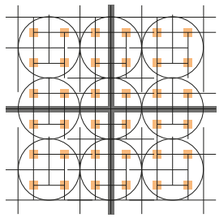




neighbourhood:
Nieuw Mathenesse/M4H

best fitting scenario, based on the integrated network structure:
The Dynamic Playground

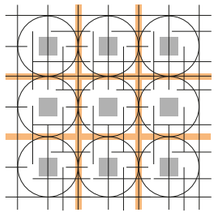
1



neighbourhood:
Overschie

best fitting scenario, based on the integrated network structure:
The Dynamic Playground

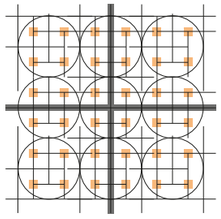
2



neighbourhood:
Zestienhoven

best fitting scenario, based on the integrated network structure:
The Paradise of Degrowth

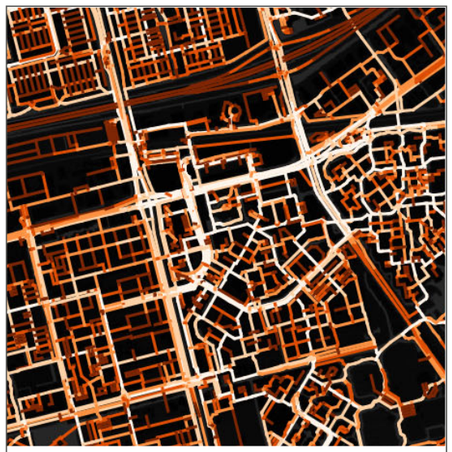
3

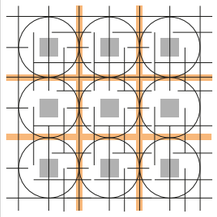


neighbourhood:
Hillegersberg/Schiebroek

best fitting scenario, based on the integrated network structure:
The Dynamic Playground

4

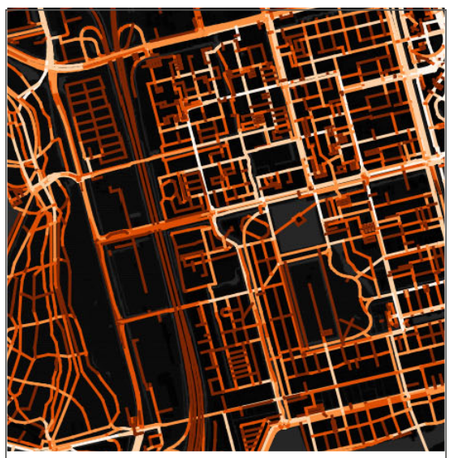


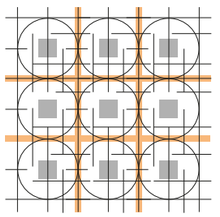


neighbourhood:
Alexander

best fitting scenario, based on the integrated network structure:
The Paradise of Degrowth

5

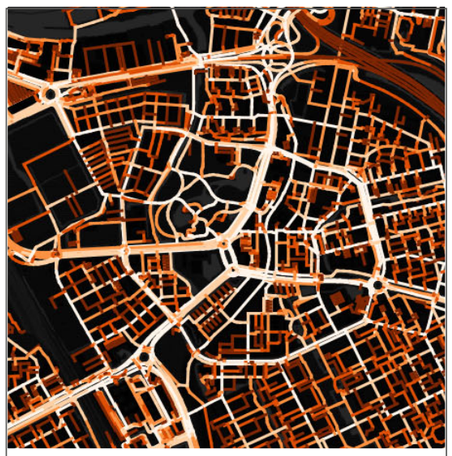


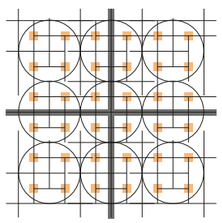


neighbourhood:
Prinsenland

best fitting scenario, based on the integrated network structure:
The Paradise of Degrowth

6

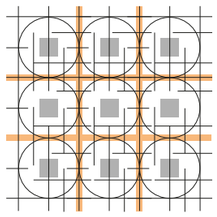




neighbourhood:
IJsselmonde

best fitting scenario, based on the integrated network structure:
The Dynamic Playground

7

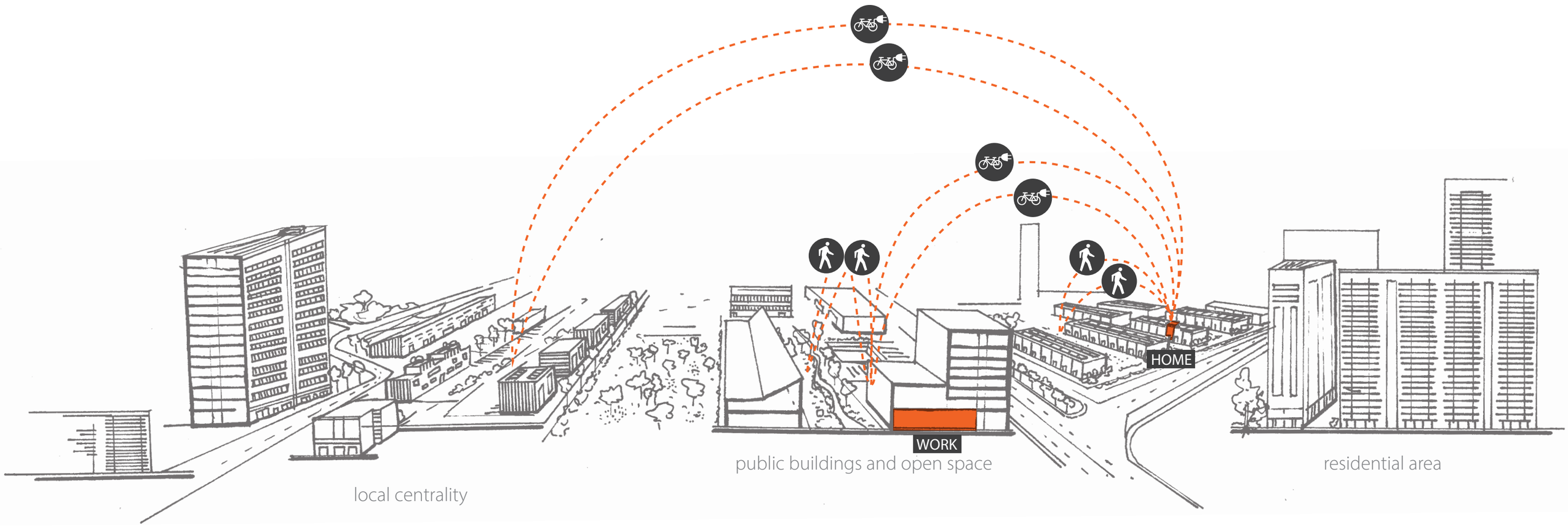


neighbourhood:
Pendrecht/Zuidwijk

best fitting scenario, based on the integrated network structure:
The Paradise of Degrowth

8

THANK YOU!


HOME
WORK
local centrality
public buildings and open space
residential area

recommendations

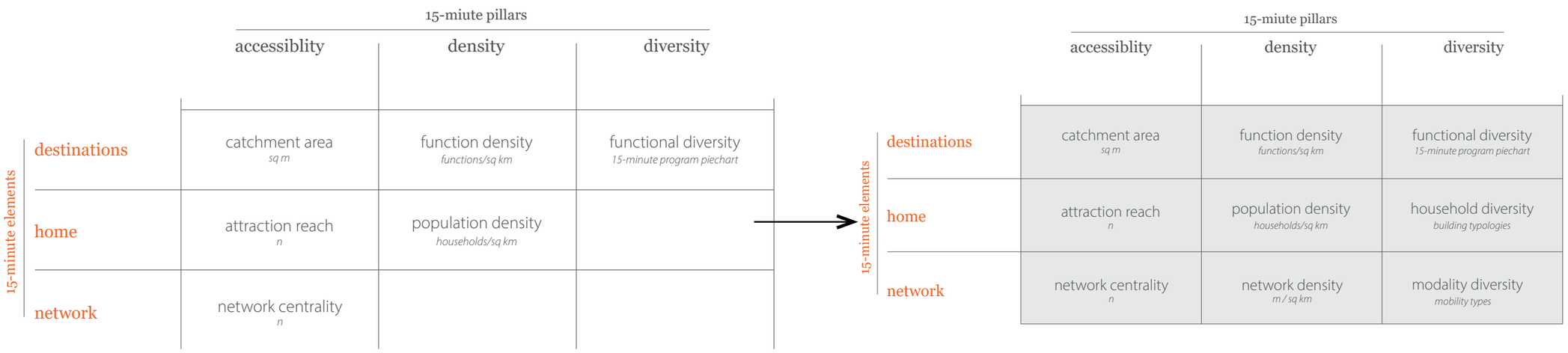
- varify the set of variables

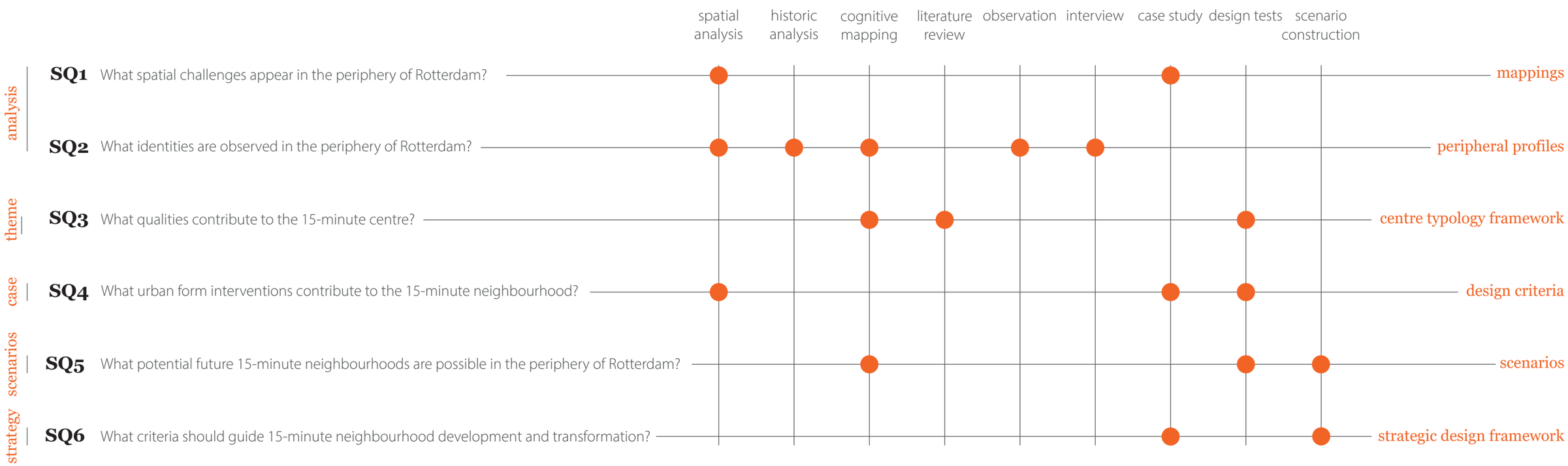
- test in more contexts

- Social safety and demographic resistance

- quantitative assessment: test the change of network integration when the new designs are applied

-




spatial analysis
historic analysis
cognitive mapping
literature review
observation
interview
case study
design tests
scenario construction
analysis
SQ1 What spatial challenges appear in the periphery of Rotterdam?
mappings
SQ2 What identities are observed in the periphery of Rotterdam?
peripheral profiles
theme
SQ3 What qualities contribute to the 15-minute centre?
centre typology framework
case
SQ4 What urban form interventions contribute to the 15-minute neighbourhood?
design criteria
scenarios
SQ5 What potential future 15-minute neighbourhoods are possible in the periphery of Rotterdam?
scenarios
strategy
SQ6 What criteria should guide 15-minute neighbourhood development and transformation?
strategic design framework

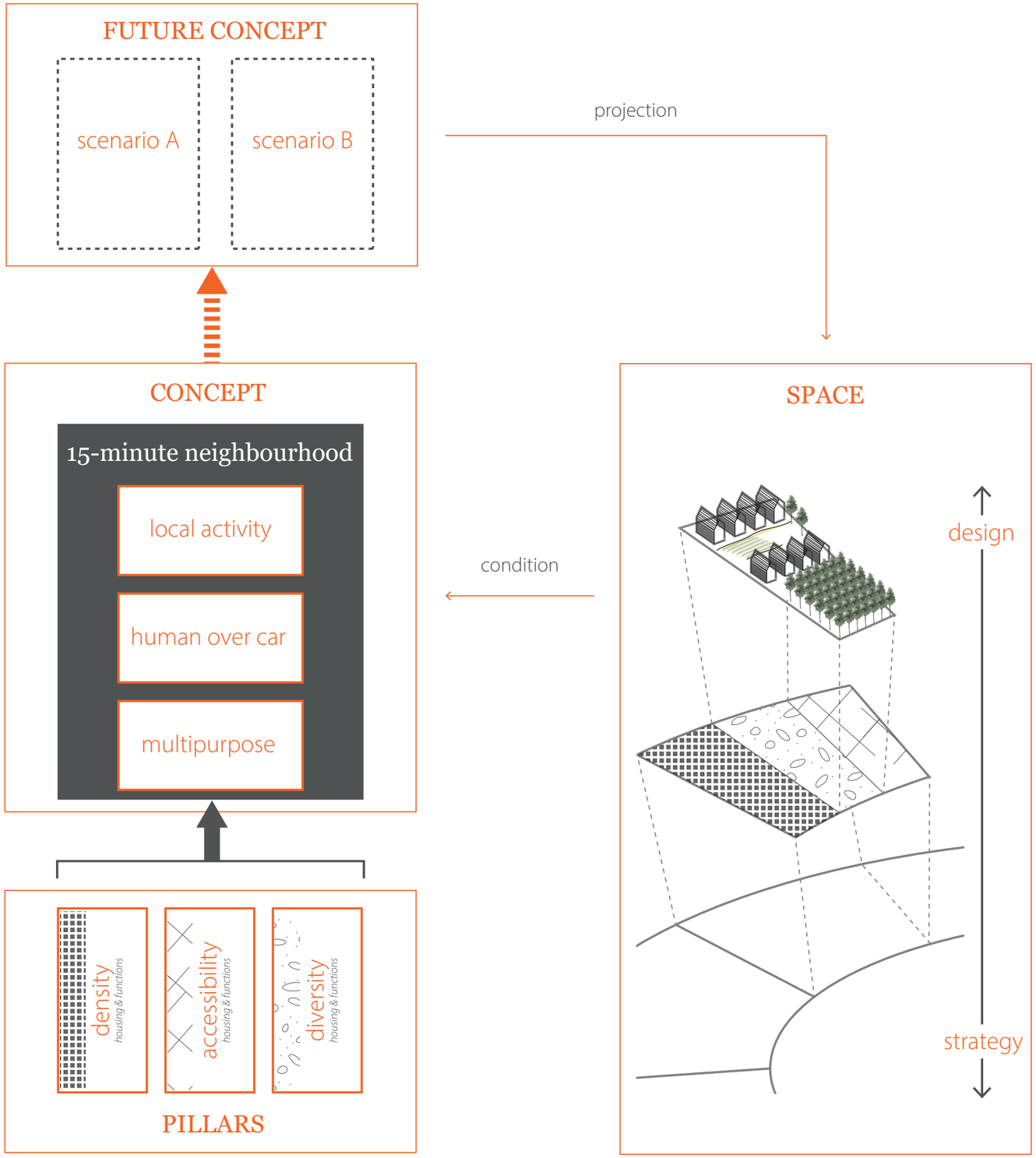


Figure 2: Conceptual framework

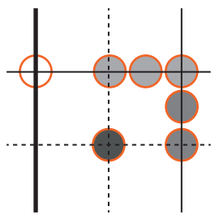
Zestienhoven

IJsselmonde

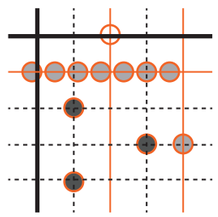
4.3 CONCLUSIONS

When designing for a 15-minute City, one should look at centralities.

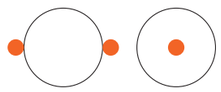
Functional centrality
From a functional perspective, centralities have different target groups and uses. Through this, some functions form synergies with others. Because of economic or societal necessities those functions cluster together. Those clusters of functions attract people to the places where they are situated: they are a reason of local human activity.



Connectivity
However, centrality is not only based on functions. The connectivity of a place is essential. The network integration impacts the publicness of a place. Therefore, the network builds a precondition of a functioning centre. Connectivity is an essential element in the design of successful 15-minute centres.



Composition of central places
When looking at district or city scale, different compositions of centralities are possible. It is place-dependent what composition suits best.
The **frequency** of centres is dependent on the population density of a certain place.
The **size of centres** is dependent on the needed land-cover for a certain activity.
The **placement of the centres** is dependent on the complementary characters of other centres.
Therefore, in the next chapter, specific cases will be assessed to understand suitable compositions of centralities.



Role of the edge
Often, centralities do not allign with the centre of the administrative boundary.

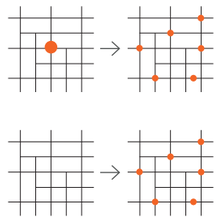
Centralities at borders of neighbourhoods, which is the case in Zestienhoven, integrate two areas and are often characterised by a diversity of spaces and uses.

Centralities that do allign with the administrative centre, give the neighbourhood een inward focus, resulting in a centre that is not so flexible to open up to new uses.

Linear centrality
It is concluded that in both cases there is need for a new guiding element that leads people to everyday life.

Because of the layered and extended character, a line appears as the potential centrality form.

In the design assignment of the following chapter, this line appears as the core element that will restructure the neighbourhood towards a 15-minute centre. It is explored how this line manifests itself in a real spatial context and what design interventions are needed.



Local cores
In both cases, there is a need for more spread 5- and 15-minute destinations. This means, a network of hyper local cores needs to be established, which replaces the situation of just one core (IJsselmonde) or no core at all (Zestienhoven).

Spatial qualities

The following lessons have been learned about how spatial interventions achieve certain spatial qualities that are desired in The Dynamic Playground.
The proposed ***spatial interventions*** are based on examples of vital places in Rotterdam.

THE CENTRAL LINE

Readable linear axis for movement and (economic) activity

Low to no open space betwen buildings to guide people along the axis (although the building types are different)

Figure 3: Zaagmolenkade, source: versbeton.nl (2013)

High built density along line (to enhance pedestrian movement on the axis)

Addition of layers on top of existing buildings that border the central line

Figure 4: Hermes City Plaza source: vanwilsumvanloon.nl (2017)

Freedom of movement

No categorisation of traffic space for movement of pedestrians and cyclists

Figure 8: Binnenrotte, source: architectenweb.nl (2018)

Alternation with big openness to give people the opportunity to also move to more quiet places

GREEN SPACES

Readable linear axis for movement and (recreational) activity

The slow traffic thoroughways are continuously bordered with green

Figure 5: Plaszoom Kralingse Bos, source: wonderfulwanderings.com (2022)

Alternation of open spaces for recreation (in the sun)

RESIDENTIAL AREA

Small scale accomodations for interaction

A frequent amount of parking-spot sized areas that have a different (soft) materialisation

Figure 6: Hoogstraat, image by MVRDV, source: architectenweb.nl (2020)

FRINGE

Alternation of building plot scales (to overcome fragmentation)

Cutting up large plots intro different pieces of different shapes

Figure 7: Weelde, source: Google streetview (2022)

Spatial qualities

The following lessons have been learned about how spatial interventions achieve certain spatial qualities that are desired in The Paradise of Degrowth.
The proposed ***spatial interventions*** are based on examples of vital places in Rotterdam.

THE CENTRAL LINE

Readable linear axis (for movement and economic activity)

Low to no open space betwen buildings to guide people along the axis (although the building types are different)

Figure 9: Zaagmolenkade, source: versbeton.nl (2013)

Corner points as a place to stay on the axis

Figure 10: Proveniersstraat, source: debuikvanrotterdam.nl (2019)

Visual heterogeneity in buildings at eye level (to trigger interaction or activity)

Open plinths

Figure 12: Zwaanshals, source: Rotterdamthroughmylens.nl (2015)

High density of entrances

Figure 11: Mathenesserweg, source: veilingnotaris.nl (2019)

Pedestrian priority, space for all types of pedestrian movement (chitchat at the door, walking the dog, skating)

Broad sidewalk

Figure 19: Oudedijk

LINEAR GREEN

Readable linear axis (for movement and recreational activity)

The slow traffic thoroughways (for movement from A to B) are continuously bordered with green

Figure 13: Plaszoom Kralingse Bos (source: wonderfulwanderings.com, 2022)

Variation in materialisation of pedestrian paths to emphasise adventurous spaces

Figure 16: Kralingse Bos, source: dewandeldate.nl (2014)

GREEN PATCHES

Hidden places (to facilitate a communal ambience)

Green spaces on plot size, pocket parks, as interruption of a residential urban block

Figure 14: Schat van Schoonderloo, source: coolhaveneiland.com (2021)

Narrow entrances leading to hidden public spaces

Figure 15: Achterhaven, source: architectenweb.nl (2011)

PUBLIC OPEN SPACE

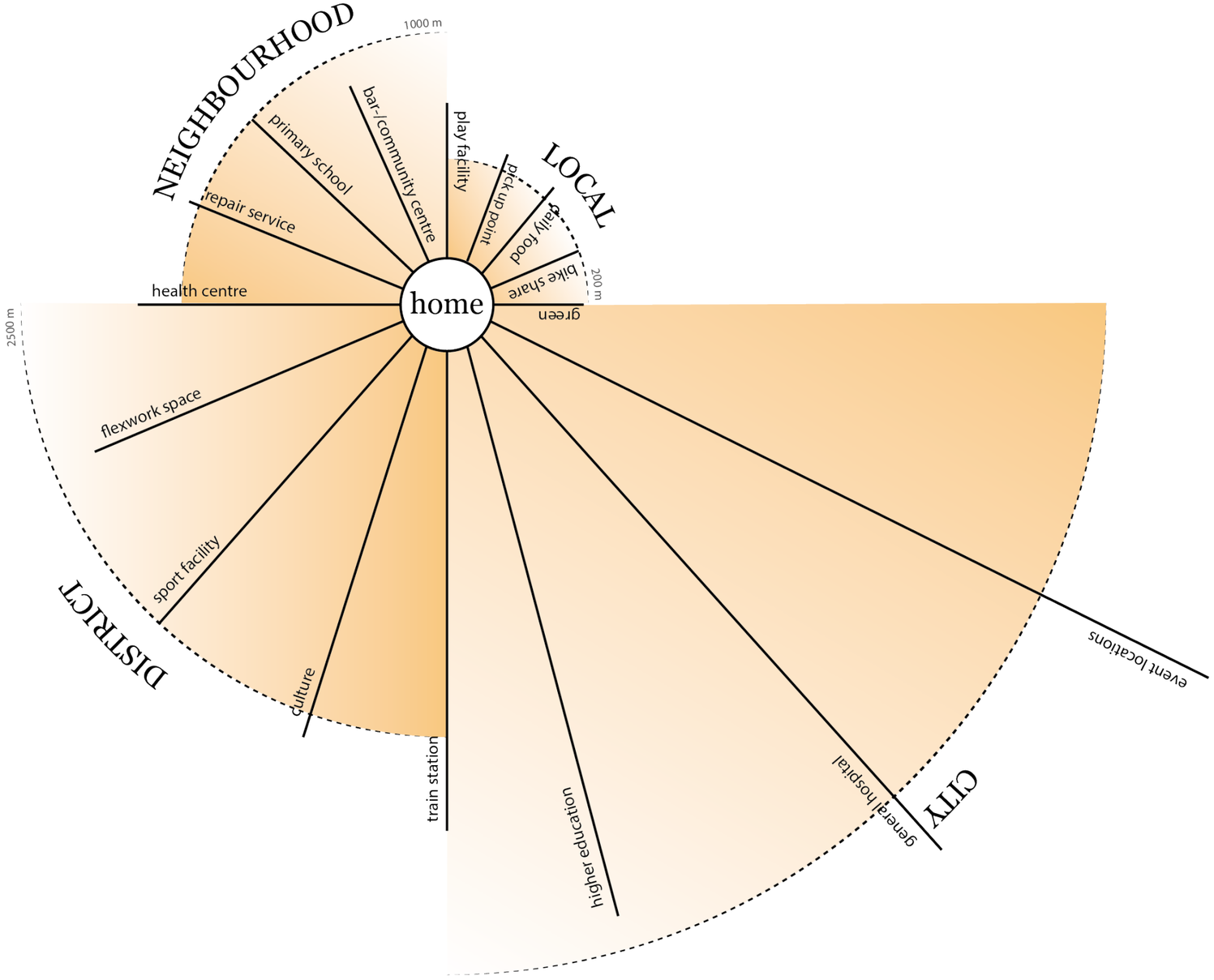
Hierarchy in open space (to stimulate different types of activity)

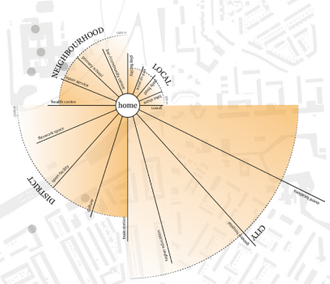
Small height differences

Figure 17: Deliplein, source: rotterdamarchitectuurpijs.nl, 2010)

Seating on the edges of the space to accomodate seating with an (over) view

Figure 18: Heemraadspark, source: Google streetview (2022)


NEIGHBOURHOOD
1000 m
LOCAL
200 m
DISTRICT
2500 m
CITY
home
health centre
repair service
primary school
bar-/community centre
play facility
pick up point
daily food
bike share
green
flexwork space
sport facility
culture
train station
higher education
general hospital
event locations

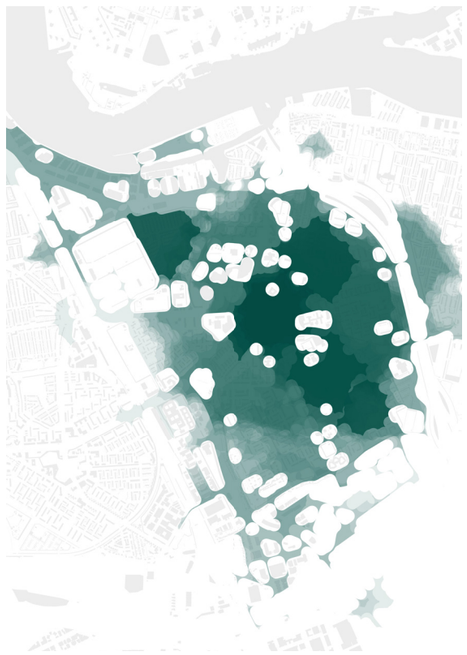


- culture
- leisure
- education
- interaction
- work
- health
- materials
- food
- supporting urban functions

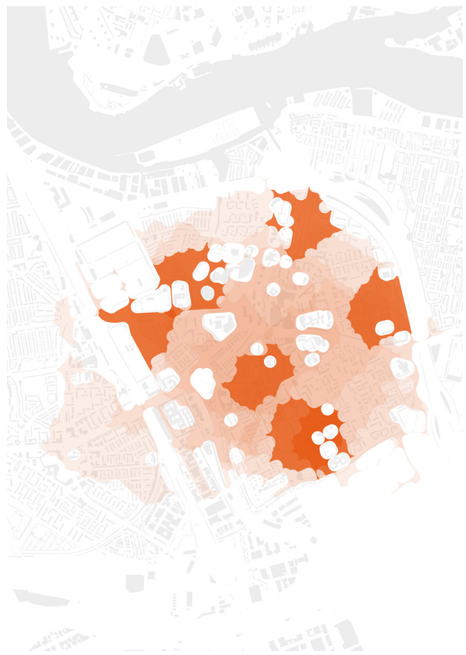
- 5-minute walk
- 15-minute walk
- 15-minute cycle

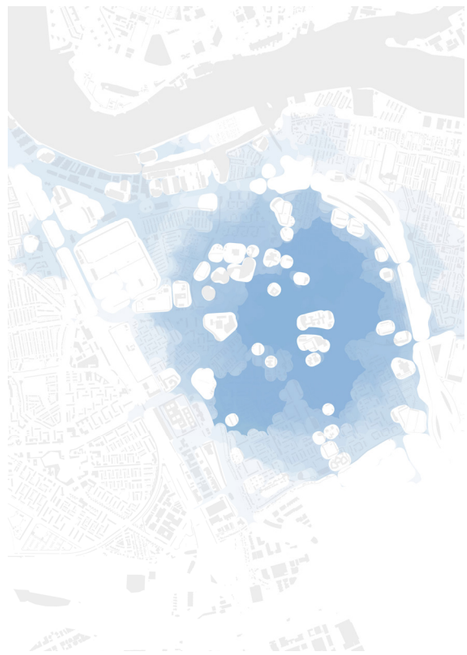
Zestienhoven

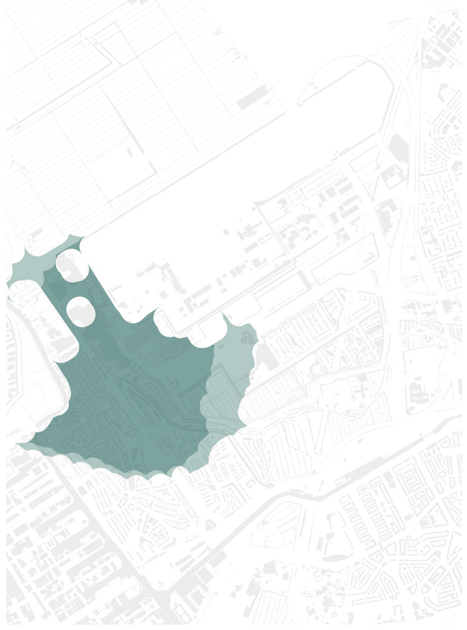
IJsselmonde



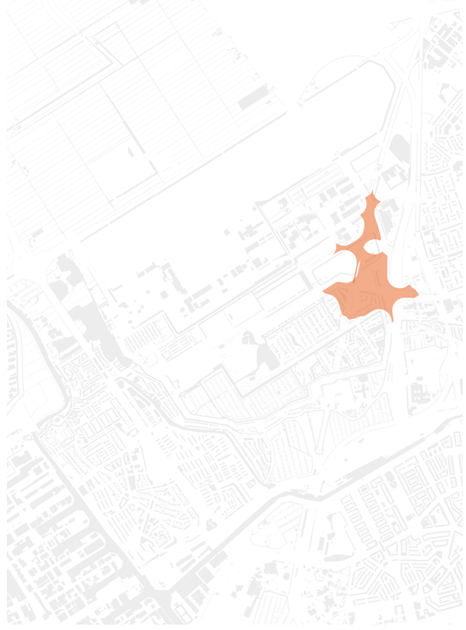
IJsselmonde

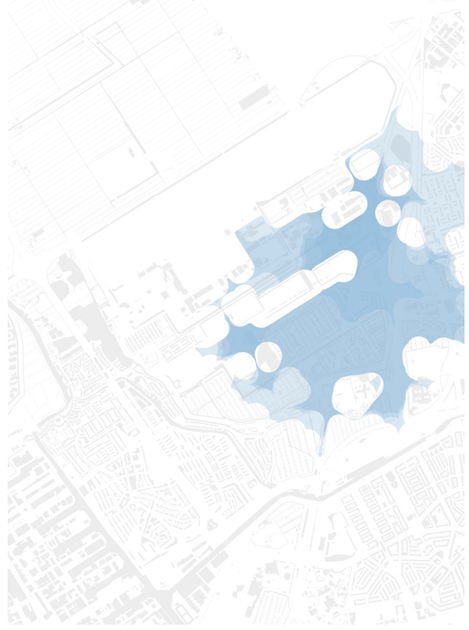


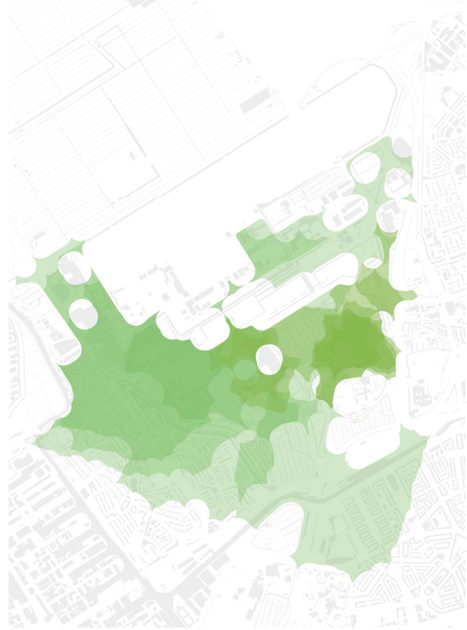




Zestienhoven

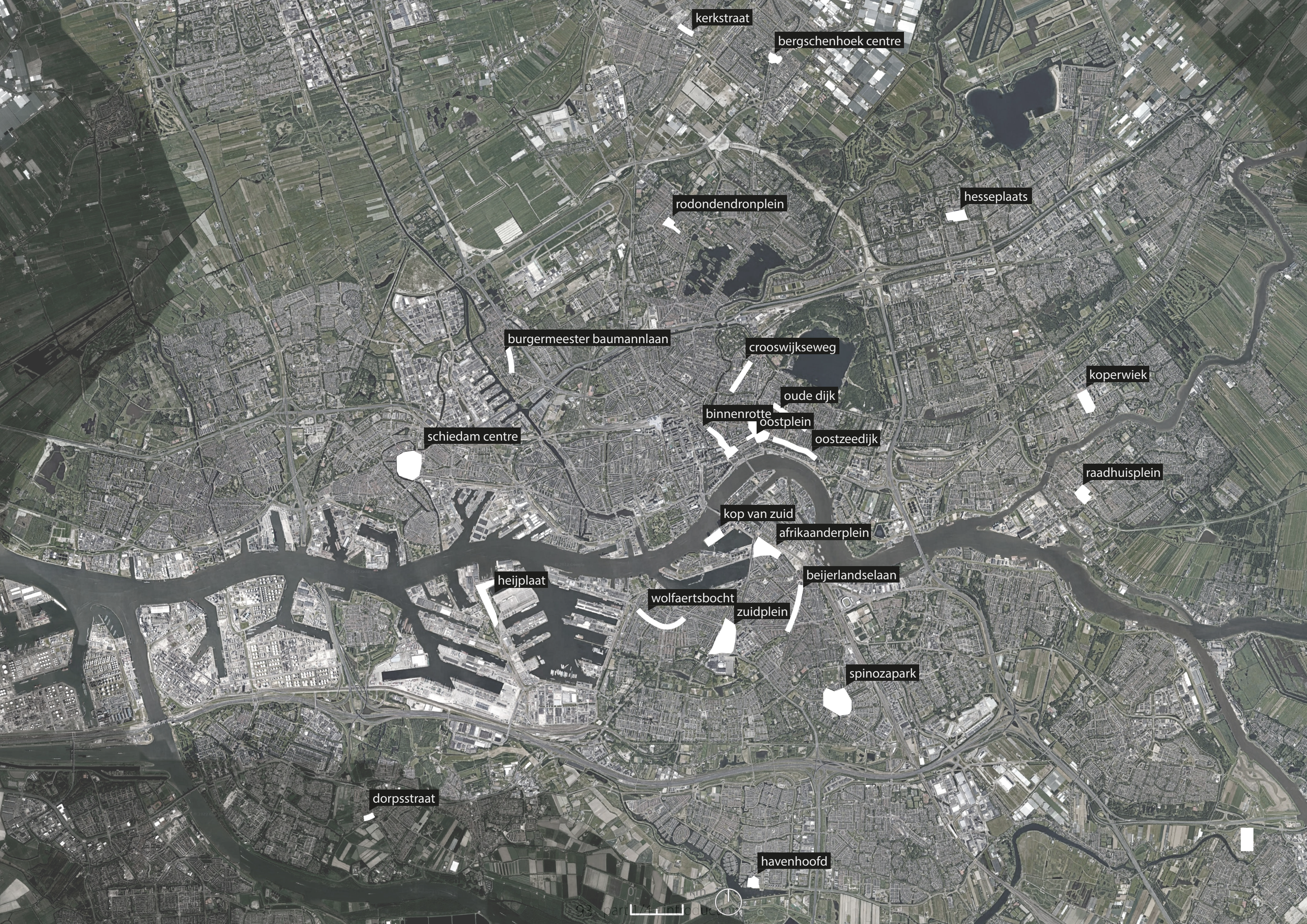


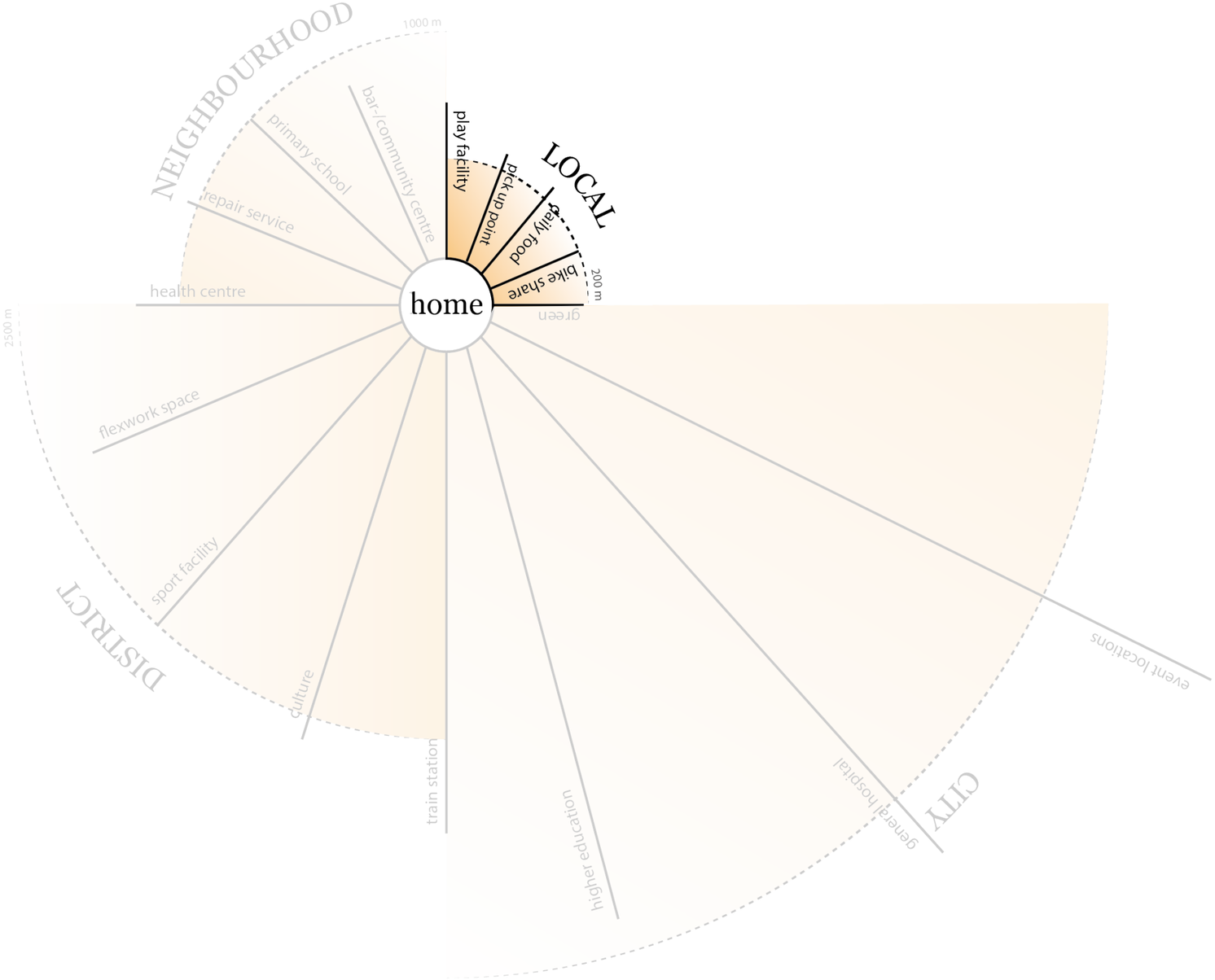


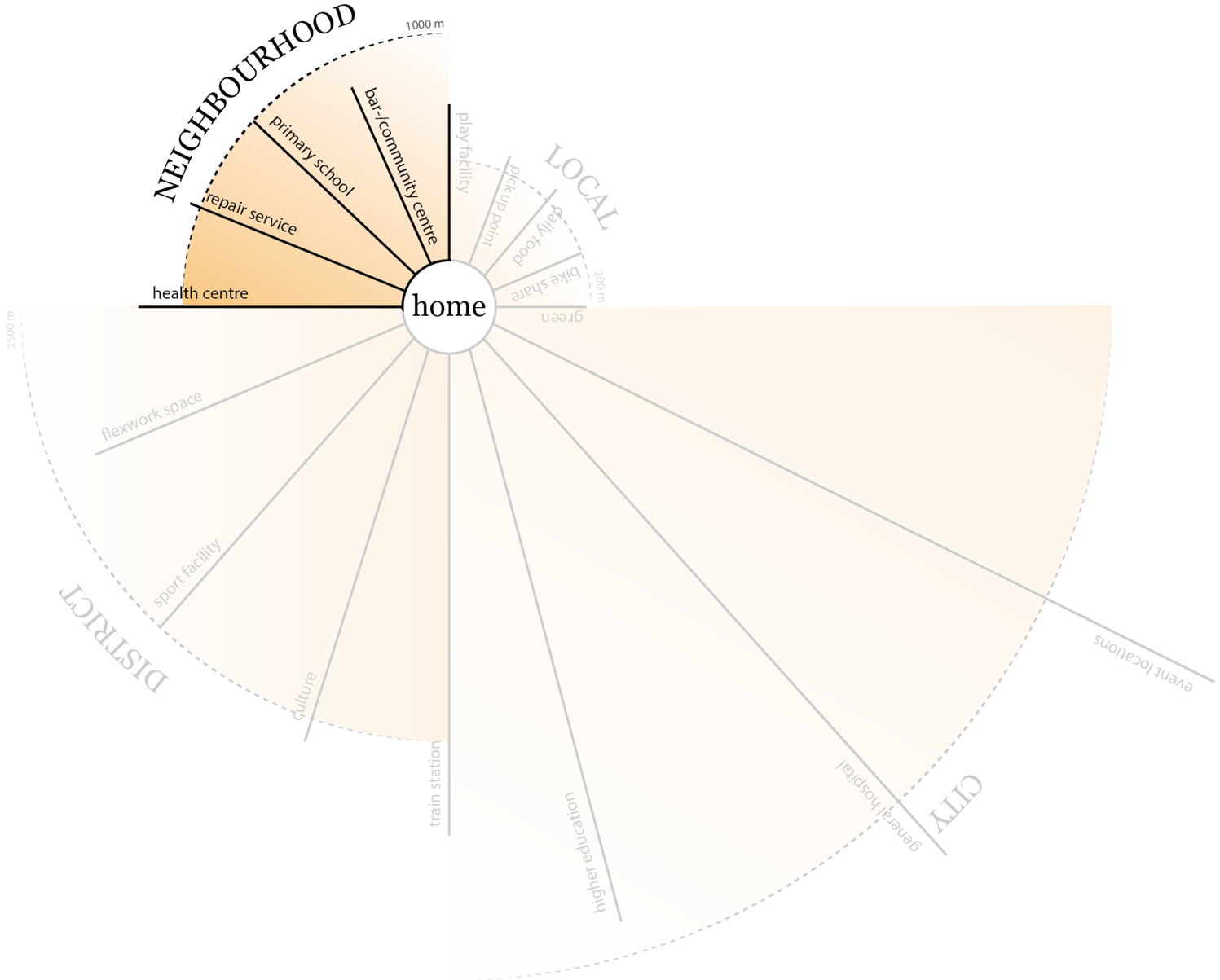


food **materials** **education** **health** **leisure**

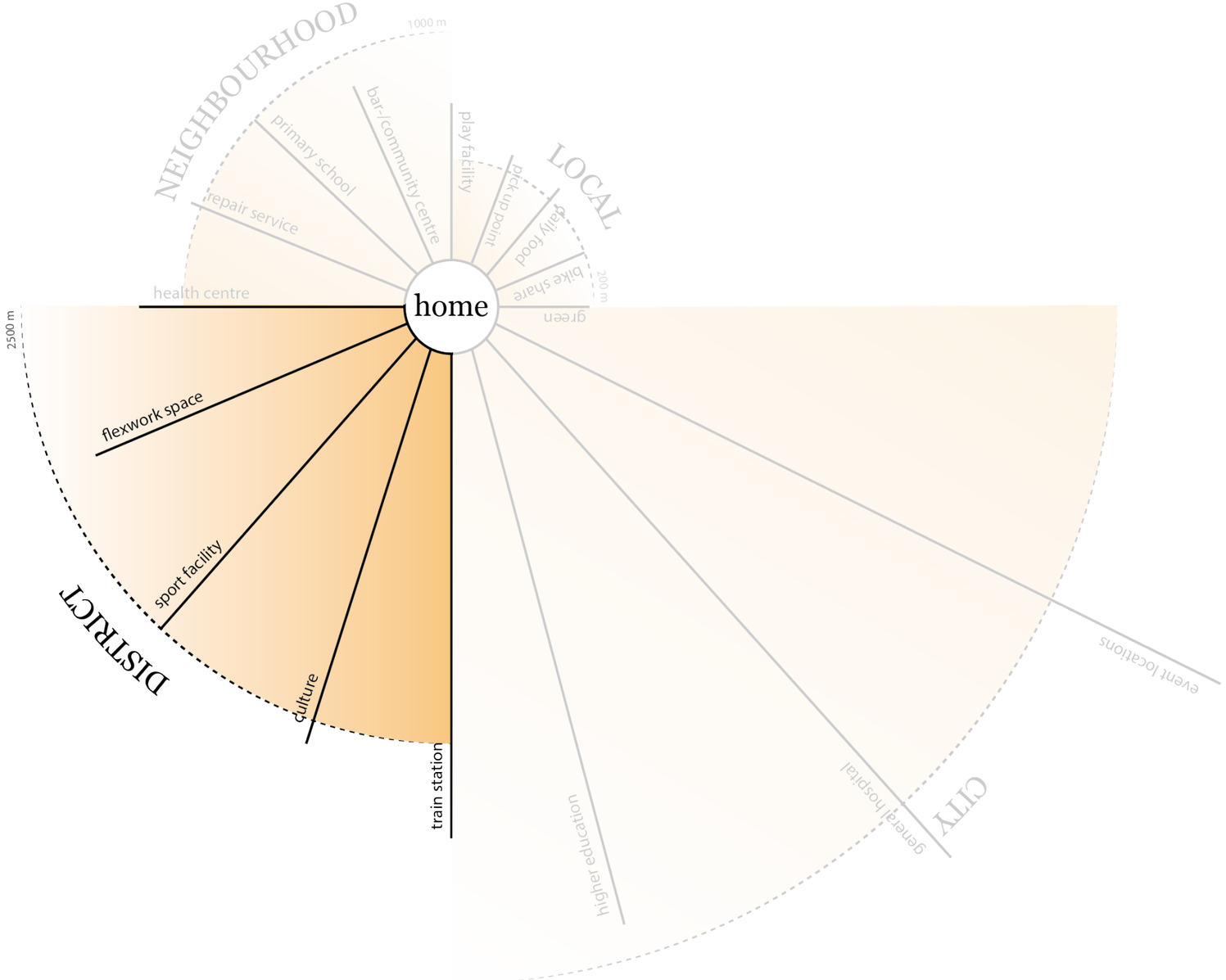
kerkstraat
bergschenhoek centre
strand nesselande
sportcluster hcr
nieuw verlaat
rodondendronplein
beethovenplein
binnenhof
hesseplaats
bergse dorpsstraat
teldersweg
alexandrium
schollevaar
PRINS ALEXANDER
kleiweg
lage land centre
overschiese dorpsstraat
abtsweg
spaland
statenweg
crooswijksweg
watersportcluster kralingen
de terp
burgermeester baumannlaan
stadhouderesplein
zwart janstraat
koperwiek
sportcluster neptunus
luchtsingel
bentinckplein
oude dijk
cooldistrict
binnenrotte
oostplein
erasmus university
schiedam centre
oostzeedijk
dorpsstraat
1e middellandstraat
franselaan
p.c. hooftplein
mathenesserplein
beurs
puccinipassage
SCHIEDAM
ROTTERDAM
watertorenweg
raadhuisplein
nieuwe binnenweg
museumpark
schiedamseweg
entrepot
sportcluster leonidas
coolhavenbrug
vierhavenstraat
kop van zuid
afrikaanderplein
deliplein
oud ijsselmonde
maashaven
beijerlandselaan
sportcluster feijenoord
beijplaat
wolfaertsbocht
zuidplein
oude watering
keizerswaard
ROTTERDAM ZUID
recreational cluster zuiderpark
recreational cluster charlois
spinozapark
plein 1953
slinge
ridderkerk centre
dorpsstraat
dorpsdijk
middenbaan
havenhoofd


kerkstraat
bergschenhoek centre
rodondendronplein
hesseplaats
burgermeester baumannlaan
crooswijkseweg
koperwiek
oude dijk
binnenrotte
oostplein
oostzeedijk
schiedam centre
raadhuisplein
kop van zuid
afrikaanderplein
beijerlandselaan
heijplaat
wolfaertsbocht
zuidplein
spinozapark
dorpsstraat
havenhoofd


NEIGHBOURHOOD
1000 m
LOCAL
200 m
DISTRICT
CITY
2500 m
home
play facility
pick up point
daily food
bike share
green
bar-/community centre
primary school
repair service
health centre
flexwork space
sport facility
culture
train station
higher education
general hospital
event locations


NEIGHBOURHOOD
1000 m
bar-/community centre
primary school
repair service
health centre
home
play facility
pick up point
daily food
bike share
green
LOCAL
200 m
2500 m
flexwork space
sport facility
culture
train station
higher education
general hospital
event locations
CITY
DISTRICT

Hairin
by Sisters
ALEXANDRIA
KUNSTGEBITTEN & REPARAT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Hairin
by Sisters
ALEXANDRIA

PAUW

Hairin
by Sisters
KUNSTGEBITTEN & REPARAT
ALEXANDRIA

Hairin
by Sisters
KUNSTGEBITTEN & REPARAT
ALEXANDRIA

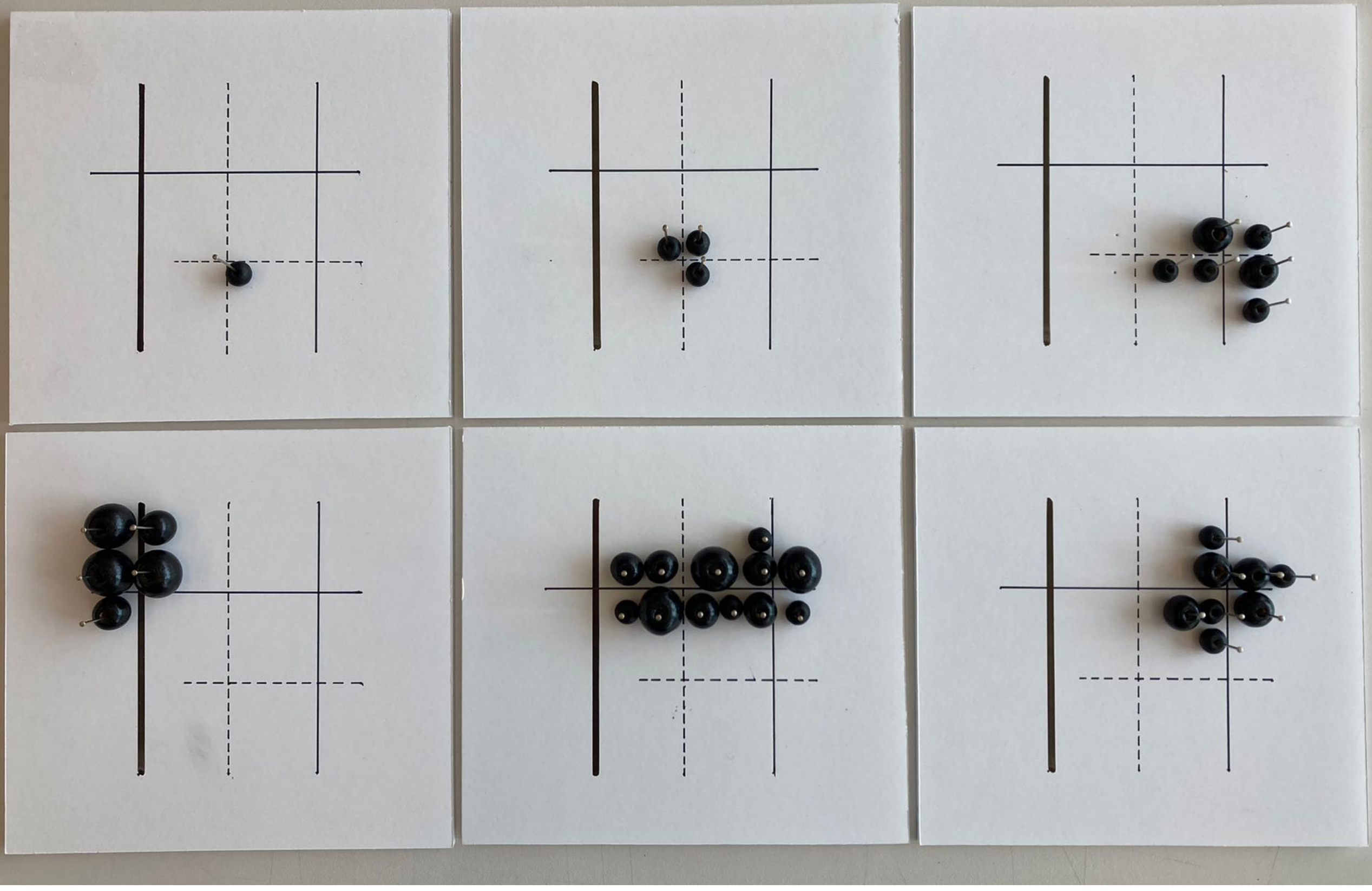
PAUW

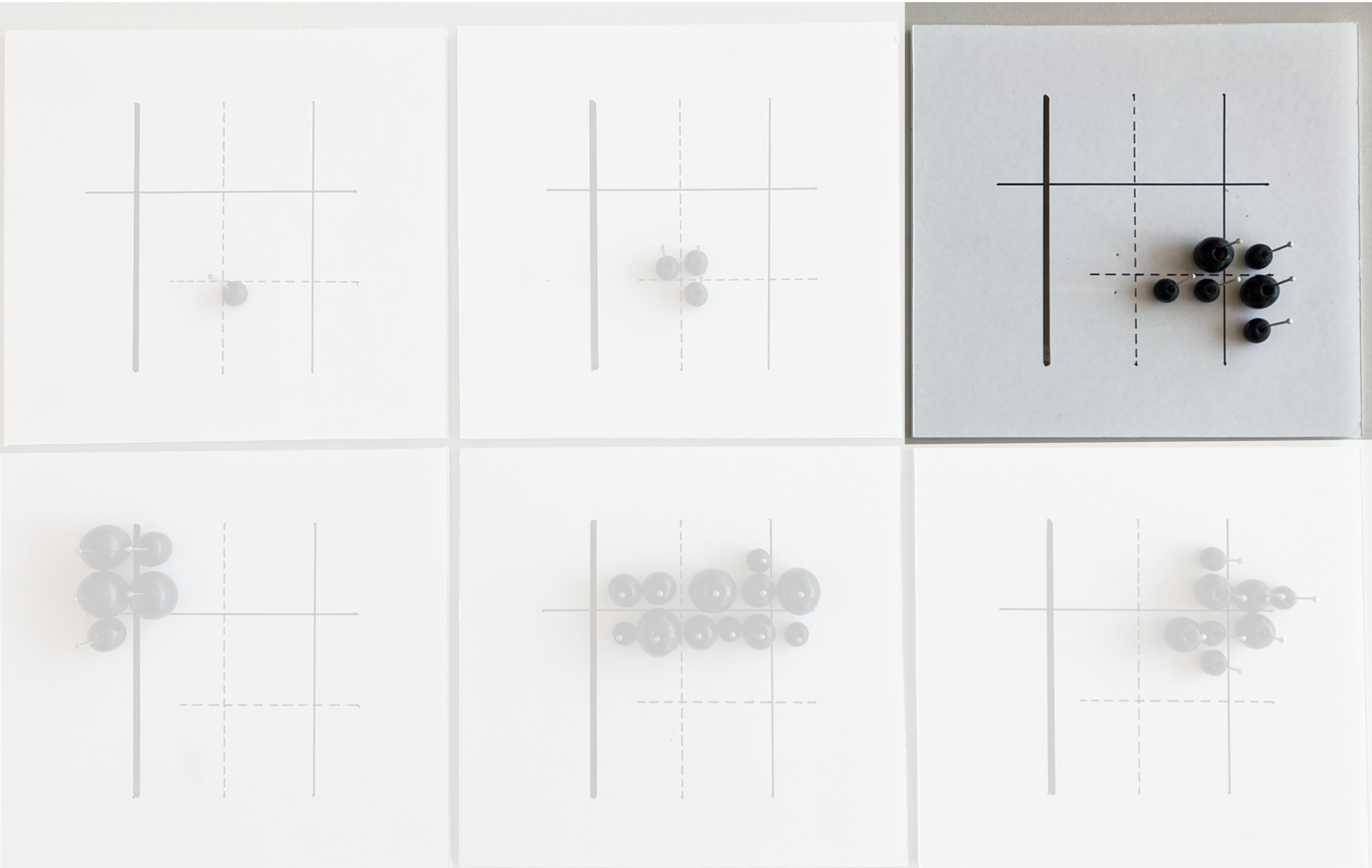
PAUW

local street

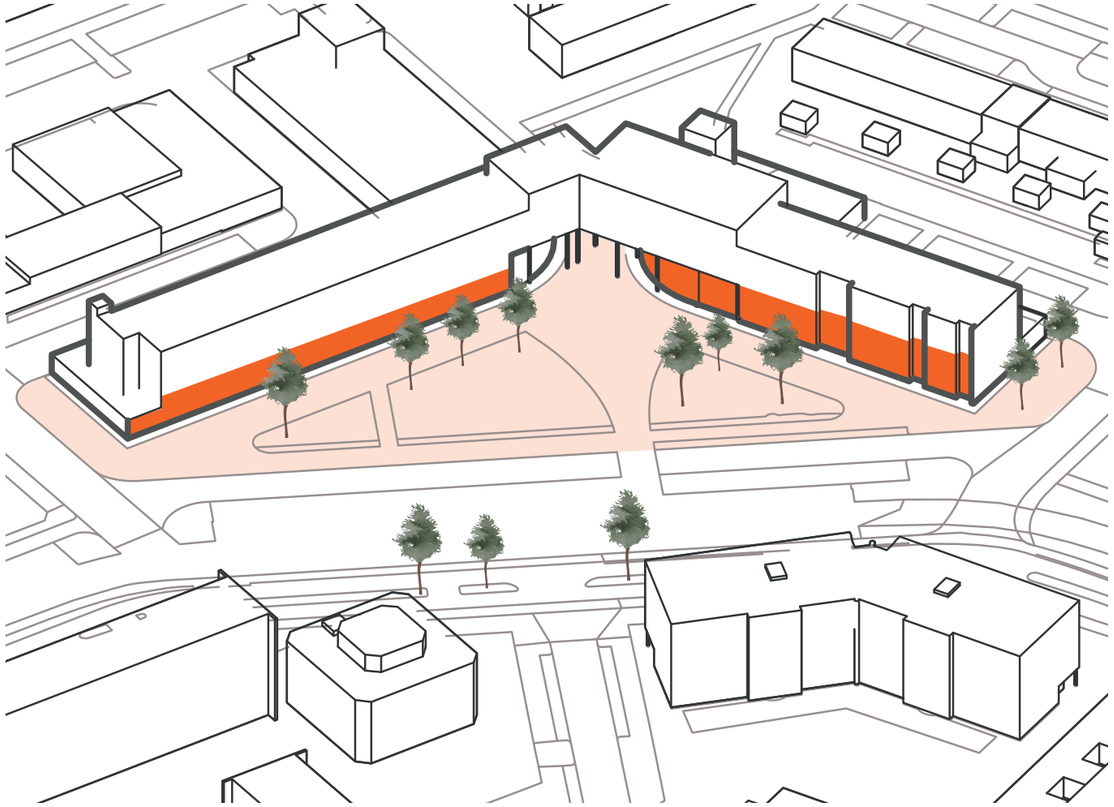
neighbourhood street

city street



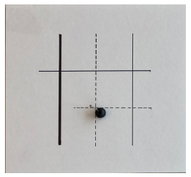


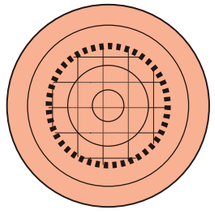
Prinsen plein
welkom in dit
wandel gebied
zonder fietsers
zonder afval
zonder overlast
zonder drank
geen alcohol drinken of aangebroken verpakkingen bij je hebben (APV artikel 2.4.5)
Dirk van den Broek

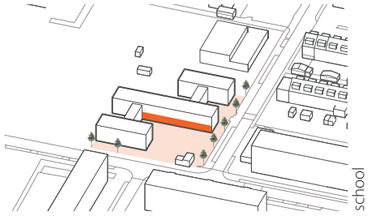


ATTRACTOR

XS

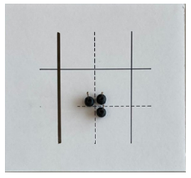


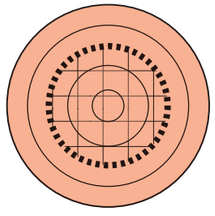


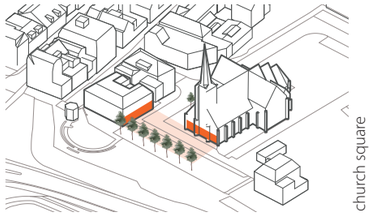


ATTRACTOR +

XS

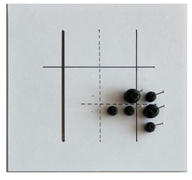


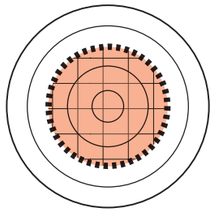


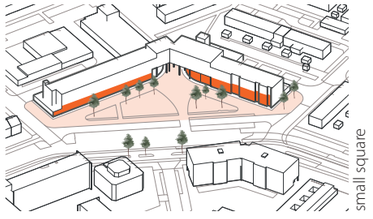


LOCAL CORE

S

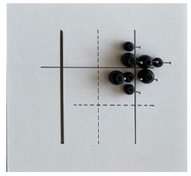


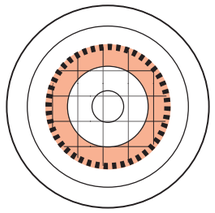


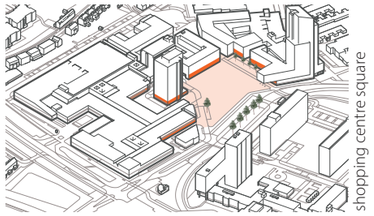


PERI-URBAN CORE

M

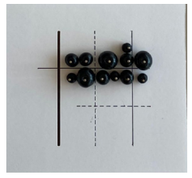


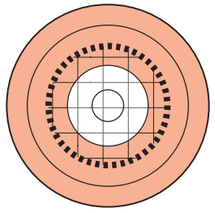


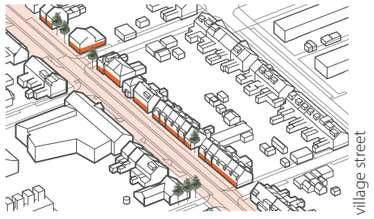


VILLAGE CORE

L

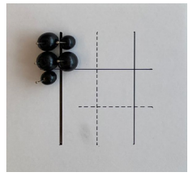


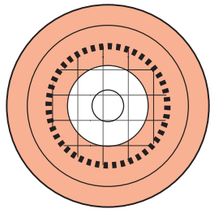


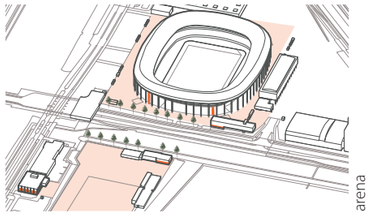


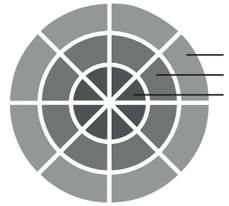
FUNCTIONAL CORE

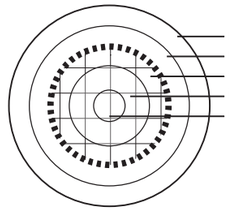
XL

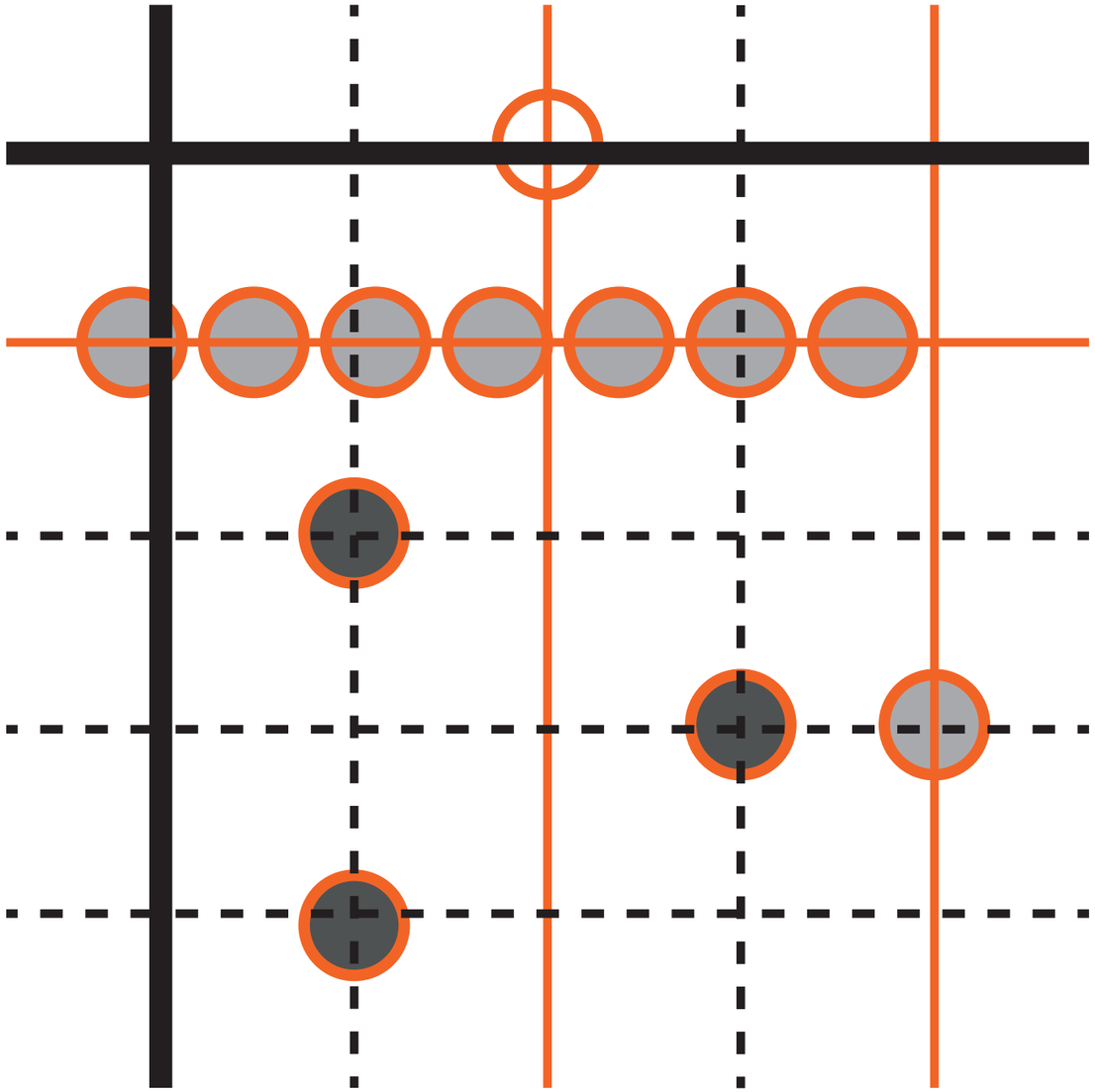


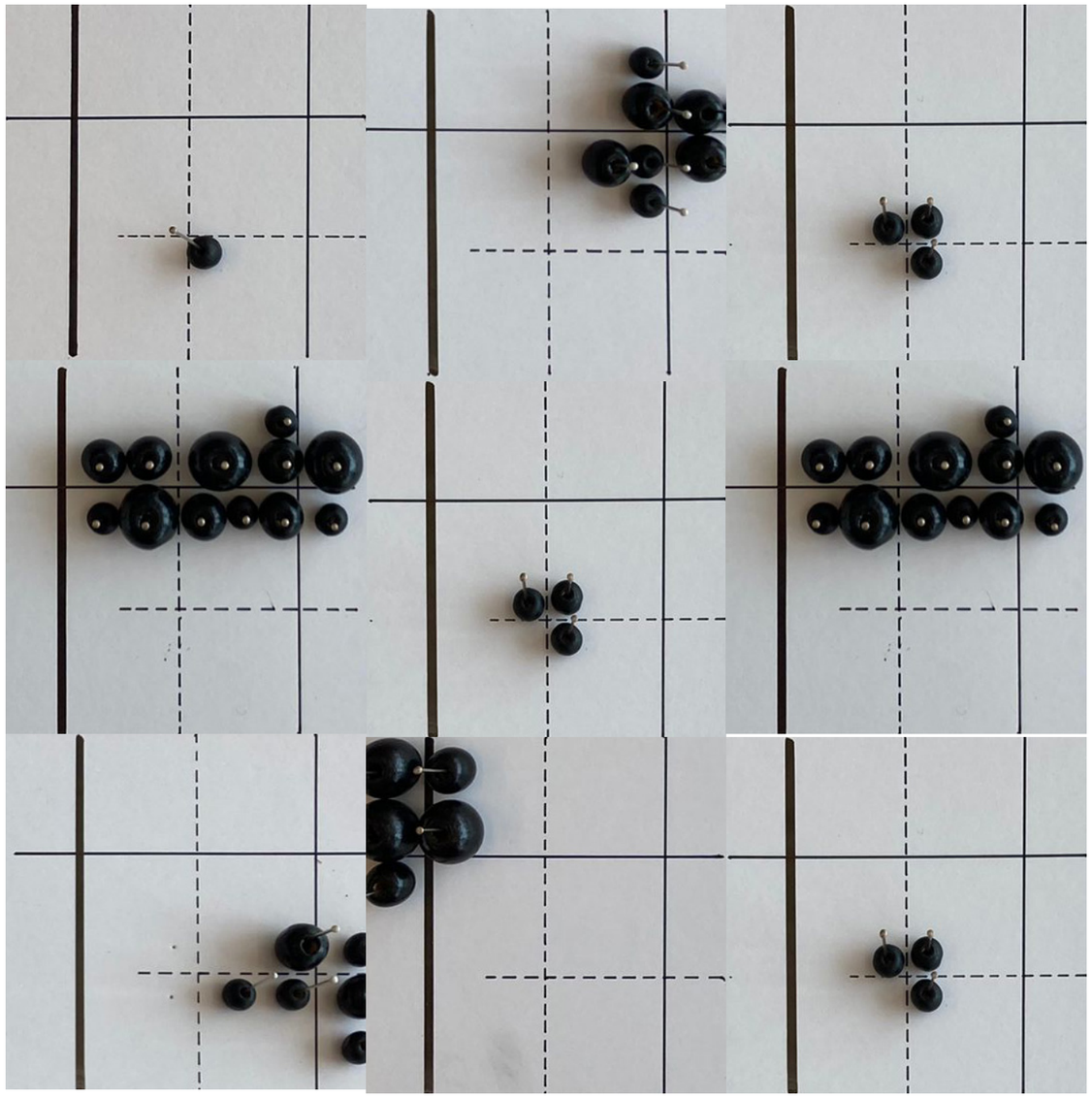


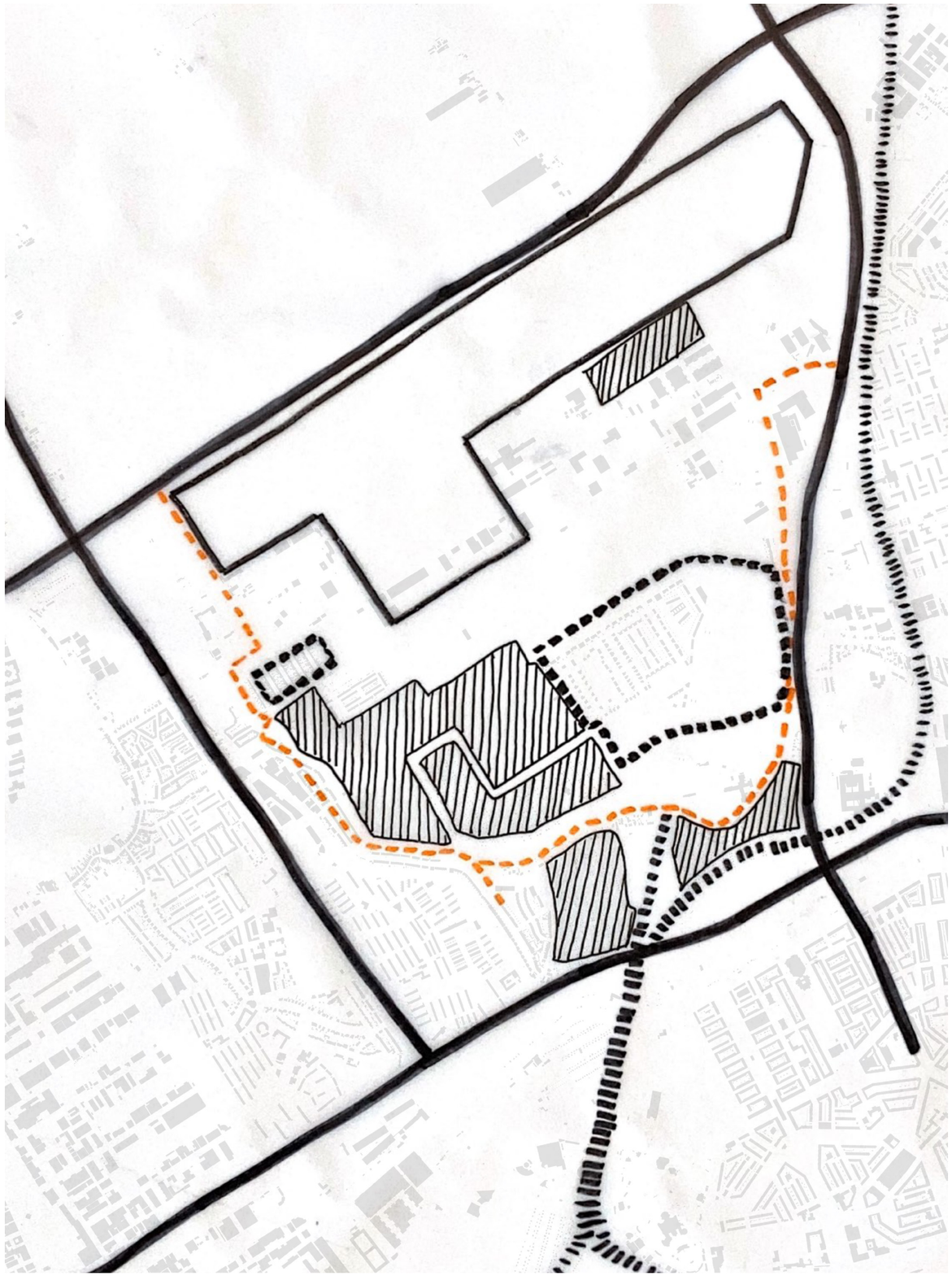












Zestienhoven

IJsselmonde

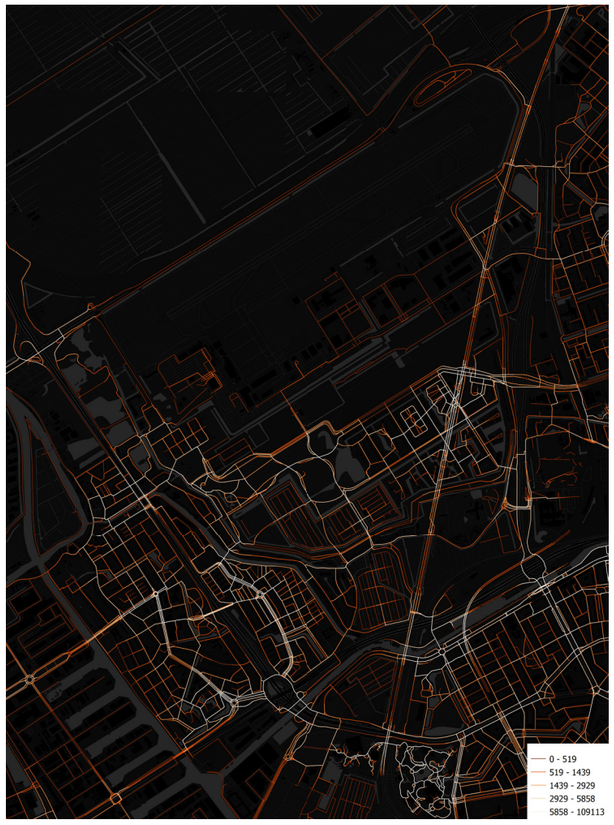
FSI

"spatial configuration is itself the most powerful single determinant of urban movement, both pedestrian and vehicular."

Hillier, B. (2007). Space is the machine: a configurational theory of architecture: Space Syntax.

"Natural movement"

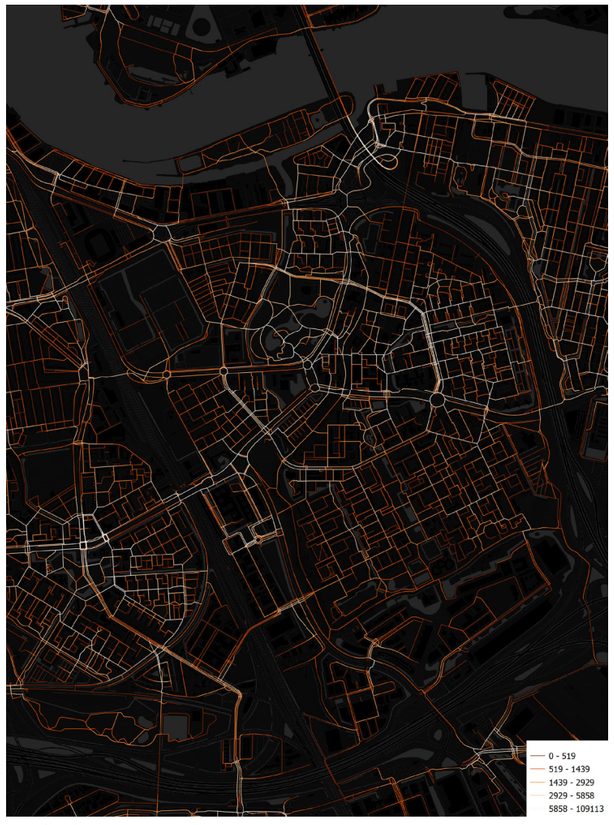
FSI



Angular choice 800w

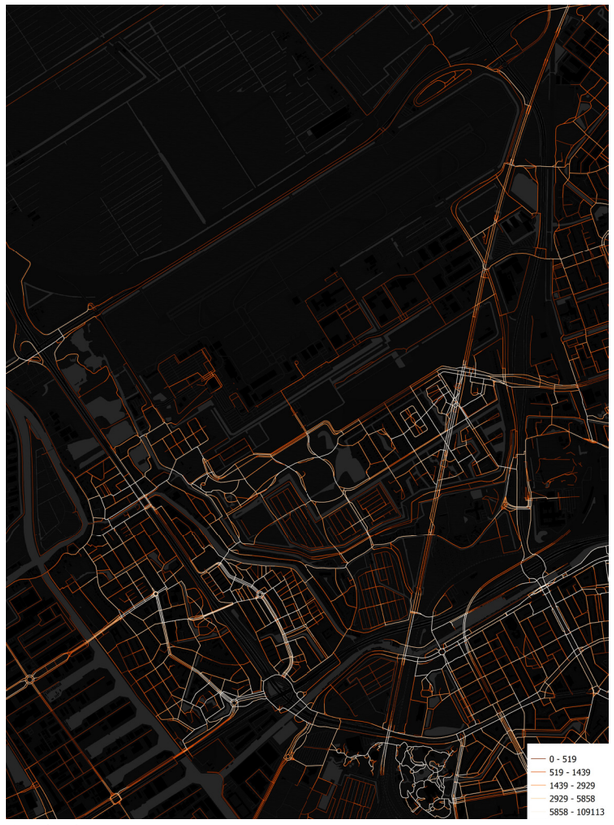
"The more likely a street is used, the more potential for encounters, the more attractive this street is for economic and residential activity."

"Movement economy"

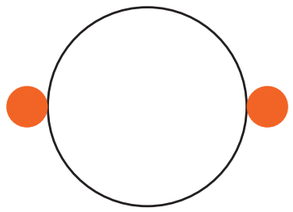


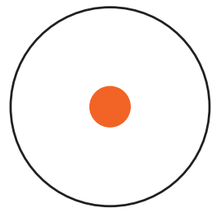
Angular choice 800w

FSI



Angular choice 800w





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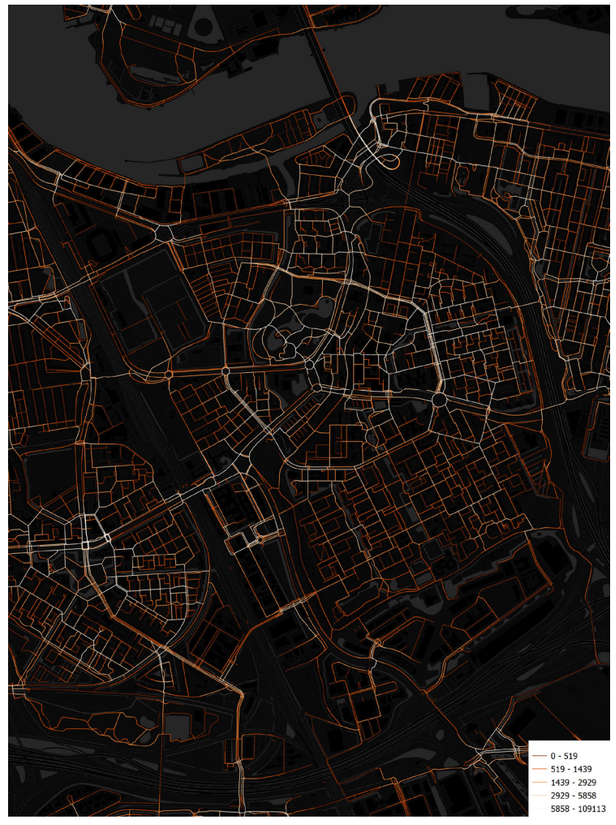
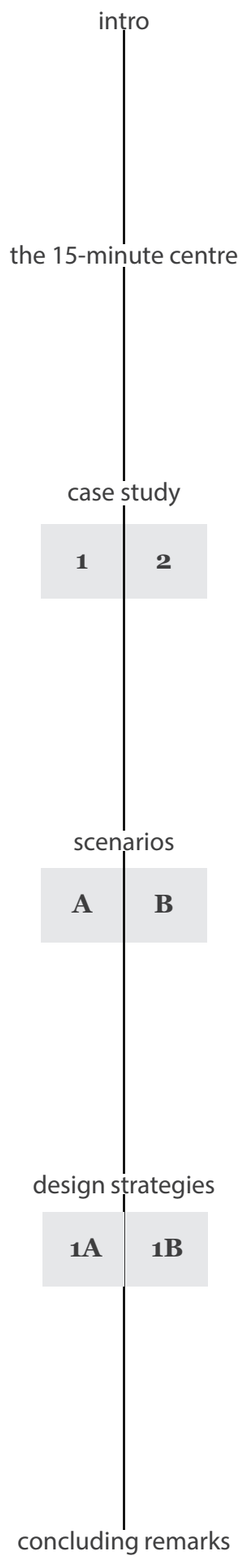


Angular choice 800w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B
design strategies
1A
1B
concluding remarks