

The Missing Link of The Kolenkitbuurt

Transformating a neighbourhood, by segmented transformation of the Borstblok



Research report

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3rd Supervisor (RE&H): Marie Therese Andeweg
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PREFACE

This is my graduation report. The graduation report is build up out of 5 phases. All representing another part, from research to production. Starting of with the used methodology and motivation for this specific project. It could be seen as a mix of literal research and field work. An interpretation of the current situation. Starting of with a more general overview towards a comparison between what happened in the past and what still has to come. Zooming in from an urban overview towards a precise and detailed analysis.

I would like to express my sincere appreciation to my supervisors, Lidwine Spormans and Wido J. Quist, for their expertise and constructive suggestions, which primarily guided the process of my report. I received a great deal of support from them in conducting this research. Also did they bring me closer in contact with specific experts in their field.

Likewise, I would also like to extend my appreciation to the chair of Restoration. Modification, Intervention and Transformation. For guiding the process in the form of readings and specific advice.

Many thanks for their time and efforts in providing professional suggestion. I'm thankful for their support and encouragements during my research.

Niels W. Krämer

Delft, 7 November 2012



TABLE OF CONTENTS

Outline graduation assignment

1. Introduction	
1.1 Content	8
1.2 Personal Motivation	8
1.2.1 Aimst of the project	9
1.3 Urban Context	11
1.4 Uncertain times Kolenkitbuurt	12
1.5 Research Question(s) and RE/design Assignment	14
1.5.1 Intended results	15
1.6 Methodology	16
1.7 Social and scientific relevancce	19
Time planning: your graduation project in a 42 wk personalised schedule	20

Research & Analysis

2. The Kolenkitbuurt	
2.1 Het Algemeen Uitbreidingsplan Amsterdam	22
2.2 Plan Bosch en Lommer	22
2.2.1 Bos en Lommerplein	23
2.2.2 Housing assosiation during construction 1950	24
2.3 Plan 1945	24
2.4 In between the A10 and highway and the Ringspoordijk	26
2.5 Iconic Buildings	27
2.5.1 into another direction	29
2.5.2 Entrances in the Kolenkitbuurt	30
2.6 Social identity	31
2.7 In the middle of the futher	32
2.7.1 Future assumptions	34
2.7.2 Future situation	34
2.7.3 Order of construction	35
2.7.4 Kolenkit-midden	37
2.7.5 Encroachment zone	37
3. Borstblok	38
3.1 Arrangement	
3.1.1 The compartmentalization	41
3.2 Z.D.J.W Gulden and G.Husslage	41
3.3 Ownership	42

3.4 Evolution of the facade	42
3.5 Build up of the facade	44
3.5.1 Frames frontfacade	49
3.5.2 Lintels frontfacade	49
3.5.3 Open agains closed front facade	49
3.5.4 Frames backfacade	49
3.5.5 Lintels backfacade	49
3.5.6 Open against closed backfacade	49
3.6 Routing and Entrances	49
3.7 Functions	50
3.7.1 Living luxerious	51
3.7.2 Flexibel space	52
3.8 Building Systems	52
4. Missing Link	
4.1 Geographical location	53
4.2 Functional link	56
4.3 Housingvalue trend	57
4.4 Composition of the Bos en Lommerweg	59
4.4.1. The otherside of the Bos en Lommerweg	61
4.5 Typology of the shopping street	64
5. Conclusie	65
SWOT	68
	70

References / Sources / Bibliography	
	71

Appendix	
	73

1.1 Content

This graduation project in Amsterdam West by the section of Restoration, Modification, Intervention and Transformation (RMIT) faces like a lot of other districts in European cities complex social issues and degeneration. The city is opportunistic and ambitious regarding the improvement of the neighbourhoods in West and New-West Amsterdam. However, due to the financial crisis, a lot of these plans and ideas are put on hold (Gemeenteraad 2011). The corporations and the municipality are looking forward to new innovative solutions. Making a design for a regeneration area demands a deeper understanding of this complexity.

There will be much time and efforts spend on analyses. Areas and sites constructed in different periods in history will be studied. Analyses will be carried out using different scales; the urban scale of the city and landscape, the architectural scale of buildings and context and the technical aspects of structure, material and detail. History, the past of interventions, the actual situation and the future possibilities will be studied in this thesis.

Results of the research, the interests of the people involved and contemporary and future themes will lead to the design of interventions in the jagged urban edges and neglected industrial and residential buildings. There will be worked on the transformation of housing stock and will be dealt with architectural, cultural, historical, programmatic, economical and spatial issues.

The communication with various professionals, stakeholders and residents, will be part of this process. Results of the research and the interests of the actors involved finally lead to the design of interventions.

1.2 Personal Motivation

Because we are dealing with financial and political crisis at this moment, architecture and urbanism are really asking for a different approach, only this could give an accurate solutions to the current spatial problems. RMIT is a studio, which offers knowledge and tools in order to tackle the most relevant, not only today's but also in the future, spatial challenges.

The challenge nowadays is to deal with our existing building stock by (RMIT) Restoring, Modifying, Intervening and transformation. Our building heritage gives us our identity and tells the story from the past. It's the task and necessity for professionals in the building environment to work with this context. The building industry is a slow market and the needs are changing fast. Characteristics of the (old) existing urban fabric need to be worked with. Besides it is impossible with the current financial situation to develop new large-scale plans/projects. The building industry has changed from being active towards a passive stance.

The combination of branches within the construction makes it extra interesting. It's the complete image. Building technics, Real estate and housing,

Urbanism and Architecture. Building technics in this studio is essential in the sense that a lot of the current building stock don't meet the current requirements, in energy use and comfort. Real estate and Housing is critical in several ways but the tension between economic and architectural interests me a lot.

The reason I have chosen for the studio of Amsterdam transforming neighbourhoods is the large scale of this problem. I believe that this is a problem of all times and not bound to location. Our demands are changing way faster then our existing building stock. The Dutch post war expansion plans were seen as revolutionary with a specific architectural believe, now it is not really appreciated, but they are rich in their own way. These areas changed a lot. The population became more multicultural and hereby changed the commercial range. But large families, which were mostly proud of their neighbourhood, always inhabited these houses.

I also want to research more towards solutions in different phases. Housing transformation is maybe less spectacular than transforming monumental buildings in the existing urban fabric, but it is highly needed. I want to see how it could be possible to see the use of these building through time, use, maintenance, position of the stakeholders and shareholders. I believe that there is much to win in the effective and flexible development of the existing housing stock. Maintenance could be part of architecture. Designing the whole durability-cycles of the building is something, that interests me. I would like to find out what is possible in a temporary

basis, yet could be used for long-term use. Especially with social housing, I believe that precise and social solutions are a must.

Finally, the reason why I took the Borstblok is because of its location and mixed functions of dwelling and commercial space. In this way I would be able to create a more complex project where one could benefit from the other. Dwelling and commercial transformation in a sustainable way. Whether this is a temporary intervention, or a long-term solution. What could be possible with the low budgets of a social housing area? This is a challenge for me.

1.2.1 Aims of the project

The aim of the project is to offer design solutions that will connect the isolated Kolenkitbuurt with the surrounding neighbourhoods and the city centre. The bad living conditions of the residents are mainly results of social and financial issues and passive management of the owner, resulting in neglect and degradation of the physical environment. The Borstblok is an important building for the first impression of this neighbourhood. Shops are facing structural vacancy and the building technics are out-dated.

In my opinion, the physical development of an area is a very important step towards its general revitalization. However, the physical development on its own, does not ensure the solution of the deeper social problems.

The future plans are out-dated and not sufficient considering the current problems. I want to create a master plan for the development of the Kolenkitbuurt with the current knowledge. I would like to compare this with the current plans on urban, building, material and economical matters. This will be structured in phases of time. From highly needed investments, which are needed now and more structural/expensive changes later on in the process.

The buildings lifespan with renovations during different time spans will be the main focus of this project. The time of seeing a design apart from maintenance is something out-dated, definitely with social housing blocks.

The shopping strip needs to give hierarchy to the sidewalk around it. The backside will be a combination of retail and community spaces, which will make it easier to make a connection to the Bos and Lommerweg. Where the Borstblok now is the blockage between north and south, it will turn into the combining factor.



fig 1 Amsterdam harbor connection to the sea



fig 2 Amsterdam West and New West AUP district



fig 3 Bos en Lommer , Kolenkit and the Borstblok between the highway and ring railway



1.3 Urban Context

The context is mainly based on the bigger scale of Amsterdam (fig 1). In the northern part of the Netherlands. The specific neighbourhood position of the area of the AUP is mainly in the west of Amsterdam (fig 2). Having her own logic and philosophy. The Kolenkit neighbourhood, part of Bos en Lommer, with the Borstblok are analysed in more depth (fig 3). With this the transitions between the areas and articulation of the buildings are important.

The plan Bosch en Lommer (1935) was the first development plan from the famous “Algemeen Uitbreidingsplan 1935” from Cornelis van Eesteren. This plan provided the construction of 9.800 dwellings for around 35.000 inhabitants; 90 per cent working class and 10 per cent merchants (Teijmant and Sorgedragger 2008). The closed building block was already history and linear building strokes, that provided the dwellings with a lot of light, got the time to prove themselves. Bosch and Lommer became the experiment for a different kind of building, which later on got widely applied in the western suburbs (westelijke tuinsteden). Like Sloterveer, which was even more than Bosch en Lommer an example for the Westelijke Tuinsteden, with more variety.

Greenery was one of the main topics of this neighbourhoods, a counter reaction to the old centre of the city. The biggest difference between the original plans and the builded plan is that the “ringweg

A10” is now separating the neighbourhoods Bos en Lommer and Sloterveer from the centre of Amsterdam.

This area is in terms of town planning history a unique neighbourhood in Amsterdam. More than anywhere in Amsterdam was there space reserved for public activities. Most of the houses were constructive after the World War two in the fifties. The architecture was homogenous in the expression of the facade, but diverse in details. The most houses before the World War 2 were constructed with more detail than the ones built after the War by the lack of materials.

Bos en Lommer stands in the way of building a real connection between the more westerlijke tuinsteden principal, from Sloterveer, and the traditional building block from the centre pre-war blocks. Compared to Sloterveer, the area in Nieuw-West Amsterdam, Bosch en Lommer got more housing density, because of the high prices of ground inside the Ringspoordijk. The building blocks from Bosch en Lommer are broken open building blocks, Sloterveer, on the other hand, has got more experiments with different kind of gardens and public and private domain (fig 4).

The Kolenkitbuurt is a part of the Bosch and Lommer plan and is now sandwiched in between the Ringspoordijk en de A10, one the most intensive highways in the Netherlands. In all the stories in the area they both played an important role. They isolated the neighbourhood, but hereby also gave

the special character.

The Borstblok is called after the original owner, Mr. I.J. Borst (1886-1971), one private owner which was working as a builder in the Kolenkitbuurt (Teijmant and Sorgedragger 2008). The buildingblock contains 69 middle class dwellings above a linear of shops facing the Bos en Lommerweg. The block was yielded in 1956. Both Borst, his dwellings and his shops played a special role in the neighbourhood.

Not coincidentally, most owners of the shops are catholic like Leo Borst. The compartmentalization was in the fifties still an important social phenomenon. The principle of ‘solidarity’ in their own circles was common: You helped your religion. The people who worked in the stores also got a space to live in the Borstblok, which in turn gave life to the neighbourhood.

The municipality divined very strict restrictions for building these areas. All the porch-flats are built in the same style, they are almost identical. The architects did have small space for personalizing their work. The entrance is one of these important features of these buildings. This is because Bosch en Lommer is build as being a child friendly area. Children where able to distinguish there housing block by the entrance.

1.4 Uncertain times of Kolenkit

Kolenkitbuurt is nominated to be one of the worst neighbourhoods in the Netherlands.

To upgrade this neighbourhood the municipalities and the housing associations started a plan to demolish parts of the Kolenkitbuurt and rebuild this neighbourhood with more diverse dwellings and reconnect the northern part with the southern part of the Kolenkitbuurt. The renewal of the Kolenkitbuurt is visibly started. The dwellings facing the Leeuw van Vlaanderenstraat and the Akbarstraat are extensively renovated. New buildings replaced the existing at the Leeuwendalersweg. As well did they realized an extra symbol, countering the Kolenkit church, the “new kit” (fig 5). A high-rise apartment building almost hanging over the Ringspoorlijn, near the Bos en Lommerweg. The plans are put on hold, because of the economical situation and the next plans are far from certain (fig 6).

There is no money at the moment and the municipality has plans to restart the demolition in 10 years (interview municipality 2012). It's the question whether this is reasonable, the municipality is already talking about 15 years and even this is with big doubt. The inhabitants are facing an uncertain time with a very passive attitude of the parties owning and maintaining these buildings.

Homogeneity

Especially the Kolenkitbuurt, which is the Post-war part, is very homogeneous. All the dwellings are

more or less the same and miss the nice details of the Pre-war part of Bos en Lommer.

Isolation

The Kolenkitbuurt is isolated because of the Ringspoordijk and the A10. This is a clear physical separation as well as a mental one. Till now the A10 is considered to be the boarder of Amsterdam centre.

Transformation plan

The Kolenkitbuurt is mentioned to be the worst neighbourhood of the Netherlands and this gives the municipality the urge to transform this as fast as possible.

Socio-economical Role

The social role of the Borstblok has changed. The preconceived opinion that all post-war expansions suffer from terrible economical and social conditions with lots of disadvantaged groups (mostly Moroccan and Turkish groups). They seem to have no direct involvement in their neighbourhood to improve it.

Economical situation

The housing corporations don't have the financial possibility to proceed with the current plans. There needs to be a creative solution.



fig 5 face of the renewal “the New Kit”

current situation

2022

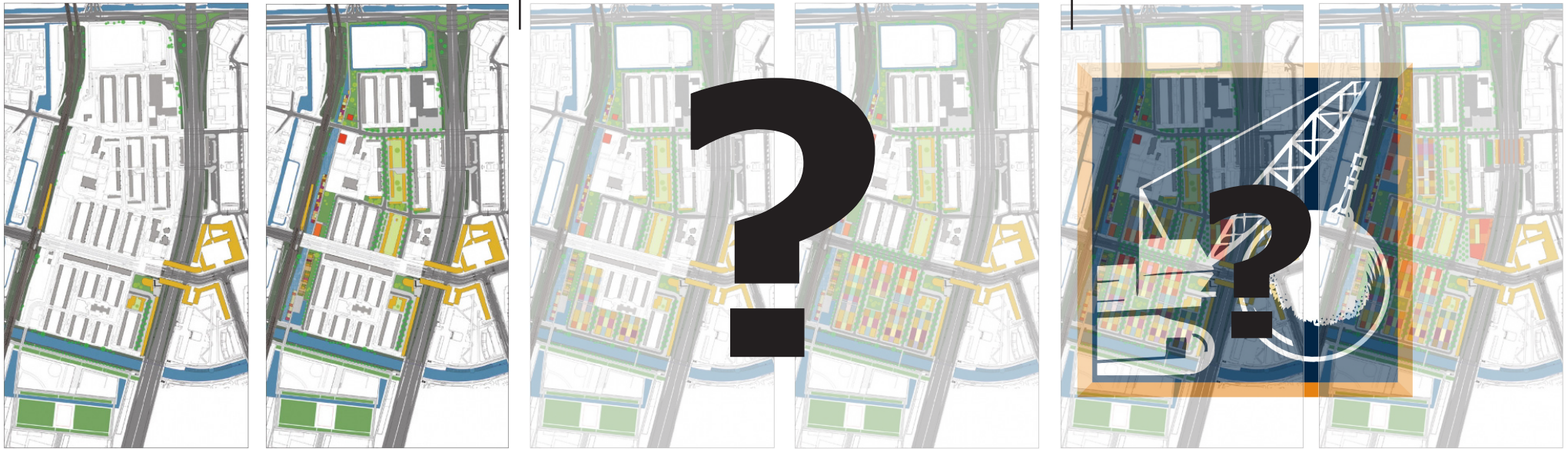


fig 6 Futher conclusion

1.5 Research question and RE/ design assignment

As described in the methodology, the research question is the tool to bounder the research. It determines which aspects will be observed in more detail and which relationships will be made. The input for a research question comes mainly form the first impression and the personal fascination and motivation.

After a lot of input of information in the beginning, there needs to be filtered out a research question This question should be relevant and it will form a guideline through out your project. The outcome of the first impressions helps to define the question for further research, hereby also the research question (fig 7).

The research question is:

Can the Borstblok regain a central social and economical link in this neighbourhood during the neighbourhood transformation in phase rings?

This question contains:

Central social and economical position

The “Borstblok” has always been the exception in this area of the “Kolenkitbuurt”. It always worked as being the connection block on an urban level toward the neighbourhood. It is the face of the area and has provided different services for the neighbourhood. I believe that the Borstblok could be a pioneer during the transformation of the neigh-

bourhood.

Neighbourhood transformation

The Kolenkit is described as being a high priority development area. There was a plan considering this whole neighbourhood. The lack of financial needs forced the transformation of the Kolenkit neighbourhood to be more bounded and more precise.

Time aspects (short term- permanent solution)

By knowing that the plans of the municipality and the corporation are still by demolishing this area. The time span is set by 10 years, but already proven to be impossible. But something is needed now whether this stays or is getting demolished after 15 years.

Phase rings

In social housing projects it’s known that there is no money in abundance. I believe that providing phase rings in this case is the solution. This makes it able to say that there are a couple of investments during the lifespan of the building.

To start researching there are sub question needed

to define the context of the area where you will implement your design solution (fig 6).

1. What is the identity of the Kolenkitbuurt?
 - What is the historical context of this neighbourhood?
 - What is the built identity of the Kolenkit neighbourhood and how did this change?
 - What is the social coherence in the neighbourhood and how did this evolve?
 - What are/were the future plans of the Kolenkitneighbourhood?
2. How did the Borstblok changed over time?
 - Are there any clear changes of the façade, function, inhabitants and materials over time?
3. What kind of link role does the Borstblok play in the kolenkitbuurt and the surrounding area including the Bos enLommerweg and the Burgermeester de Vlugtlaan?
 - What is the Geographical situation of the Borstblok?
 - How are the functions arranged in the area?
 - How is the current housing trend evolving?

1.5.1 Intended result

In the current section a short insight is given of the way that this project intends to give answers to the posed questions.

Urban level

In social terms

The Borstblok will involve in representation of the area. The Bos en Lommerweg will be the lively street and commercial centre of the area. The Woutertje Pieterse straat, the backside of the Borstblok, will translate the mixed functions, which can bring the north and the south part of the kolenkitbuurt together and hereby generally promote the social interaction, between different social groups. These mixed functions are mainly focussed on the living

and working relationship, which was incorporated in design of the building, like dwellings with working spaces. This could link the commercial ground floor with the dwellings above and let it function as one.

Spatial terms

- Create a functional connection with the surrounding neighbourhoods.
- Increase of functional and social control on the Woutertje Pieterse straat ground floor, backside of the Borstblok, and hereby the liveability.
- A pioneer role in transformation of the area.

Building Level

In social terms

- Bring more interaction between the street and the building by changing the purpose of the terrace
- Create a mixture of community and retail space to give forth the positive character of this neighbourhood to a wider span.

Building level

- A clear hierarchy in the shopping street at the Bos en Lommerweg.
- Improvement of the relation between building and surrounding environment
- An increase of social spaces in the building
- A precise and specific infill of the commercial plinth.
- a reconsideration of building systems in a sustainable sense
- Possibility for individualisation of your own house and expression to the facade

Detail level

- Reduction of energy consumption
- Comeback of the material essence of the building, with modern materials.

Hereby trying to research the perfect balance between architectural expression and cost efficiency

fig 7 Borstblok link with his surroundings



1.6 Methodology

The method of this project's approach is divided in two phases, which are treated differently but are actually very intertwined. Starting with the research question, which is the core of the research as well as the design. Sub questions will be answered in the first phase. The Research phase. The answer of the research question will be realised in the form of a design. Designing is part of the second phase, a phase of production. This phase is based on the research done in the first phase. During the production phase new more specific research is needed to keep in progress.

The research phase was conducted on three levels of scale. To have a complete overview of the research, I organized it on the matrix (fig 8). Where the scales Urban, Building and detail are analysed during different moments in Time. It is obvious that it is difficult or sometimes impossible to distinguish between the urban scale and the building scale. Also there is not always a strict line between the building scale and the material scale. Therefore we speak of one research with three focus points that resulted in one report. Some additional focus will be on the detailed building information of the past. Something that is an important feature of social housing projects. Especially in times of economical crisis solutions are precisely solved on very specific elements of the building.

The first analyses concentrated on the location and surrounding area of the building block and neighbourhood. This is a phase before the actual

research and production, already thinking towards a solution and pointing you into a research direction. This first look at the objective is more or less an observation of the site. Existing out of seeing, feeling and hearing the problems. This is mostly quite superficial and subjective.

To point out the direction of this research towards a solution of this problem you need some rules and boundaries. It is obvious that a project never starts with the solution. The first thing you have to do is to define the problem. The initial problem in architecture is in general a site or an objective with a specific situation. This situation differs from technical problems towards social economic problems and sometimes both.

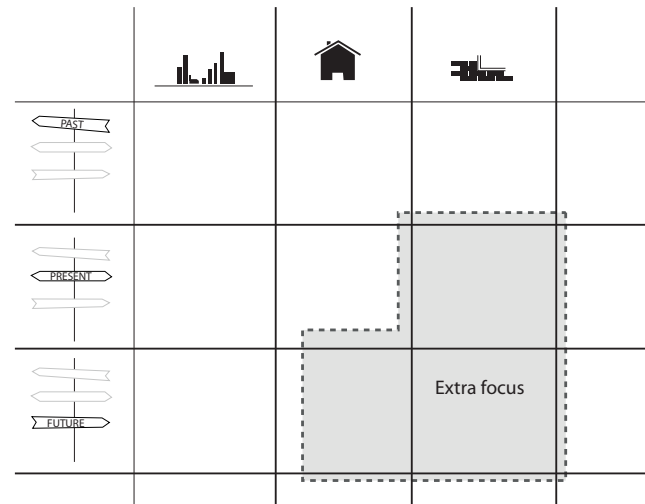


fig 8 Matrix focus points

For me it was important to see how the organisation behind architecture could influence the method in which this process will take place. Housing transformation is interfering with private situations and needs a specific approach towards a problem. My position towards people and developing houses play a big part defining the Research Question. As well does my fascination for transforming houses in a sustainable way and doing this by a realistic economical sense. I believe that if there is a merge between architecture and economical strategy the outcome will be from greater meaning. These factors influence my Research Question.

By introducing the building timeline and the development of the Kolenkitbuurt did I want to extend

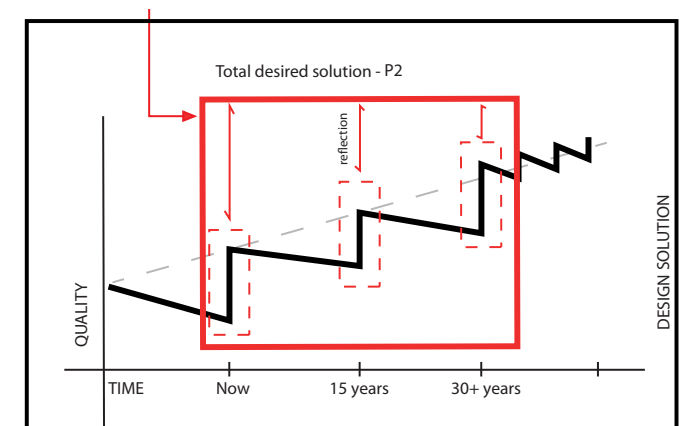


fig 9 Build up design proces

my fascination into my methodology. Starting of with trying to think in a desired outcome. Then, with help of the RE&H chair, I will try to segment these design solutions into phase rings (fig 9). Segmenting will change the interventions, in a practical way. This is a game of focussing and zooming out, also clear moments of reflection. The segmenting will partly take place during P2 and take more serious form during P3, where detailing and materialisation takes place. The concept forming of the total desired outcome will be the content of P2, after the research and will take a less important role in P3. Where the basis is mainly set.

This method will help me to determine the importance of different interventions over time. It will also for myself be a new approach and can maybe help me make more sufficient interventions on all the scale levels in a material and social way. Resulting in a more collaborated design, taking into consideration the lifespan of the building (fig 10).

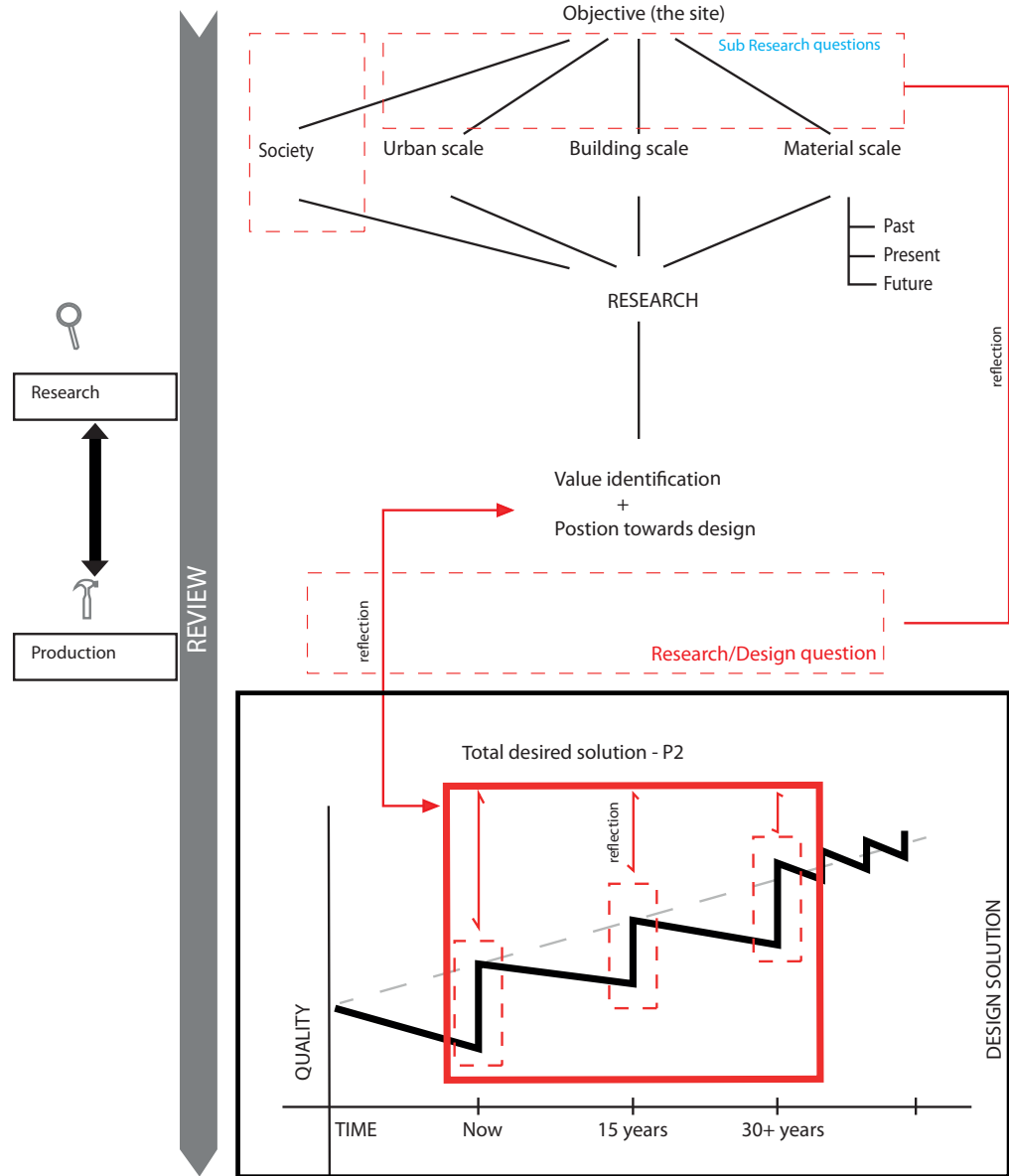
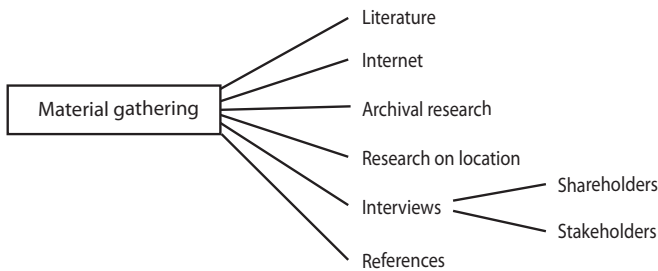


fig 10 Methodology scheme

1.7 Social and Scientific relevance

There are three things from great relevance in this assignment. The first one is the scale of intervention, the large scale from the past compared to smaller scale of today and the future. Secondly the technical neglect of post-war dwellings and finally the vacancy of border city commercial spaces.

The social relevance of this research is quite two sided and quit complex. It is mainly for the inhabitants of this area and the people around it. But then it's the question of social relevance. For who are you designing and what is eventually the outcome? If the outcome of a research is pointing out that new impulses are needed in the form of new inhabitants, the social relevance for the current inhabitants is none or high because they have to move out of their neighbourhood. In an area where there is no certainty and everything is put on hold, it is from social relevance to show what the possibilities are. Where are the **Strengths**, **Weaknesses**, **Opportunities** and **Threats** of this area? Phase rings show the inhabitants short-term results and the segmented solutions make it easier to react on the need of that time. Especially in a time of economical crisis it is very attractive for commercial developers to wait for better times to earn your money. You have to work for the people who live there, where constant attention is needed.

The scientific relevance that we are dealing with is that more than 50% of built environment doesn't meet the needs of today's comfort (Hal, Silvester et al. 1998). It is not only relevant to upgrade the post-

war buildings to today's standard(s). These upgrades are either Sociological (social structure), economical (the value but also the cost of phase during renovation) and technical (what is the current state, what is possible and what to add). It is a synthesis between these different aspects of research. Mostly these are all pointing into another direction, the balance between these aspects is important. Sustainable housing transformation is hereby you end goal. Research will give you direction in how to achieve this goal.

We also face a big vacancy of commercial spaces , on secondary spots just outside the city centre. Finding a solution on how to express commercial space and give a new program to unnecessary space of this street to enable the neighbourhoods to express themselves to the city. Especially in Amsterdam West, but almost everywhere in the Netherlands, there are a lot of empty commercial spaces on the ground floor, which gives a contaminated impression of our urban fabric. The market is changing and due to this the demand of these spaces. The transformation proposal of this study is therefore of great social relevance.

Leegstand winkels neemt opnieuw sterk toe

De leegstand van winkelpanden is het afgelopen jaar nog verder toegenomen. Steeg het aantal leegstaande winkelpanden tussen 2009 en 2010 nog met 9%, afgelopen jaar steeg dit zelfs met 10%. Steeds meer panden staan structureel leeg.

(Volkskrant, 19 jan 2010)

verval van vroeg-naoorlogse wijken

Den Haag, 23 juni 2008 (Nicis, institute)

'Corporaties schrappen komende jaren 3 miljard aan nieuwbouwprojecten'

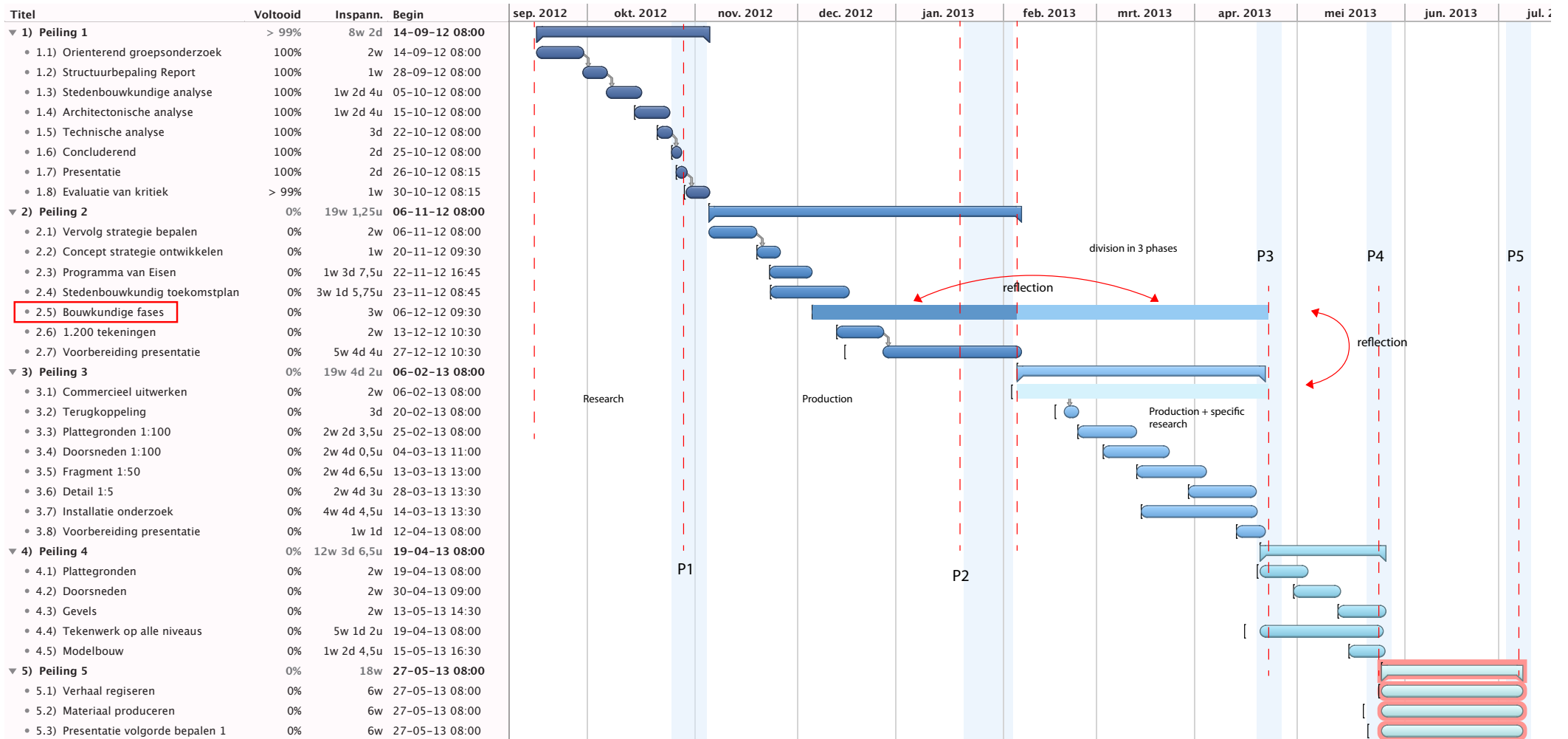
(NOS, 3 januari 2013)

NVM ziet leegstand winkelruimte stijgen

Datum: 26-09-2012

(Vereniging detailhandel, Nederland)





	September	Oktober	November	December	Januari	Februari	Maart	April	Mei	Juni	Juli	Augustus
Week 1	Onderzoek van het gebied en excursie. Analyse toekomst plangebied/excursie	Onderzoeksraag maken van architectonische analyse	8 November P-1 report inleveren Technische analyse	Voorlopig ontwerp stedenbouwkundige schets/leerplan	Vakantie reflecteren op gemaakte materialen.	28 Januari P-2 report retake examinations	Ontwerpfase- werken met verschillende schalen- modellen	Ontwerpfase- werken met verschillende schalen- modellen en Jarigheid vieren	Aanpassen commentaar P3 een verder werken aan presentatie materiaal	Uitloopproducten en Presentatie gericht werken LASERPRINTER	P5 examinations	Vakantie
Week 2	Analyse Plangebied en toekomst vrienden met diagrammen. Schrijven visie en positie	Architectonische analyse	Afspraken maken wat betreft aansluiting RE&H chair van Sustainable housing transformation	Terugkoppelen / analyse en uitloop week	Presentatie voorbereiden in combinatie werk V.O.	ZWITSERLAND Vakantie	Uitwerken van plattegronden en Gevel/ Doorsneden	Tekening Presentatie klaar maken	Aanpassen commentaar P3 een verder werken aan presentatie materiaal	Uitloopproducten en Presentatie gericht werken + LASERPRINTER	Nasleep van afstuderen	Vakantie
Week 3	4 minuten presentatie, betreffend eigen conclusie. Begin maken met gebouw analyse	26 oktober P1 Presentatie	Ontwikkelen strategisch concept in architectonische middelen. Extra onderzoek duurzame installaties	V.O. Bijwerken en Aanvullen MET ALLES MOET ZIJN BEGONNEN	14 Januari P-2 report examinations	Aanpassingen maken en reporeren van commerciële analyse	Uitwerken van plattegronden en Gevel/ Doorsneden	P3 examinations	Aanpassen commentaar P3 een verder werken aan presentatie materiaal + PRESENTATIE BEGINNEN P5 (P4)	Uitloopproducten en Presentatie gericht werken	GENIETEN	Vakantie
Week 4	Kennen van het plangebied/ architectonische analyse	Aanvullen en aanscherpen Architectonische analyse en Positie	Programma van Eisen bepalen en de functies opstellen aan de hand van onderzoek	ZWITSERLAND Vakantie	21 Januari P-2 report examinations	Aanpassingen maken en reporeren van commerciële analyse	3 Model testen	Modelbouwen	P4 examinations	Uitloopproducten en Presentatie gericht werken	GENIETEN	Vakantie

Producten Peiling

P1	Ontwerp gericht lab Thematisch onderzoek Situatieonderzoek Onderzoeksgericht lab Thematisch onderzoek
P2	Stedenbouwkundige strategische schets 1:1000 / 1:500 Programma van eisen Bouwkundige strategische fases 1:200 Plattegronden en doorsnede 1:200 Onderzoek duurzame ontwikkeling Ontwikkelen strategisch toekomstplan
P3	Plattegronden, gevels, doorsneden 1:200 / 1:100 Deel gebouw pl. En drs. 1:50 Gevelaanzicht fragment met horizontale en verticale doorsnede 1:20 Details 1:5
P4	Situatietekeningen 1:5000 / 1:1000 Plattegrond b.g. In situ 1:500 Plattegronden, gevels, doorsneden 1:200 / 1:100 Deel gebouw pl. En drs. 1:50 Gevelaanzichten fragment met horizontale en verticale doorsnede 1:20 Details 1:5
P5	Theoretische en thematische onderbouwing onderzoek en ontwerp + reflectie op architectonische c.q. Maatschappelijke relevantie Situatietekeningen 1:5000 / 1:1000 Plattegrond b.g. In situ 1:500 Plattegronden, gevels, doorsneden 1:200 / 1:100 Deel gebouw pl. En drs. 1:50 Gevelaanzichten fragment met horizontale en verticale doorsnede 1:20 Details 1:5

To identify the Kolenkitbuurt, information has to be given about the original thoughts, current state and the future plans of this neighbourhood. In this chapter there will be given, a specific view on the identity of the Kolenkitbuurt. From Urban level towards the detail that was given and still has to come. Besides Urban, Architectural and detail level, it will also show that social aspects in this neighbourhood are an important aspect.

2.1 Het AUP Amsterdam

“Het Algemeen Uitbreidingsplan” appeared in 1933 with the detailed Explanatory Memorandum in a draft form (fig 11). The plan was set in 1935 by the City Council and became juridical valid in 1939, by approval of the Crown. The Plan was a so-called “plan in hoofdzaak”, this became mandatory by the Housing Act 1931. This meant that the plan was focussed on the overall purpose of the entire expansion area: the main traffic lines, the greenery, the living and working areas. If actual construction of a part of this expansion area would be started, this would be a so-called “plan-in-onderdelen”, a more detailed part of this expansion plan (Hellinga 1985).

On the level of Amsterdam the basic framework for future developments were identified, limited to the territory of the municipality, only the Amsterdam forest and the industrial area at the Amstel lays partly in the territory of the neighbouring municipalities. West and South were in this period of time an important location for residential expansion, because there were limited expansion needs of Amsterdam-North and maintaining the

neighbouring municipal boundaries in the south-east blocking expansion.

A clear division was made by expansion in the West, inside or outside the ring railway. On the inside of the ring railway were the subsequent quarters Bos en Lommer, Westlandgracht en Overtoomse Veld. Outside of the ring railway were the so-called “Western Garden Cities” Sloterveer, Geuzenveld, Slotervaart and Osdorp. On the zoning map are the average densities of the buildings in the neighbourhoods listed: inside the ring railway there were up to 110 dwellings per hectare (Hellinga 1985). In the green areas along the ring road in the west and in the area Buitenveldert, an high-rise

fig 11 Algemeen Uitbreidingsplan 1935 (NAI 2012)



THE KOLENKITBUURT

district was projected. The residential areas were separated by green stroked areas They wanted to fill up the Sloterdijkermeer polder with water, as had already been proposed earlier. This Sloterplas formed, besides the Amsterdam forest, the Nieuwe Meer and the so-called IJselmeerpark, the main entertainment areas in the AUP of Amsterdam.

2.2 Plan Bosch en Lommer

The first big residential area that was partly developed before the Second World War was Bos en Lommer. The name came from the farm, located in that area, which had the same name. Bos en Lommer was very much determined by the poor financial situation at that time. This neighbourhood had even a higher density than during the determination of

the AUP.

The land costs within the ring railway were very high, while they planned to build labourers dwellings, this gave some problems. It was in this area that a high density built was needed to keep the rent to an acceptable level (Heijdra 2004). During the preparation of the plan of Bosch en Lommer it was the government, who interfered. They wanted to reduce the space in between the building facades. This meant that the main idea of the AUP was reduced: More light and more air. When by the late thirties the first part of the district was finished, the critics came. People were highly unsatisfied about the result. They criticized the dullness, which had arisen as a result of the consistent north-south oriented strips of identical height. Also the distance between the facades was seen as problematic. It wasn't as open as promised.

The monotone orientation of the buildings weren't without a thought through reason. As well as in "Plan Zuid" south of the Uiterwaardenstraat, Bosch en Lommer was constructed by the orientation of the sun (Expansion plan Bosch en Lommer 1935). They built the building blocks north to south. The blocks were kept open on the south side and the gardens in between were meant to be public (fig 12). The living rooms were always orientated towards the streets, even if they were located at the east side of the building. The buildings were mostly closed on the north side because of the need of densification of this area. Clearly visible is that Bosch en Lommer hereby became an urban transition between the garden cities of Sloterveer

and the traditional building block of the historic city (fig 4).

Also the real linear building block is used in Bosch en Lommer. The buildings are almost north to south build. The spaces in between these buildings are the same size and there is no alternation between the street side and the garden side. Hereby the term backside disappeared out of the term logic of architecture. In reality it will always exist.

Besides the orientation towards the sun, the buildings are also equipped with different handy features. These features were made to lighten the burden of the housewife. A working balcony next to the kitchen and a spout balcony next to the living area, a serving hatch, a storage room on the ground floor so that bicycles and prams could easily be stored and a drying room to avoid the drying of clothes to be outside.

New in town planning was to calculate exactly how many features for the 35,000 residents were needed, such as schools, churches, sports fields, shops, business premises, but also public transport, a market, a large popular theatre for all kinds of entertainment and at last but certainly not at least many parks, gardens and playground for children (Heijdra 2004).

Plan Bosch en Lommer was, without exaggeration, a child-friendly plan. The hand of the first female town planner in the municipality was recognisable, Miss Mulder.

All that attention for to children was not in vain, because there came a lot of them. The plan was explicit in the great family oriented: in addition up to 46% was constructed with four and five bedroom apartments for families with more than four children, and there was even 5.5% reserved for families with more than nine children. Bosch en Lommer, the Kolenkitbuurt in particular was therefore one of the children's neighbourhoods of Amsterdam, and has always remained.

About the number of cars per staircase/porch, the town planners were totally wrong in their estimation, but it was clear that the cars were not parked in the street for 125 up to 430 cars per 10000 inhabitants, or 1 car at 22 homes (Teijmant and Sorgedragger 2008). The car had an important role in plan Bosch en Lommer. The street network was designed for the growing importance in cars.

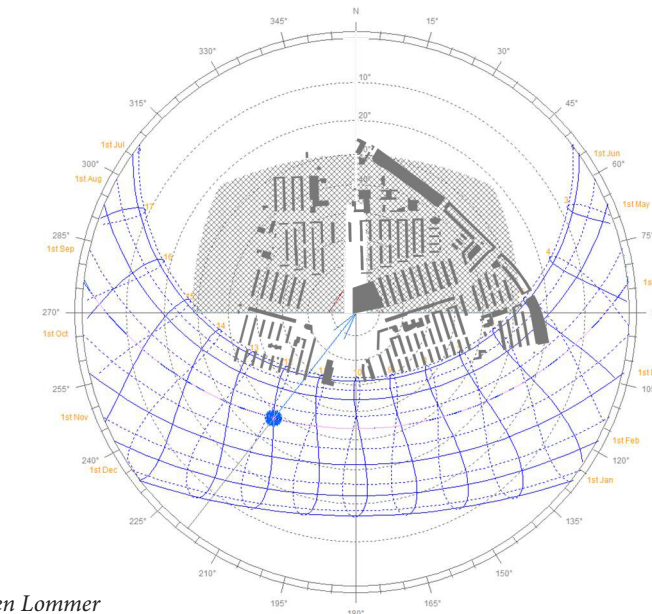


fig 12 Sun orientation of Bosch en Lommer

2.2.1 Bos en Lommerplein

The lines of the traffic square would get a special treatment. The road heading north from the square was planned to be a shopping street with dwellings on top of it. The buildings would become around 8 stories high. The city square would maintain a market and liveliness during the day and in the evening there would be “het volksgebouw” with a cinema, a theatre, a concert hall and meeting rooms (Sortiris, 1935). Bosch en Lommer had to be completely self-supporting, because according to the town planners this part was too far away from the old city centre. The square didn't come at all and became an empty space for decades where children gave their creative infill.

2.2.2 Dwelling corporation during the construction 1950

Construction Plan 1950 provided primarily in the construction of 1800 labourers dwellings by six housing associations. On the zoning map, the houses each corporation were coloured, non-coloured blocks were intended for private clients like Leo Borst with the block nearby the Bosch en Lommerweg. Or in the words of Merkelbach: “because the government closed system of wage and price policy stood for, including rents, was the result of the increased construction costs (approximately three and a half times more than before the war), impossible to build “for sale housing” on a large scale. The roles therefore reversed, about 90% was built by housing associations and the municipality and 10% was built by private builders (Teijmant and

Sorgedraeger 2008). The blocks between Wiltzanghlaan Haarlemmerweg are therefore still divided over four housing associations, three of which were already active in the area.

2.3 Plan 1945

During the Second World War the building construction was completely put on hold. This was the perfect time for a counter plan toward the AUP from van Eesteren in 1935. The relationships within the Amsterdam construction industry weren't really smooth, which had to do with a fierce struggle of interest. The private homeowners feared that, with building Bosch and Lommer, the vacancy of dwellings in the centre would increase catastrophically. The private constructors who were willing to build saw not much potential in the new architecture that the municipality ordained, and nothing in the construction of low-rent public housing only. The architects were screaming for their rights. They thought that the building regulations were too restrictive and standardized, leaving little room for their ideas about the ideal home for workers. Even the municipality, which had put everything in motion, was not happy. The high prices of the ground led to an unwanted density of dwellings.

Some private constructors, including L.J. Borst, asked Zandstra, Giesen en Sijmons to make a plan for the reconstruction of Amsterdam (fig 13). Later on, this became a large-scale development plan. In order of about 10 building corporations a group of 7 architects were asked to design housing for all the ground, which was prepared for construction.

These plans were given to the new municipality, clients of AUP 1935, to take in consideration. The completion from a part of Bosch en Lommer played an important role in this. This group of architects were called ‘Groep 32’. They didn't feel comfortable in the exuberant formal language of the ‘Amsterdamse school’ but neither in the too radical functional principles of the new building style which was proposed. According to them this had resulted in the loss of the typical Dutch character of the building (fig 14). They wanted to reconstruct the old canal houses with these details (NAI 2012). The housing associations, which owned almost all the blocks, chose for other architects, who also worked with the municipality before. Only the shopping strip with on top of this retail housing was granted to L.J. Borst, who was one of the clients of Plan 1945. Strange enough, he didn't choose to take the already finished design (fig 15).

fig 13 Plan 1945 urban plan (NAI 2012)



fig 14 Plan 1945 canal structure
(Amsterdam West, gemeente
archieff 2012)

fig 15 The original plan for the
Woutertje pietersstraat and the
Bos en Lommerweg "het Borst-
blok" (Amsterdam West, archief
2012)

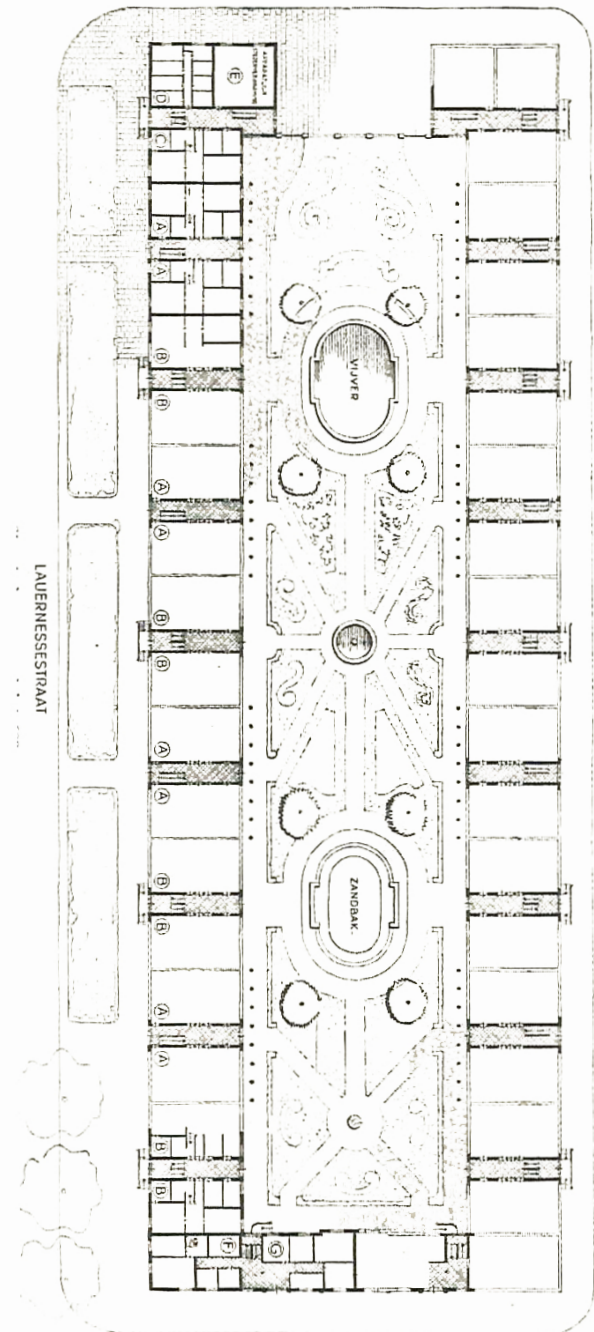




fig 16 Development of Bos en Lommer starting with Plan Bosch en Lommer (Expansion plan Bosch en Lommer, 1935)

2.4 In between the A10 highway and the Ringspoordijk

The Kolenkitbuurt, which is part of Bos en Lommer, is sandwiched between the Ringspoordijk and the A10.

It all started with the original plans of Bosch en Lommer, where the Multatuliweg was the central road in the almost symmetrical plan. The Multatuliweg connected the Haarlemmerweg with the Bosch en Lommerplein (fig 16). It was planned to be a wide street combined with parks and middle class dwellings on the sides. Before completion the plans changed and the Multatuliweg never came, the Einsteinweg took its place (1953).

The Einsteinweg, which later became the A10 in 1975, started to get a very busy street by opening of the Coentunnel in 1966. This is one of the roads



1935

where the Netherlands became familiar with the term traffic jam. Before this, around 1955, the first traffic jams started with mainly Germans heading towards the beach. And around the mid sixties this was no exception anymore. Something that was not foreseen and thought through in the plans of 1935, were the estimation of 1 car each 22 families in Bos en Lommer (Teijmant and Sorgedragger 2008).

In contrast with the Einsteinweg, the dike already existed before the plan of 1935. The idea of having a higher train track in this area came from mid 19th century. It was a controversial idea and the decision to make it came much later in 1915. Much later the government used this project of the train track as being a labour provider during the crisis just before the Second World War.

This project stayed to be a critic aspect in urban development of Amsterdam. It would prevent the



1953

city from growing bigger. Some people from the municipality still wanted to cut this dike away before new urban development, which never happened. Van Eesteren, which was the designer of the AUP in Amsterdam, saw this dike as an opportunity, a must. He thought it would be an indispensable primary element. This dike was put on hold in 1940 because of the War. The Ringspoordijk came much later, around 1983 the first train was able to take its first ride (1986) (Teijmant and Sorgedragger 2008). The dike had, before this transformation, an important role in this neighbourhood. It was the perfect leisure place for the area and made a footpath toward the now called Brettenzone, near the Westergas fabriek.

After this identity change of Kolenkit neighbourhood, the final step started to change this neighbourhood. This was due to the bad reputation of this neighbourhood. First step was completing the Bos en Lommerplein as being the centre of the



1973

area of Bos en Lommer in 2000 (2000). This step was needed because Bos en Lommer never had the centre that was promised. Also the buildings, which will be processed in par 2.5.1, will be pointing in the new direction which they have in mind for the Kolenkitbuurt. One of these is “the New Kit” a high-rise building near the Ringspoordijk and next to the Bos en Lommerweg.

Beside this containment of the neighbourhood the area of Bos en Lommer and Sloterveer has almost the same philosophy of routing and hierarchy in the neighbourhood (fig 17). The A10 and the Ringspoorweg are the two main traffic axes in this neighbourhood, which connect Amsterdam, and hereby also Bos en Lommer, and Sloterveer, with the rest of the Netherlands. The main roads of the area are mainly East to West orientated. The Haarlemmerweg, just under the Brettenzone, is providing the most direct road towards the centre without almost any functional activity. This pur-



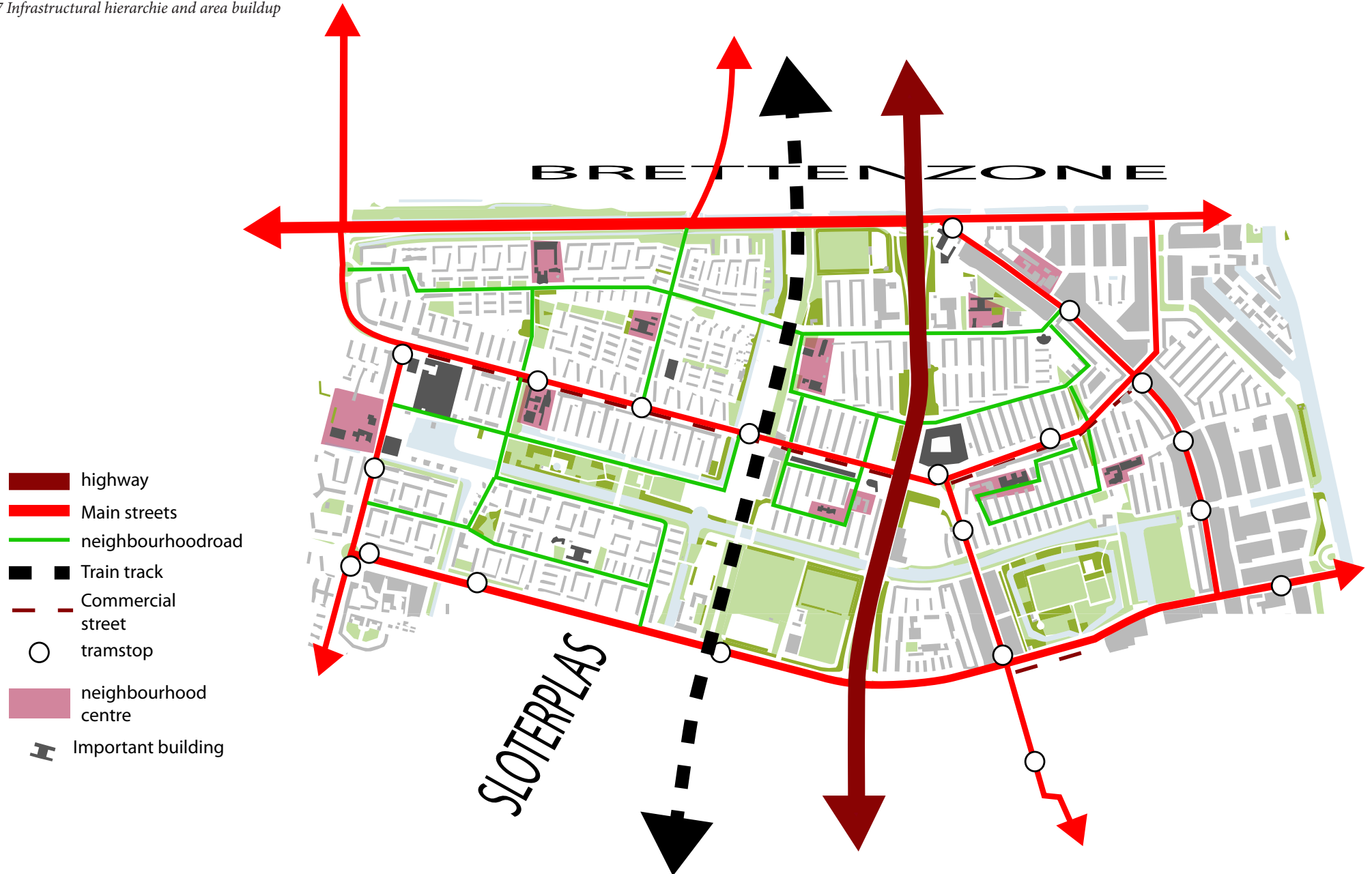
1986

pose is meant for the Bos en Lommerweg and the Burgermeester de Vlugtlaan in Sloterveer. This road contains commercial activity and links the neighbourhoods to the city centre in a functional way. From the main roads are the district roads could be reached wherewith the houses could be reached, marked in green lines. The main roads mainly focus on the commercial site, whereby the districts behind these roads contains neighbourhood activity and the spaces needed for this. These spaces where mainly based in the exceptional building in the strict structured plan of the AUP and the “wijkgedachte”. Also the corners of the housing block play an important role in the provision of these spaces.



2000

fig 17 Infrastructural hierarchie and area buildup



2.5 Iconic Buildings

The neighbourhood changed a lot in the course of time. New buildings have been added, some of them disappeared and some of them stayed. All of this changed the urban setting of this neighbourhood and all of them play their role in the coming structural change. Out of origin the identity of Bos en Lommer was constructed of homogeneous building blocks with a lot of public spaces, according the principal of the garden city. This building blocks were broken open and gave the neighbourhood inside to their garden. All the dwellings were strictly limited by there appearance, because of the demands of the municipality and the lack of money. There has always been a balance between the homogeneous housing blocks and the exceptional buildings, housing social functions like school and shops.

The Bos en Lommerweg plays an important role in the structural identification. This is the main road towards New West and connects the Kolenkit neighbourhood to the old city centre. The Kolenkit church (fig 21), hereafter the neighbourhood got her name. It is next to this road and faced the Einsteinweg (now the A10). It is one of the main icons of this neighbourhood. Something that reflected the area to the neighbouring areas. The three schools in this neighbourhood showed the liveliness and the target of the neighbourhood (fig 18,22,23). The child friendly neighbourhood with a lot of education attracted children from other neighbourhoods, and hereby made the Kolenkitbuurt in this aspect a central neighbourhood.

The dike (fig 20) was the main leisure area of this neighbourhood. The Borstblok (fig 19) was the commercial area, because of the absence of the Bos en Lommerplein this block played an essential role attracting people to this neighbourhood. The Borstblok is the only building orientated East to West and hereby facing the Bos en Lommerweg in length. Because of this it created a face in the neighbourhood. These buildings and structures were important elements, which made this neighbourhood special and functional in the period before the future developments, discussed later, which started in the beginning of the 21st century.



fig 18 Bos en Lommerschool

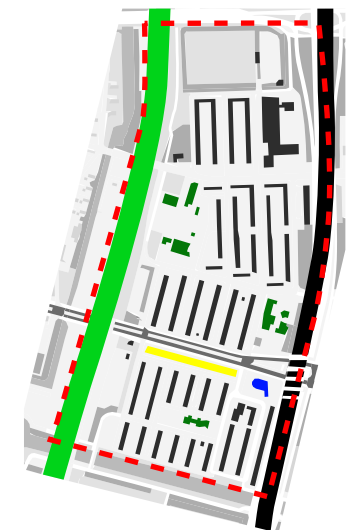
fig 19 Borstblok

fig 20 The ringspoordijk

fig 21 Kolenkit

fig 22 Ernest Staesplein

fig 23 School 3



2.5.1 Into another direction

The renewal of the Kolenkitbuurt has begun. The building blocks at the 'Leeuw van Vlaanderenstraat' (fig 26) and the 'Akbarstraat' (fig 27) are sustainably renovated. The new build housing blocks in the Ringspoorzone at the 'Leeuwendalersweg' (fig 24) were completed in 2008. They demolished 2 strokes in Kolenkitbuurt-south to rebuild mixed housing blocks (fig 25) by Korth Tielens architects. These interventions are all part of the future plans in this area. The mixed housing blocks by Korth Tielens architects are literally build to be finished later on in the development of the Kolenkitbuurt. The main icon for renewal is the "new kit" it's a kind of counter reaction towards the Kolenkit church on the other side of the Bos en Lommerweg. The New Kit (fig 28) is a 58 meter high-rise building with mixed functions (Gemeenteraad 2011). Except for the Bos en Lommerschool every old building is still there, but they are suffering under the social and structural changes. The Dike is now holding the Ringspoor and the neighbourhood lost hereby its main leisure area. The Kolenkit lost its original protestant religion function and is now mostly used by the Surinamese population. From the 3 schools only the "openbaar bos en Lommerschool" is still functional and the building of the old Bos en Lommerschool in the south of the Kolenkit neighbourhood is used as a small market and a mosque.



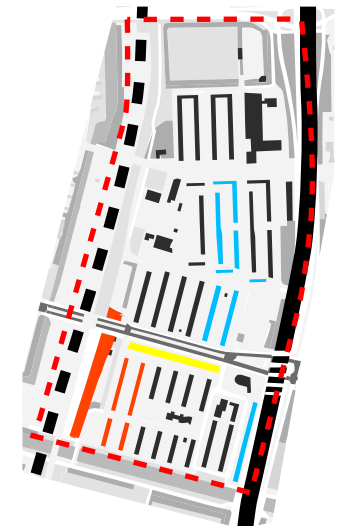
fig 24 leeuwendalersweg

fig 25 Blauwvoetstraat

fig 26 De Leeuw van Vlaanderen

fig 27 Akbarstraat

fig 28 The new kit



2.5.2 Entrances in the Kolenkitbuurt

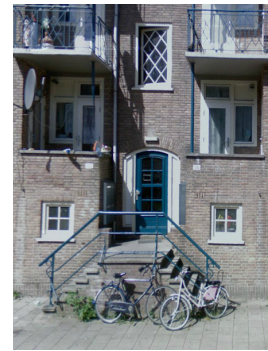
A striking feature of the homogeneous residential blocks were the entrances of the. The Kolenkitbuurt, which is constructed after the Second World War had limited potentials for architectural value, even less than was, determined in plan Bosch en Lommer from 1935. Everything was fixed in advance. What kind of materials were going to be used, how big the building blocks had to be and even the contents of these blocks. The municipal housing department made standard plans, which only in exceptional cases could be waived. Everything was marked by fast and cheap construction. Despite the uniform building code the architects tried to give the housing there own signature, sometimes almost unnoticeable. If you look closely to each entrance from every block even every other street it's possible to see the changes. Sometimes there is a covered porch inside and sometimes an outside porch entrance. These details are sometimes reminiscent of the Amsterdam School and the other with a lot of glass is very modernist (fig 29). An important reason behind this idea was that children would be able to find their own house this way. Entrances became a tool for orientation.



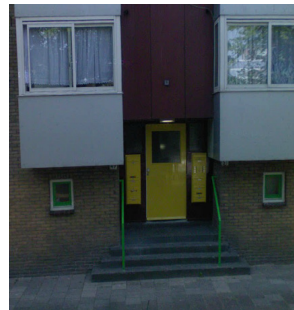
Blauwvoetstraat



de Leeuw van Vlaanderenstraat



Lauernessestraat



De schaapsherderstraat



Ernest Steasplein



De Akbarstraat



Jacob van Arteveldestraat



fig 29 Frontdoors in the Kolenkit

2.6 Social Identity

The houses are built just after the Second World War with limited resources. The idea was to give labourers families with many children an affordable house. Not only Dutch working class families, but also families who came from the Dutch Indies. Even in the past not everyone was equal. The Kolenkit neighbourhood was inhabited by socialist, Catholic and Protestant families in which one is allowed to eat ice cream on a Sunday and the other not. From the eighties on the next wave of immigrants dominated the Kolenkitbuurt. They came mainly from Suriname, Turkey and Morocco (Teijmant and Sorgedrager 2008). Again large families stayed in the same house with shared rooms and few square meters. It has always been a neighbourhood where the inhabitants had a life with limited resources. Still, in all the stories of the residents, they say how much they consider it to be their neighbourhood. Here they grew up, here they played on the dike, here they made their first steps in the Dutch society. The Kolenkitbuurt in Amsterdam tops at this moment many wrong lists, for example in the field of socio-economic and the assessment of the quality of life.

Housing association and religion always played an important role in this area. In the past more than nowadays, because of their religious and political believes. In that time very important. You are supposed to help somebody with the same believe when either this was political or religious. Your religion decided which association you would join, and so where you would live. Religion decided

where you would go to school, where you shopped and which sport club you would join. With the most Moroccan, Turkish and Surinamese which live there today is this almost the same. They all have their own place to pray, but mostly not in their own neighbourhood. They all have there own communities. Besides of a separation of religion language is another boundary between communities The Moroccan people are for instance welcome in the mosque at the Ernest Staesplein (old school in Kolenkit neighbourhood south), but they are unable to follow the prayers because they are held in Turkish (West 2010). To call them places to pray is maybe to short-sighted. They almost all have a social function. For instance the mosque at

the Ernest Staesplein, which organise Arabic lessons, they have a small store, school care and some sporting facilities.

Currently the Kolenkitbuurt is a mixed neighbourhood with a weak social economical position. In most cases the neighbourhood scores below average in the part of Amsterdam West and Amsterdam overall. It is a neighbourhood with a lot of children who grow up in minimum households. Their degree of education is low. For the rest the neighbourhood doesn't provide for a lot of jobs (fig 30). Inhabitants are not very positive about their neighbourhood but then again this approved the last years (West 2010).

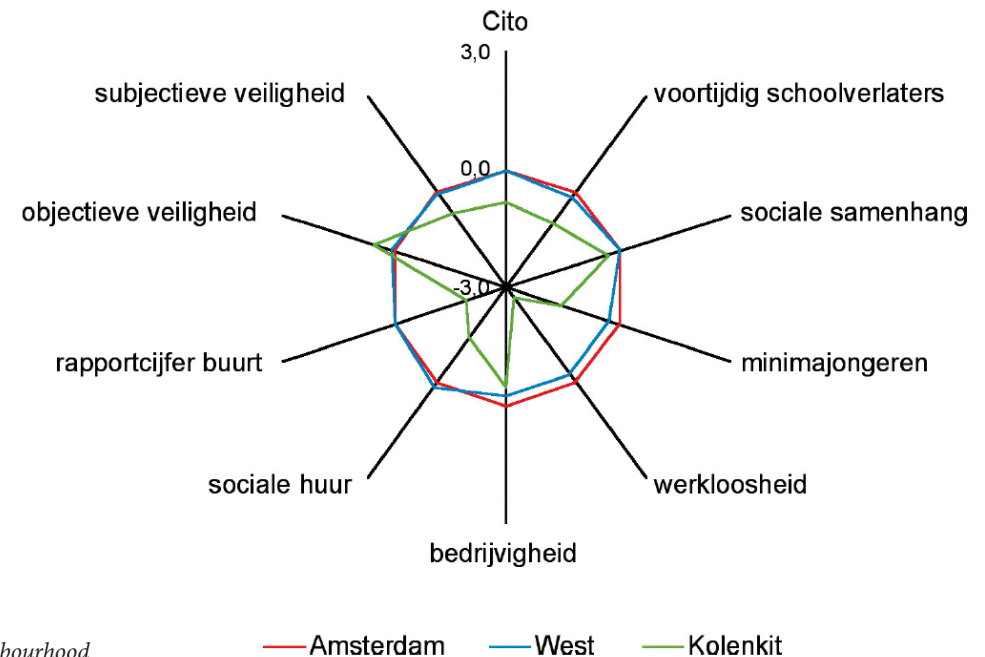


fig 30 Social profile of the neighbourhood (west 2010)

The Kolenkitbuurt is a neighbourhood consisting out of many young people. In 2000, 40% was younger than 22 years, in 2010 it decreased slightly to 37% but still high. In Amsterdam West 23% is younger than 22 years. All other age groups are less strongly represented, in particular, the 23-39 year olds are smaller in proportion, 32% compared to 39% on average in West. The current development is mainly focussed on this target group. The housing stock only doesn't match to this ambition. There are too much people which are single compared to couples with children (fig 31,32,33,34) (West 2010).

There is also still a growth of not-western immigrants in the neighbourhood. Which is socially isolation the neighbourhood with the more central situated districts. This results in a high percentage of unemployment in the Kolenkitbuurt. The neighbourhood doesn't provide a lot of jobs. Just around 10% of the inhabitants of the Kolenkitbuurt are higher educated and 50% doesn't have any education.

The people that are moving to the new residents in the Kolenkitbuurt are mostly coming from not-western immigrants and only 10% of them are born outside of Amsterdam.

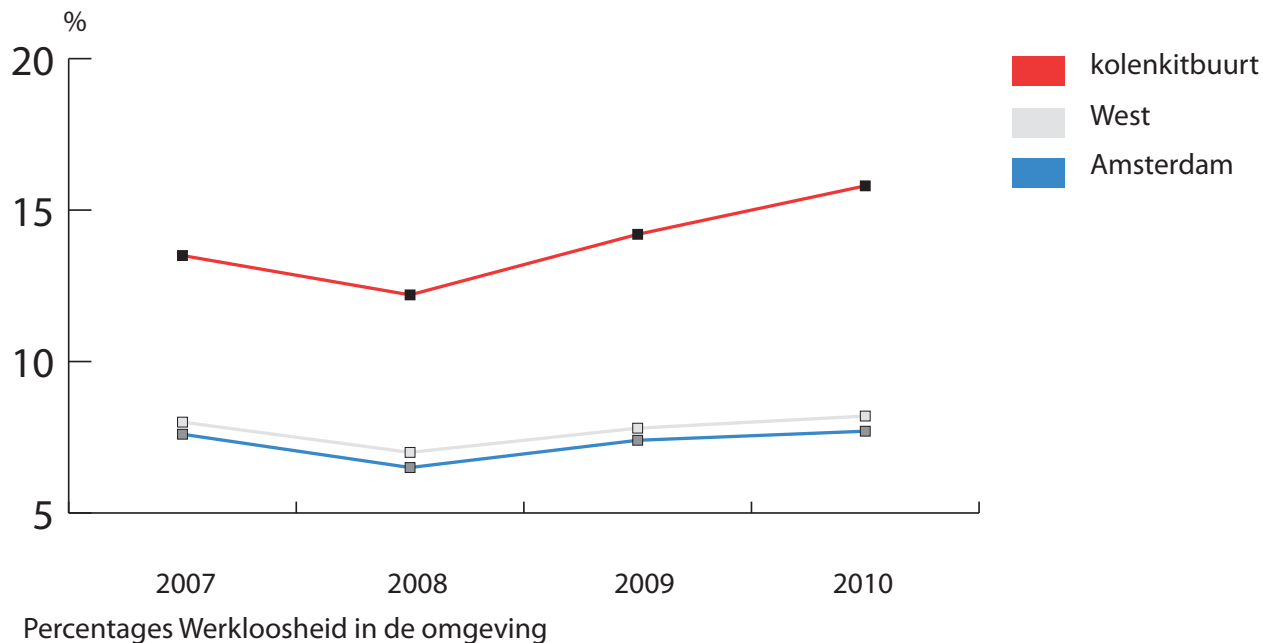
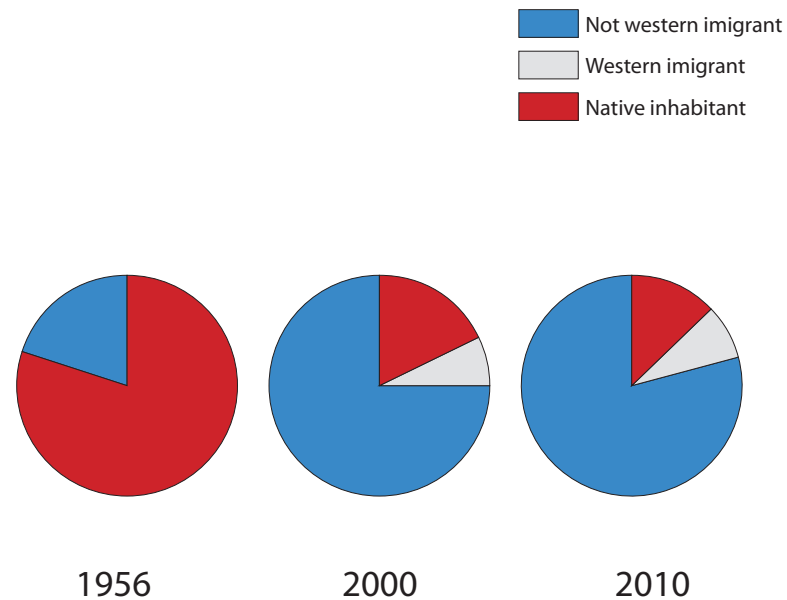
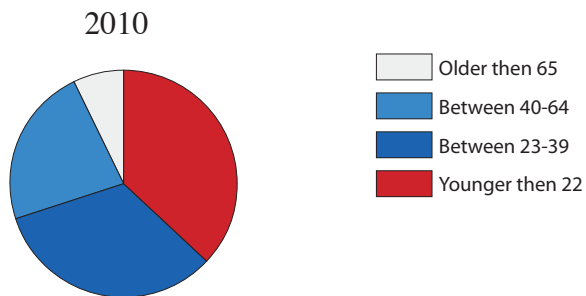
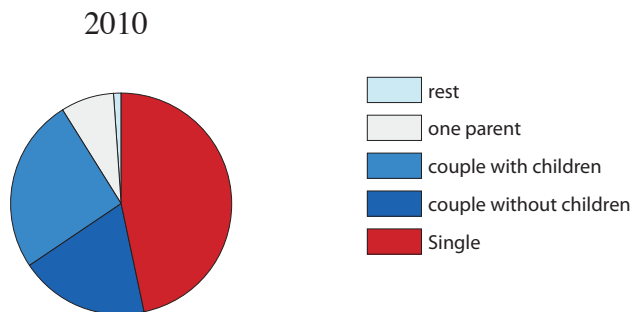


fig 31 Unemployment of the Kolenkitbuurt

fig 32 Neighbourhood family structure build up

fig 33 Neighbourhood age classification

fig 34 Neighbourhood derivation



2.7 In the middle of the future

The development of the western part of Amsterdam occurs along two tracks. Part of the development is closely related to the rollout of the downtown area (fig 35). This manifests itself mainly along the city streets, the Bos en Lommerweg is one of these important streets. In the period 2010-2020 we find within this track further housing at various locations, including the Halls, Augustine Gate and Houthavens. The latter area development is linked to the construction of the tunnel Spaarn-dammerstraat. In the period after 2020, the locations Markthallen and Landlust may contribute to the urban housing needs.

The second track is manifested on the west side of the district and has a relationship with the restructuring of New West over the whole decade. This is another effort, with a suspected overflow into the next decade. This manifests itself in West district in the Kolenkitbuurt and the Laan van Spartaan (Gemeenteraad 2011). The two tracks fit together at the height of the A10 where a jump to the other side of the A10 is more and more visible and they need to connect these areas more closely. The Kolenkitbuurt and the Laan van Spartaan form the forward posts in this district. More in the south Masterdam and the redevelopment of Lelylaan and her environment make the connection to the other side of the A10.

In long term, after 2020, it is possible for the expansion of the city centre to form an even stronger element of development in that, whereby possibly,

the street parking in relation to the limited physical space increasingly leads to the construction of underground car parking lots. When talking about green spaces, Amsterdam West will play an important role in the period after 2020, with a possible extension of the Westerpark.

2.7.1 Future assumptions

The plans of the reconstruction of the Kolenkitbuurt are a collaboration of the municipality and the involved housing associations. To make these new plans they had the following assumptions:

Maintaining and strengthening clear spatial structure and strengthen cohesion in north-south direction

The district has a clear building structure where the blocks are constructed in line with each other. This structure makes a nod to the Leeuwendalersweg. In some places, the spatial structure can be improved (Hoogenboezem-Lanslots 2006):

There is no logical connection to the nearby Sloterdijk. Also the elongated wall of shops and housing on the south side of the Bos en Lommerweg forms according to the municipality a blockade for a north south connection. There is thus little relationship between the Bos en Lommerweg and the southern part of the Kolenkitbuurt, although it is the question if this only achievable with urban restructuring.

- On the south side running north-south streets are blocked by the Erasmusgracht, and hereby the spa-

tial quality of the water and green is not optimally utilized. But anyway the Bos en Lommerweg will be a major separation between the north and the south part of the Kolenkitbuurt.

Improving social security.

The transitions to the surrounding neighbourhoods in Bos en Lommer and Geuzenveld-Slotermeer are generally unsafe. The routes that connect these areas with the Kolenkitbuurt go under the Ring Rail Viaduct or A10 viaduct. These transition zones must be changed to improve the social security. The social security in the Kolenkitbuurt itself is moderate due to the presence of much storage on the ground floor. New buildings should have more lively functions on the ground floor. The backside of the Borstblok is an example of this unwanted area.

Preserving special construction elements.

The buildings of the Kolenkitbuurt consist of open and semi-open blocks with green courtyards. The buildings are generally from 5 storeys. This particular building element should be maintained.

Improving and maintaining quality outdoor

The area consists approximately 80% out of semi-public space, but this public space has little residential quality, which is not made for optimal use (Hoogenboezem-Lanslots 2006).

For the new developments the zone near the ring railway road is meant, which is green with a park character. Considered to be needed in this area. The

Visie uitrol centrumgebied 2040

Uitrol

- wonen - werken
- werken - wonen
- werken
- Zuidas
- beperkte kwaliteitsimpuls stadsstraten en -pleinen
- kwaliteitsimpuls stadsstraten
- kwaliteitsimpuls pleinen
- Marine etablissement
- metropolaan park
- kwaliteitsimpuls stadspark

Algemeen

- capaciteitsuitb reiding snelweg boveng ronds
- capaciteitsuitb reiding snelweg ondergronds
- indicatief tracé HOV boveng ronds
- indicatief tracé HOV ondergronds
- internationaal OV knooppunt
- hoofd OV knooppunt
- secundair OV knooppunt
- optie Regionaal Schiphol - Almere
- optie Oostwest met rolijn
- nieuwe pont-/veerverbinding
- ondergrondse verbinding
- P+R locatie
- 2^e zeeceruise terminal
- wachtplaats binnenscheepvaart
- intensivering RAI-terrein
- topwinkelgebied
- stadsverzoegend bedrijventerrein
- optie locatie Olympische Spelen
- studiegebied
- metropolitane plek
- recreatief programma
- kwaliteitsimpuls overgangstad-scheeg
- Sportas
- Kompasiland en fietsbrug



fig 35 deployment area for in the future (Amsterdam 2012)

* Voor studiegebied Haven-Stad is scenario 3 weergegeven, met uitzondering van Buiksloterham. Voor het gehele studiegebied Haven-stad geldt dat naar aanleiding van toekomstige studies verschuivingen mogelijk zijn.

** Als uit de plannen van Haven-Stad blijkt dat een verbinding nodig is, dan wordt deze gerealiseerd in de vorm van een tunnel

current situation

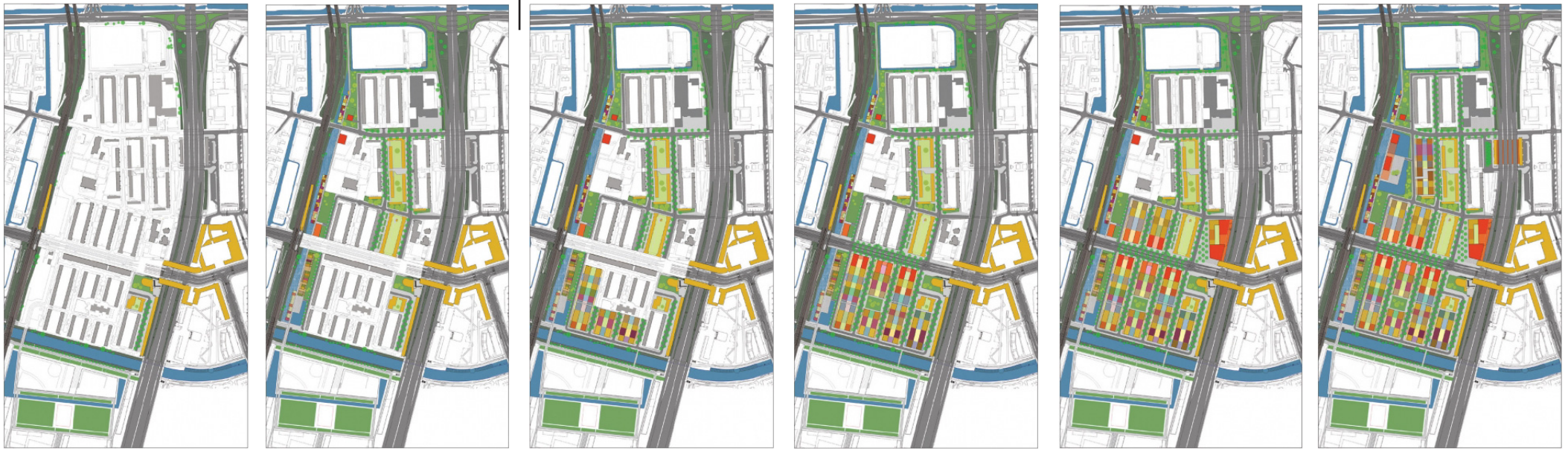


fig 36 Futher development plan of the Kolenkitbuurt

courtyards of the building blocks, part of the semi-public space, are generally of good quality and contribute to the pleasure of living in the neighbourhood. These gardens should be preserved in the new construction, or being restored.

Furthermore they wanted to add more quality to the functional structure of this neighbourhood. They want to realise a more varied housing stock. They also wanted to retain the neighbourhood facilities and even strengthen this.

The kolenkit neighbourhood consist mostly out of housing. Small porch dwellings, which are in most cases in social rent sector. There should be built more varied housing, in this way is it possible to provide the needs of this neighbourhood.

2.7.2 Future situation

To achieve the desired “quality improvement”, is at the renewal of the Kolenkitbuurt a large scale demolition-construction procedure assumed. In order to flesh out the managerial desire, the building of new houses started first. The zone along the ring rail is refurbished with housing and some office facilities. This had to be done before the start of the total demolition of this neighbourhood.

Main Structure

By the new design of this area kept the original urban structure of the Kolenkitbuurt. Hereby is the urban consistency ensured and will be no “breaks” between old and new structure during

the renovation. The spatial coherence with the Bosleeuwe Midden on the other side of the A10 remained, and forms the starting point for the new design. This is important since both neighbourhoods are part of an urban development plan (AUP). Within the existing main structure, the spatial coherence in north-south direction will be realized and the public space will hereby grant a quality boost. This allows the area to benefit from the presence of the Erasmus canal on the south side and the green Multatuli Sports Park on the north side of the planning area. The north-south connections are transformed into tree-lined avenues, so that the various existing facilities and new facilities reunite and will form attractive routes to the Laan van Spartaan south of the Erasmusgracht and Sloterdijk station north of the planning area (Hammink 2012).

2.7.3 Order of construction.

The order of construction is a plan which is developed in 2006 and is hereby easy reflectable with the current situation (fig 36). By seeing these plans we are around 6 years later and still in the first phases of this plan of reconstruction. The current situation of economical crisis put this plan on hold. Even now today they try to keep hold to this plan. This plan is mainly made to show the development and order of construction during time. The infill of every step may differ and the current situation also asks for a different approach. After the development of the Bos en Lommerplein expanding over the A10, the renovation of the Leeuw van Vlaanderen and the appearance of a new icon “the

New Kit”, we are currently landed in phase three (Hoogenboezem-Lanslots 2006), with not knowing what to do next. A curious given is that the development is quite clean and neat. First the connection is made between the Bos en Lommerplein and the Kolenkitbuurt, followed by the redevelopment of the area in Kolenkit-south, which is planned to be in around 10 years. Not much later they are heading north, starting with the Borstblok towards Kolenkit-midden, ending with the northern connection with the part Bos leeuwen midden on the other side of the A10. The question is how to keep functional activity along the Bos en Lommerweg, so that the isolation doesn't get even bigger.

fig 37 Kolenkit-midden by Soeters (Eigen Haard 2012)



2.7.4 Kolenkit-midden

One of these different approaches of development is the Project Kolenkitbuurt-midden, by Soeters van Eldonk architects, which is a real approach towards a more individualized urban situation (fig 37). Urbanity in the lee is what is told to be the identity of this area (Haard 2011), with the Bos en Lommerweg being the bustling urban street. This plan is approved on 24th April to be constructed. For the rest of the area the uncertain times go on. The client of these plans is Eigen Haard. This plan shows the will for transformation is from great importance and that the mind-set for renewal in this area with demolition is still present.

2.7.5 Encroachment zone

The encroachment zone is a private, non-public strip along the front of the houses of about 2.5 meter deep. Part of the first vision plans of the Kolenkitbuurt (Hammink 2012). This strip has been created expressly to reinvent the relationship between street life and life inside your home (fig 38,39). The interaction between house and street deserves attention, especially in a neighbourhood with a diversity of living cultures. There are a number of rules created for this zone. The strip has a width of 2.5 meter. All the dwellings, thus including apartments, have a garden, basement, bay window or a balcony in the encroachment. There is a clear and recognizable separation between public and private. Wanted for the outside of the public space is that the encroachment zone is decorated with 50% of green (Hammink 2012). Of interest is a clear sepa-

ration between public and private with a focus on social security and maintenance. The arrangement and design of the encroachments varies greatly. In this way, there are more informal residential streets and more diverse from character. Also, the distinction between different properties within a block are made recognizable. This zone could give great meaning to the neighbourhood, even with the already existing blocks.

fig 38 Section encroachmentzone

fig 39 Encroachmentzone in futher image

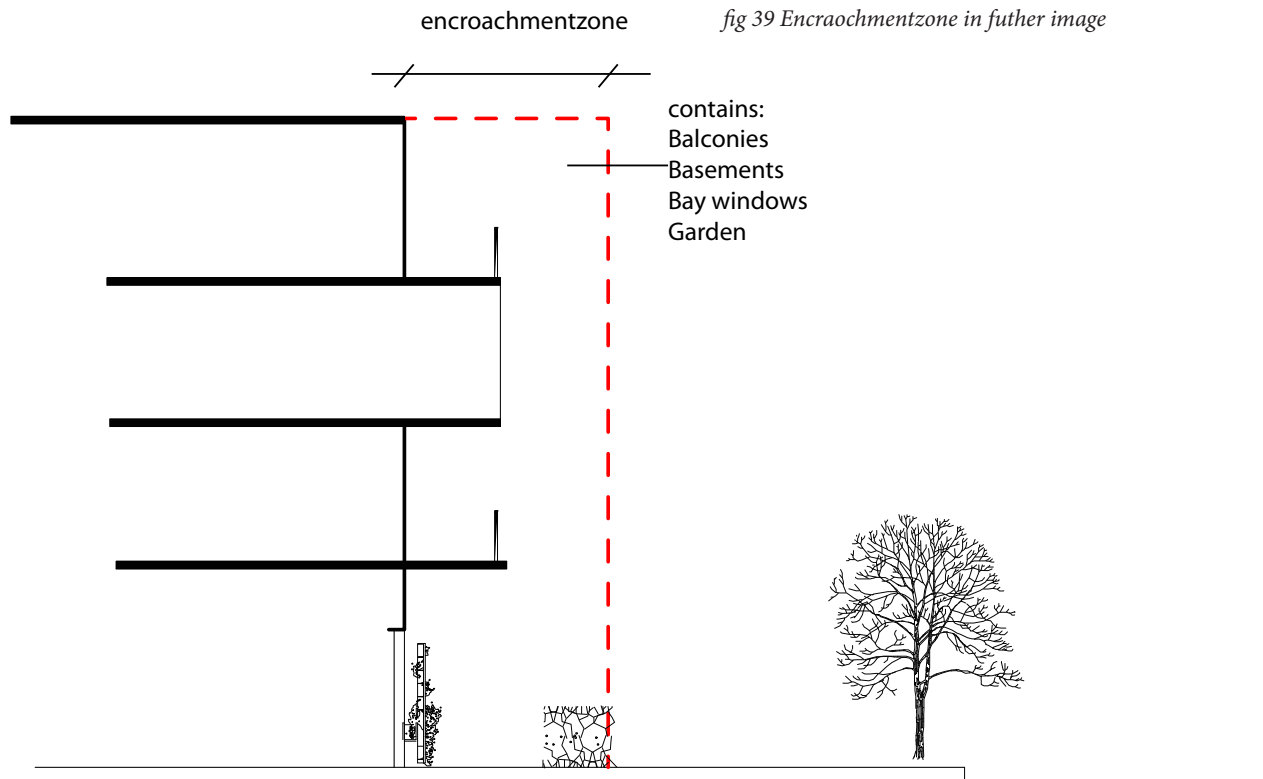


fig 35 Current state Borstblok



HET BORSTBLOK

The Borstblok is called after the original owner, mister L.J. Borst. Leo Borst, which lived between 1886 and 1971, was one of the two private owners, which built in the Kolenkitbuurt. The building was completed with 69 middle class dwellings, above a shopping strip in 1956 (Teijmant and Sorgedragger 2008). The Borstblok played in important role in this neighbourhood.

3.1 Arrangement

Leo Borst was already before the Second World War a great builder and during the war did he played an active role in the preparation of the comprehensive plan 1945. Eventually did he only built one block in the Kolenkitbuurt, and remarkably not to block which was designed the architects Zanstra, Giesen & Sijmons. They already made drawing according the Plan 1945. It was, however, much more restrained design of the hand from the architects Gulden & Husslage. Just like housing associations, were the private builders as much restricted by the provisions of the municipality and the government; thereby was the majority no longer interested to build housing projects in this area.

For his contribution to the city was a royal distinction and ecclesiastical honours, he was both a ‘Ridder in de Orde van de Nederlandse Leeuw’ as ‘Ridder in de Orde van de H. Gregorius’. Leo Borst was strongly Catholic, and the foundation with his initials as his name did he not only subsidized numerous church projects, but also playgrounds and later the reception of young addicts. He was known as a social being (Teijmant and Sorgedragger 2008).

The first inhabitants were mostly people with status: like an attorney, an accountant, deputy director of the nursing home to the Roetersstraat, a doctor and the chief representative of Amstel beer, but also owners and staff of the stores in the block. “Every window had a home.” The V&D had most windows service and so the most homes. For a number of employees it was very attractive to work at these firms. Later on some of these houses became part of the store of Vroom en Dreesman. Also menswear shop Hollenkamp had multiple windows. One of the houses served as service canteen and a workshop for the tailor, who would traditionally legged sat on the dinner table.

Apart from V&D and Hollenkamp other companies had there space in the store strip like Van Wees, De Gruyter, photo shop PICO Piet and Corrie van den Boom, who until 2009 had her firm in the Borstblok, an Albert Heijn store, shoe store Schut, pastry Carels, Dry Cleaning Service West Point and Nefkens, a showroom of Peugeot. Nefkens took the particular showroom early sixties over by Ben Pon, the famous racing driver and son of Ben Pon Sr., the founder of Pon.

3.1.1 The compartmentalization

Not coincidentally, most owners of the shops were catholic, like Leo Chest. The compartmentalization was in the fifties still an important social phenomenon. The principle of ‘solidarity in their own circles’ still applied: you helped your faith.

The houses at the Borstblok were expensive in that time; some of the houses in Sloterveer were built

for 7000 guilders, while flats in the Borstblok cost 35,000 guilders. But they were, certainly in that neighbourhood, spacious and luxurious homes (Teijmant and Sorgedragger 2008).

The ‘plat’, the wide terrace above the warehouses of the shops is a different story. It makes the apartments accessible on the first floor and serves as a terrace garden. For the children did it functioned as a playing street. The private entrance to this street kept the children of the middle class homes away from the children of the workers and vice versa.

The functions in the shopping strip also had an impact on the district. The district had great fun by Ben Pon, the car dealer. There were always wrecks in the street where the children could perfectly play. The older boys were able to earn some money by driving cars all the way to Brabant, because the cars would sell easier.

The construction of the basement once took the necessary stories with them. They were called the shelters. Not only the stores in the base, but also all the houses had there horizontal box below street level. The Borstblok was completed during the Cold War, the uprising in Hungary was just beaten down, a lot off fumbled in Cuba and for the third world war was feared. The boxes were touted as potential shelters, and Leo Borst advised the tenants to furnish their boxes as being a bedroom (Teijmant and Sorgedragger 2008). The boxes were below the soil layers and hereby were able to resist the feared nuclear attack. The bedrooms did indeed came for few of them, but they didn’t stayed long.

3.2 Architecten Z.D.W.J. Gulden en Ger Huslage

Considering this couple, Gulden is the person, which is the most familiar. Zeeger Gulden made name with Geldmaker before the War. Where Zeeger was the more business minded person and more involved in politics and social dwellings, did Geldmaker made the most of the designs. Geldmaker who had a poor medical condition, died in 1930. After the War, around 1950, did the 75 year old Gulden start a collaboration with the Architect I. Blomhert (1879-1952). After he died in 1952 did Gulden start collaboration with somebody of the same architectural firm Ger Huslage with which he designed the Borstblok as well. Gulden died 24th November 1960 and Huslage, continued the firm, with his own name, until he died in 2000 (Instituut 2012).

About what Geldmaker built during 1908, before his collaboration with Gulden, is little known. Social housing in block construction largely forms the work of the Office from Gulden and Geldmaker. These working class housing are both built for housing associations and private builders. In this respect, at least Leo J. Borst has to be mentioned, a contractor for whom Gulden in the period 1927-1957 at least did thirteen projects (fig 40). Borst was probably also the owner of several construction companies, as Albo, Borman and Ergon.

The total number of constructed dwellings that Gulden and Geldmaker is very high. In 1925 talks about 25,000 homes throughout the Netherlands,

in 1934 already about 45,000 homes, of which 15,000 were built in Amsterdam. However, it should be noted that probably very many projects are only related to the design of plans and rear facades. Other more famous architects, such as HP Berlage, J.M. van der Mey and J. F. Steel, built the front facades. Almost all 6,000 house plans of 'plan West in Amsterdam were designed by Gulden and Geldmaker (Instituut 2012). Hereby only the parts wherefrom literature is found which is referred to Gulden and Geldmaker, are taken into consideration, most likely there are a lot more.

In the collaboration from Gulden with Huslage, the position in construction from Gulden was very useful. After the war they work on a number of major construction projects in garden city Sloterveer after, increasingly in other places, such Wormerveer and Beverwijk. The post-war designs are of a completely different look than before the war. They are no longer working with brick, but with concrete. The blocks are rectangular in design and contain the largest possible window area. The post-war housing of Zeeger Gulden lacks much of the charm and charisma of his pre-war designs, although it must be admitted that his strong hand in designing plans remained.

fig 40 Buildingblock also by Gulden and Huslage, in order of L.J. Borst, at the Burgermeester de Vlugtlaan (Beeldbank Amsterdam 2012)



3.3 Ownership in West Amsterdam

Out of origin does the districts West and New-West have quit a lot of developers, mostly housing association (fig 41). The four housing association which where originally developing in the Kolenkit neighbourhood where: Eigen Haard, AWV, Rochdale and the Key. They changed their real estate here and then, but divisions remained. AWV became Stadsgenoot. Which is a social democratic labourers movement. Because of the division of the Real Estate in Amsterdam West and Nieuw-West did the Key, Stadsgenoot and Rochdale made a collection organisation called Far West. They where established to make development less complicated. After the labelling of problematic neighbourhoods by the Dutch minister of ‘Housing, urban planning and environment’ in the Netherlands would Far West carry this burden in Amsterdam West, New West and North.

Stadsgenoot, de Key and Rochdale gave the homeownership Far West, so Large-scale approach to improve the quality of life of West and New West. They worked hard to create a bigger variation in dwelling, by realizing more private houses and more houses in the free rental sector. In addition is tried to focus on improvement of safety and public space. Far West has built 1400 new homes and renovated around 1000 homes. During the financial crisis were fewer homes sold and thus stagnated innovation. This was the foundation of Far West, which hereby had no reason of existence anymore. After this collaboration the houses where defied by location. Hereby some rearrangements took place

to make the divisions in the district smaller. But the ambition in that time of Far West and the in that time unexpected crisis, put the housing associations in a bad economical situation.

The Borstblok in the Kolenkitbuurt is special case in the Kolenkit. One of the few private developed building in this area is now owned by the Municipality. The municipality more often part of Real

Estate development to lift in the provides which are going to be made. They bought the Borstblok to demolish and preparation of the site and sell it. Now that the financial crisis also struck Amsterdam are they now forced to maintain the building, which for them is an unwanted situation. Stadsgenoot owns. Stadsgenoot mainly owns Kolenkitbuurt south, where on the north-side of the Borstblok is owned by the association Eigen Haard.

fig 41 Real estate ownership in West and New West



3.4 Evolution in the façade.

The Borstblok is about 218 meters long and the only economical strip in this neighbourhood. An eye catcher if you go from the centre towards New west or to the Kolenkitbuurt. The architecture could be described as very effective and clean. Born out of scarcity of materials and a very practical approach from the architect. Details like they had in the Amsterdam style are nowhere to be found and hereby making the elements in the façade very important (fig 42). The changes in the façade can be divided into four phases. These phases don't have a clear changing point but took place during a longer time span.

The first phase is the design, which is made in 1955 just before construction. It was very close to being a scheme. This could be considered as being the starting point and the essence of this building. The thoughts and philosophy of Leo Borst is hereby clearly visible. One long building existing out of two parts. A living part lying on top of an economical strip, but in the way it should be used, the people who lived in this block did also work there and are hereby connected. The building was considered as being one in vertical direction, but as well front to back. The commercial strip was considered to be an open box with a column structure. In the front there would be a concrete strip marking the separation between the shops and in the back a more regular and common rhythm, but with the same expression as the front façade. Also the housing façade was expressed very transparent, almost no frames where drawn and the scale of

the opening where coherent. Where de front side existed out of square windows and logia's did the backside uses balconies.

The second phase was a phase with the same idea, but because of the need for more detail needed to be creative. Like the first phase this one took place before construction by the same architects and was made a few months later in January 1956. It was focussed mainly on the façade of the commercial functions and the relationship with the dwellings. This plan is made for the preparation of use. Where some shops wanted to express themselves to both sides, did some of them wanted to close themselves to the backside (fig 42). Materials and colours would maintain the connection in a vertical as well in a horizontal way. The balconies of the houses had the same colours as the doors and the brickwork of he backside commercial façade. In a horizontal way they gave the brickwork around the entrance a different colour and hereby made the entrance more clear. Structural changes where: the façade above the V&D where they changed balconies into round window frames. In the plan they thought about houses but this changed in extra store space of the V&D. On the other side of the building did Nefkens needed more outside space for his cars and opened up a part under the building to have dry open space for his cars. If this was built is unknown.

In the third phase after L.J. Borst died and the social system of the building disappeared, did the struggle of appearance go on into another direction. Out of practical use did they go on with closing

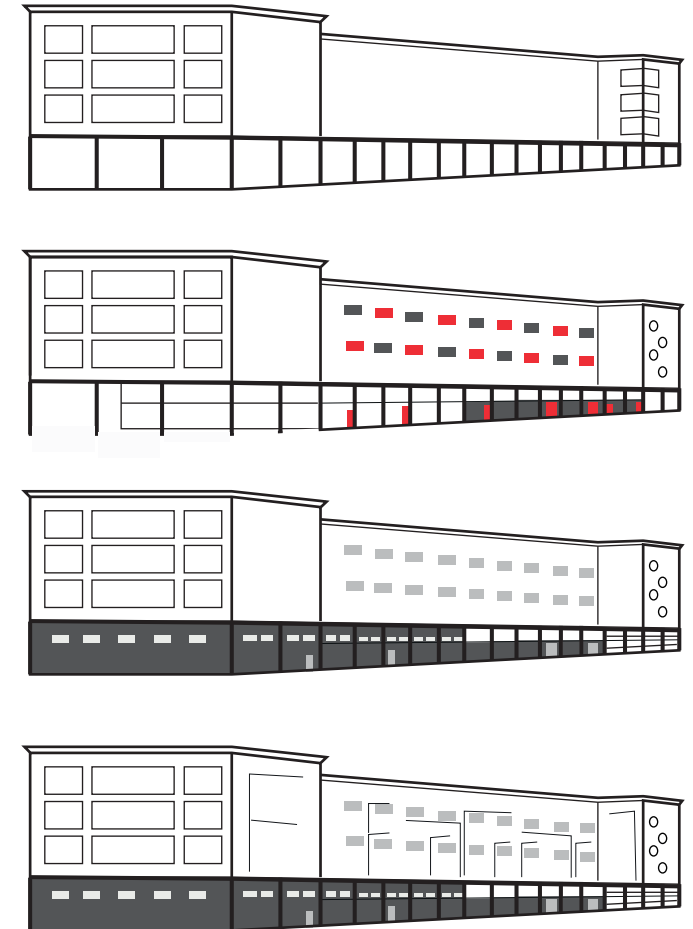


fig 42 Image development of the façade



off the back façade of the shops as well as the West façade. This phase gives the commercial space a clear backside and hereby the building. The user of the commercial space and the houses are no longer the same and hereby the interests of the building. The control of the development of the building is more a less gone. The balconies and commercial strip on the backside lose there coherence by a simple change in colour and the entrances changes as well.

The last phases couldn't really be called an architectural change, but in the case of this building and important change of appearance. These phases exposes the weaknesses, but perhaps also the strengths for in the future. It is a phase of pollution. When the television came, antenna was needed, these where put on the facades in an irregular way. Also the individualized advertisement of the shops is part of this, but this will be discussed later. Hereby blurring the cleanness with which this building was designed.

There are two elements in this building, which gave and give this building her clear identity. The first one is the division in the long, regular and rhythm façade (fig 45,46). A passage way through the building, with on top a almost full glass façade, which is a little bit placed in the back (fig 43). The position of this division is feeling a bit random. It does not respond to any urban axe or to any proportion of the building itself. Also the function doesn't change, it also contains dwellings. The second element is the entrance for the dwellings in the back (fig 44). There are three entrances towards

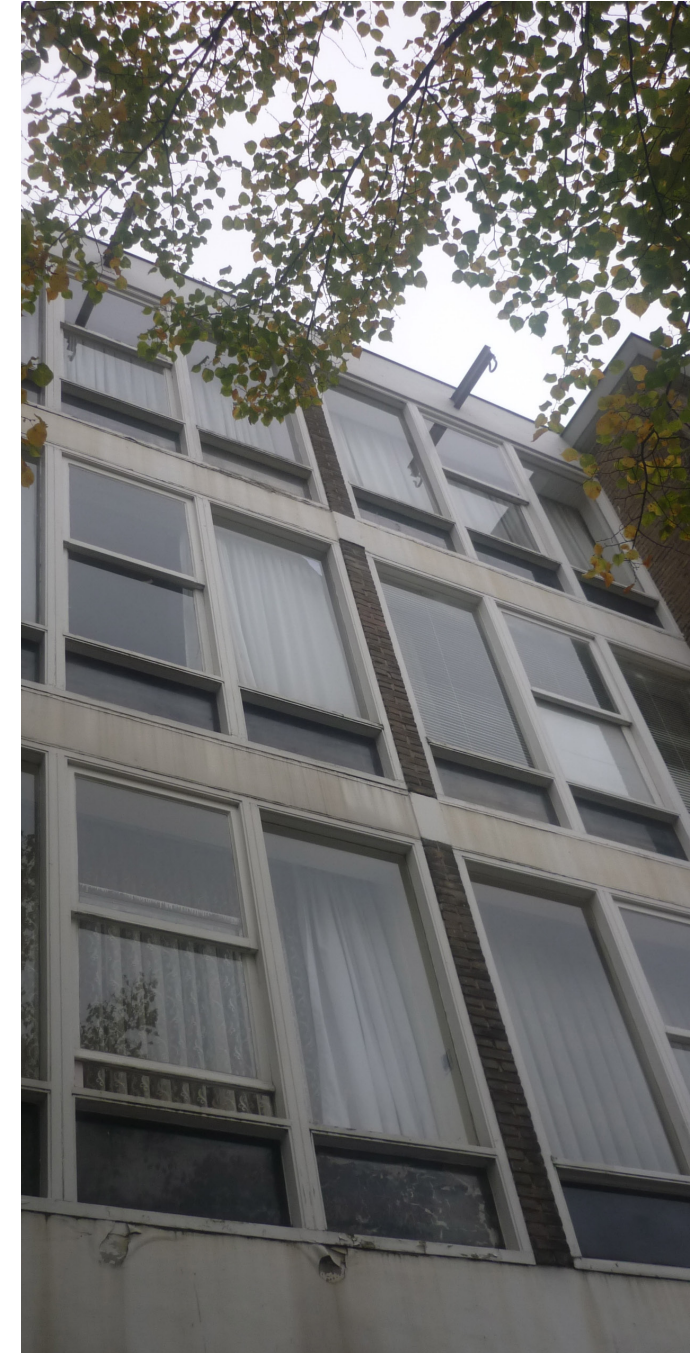
a terrace, which gives entrance to the porches. These three entrances used to be eccentric and very recognizable. They showed that the building didn't just contained normal houses but luxury ones. The entrances where covered and had a glass façade the gave shelter against the wind. Somewhere between the third and last phase did the roof and the façade disappeared and hereby the image of the residents.

These changes are small and in most cases not structural. It shows that this building has been struggling with his appearance during his whole life circle. There has always been a battle between the design and the use of the building. By small changes does the appearance of the building and hereby the image changes a lot. This is the problem of today, but maybe the solution of the future.

fig 43 deviation of the facade



fig 44 Old staircase in 1959 (Beeldbank Amsterdam 2012)



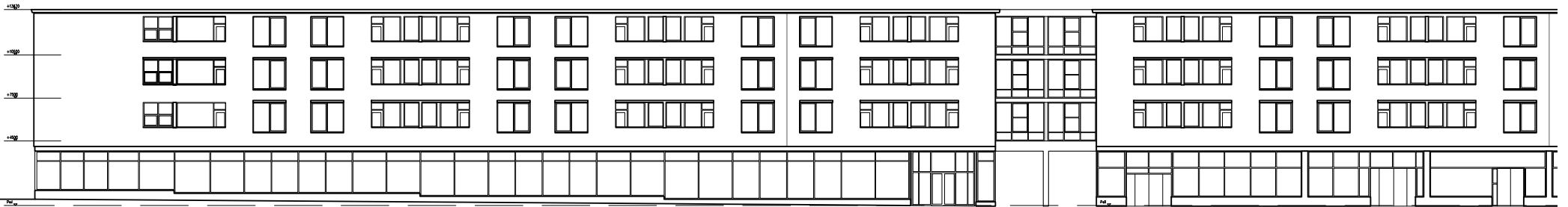


fig 45 Frontface complete

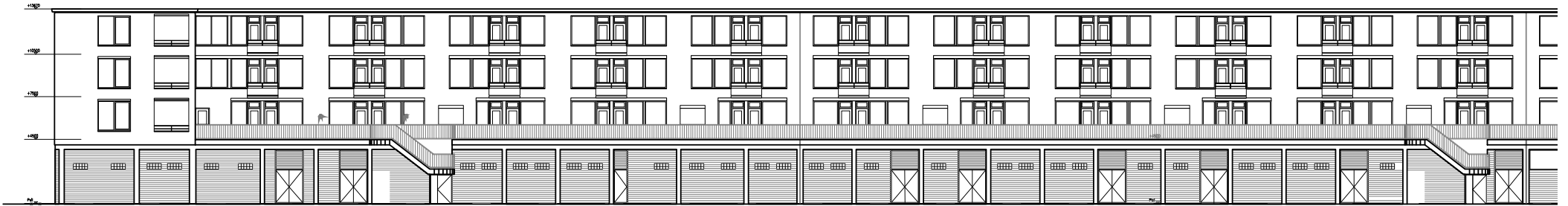
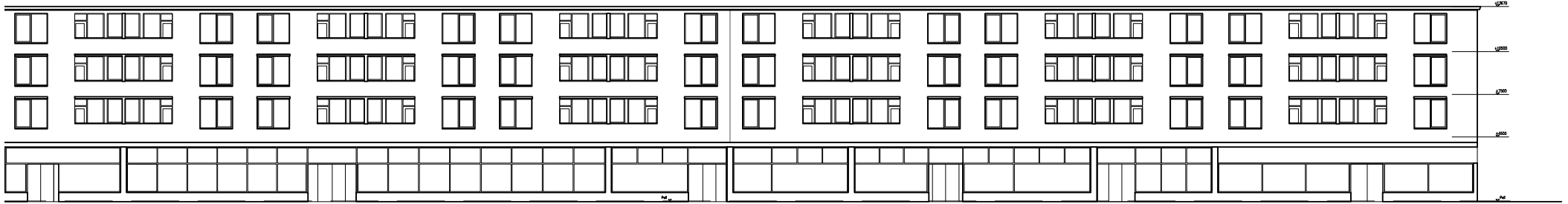


fig 46 Backside complete



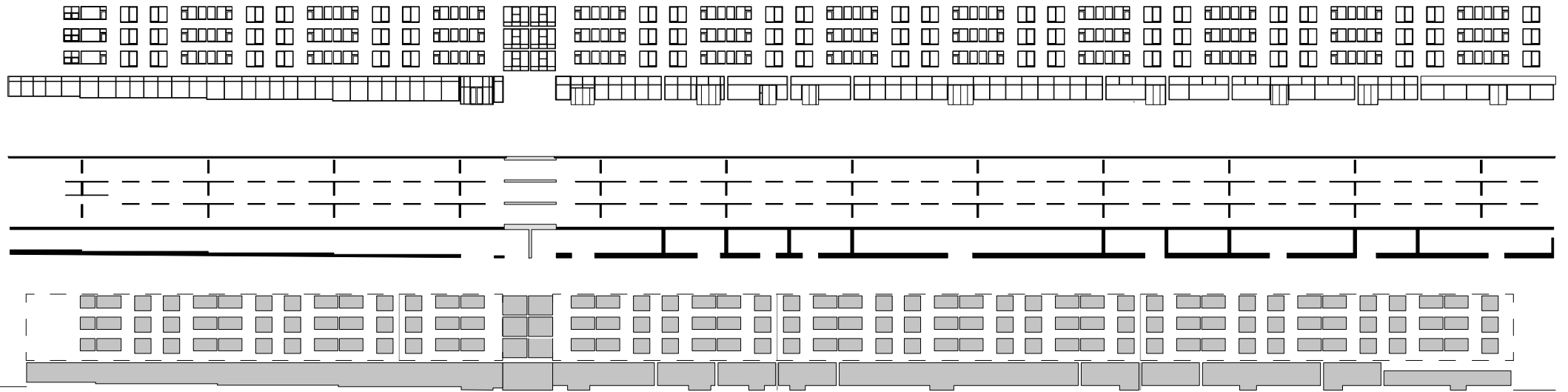


fig 47 Frontside important elements

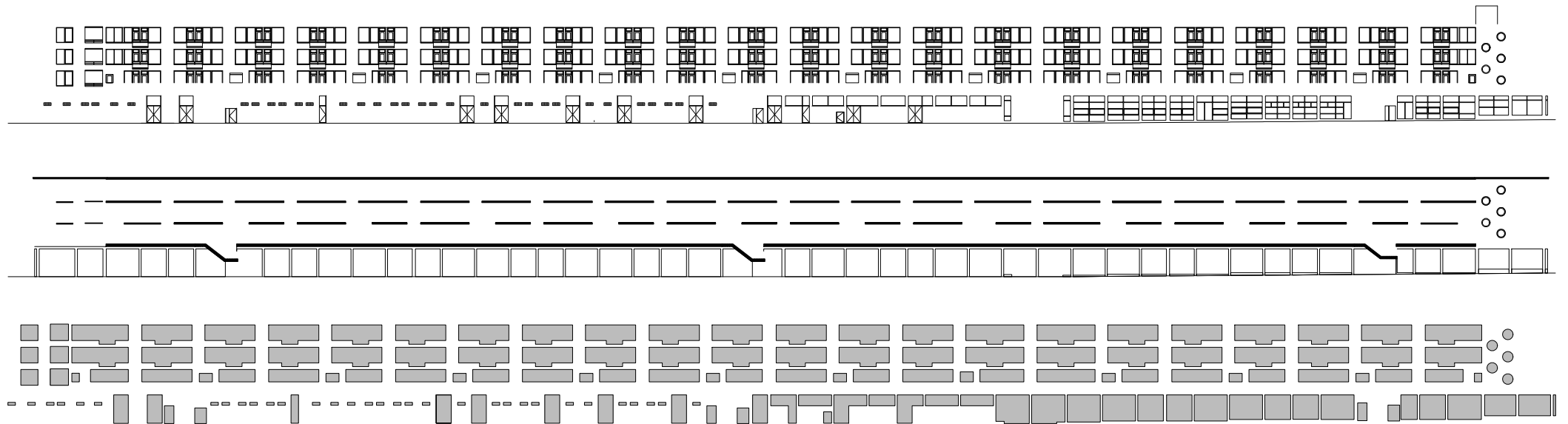


fig 48 Backside important elements

3.5 Build up of the façade

Taking away all the pollution and considering only the architectural elements you're able to divide the façade in three main structures (fig 47, 48): The frames dividing the openings of the buildings. The lintels, made from concrete, which are all through the whole building. And the large openings itself, which were quite new for the period in which the building is built.

3.5.1 Frames frontfacade

The frames on the front are mainly wooden and could be seen as being three parts. Dwelling, shopping and the glass façade above the passage through. At the dwellings it's a repetition and mirroring of the same frames. There are the necessary open parts for ventilation. The shops don't have a real logic in rhythm only in a vertical separation with an extra horizontal frame to accentuate the horizontality. The hierarchy between horizontal and vertical frames is the same, where in the past the horizontal frames were dominant.

3.5.2 Lintels frontfacade

The horizontality is the most notable with the lintels. They also give a certain rhythm to the façade, every 2 apartments a vertical movement is made. The strips on the ground floor are not very clear in rhythm but show the same formal language as the lintels above. Connection the two layers in a certain way. This is hardly visible because they are painted in the same way as the window frames and hereby don't have a clear expression.

3.5.3 Open against closed frontfacade

Large openings where something came in the post-war architecture. Materials made it possible to make large spans. Also here it is possible to experience a clear rhythm of openings without any hard forms. It's almost an on-going repetition of openings. The shops function as a transparent floor which invites the urban life inside. The large openings made the commercial space on the ground floor part of the urban fabric. Because of advertisements, which make the windows smaller, and a closed back facade this more or less disappeared.

3.5.4 Frames backfacade

The frames in the back are for the dwellings in expression not very different. There is made use of one type all over the façade. The materials are a mess, there are parts made of synthetic material and others kept in wood. The colours are the same, all white.

The ground floor, the backside of the commercial stroke, is very irregular and no clear structure or type could be found.

3.5.5 Lintels backfacade

Where the lintels in the front façade also give a vertical rhythm, does the back only give horizontality. The role is less dominant at the dwellings, but maybe more dominant on the commercial ground floor. It shows in a subtle way where the entrances are.

3.5.6 Open against closed backfacade

The dwellings are mostly repetition. The openings on the backside are showing a clear beginning and end point. With the circular openings on the right and the typical different square openings on the left. The backside is a mix of the basics of the past and the needs of the current. Closed on the left side with small openings for light, and a small transition area, recognizable from phase 2, and the open structure on the right, which was the basic idea. The funny thing is that they all function the same way. As being closed, all the openings are in some kind of way blocked visual contact.

3.6 Routing and entrance

The routing of the Borstblok is something, which is specific for that area. Considering different aspects like type of function and the position in the neighbourhood. There are three important aspects of this routing, the sidewalk front and back, the entrances and the terrace.

The sidewalks around the building are large and on the backside an functionless space, because there is no function on the ground floor. This makes this side of the building a problematic area for the building and the neighbourhood behind it.

The Borstblok is facing the Bos en Lommerweg on the front façade and the Woutertje Pieterse straat on the backside, both important streets for this routing (fig 51). The Bos en Lommerweg is commercial based and hereby gives the entrances to

the shops on the ground level (fig 50). This is main entrance of the shops. At the Woutertje Pieterse straat, which is mainly focus on the Kolenkit-south, are also entrances to the shops but mainly for replenishing the stores. In the past these entrance where from greater means, because this is how the workers, which lived in the block, entered the stores. From the Woutertje Pieterse straat the inhabitants of the Borstblok are able to enter the Terrace by three outdoor staircases.

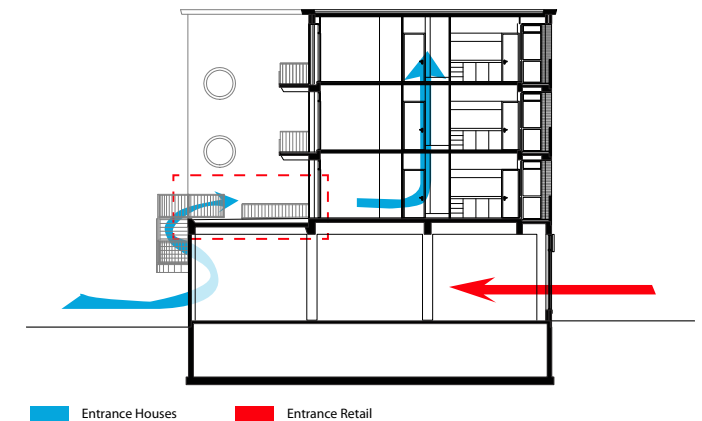
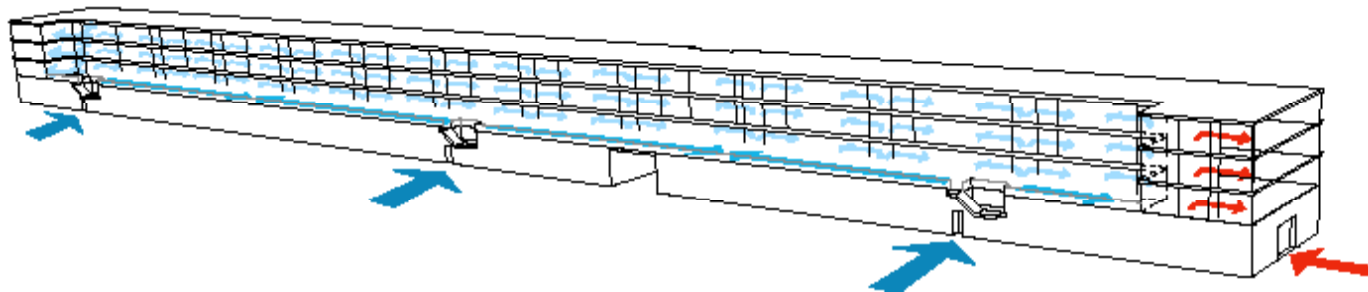
The Terrace is part of the routing, because from here you are able to reach 1 of the 13 porches (fig 49). The terrace was meant to be refurbished as a private garden for the inhabitants. Also did the terrace kept the children from the tradespeople away from those from the labourers. Small fences now separate these terraces. For the people on the first floor, facing the terrace, this is the space where they try to identify their own home.



fig 49 backside terrace

fig 50 Scheme of routing on the backside

fig 51 Routing section



3.7 Function

The building contained from origin dwellings, commercial space and working spaces. More than now was there a vertical mix of function, which were situated in the dwellings. The V&D had a lunchroom in the bottom C house above the yellow volume and in one of the C houses on the other side was a dwelling refurbished into a working space to repair clothes. For the rest did the V&D had a store in the yellow volume, now used by a neighbourhood school, which gives language courses and other small neighbourhood functions. The red spaces are still in use as retail spaces (fig 52). Furthermore are there 5 types of dwellings. A is the most common house which is mirrored. A' is in spatial structure not very different from A but is above the passage through and hereby equipped with a large glass façade and slightly hold back north-façade. House C is on the inside of the corners, mirrored as well, and is at the same porch as the end of the building. The reason why it was used a lot in the past as extra space for commerciale activity on the ground floor . House D and E are at the West-end of the building and are slightly smaller then the others (fig 53).

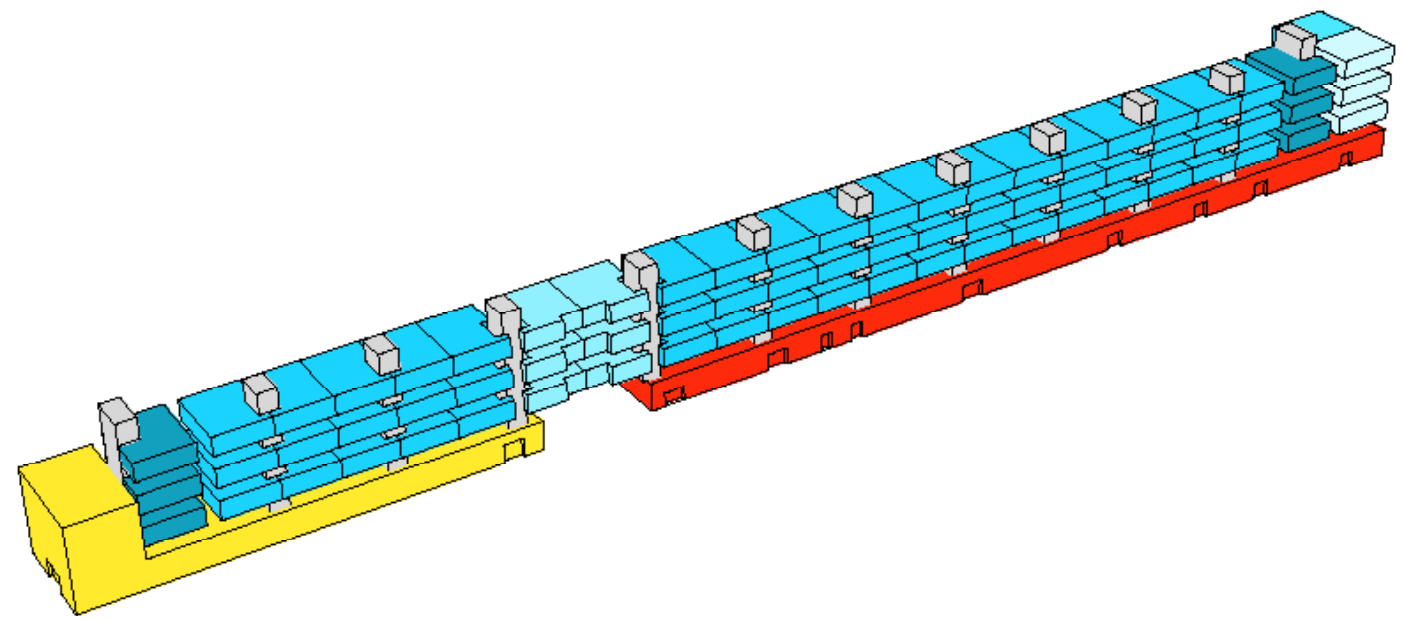
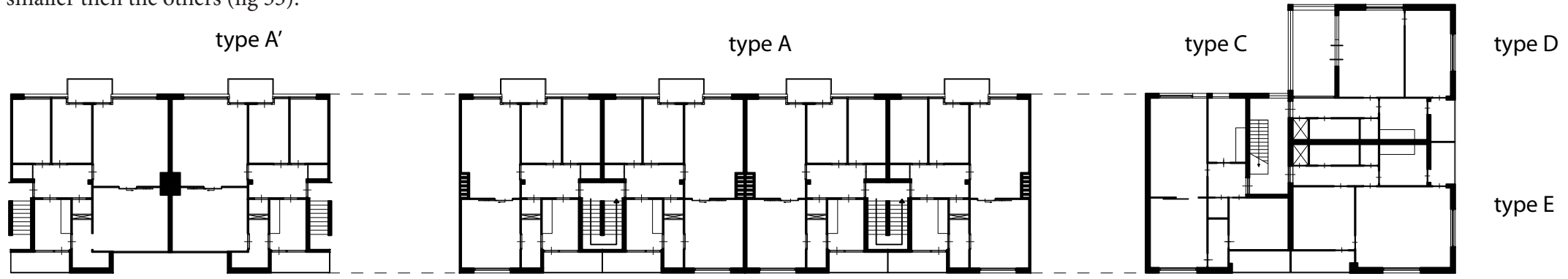


fig 52 3D function description

fig 53 Floorplans dwellings A, A', C, D and E



3.7.1 Living luxurious

The dwellings in the Borstblock are made for the middleclass worker and hereby slightly bigger than usual in the Kolenkitbuurt. The dwellings on the corners are the smallest ones, ranging between 70 square meters for type E and 75 for type D, both only having one bedroom. The biggest dwellings are located above the passage through and are around 90 square meter. The most common dwelling (fig 54) is around 85 square meters.

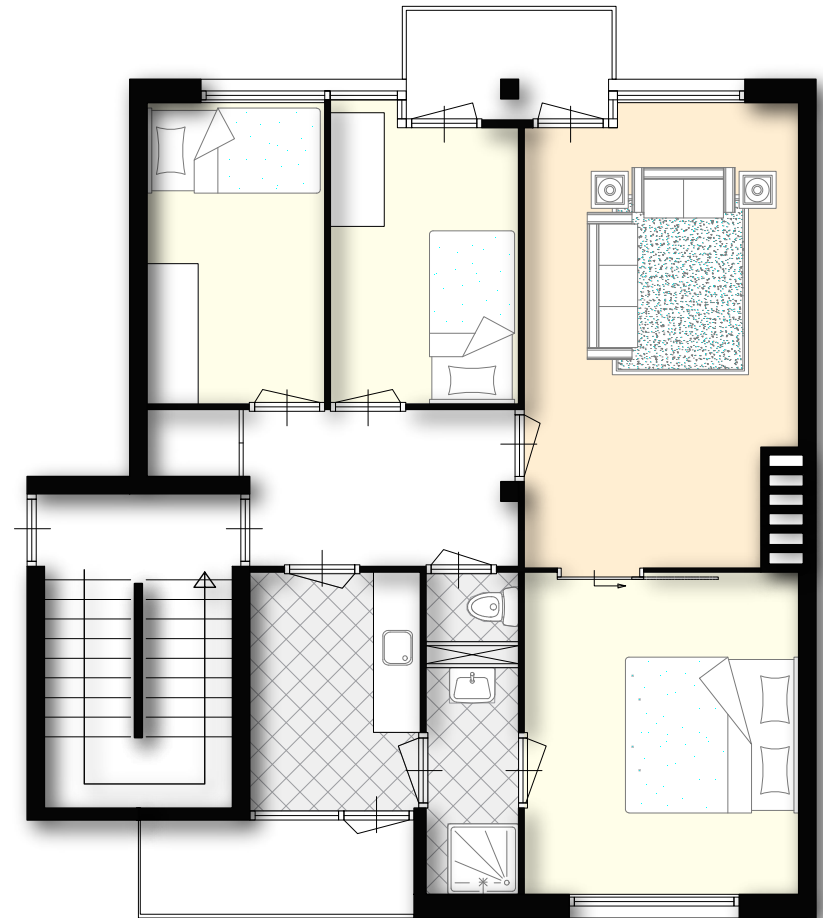
It consist out of 3 bedrooms, a kitchen, bathroom, separate toilet and a living room. The living room is facing the south facade and the quieter neighbourhood in the back. The kitchen, bathroom and the main bedroom are facing the north and thus the Bos en Lommerweg. By the increasing noise coming from this street is there a request, from the current inhabitants, to close of this balcony.

3.7.2 Flexible space

The ground floor and the basements are both constructed out of a raster of columns. The municipality only vaguely knows the division between the stores. The shop owners use it as a flexible space with a lot of changes during the usage time. The total ground floor got a total of 3190 square meters with 1056 square meters in the east part, currently housing the vocational school. The other 2134 square meters in the west part is housing 9 retail shops.

The basement is the same space with also 1056 square meters belonging to the school. The other part of the basement is a mix of storage and shops, which expended to the basement over the time.

fig 54 Zoom in of the resident



3.8 Building system

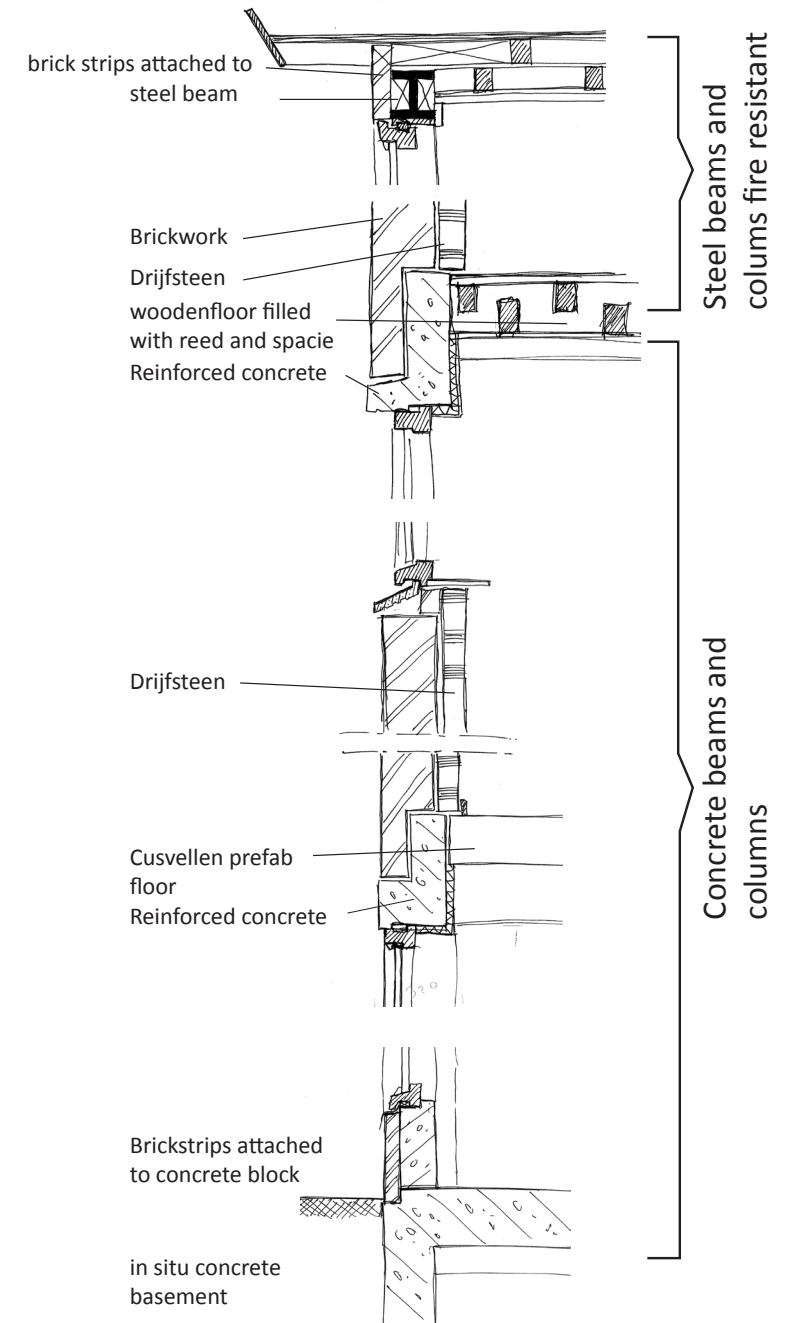
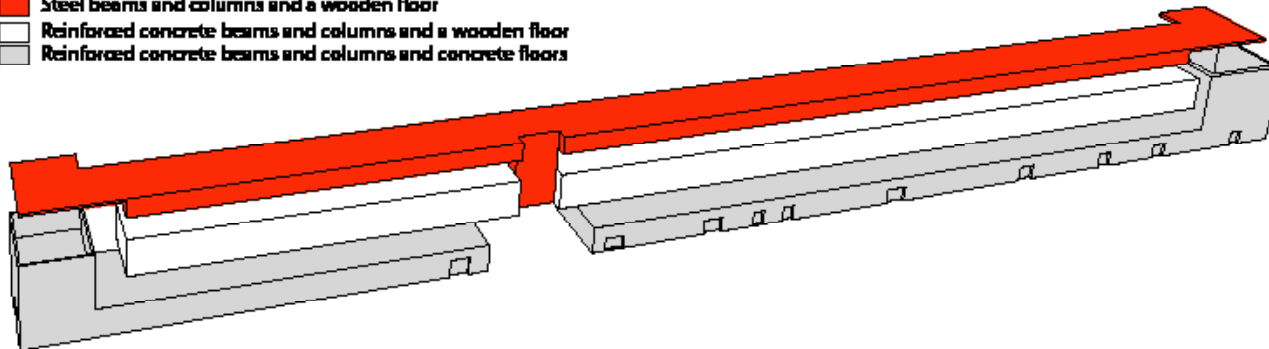
This post-war building is constructed with three kind of building systems. Three systems that arose from a condition of effectiveness (fig 56, 57). Everything is solved the most effective way. So every building system is constructed with different materials. The first system is concrete construction. Partly in situ and partly prefab. The basement under need the commercial strip needed to be waterproof and with in situ concrete was this the most effective way. The prefab cusveller-floor was needed for a good separation between the commercial spaces and the houses. It was a fast way of building and high spans where possible. Concrete was chosen over the usual wooden floors. This was mainly done to make a fire resistant separation between functions. The basement and the commercial spaces are designed to be flexible spaces with an in situ constructed concrete beam and column raster.

fig 55 Facade fragment

fig 56 Building systems overview

The dwellings above are constructed in a more traditional building system, with structural brick walls combined with reinforced concrete beams and columns to make the span for the floors and the openings in the facade. For the final building system is using steel as a basic, the roof and the openings in the facade is fire resistant steel IPE structure used to save in costs. The floors are wood filled with reed. The outer wall consists out of an not insulated cavity, with drijfsteen for some kind of insulation (fig 55). The balconies are also constructed with concrete in situ and attached to the concrete beams. The porches with are built out of Schokbeton make the whole a solid construction.

- Steel beams and columns and a wooden floor
- Reinforced concrete beams and columns and a wooden floor
- Reinforced concrete beams and columns and concrete floors



Steel structure combined with wood, top floor

Concrete structure combined with wood to carry the balconies, 1st and 2nd floor

In-situ and prefab concrete for function separation, ground floor and basement

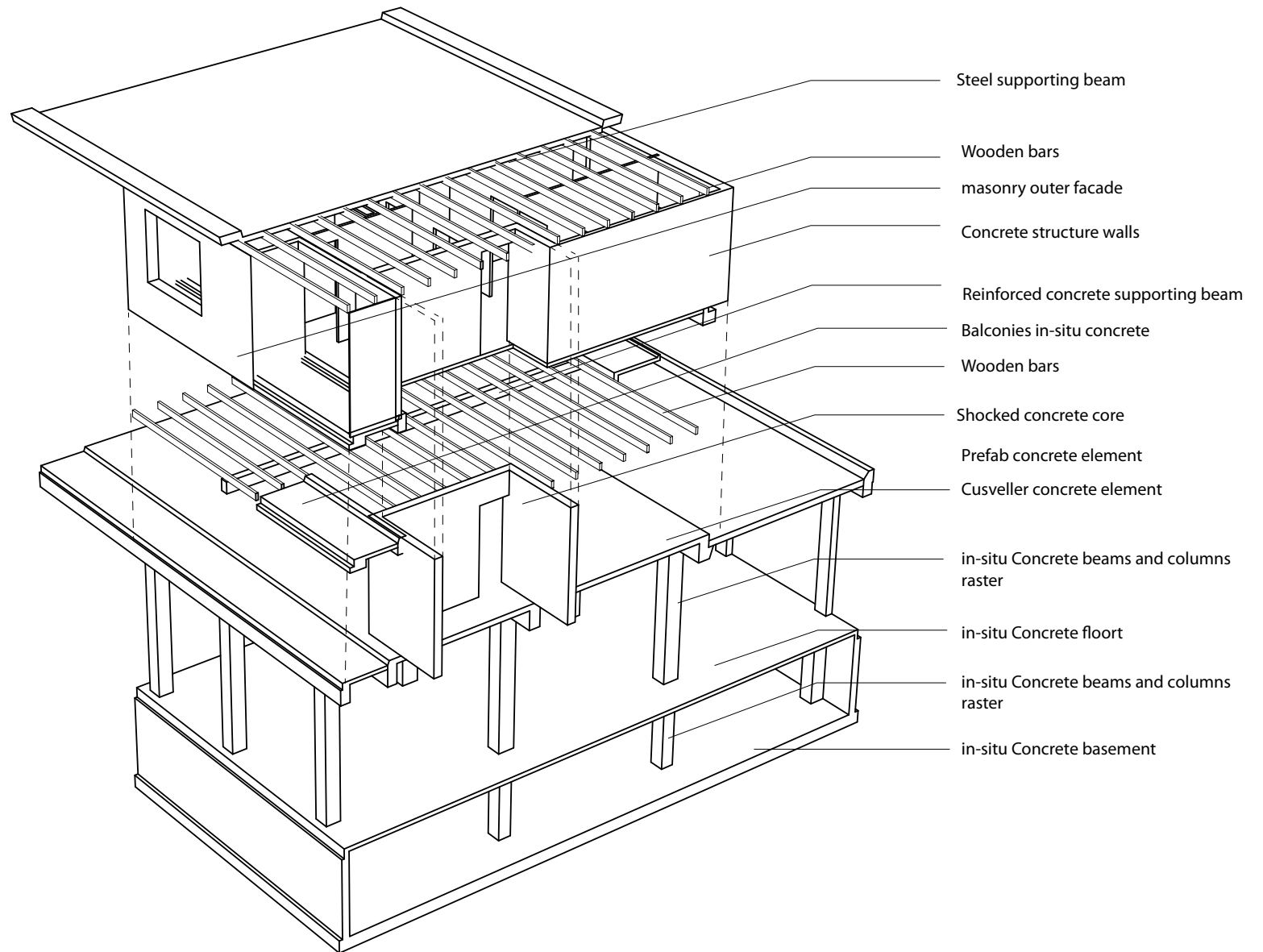


fig 57 Structural build up Borstblok

front facade exist out of a steel construction, of beams and

Balconies are supported by concrete beams from the inside

porches are constructed out of "Shock concrete"

Balconies are supported by concrete beams from the inside

Corner entrance has got a steel facade construction

concrete slabs, beams and columns

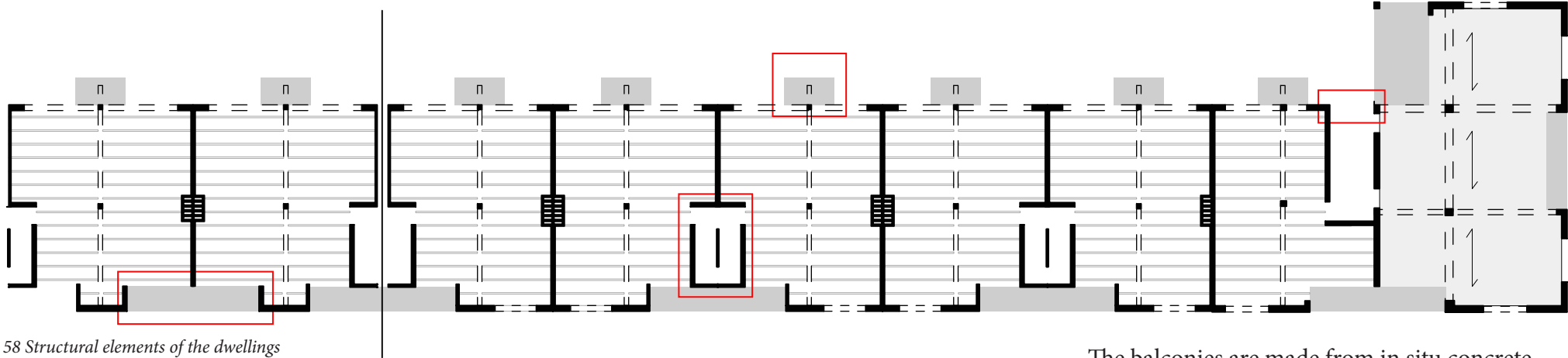


fig 58 Structural elements of the dwellings

fig 59 Coldbridge of the balconies

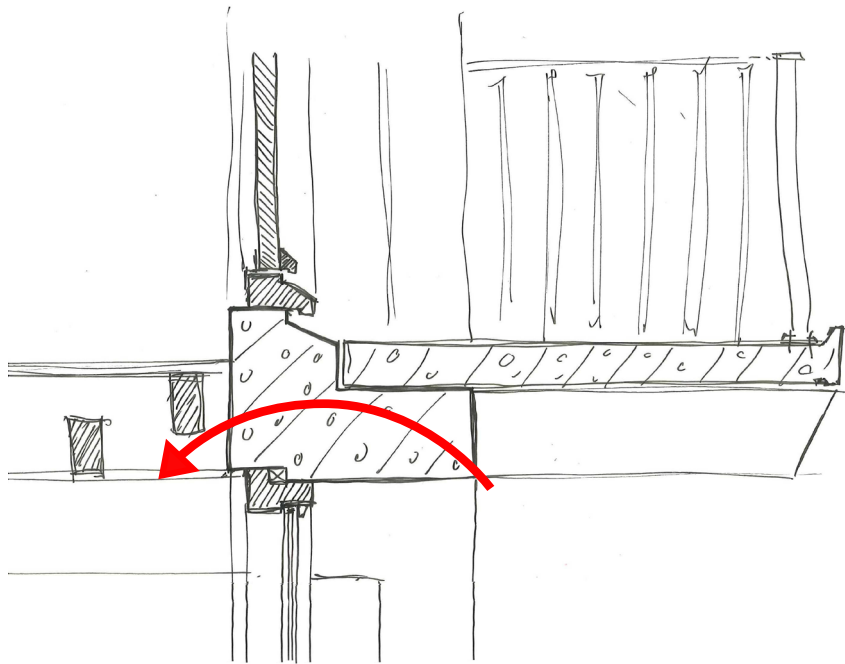


fig 60 Balconies structure



The balconies are made from in situ concrete, which is attached to a concrete beam. The concrete beam is also helping inside to smaller the span of the small wooden beams of the floor. Where the wall of brick are tried to partly insulate with "drijfsteen" walls are the balconies a weak point considering thermal bridges (fig 57). These thermal bridges have a huge effect on the energy use inside the building. The building totally counts 138 balconies, two each apartment.

In the corner of the building where the three dwellings meet, is a large different porch situated. This porch is facing the facade on the backside. This is the only part of the backside façade constructed in steel, but this is not visible in the expression of the façade. Again a typical example of the effective way they constructed this building.

Currently is the Kolenkit neighbourhood experiencing hard times. In The Future plans did the municipality pronounced the will to expend over the A10 and in these plan does the Kolenkit neighbourhood play an important role. This is scheduled between 2010 and 2020, since it currently is 2012, at very short notice. The extensions form the urban center will mainly be done through the main roads. Commercial upgrading of the housing stock and public space.

4.1 Geographical location

The A10 is the main route nearby. In addition, are the Wiltzanghlaan and the Bos en Lommerweg the major thoroughfares. Both roads are part of the main network of public transport. Sloterdijk Station is reached in a relatively short distance and the Kolenkitbuurt are city centre and Schiphol only fifteen minutes away. Metro and tram stops are in the neighbourhood and they provide the inhabitants a wide choice of connections in and around the city (Nio, Reijndorp et al. 2008). So in terms of geographical location does the Kolenkitbuurt have a positive position (fig 61). The facilities in the surroundings are also quite luxurious. With the in 2000 built new neighbourhood centre, the Bos en Lommerplein just on walking distance and towards the other direction of Slotermeer, Plein 40-45.

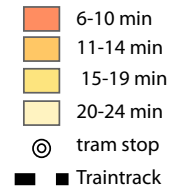
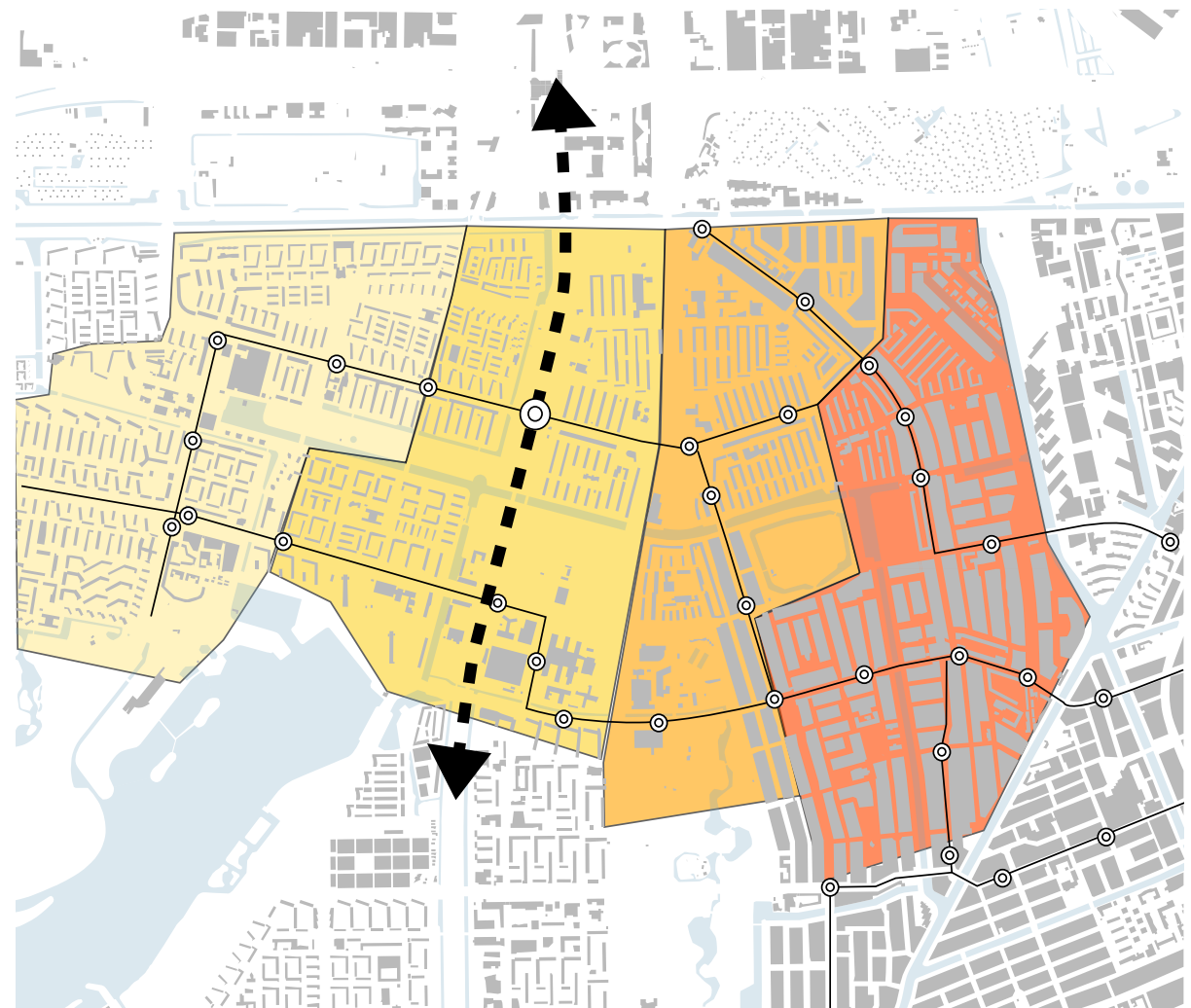


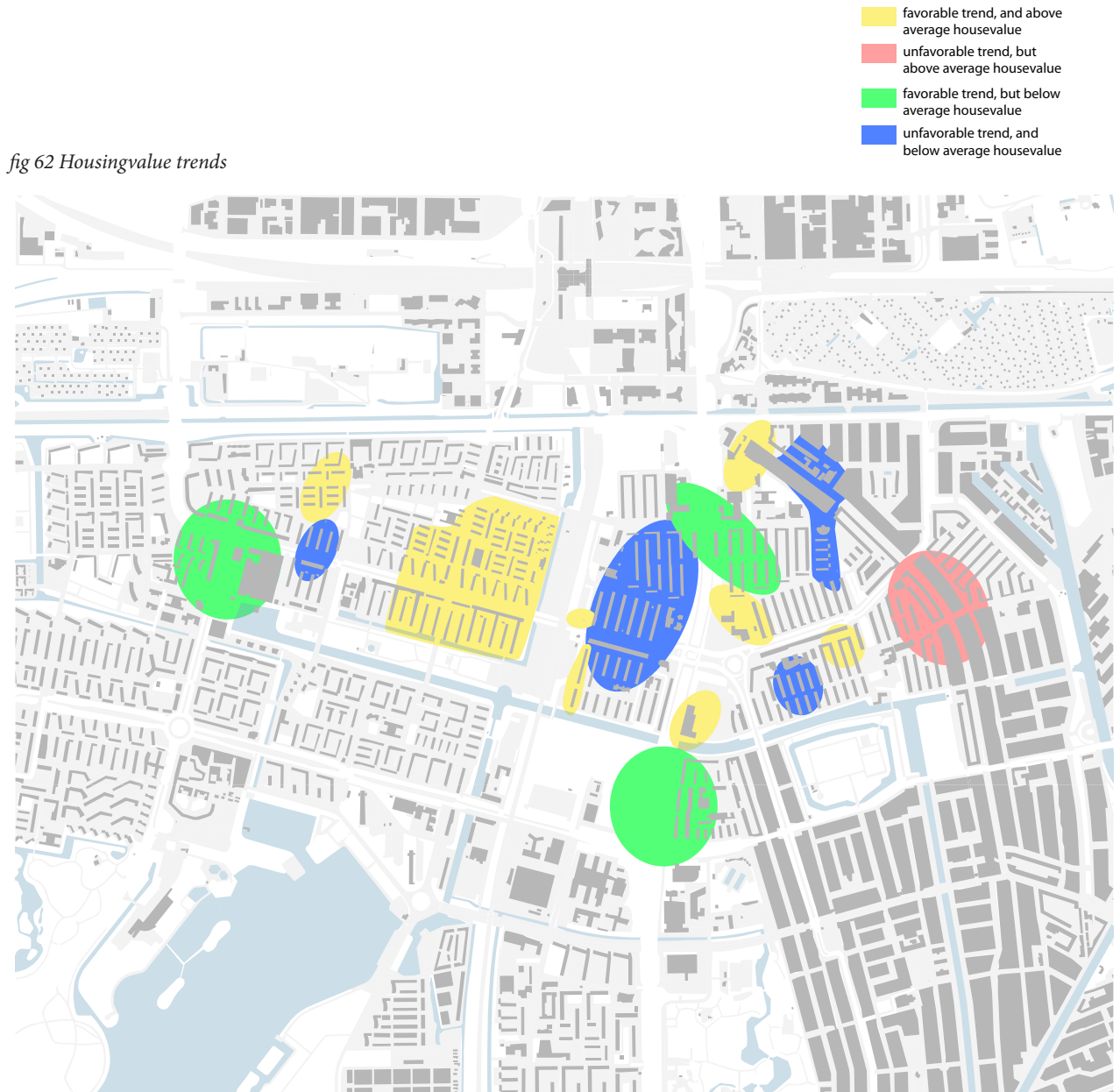
fig 61 Travel time by Bike and Public traffic



4.2 Housing value trend

Also on architectural level does the Kolenkitbuurt needs some extra steps. Partly because of an outdated technical condition in the Kolenkitbuurt did the houses ended in an unfavourable trend (Amsterdam 2012). The Kolenkit neighbourhood is labelled as an underdeveloped district in the area, marked in blue (fig 62). This is an unfavourable trend for houses with a lower average price per square meter. The area in the northern part of the Kolenkit destination is called as a favourable trend in a lower average price per square meter, this although is very attractive for prospective residents. The red areas are the attentive areas, they are in an unfavourable trend, but with an above average price per square meter. The red areas are mostly old houses which are admired for their architectural quality but technical out-dated. Yellow areas are generally the most desirable among residents and thus in a positive trend with an above average price per square meter. One of these areas is in Slotermeer just on the other side of the Ring Railway of the Kolenkit neighbourhood. Easy to see is that the major part of the Kolenkit neighbourhood is marked as a laggard area. Certainly among the growing areas in the environment, the Kolenkit neighbourhood is seen as rotten apple, a bad transition between the neighbouring neighbourhoods. This offers also possibilities. It is the district with the cheapest homes closest possible to the centre of town. With some improvement in this area will neighbourhood step into a area which is very attractive to live, because of the low costs of housing.

fig 62 Housingvalue trends



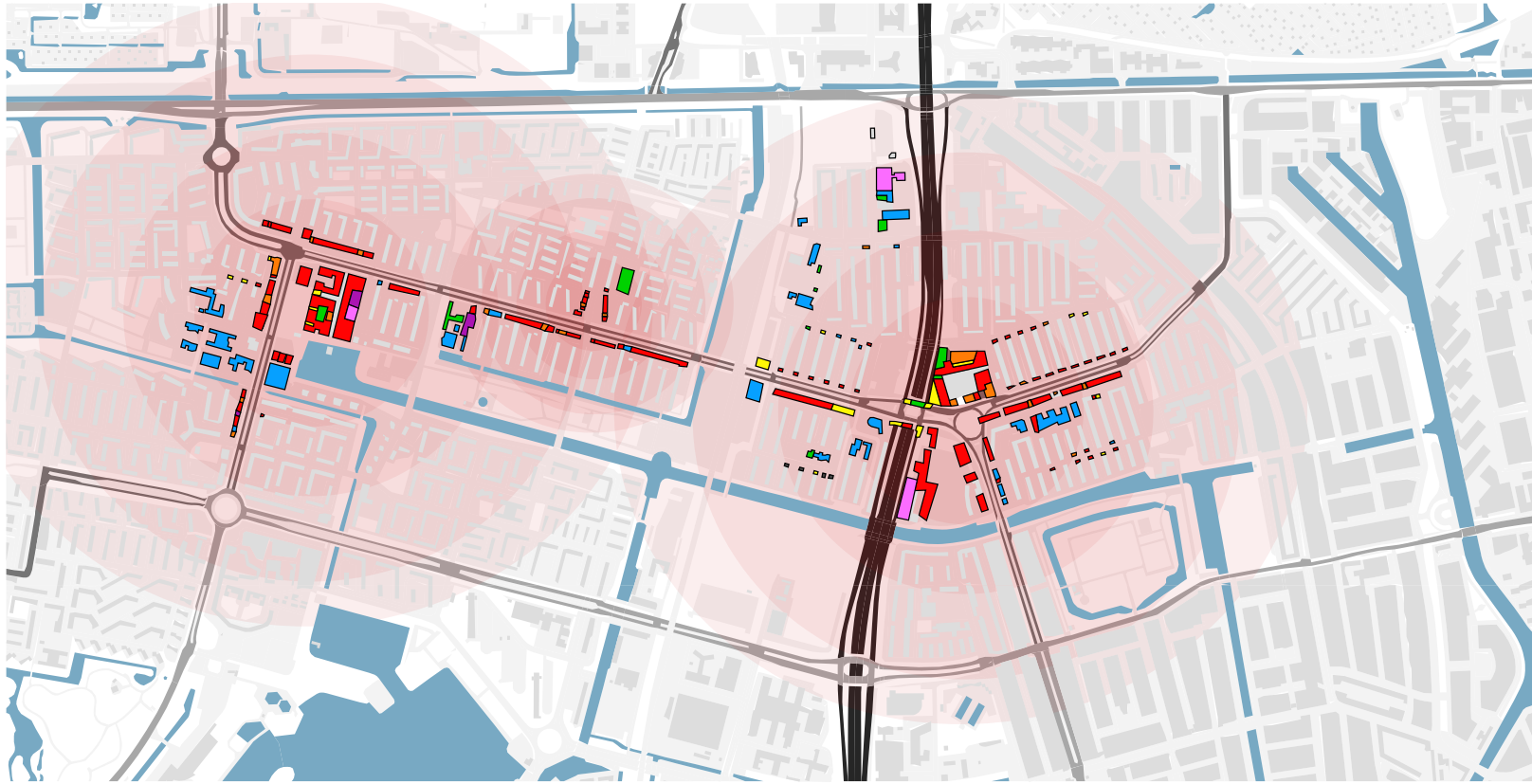
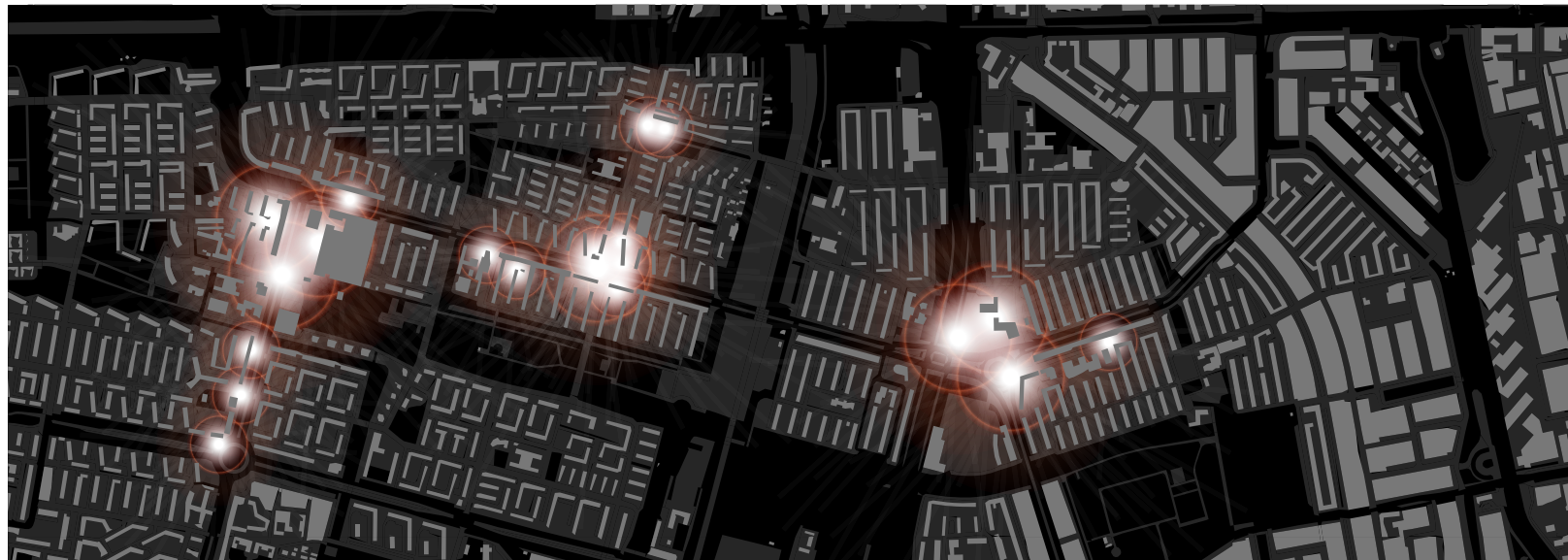


fig 63 Urban function beside of dwellings

fig 64 Night activity in the commercial street, after 9 o'clock

- retail
- Office
- Catering
- Social
- Sport
- Industrial



4.3 Functional link of the Bos en Lommerweg and Kolenkit neighbourhood

Commercially speaking does the Kolenkit neighbourhood have some trouble. There is an impending growth of vacancy and the turnover of the shops is low. The reason of existence is the low rent applied by the municipality. The Kolenkitbuurt have almost no shops. Most retail is situated in the Borstblok. After the disappearance of the V&D subsidiary in the Borstblok, did also hereby all the shops with basic necessities left. The range of shop is now restricted to include a vocational school, a travel agency, photo shop, Islamic Clothes store, fishmongers, furniture and a white and brown goods business. The Bos en Lommerweg is a transit route of shopping (Bos and Lommerplein, Bos en Lommerweg and the Burgermeester de Vlugtlaan). The heads of the blocks provide here and there small (service) enterprises in the former neighbourhood stores. The entrance to the neighbourhood at the Bos en Lommerweg is a bottleneck. The shop plinth in the Borstblok reinforces the negative image of the neighbourhood. Additional commitment to upgrade the shops and to recruit new stores is important.

This missing link did partly come by the relocation of many stores to the Bos en Lommerplein. This feature analysis is based on the buildings directly connected with the Bos en Lommerweg and the Burgermeester de Vlugtlaan, from the Bos en Lommerplein towards the Plein 1945, the two commercial centres nearby. In the course of time,

did halfway a small centre at the Mayor Fockstraat arise (fig 63).

It is from great importance to the Borstblok to functionally connect to this functional rearrangement of the neighbourhood. Remarkable is that the Borstblok, from downtown, in the east begins with a vocational school, with the appearance of an office building (fig 63) (Amsterdam 2012). The rest of the commercial strip contains retail, but which do not provide for the basic needs. This will never get the vibrancy that is so desirable in that part of the Bos en Lommerweg. The development of function is directly also the reason why the backside of the Borstblok is so problematic.

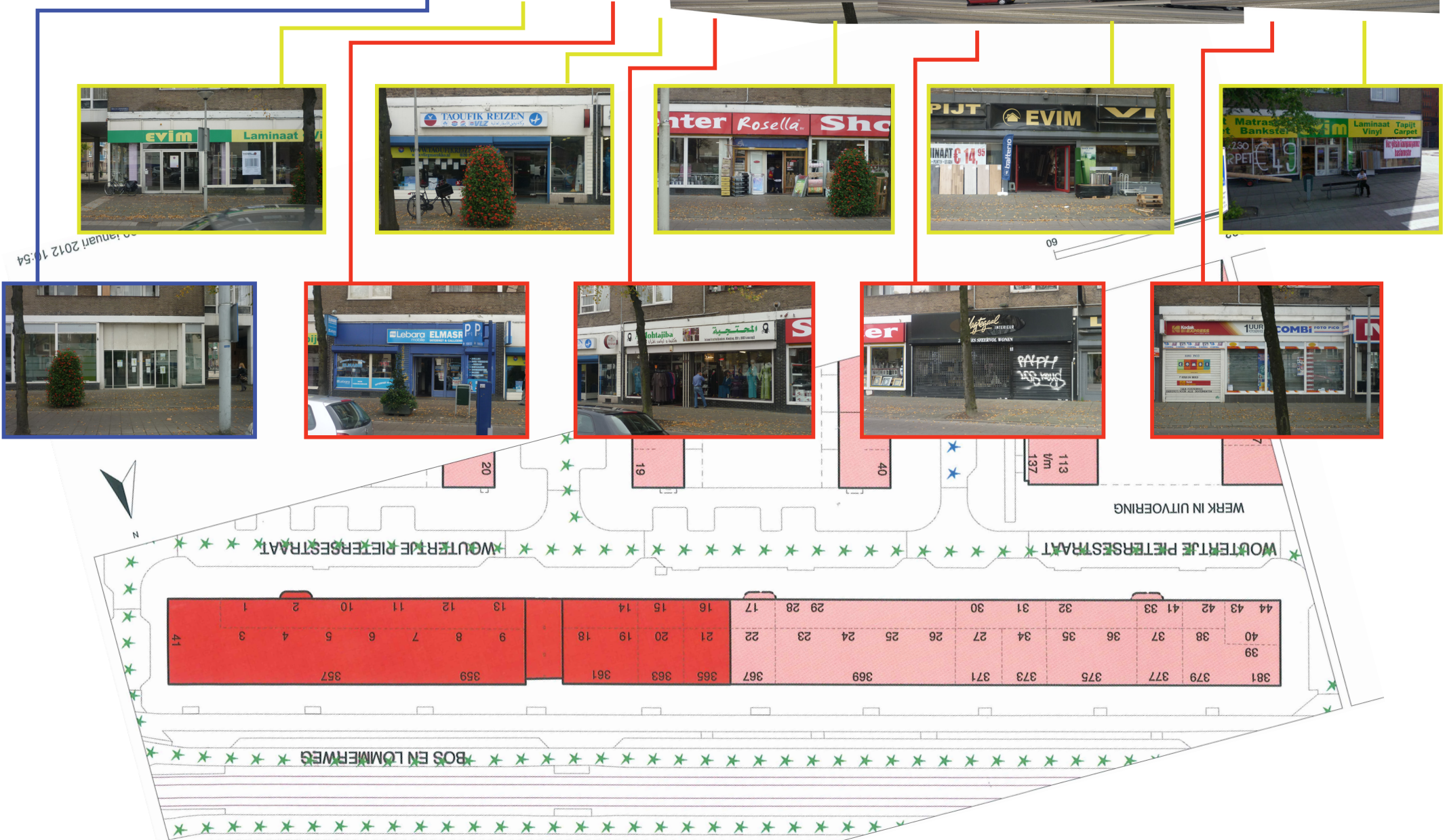
The functions are reflected in the facade, the commercial shops do not foresee in the need of the area and focus on a larger scale, and hereby is the main focus towards the Bos en Lommerweg. Where all commercial functions are closed at the backside is this different for the vocational school, Capable. The vocational school meets the needs of language courses and neighbourhood meetings. Also are there people from the neighbourhood visiting the school to drink some coffee, while they have nothing to do with this school. The in a good way functioning vocational school is in contradiction with the future plans of postponing the centre throughout these streets from the municipality (fig 67,68). The municipality wants to have most of the main streets containing a commercial function and the social and office functions must be located in the districts themselves. Definitely the position of the vocational school, at the commencement of the

building, is problematic and hereby lacks the connection to the other side of the Ring Railway.

What is also striking is the mix of functions. The Bos en Lommerweg at the other side of the A10 does also contains catering. Catering contributes to social control, drawing locals and a comfortable way of shopping. Also during the night, is it very important for the feeling of safety on the streets, that the Kolenkit neighbourhood make the next step (fig 64). The already surrounded Kolenkitbuurt is a very unpleasant area to walk through. The two commercial centres jump directly into the eye, as connecting the Burgermeester de Vlugtlaan en de Bos en Lommerweg. Between the Ring Railway and the A10 highway is only the Vocational School for neighbourhood functions sometimes open until 9 am.

Shortly said, does this neighbourhood miss a good mix of functions. Functions directly needed by the neighbourhood itself. Also does it lack of an attractive image that makes it attractive for people to make a stopover. There is no clear focus of this area and there is no initiative sending it towards a specific direction. A change of focus is needed.

fig 65 Entrances at the commercial street



4.4 Composition of the Bos en Lommerweg

The plans for the Bos en Lommerweg were already made before to war in the plan Bosch en Lommer in 1935. Here did they experiment with scale and hierarchy of the streets (fig 66). The Bos en Lommer would become important street with in the centre a tramline. There is car traffic on both sides and a service road on the north side to provide the dwellings from cars. The bicycle tracks forms the separation between the busy street and the sidewalk. In essence this is also what is realized, but an important detail they always incorporated was the caterpillar above the shopping strip.

The pollution of the façade of the commercial spaces has an important role on the image of this building, like mentioned before (fig 65). Starting with the school which looks like an office building. It is the first part, which is encountered, that comes

form the Bos en Lommerplein, the façade is open but closed for any visible connection (fig 68). The façade changed into an aluminium frame façade. The advertisement is the main pollution on these facades. Size, shape and colour screaming for attention, are dividing the stroke into individual shops functioning alone. It is something, which happens in the centre as well for instance, in Oud West, the Kinkerstraat. But here is a clear vertical all over the façade with different houses. This is something that the designers of the AUP wanted to change in the post war neighbourhoods, blocks will function as one. The caterpillar was according to the designers of Plan Bosch en Lommer a solution (fig 70). This was applied on the other side of the A10 Bos en Lommerweg. Here a very clear horizontal movement is noticeable. At the Borstblok did they make use of lintel, which was kept free from any advertisements. The advertisements were put above the lintel and hereby let the horizontal lines where they needed to be and the glass facades as big as possible. In the current situation are there no rules of

applying them.

The public space on and around the Bos en Lommerweg where from a revolutionary size compared to the historic city centre. The idea about this streets where quite detailed. Threes were given place and the car definitely didn't had any parking space in these streets. During time did some things changed. The above wiring of the tram where attached to the Borstblok to give extra light to the sidewalks and stability. Also parking meters, traffic signs and extra vegetation got their entrée into these streets. All places in different times and hereby blurring the real identity of urban planning of the AUP.

The combination of both the façade of the commercial stroke and the refurbishment of the public space around it make it an area, which couldn't be identified. It can't help the Kolenkitbuurt to another level, because there is no unity and no logic.

fig 66 Street profile at the Bos en Lommerweg



fig 67 Old situation advertisement on the facade

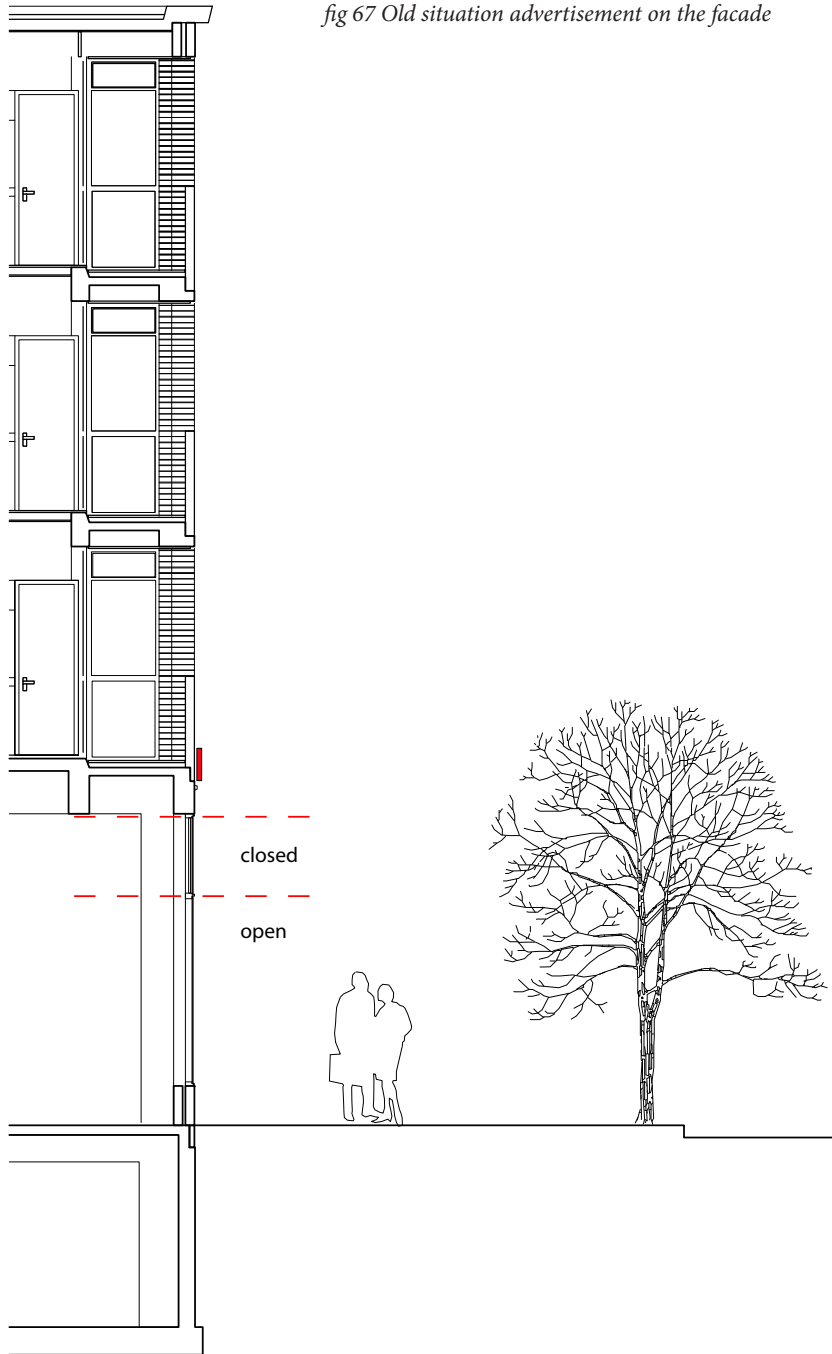
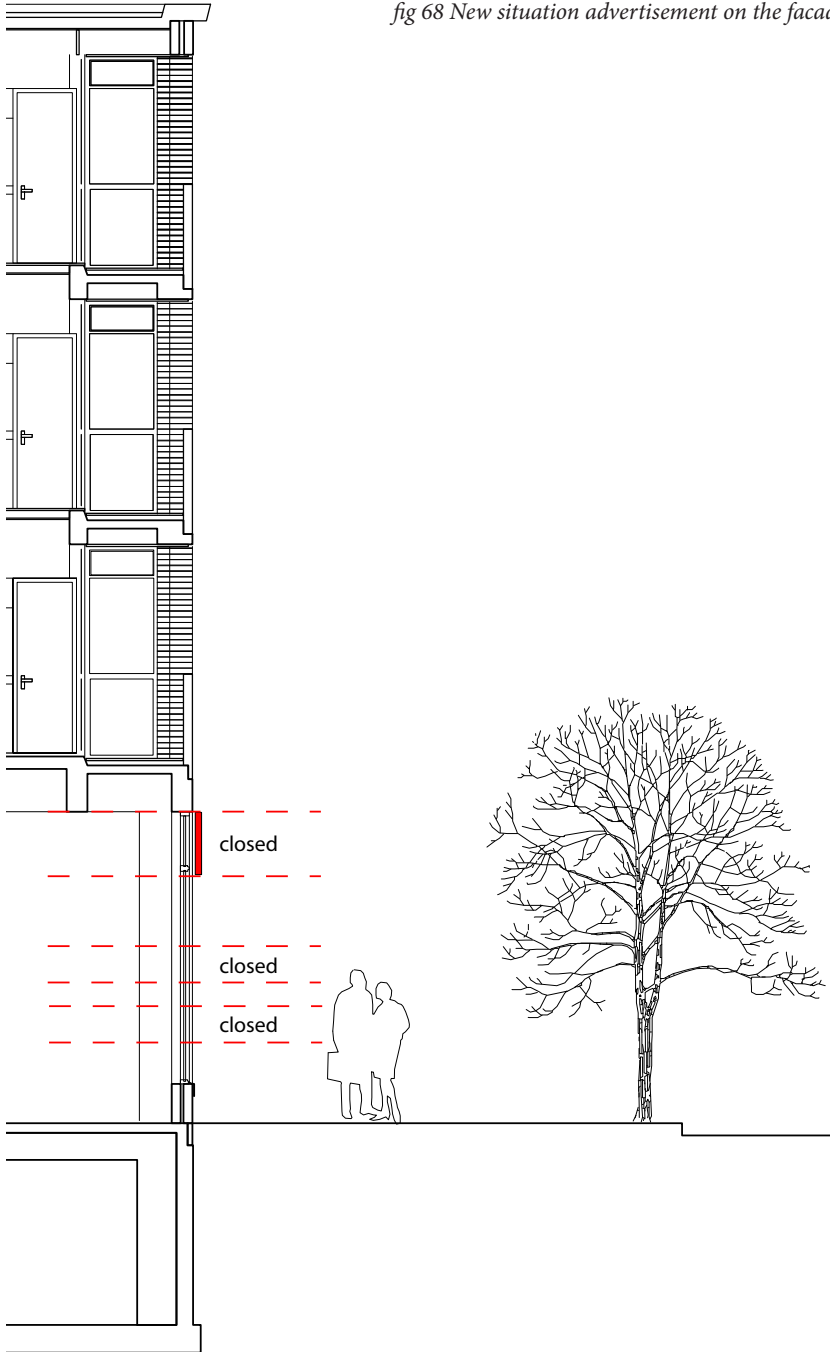


fig 68 New situation advertisement on the facade



4.4.1 The other side of the Bos en Lommerweg

The other side of the Bos en Lommerweg that is considered to be a successful street in his function has some detailed differences compared to the part in the Kolenkitbuurt.

The first detail, which is clearly visible, is the cantilever. The cantilever is giving a clear separation and hierarchy in the façade of the building block (fig 69). The division of the stores are not carried on onto the façade of the dwellings above. Also is there a clear difference in architectural language. The advertisements of these stores are placed on top of the cantilever, whereby the commercial strip is functioning as one. The Borstblok constructed with the same idea, showed in the first years almost the same hierarchy, but without the cantilever. Now it can conclude that it is more vulnerable way to do it only with a large lintel. The cantilever is functioning as an “encroachmentzone” for commercial spaces. Giving the pavement more hierarchy and sending the pollution, which is also in this part, more to the background. Bikes are placed between the cycling path and the pedestrian area, creating an extra layer between the busy road of the Bos en Lommerweg.

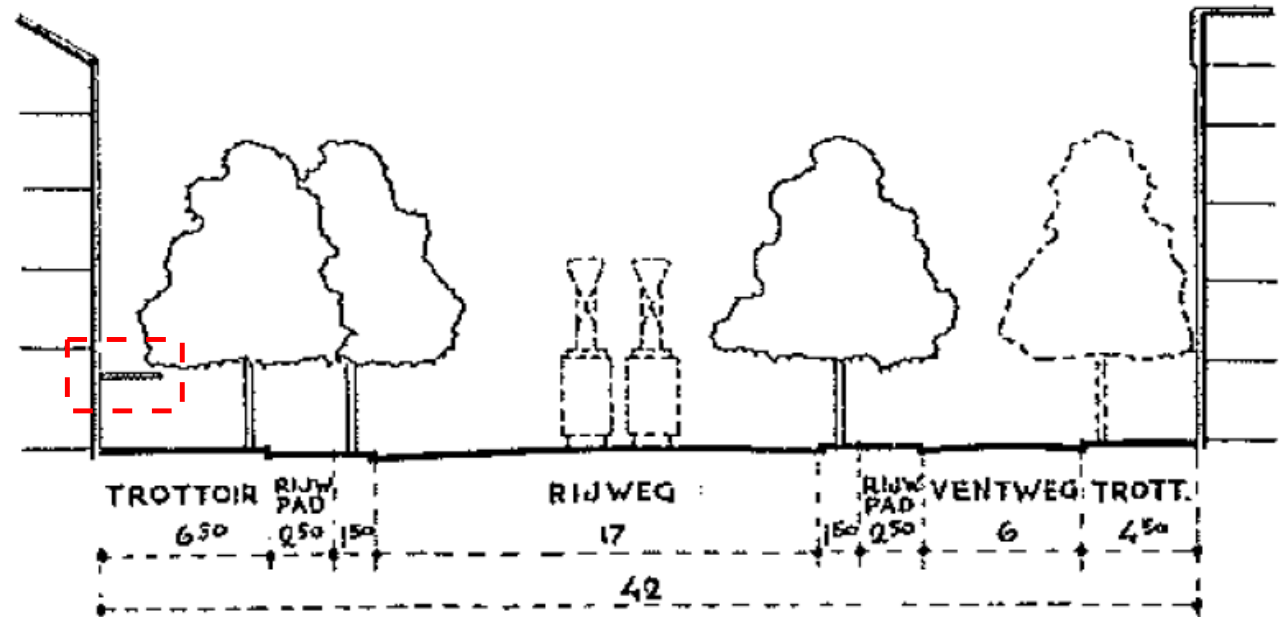


fig 69 Bos en Lommerweg on the otherside of the A10
fig 70 Section Plan Bosch en Lommer 1935, of main roads like the Bos en Lommerweg

4.5 Typology of shopping streets

To put the Borstblok in a perspective regarding shopping streets, there are some comparisons to be made. There are a number of very different examples. From nearby and specific to a more general example, that could be everywhere in the world.

Between these typologies are some crucial differences that are important for the functioning of these streets. How functions work together and what kind of hierarchies there is within the shopping area. Front and backsides plays an important role. From where are the specific functions accessible. The Borstblok is compared with the eastern side of the Bos and Lommerweg, the Kinkerstraat, the in the 1950s revolutionary idea behind the Lijnbaan in Rotterdam and the traditional urban block recognizable mainly from Barcelona and America.

The Bos en Lommerweg is located on both sides of the A10 and is built with the same principle of plan Bosch and Lommer (Expansion plan Bosch and Shade, 1935). Both are mainly one side orientate shopping streets with a block located south guiding this street. The dwellings are located on top of this commercial strip. There are some fundamental differences. For example is the east side built before the Second World War and the Borstblok after. But the biggest difference is the functions of the front and backside. The part constructed before the War got supplied and is accessible, both the stores and the dwellings, from the Bos en Lommerweg. Therefore did this part have no functional link with street at the backside. This is only used by

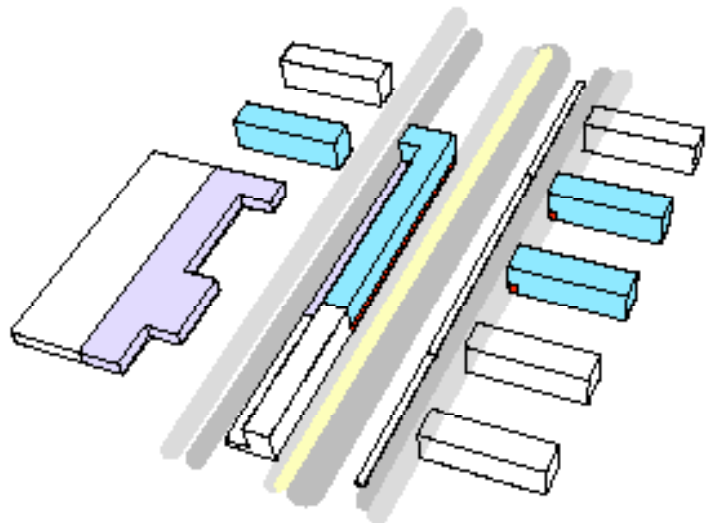
the social functions of the school, coloured purple. The houses of the Borstblok are only accessible at the back with a function less ground floor, this is experienced as being unpleasant. This type of street is the most common shopping street of the AUP, where the backside of the building was considered to be a front side as well.

Hierarchies of the street with building blocks
The Kinkerstraat is a street in West Amsterdam, built in the late 19th century, is predecessor of the post-war shopping street. A mix between the post-war shopping street in Amsterdam West and the traditional urban block. The traditional urban block doesn't know any hierarchy in streets and hereby no hierarchy in function (fig 71). The separation is made strictly vertical. Shops are situated on the ground floor, offices on the second floor and dwellings on top. Every street is accessible by foot and by car and the supply of the shops is arranged at the front side, because the backside is facing a private courtyard. Where the hierarchy is different between the streets is it possible for the offices and dwellings to come to the ground floor, this is the case at the Kinkerstraat.

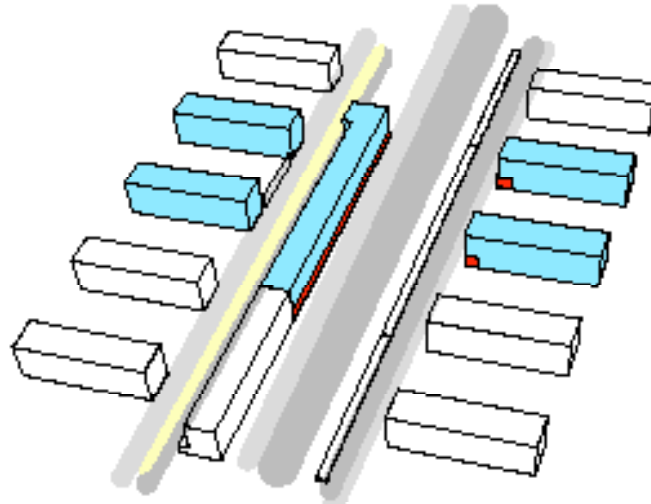
All of these streets are located on the edges of the city centre and have both a commercial function as being a transition zone. They have a regional function and form a pre post for the centre of the city. In most cases are these streets equipped with public transport. In most cases do these streets deal with the trend of one-stop-shopping: cyclists, car drivers, which only do an errand and then move on.

Commercially attractive, but the sociability in the streets can be improved if this could be combined with long stay facilities (platform 1997).

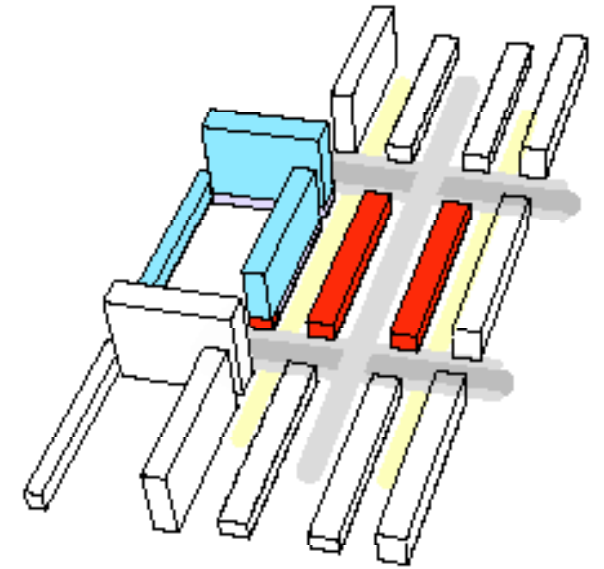
Shopping streets are facing difficult times, mainly because of decrease of purchasing power, an increase of unemployment and uncertain time of the economy. Also new trends like web shops are problematic. In 2012, the inclusion of retail space increased further. This also applies to the supply of retail space. The A-locations in larger cities suffer little affected by these negative developments. The famous shopping streets in the larger cities of Amsterdam, Utrecht and The Hague, still have and high demand for retail space and this ensures stability of rents. The trend started a few years ago inception in 2012 by. This means that the subsidiary companies are increasingly present in urban centres and smaller retailers are forced to go out of the city centre. Despite this development, we note that the vacancy at this B and C locations in the small and medium-sized cities, which rises "holes" in the routes of shoppers (vastgoedrapportage 2012).



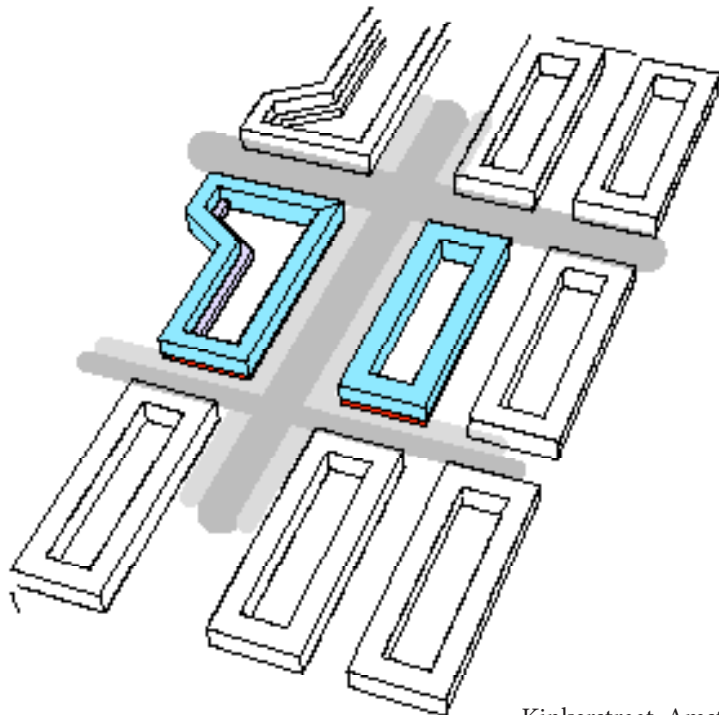
Pre-War Bos en Lommerweg



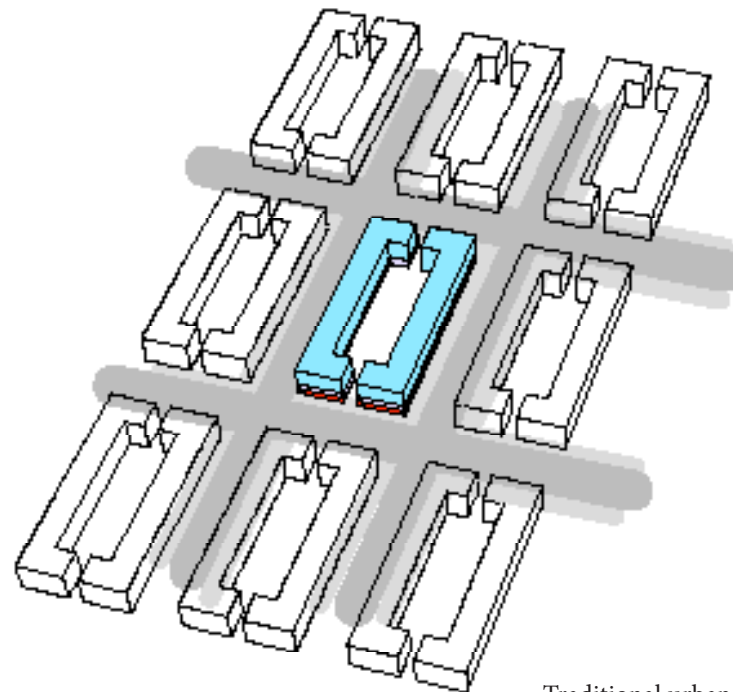
Post-War Bos en Lommerweg, Borstblok



The Lijnbaan, Rotterdam



Kinkerstraat, Amsterdam

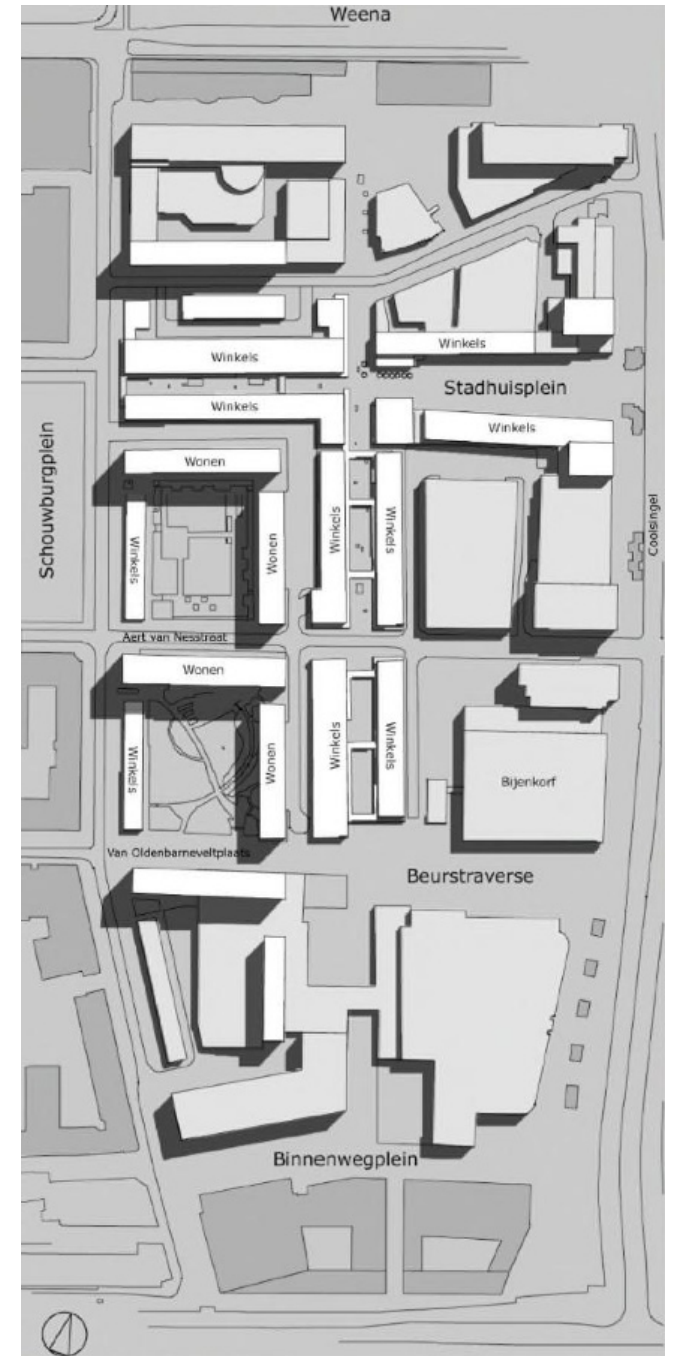
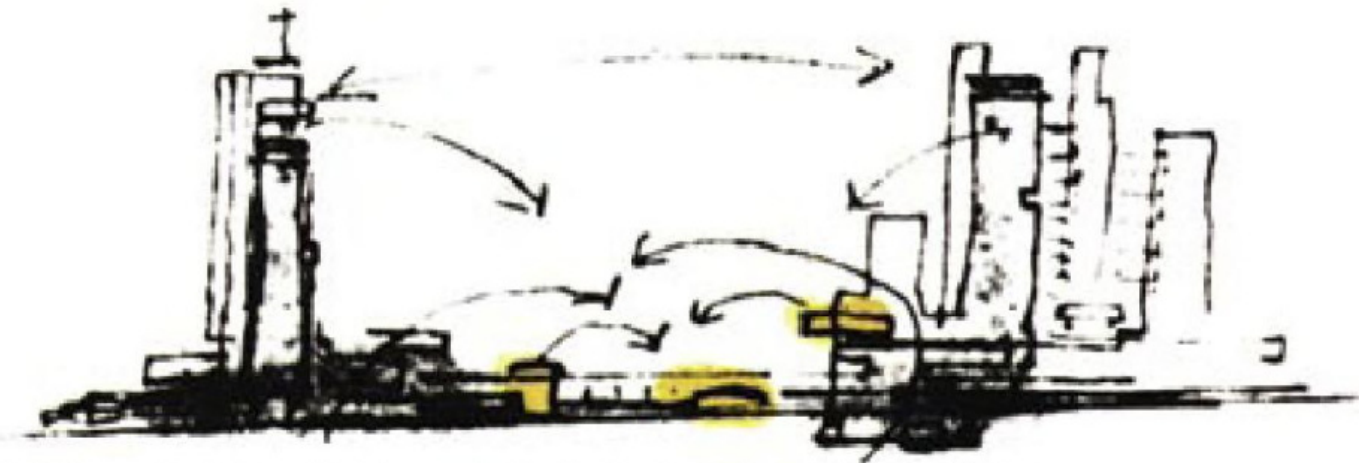


Traditional urban block

A more central located shopping street is the Lijnbaan and suffers less of this development. Van den Broek and Bakema, just before the Borstblok, built the Lijnbaan in the 1950's. The Lijnbaan is in its build up a reassemble of elements of the traditional building block. The result is an open city part in dense urban fabric, where people worked, lived, rested and shopped. In the centre of this area is the walking street situated with low-rise shopping strips. Behind this streets mid-rise residential block, constructed in hooks with high-rise flats. Built around a semi public courtyard, comparable with the courtyards of Bos en Lommer. Instead of stacking up functions did they make disconnection of the dwellings and offices into buildings behind the shopping street. In between they where able to supply the stores, at the backside (Naorlogse winkelstraten, 2010). The walk along the windows was revolutionary idea in that time. The cantilevers provided protection against wind and rain and people where no longer harassed by the increasing importance of the cars.

fig 72 Function of the Lijnbaan, from above (Masterplan lijnbaan 2006)

fig 73 Section design sketch from Van de Broek and Bakema of the Lijnbaan. Interaction between functions (Masterplan lijnbaan 2006)



The Kolenkitbuurt is under pressure from different sides. There are many prejudices about it and it is appointed to be the worst neighbourhood in the Netherlands. Amsterdam is one of the few cities in the Netherlands where housing demand is not declining; the town has some big plans for this area. These plans were started around 2000 and are now more or less put on hold because of the economic crisis. The Kolenkitbuurt is now facing an identity crisis, given that they do not know whether she lives in the past, present or in future.

The district has had a good connection from origin to the historic centre of Amsterdam. Developments in the past, separated the Kolenkitbuurt physically, but also mentally from the eastern part of Bos en Lommer, but the good accessibility remained. This confinement between the A10 and the Ring Railway also gives a certain intimacy to the district in return. This brings the district more in the lee from the busy city life.

From the past until around the eighties, there has been a large social identity change. In the beginning years of the district, there were mainly Dutch and Dutch-Indonesians who came to live here. Often moved from the small houses of the city centre to the, in that time, spacious houses and public spaces of Bos en Lommer. Around the 80ies this target group mostly disappeared out of the Kolenkitbuurt and nowadays the neighbourhood mainly exists out of non-Western immigrants, low-income and high unemployment. There is little involvement with the neighbourhood and its surroundings.

The Borstblok is a good example and plays a big part in this decline. It was from the origin the commercial connection between the city centre and the district New West. It had an important economic and social role within the neighbourhood itself. By including the advent of the Bos en Lommerplein and the plans for the future, the Borstblok couldn't fulfill this link function. The stores of primary need goods have all disappeared overtime. There are no features that neighbourhood and the surrounding can provide from their needs at the same time. All functions on the ground floor have a backside, where it was supposed to be an all sided and all serving part of the building. The plinth is filling up the needs of this neighbourhood, but is forming the missing link for the commercial roll-out area to the Burgermeester de Vlugtlaan in New West Amsterdam. The retail trade in the block has a difficult time to keep his head above water and have no relationship with the neighbourhood; this is clearly reflected in the detailing of the rear and front façade of the building. The backside is seen as a problematic area, this is partly due to the closed shop space at the rear. Shortly said, the variation of functions is too monotone to function well and there is not enough initiative from the inhabitants of the area to stand up for their needs.

The housing supply in the area is limited and shows little variation. There is a high demand for bigger houses. The Borstblok contains 4 different kinds of houses and are very variable in size and relatively large for the Kolenkitbuurt. The Kolenkitbuurt is currently facing a negative housing trend, with

cheap houses. This due to the technical arrears of the buildings. There is no natural transition of the housing stock in that area and hereby creating a monotonous society. It is also an opportunity for development in the neighbourhood. It cannot be much worse, and every development can be a big difference and is therefore welcome. Good priced no nonsense residences is what Amsterdam needs.

It is therefore important for the neighbourhood to make things happen at this time. The battle between the lack of money and the ambitious plans for the future got the Borstblok, and thus the area, in its grip. The district will be demolished within an indefinite time, with the directive of 10 to 15 years. The difficult situation of real estate property in the neighbourhood, makes the owners choose for a passive attitude toward development. There will not be invested for a short period, which will never be profitable. It will after all be demolished. With this attitude, especially with the uncertainty of the situation, does the neighbourhood decreases even more, and it shall have a harder time to come back to the level where they want to be. This is for a neighbourhood with this reputation no positive data (fig 74).

Architectural speaking, it is constructed in a very effective way. The construction is a hybrid construction of concrete, wood and steel. In the passage, the construction is only constructed of steel and timber to make it as light as is possible. The building is from itself clearly laid out and constructed with little detail. This makes the building vulnerable in his appearance, but this is also an immediate opportunity for change. Every intervention will make a big

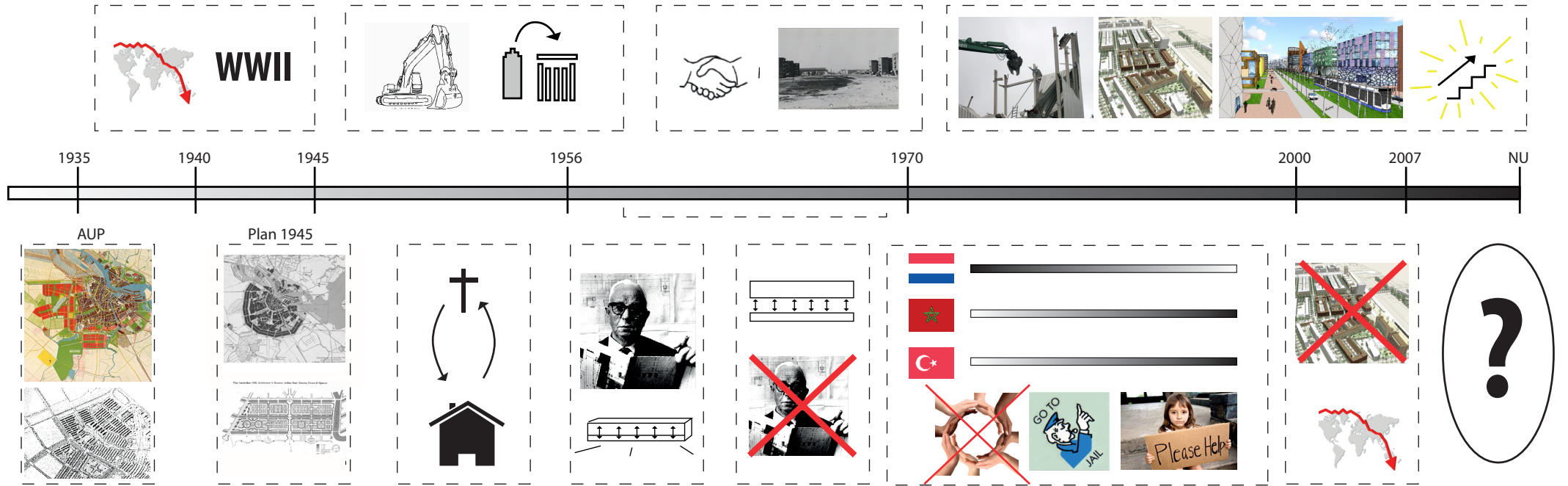


fig 74 Timeline Kolenkitbuurt and Borstblok

difference. The rhythm of the façade and the manor of accessibility can be considered to be a strong point of this building. Elements in the façade lack a certain degree of hierarchy, making this building weak in its expression (fig 78).

The public space around the Borstblok with the organisation of the Bos en Lommerweg got the same lack of hierarchy (fig 77). It is from great importance by transiting through this neighbourhood but also by entering. The Kolenkitbuurt south is only reachable passing this public space.

So currently, this area is weak in the link towards the surrounding area and in the area itself (fig 75). Weak in technical, social, functional and in public way. The only way to prevent the neighbourhood to slide even further back is to make a start right away. Use the unique openness of this area in advance. This neighbourhood could be the perfect mix of living in the lee in a dense urban context.

fig 75 Lack of connection to the facing areas

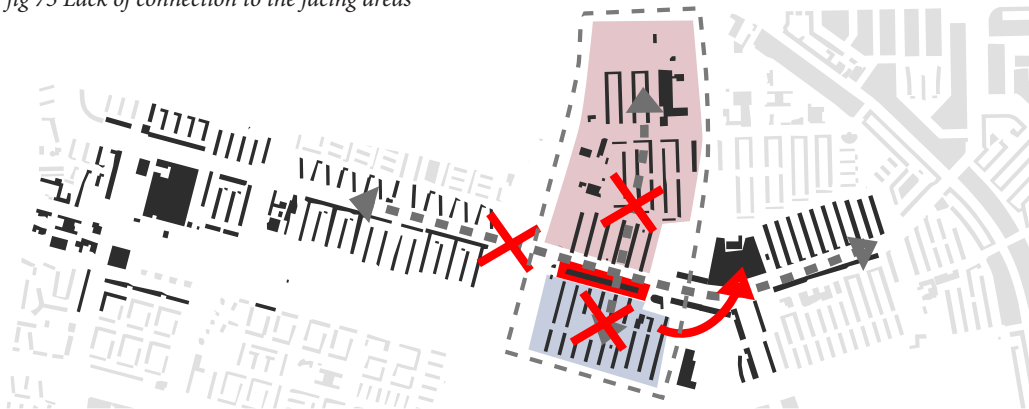


fig 76 Orientation of the Stores

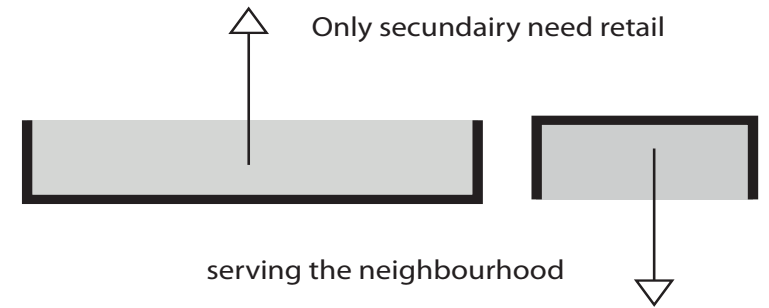


fig 77 Public spaces around the Borstblok

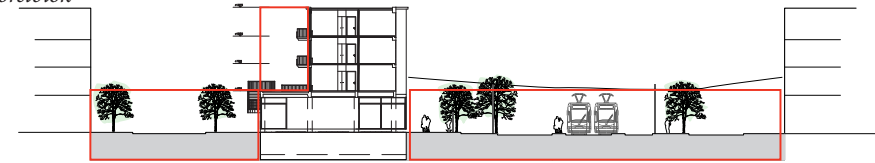


fig 78 Iconic elements of the Borstblok



fig 79 Current inhabitants

STRENGTHS**W**EAKNESSES**O**PPORTUNITIES**T**HREATS**KOLENKITBUURT**

- Urban setup: Light, air and space
- Geographical location towards the centre and Schiphol
- Centre of attention, first on the list for development

- Poor establishment public space
- Onesided inhabitants with social and economic problems
- Negative buildingvalue trend
- Bad image inter alia, by the Borstblok

- Low housing prices of this area
- Profit from the already done interventions
- Profit from the cities ambition

- Different interest ownership and inhabitants
- indecision of the future, waiting will be killing
- Identity crisis the mix of building styles in this neighbourhood.

BORSTBLOK

- The long urban setting along the Bos en Lommerweg
- Contains large houses
- Separated routing path on top of the shops "the terrace"
- Large facade openings
- Clear separation housing and shops

- Onesided orientation of the shops, creating to backsides with this building
- Vulnerable for pollution on the facades
- Poor thermal insulation
- Poor acoustic seperation
- Outdated maintenance
- No clear entrance

- Profit from his orientation towards the sun
- Enjoy a temporary infill
- Be the example for the neighbourhood to follow
- Easy vertical breaching possible
- Flexible groundfloor and basement plans

- Vacancy by indecision by the municipality
- Separating the north-part and the southern part of the Kolenkit neighbourhood
- Degradation of the comfort

URBAN LINK

- Central position in the neighbourhood

- Too unilateral offer of stores
- One side orientation of the stores
- Separation of the North and South of the Kolenkitbuurt
- Public space around the Borstblok is unattractive and unclaimed

- Create the center of the neighbourhood
- Find another branch of to compete in the area
- Provide from the future plans of the neighbourhood
- Create an powerfull commercial connection from the Bos en Lommerplein to Plein 40-45

- Be blocked by the already existing future plans
- degradation of the commercial active due to the future plans

5.1 Starting Points

After analysing the different scales, I will design a new development plan for the Kolenkitbuurt in which the Borstblok can play a central role. Instead of big scale development, I will make a plan with small-scale renovation, which is focussed on the present. In contrast to the demolition plans of the municipality of Amsterdam, I propose a transformation of the Kolenkitbuurt in a gentler and less linear way.

The Borstblok will be the extension of the Kolenkitbuurt to its surrounding areas. A architectural and functional link between the city centre and the Westerlijke tuinsteden, something that it was before. Furthermore, the missing connection between the north and the south part of the Kolenkitbuurt will be better articulated.

The first interventions will mainly focus on the current inhabitants itself, hereby focussing on the function on the ground level. There will be added more community space and small scale offices for the inhabitants to face the vacancy of the commercial space. Hereby restoring the main logic of the building, which from the start houses the workers. Make the school more part of the urban fabric by opening up the facades on the corners and make it an attractive block. Later on, the focus will be mainly about the variation of housing and target groups. The shape and the interior allow variation of dwellings but no variation of size.

Concrete ideas are so far mainly dependent on the

wishes of the target groups. Mapping these desires is one of the first necessary steps and depends on the precise specification of the target group. The connection of the groundfloor towards the city and the neighbourhood is a number one priority. The functional and architectural expression is where to start the next research phase. I will study the possibility for variety of the current building and possibilities for extension. The original building and current program will be the starting point towards more variation, which is a demand of this part of the city.

And indoor market hall with child day care could be functions to take into account for further program research. There is also a big need for indoor bicycles storage. These are all functions directly related to the neighbourhood, but as well to the city.

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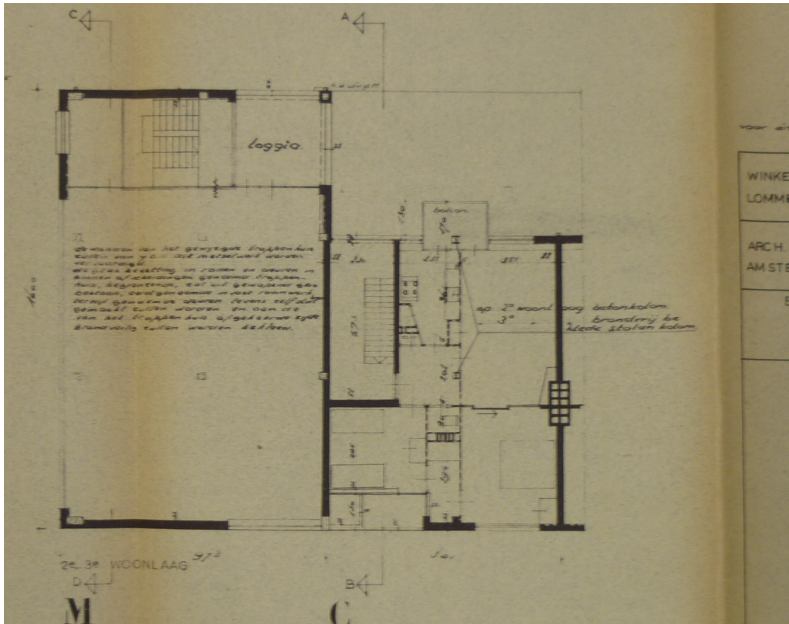
Mixed housing block in Kolenkitbuurt south, by Korth Tielens architects

Buildingblock Burgermeester de Vlugtlaan, by architect Gulden and Project leader L.J.Borst

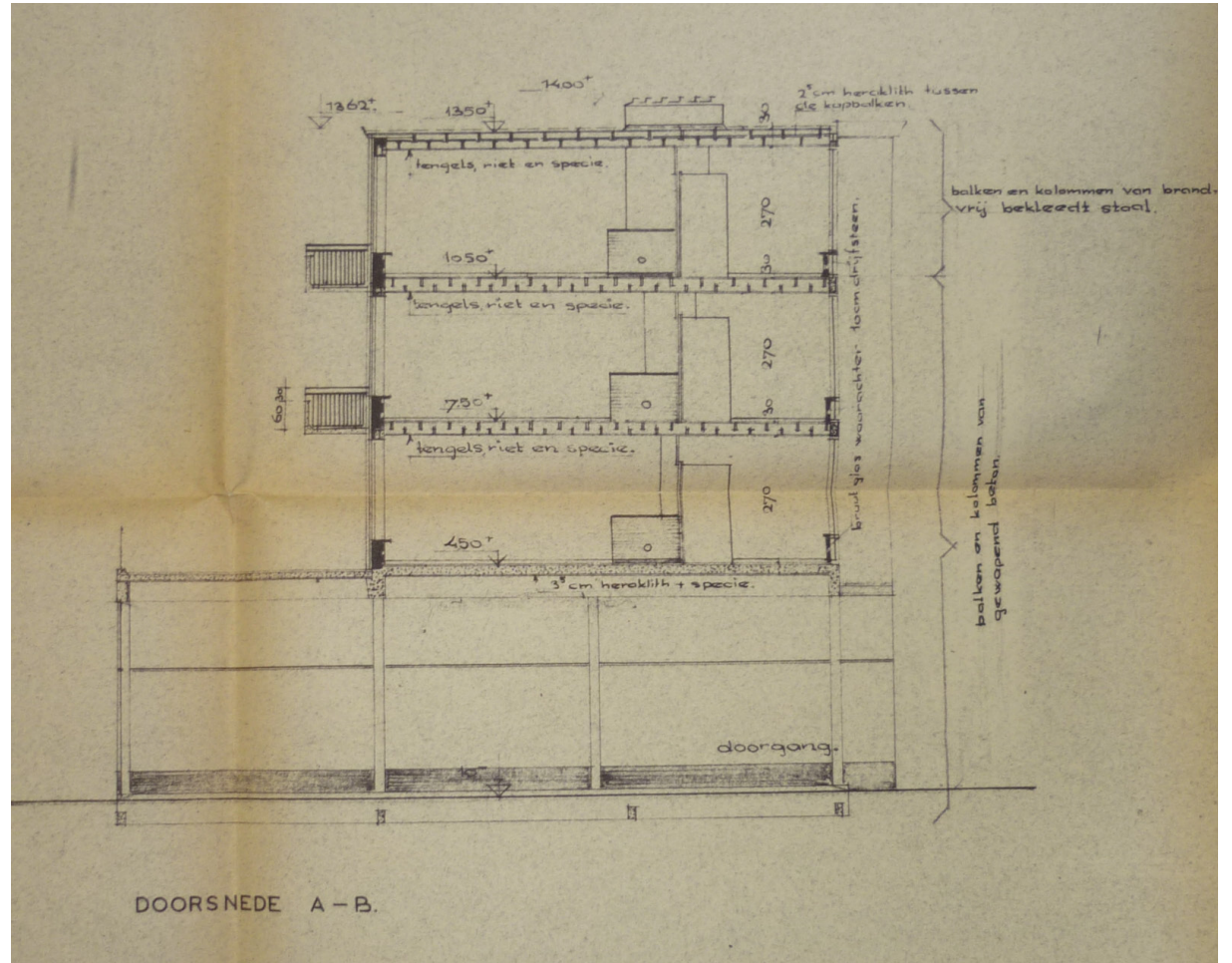
Bos en Lommerweg 100-179 - Pre-war from - Plan Bosch en Lommer

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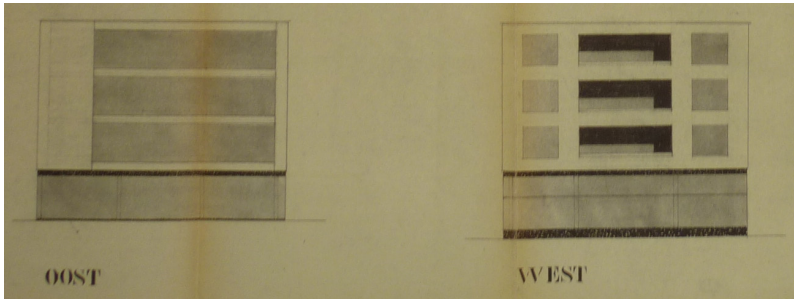
The Lijnbaan, Rotterdam, by van den Broek en Bakema Architects



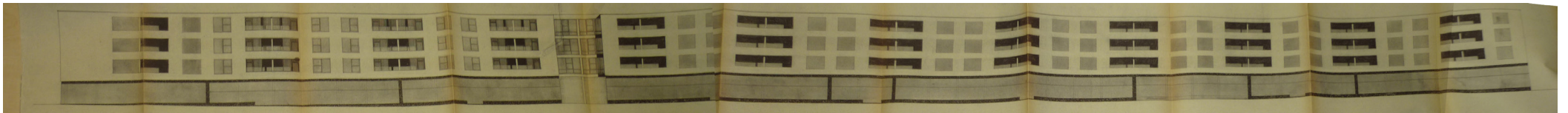
Plan 1st floor V&D in 1956



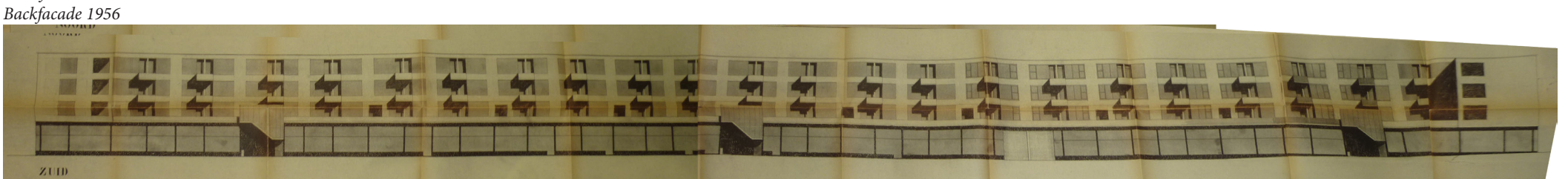
Section above passage through



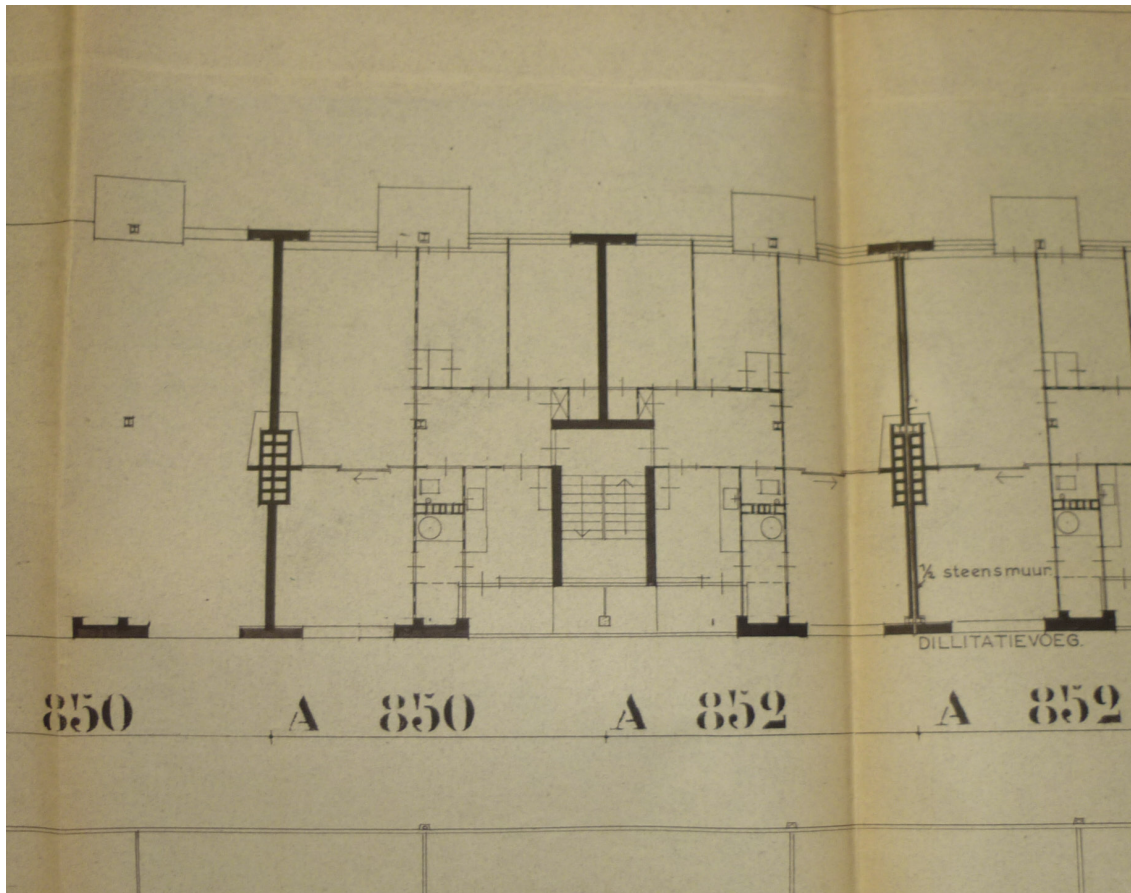
Head facades 1956



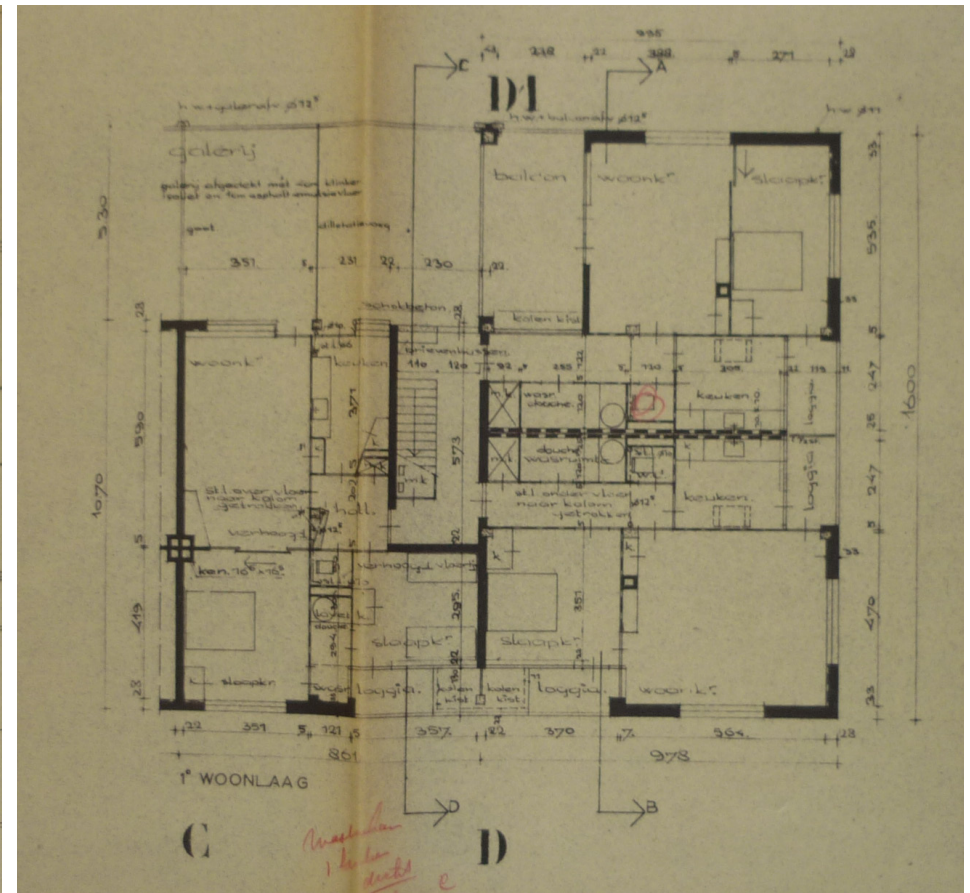
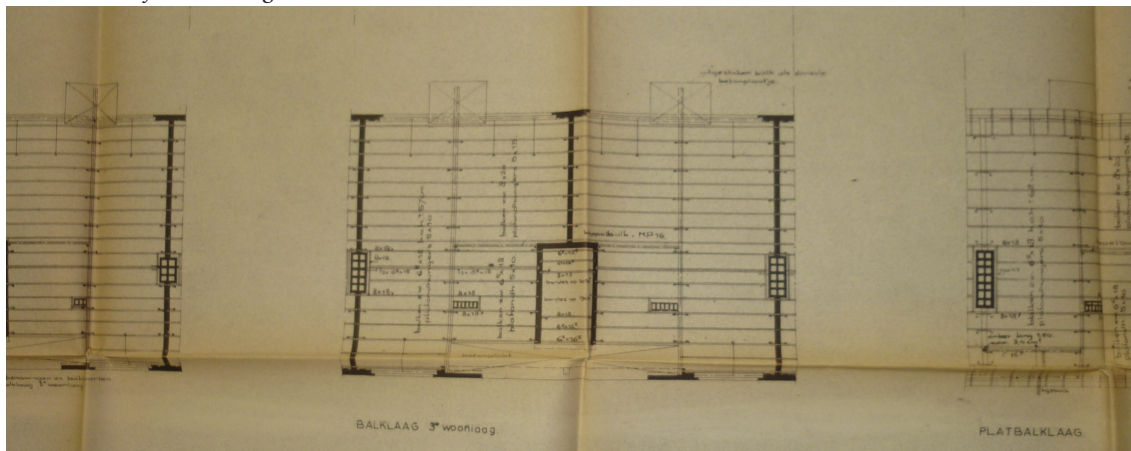
Frontfacade 1956



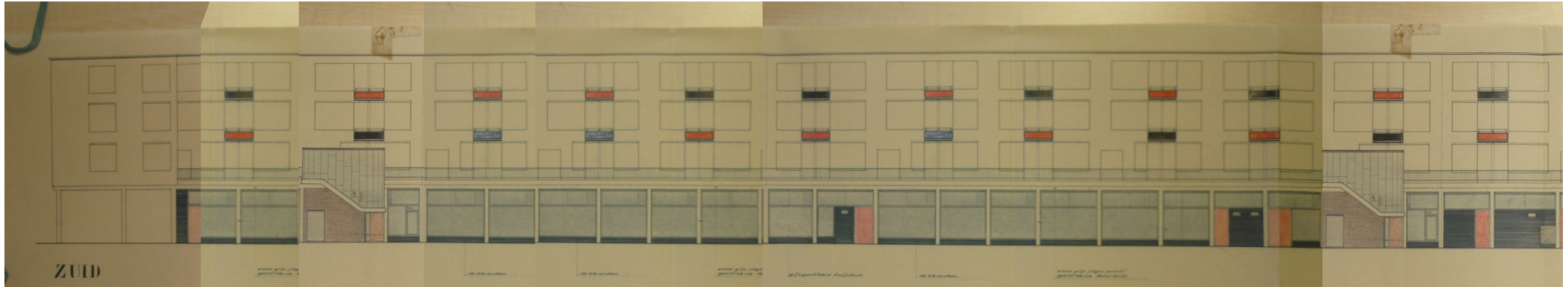
Backfacade 1956



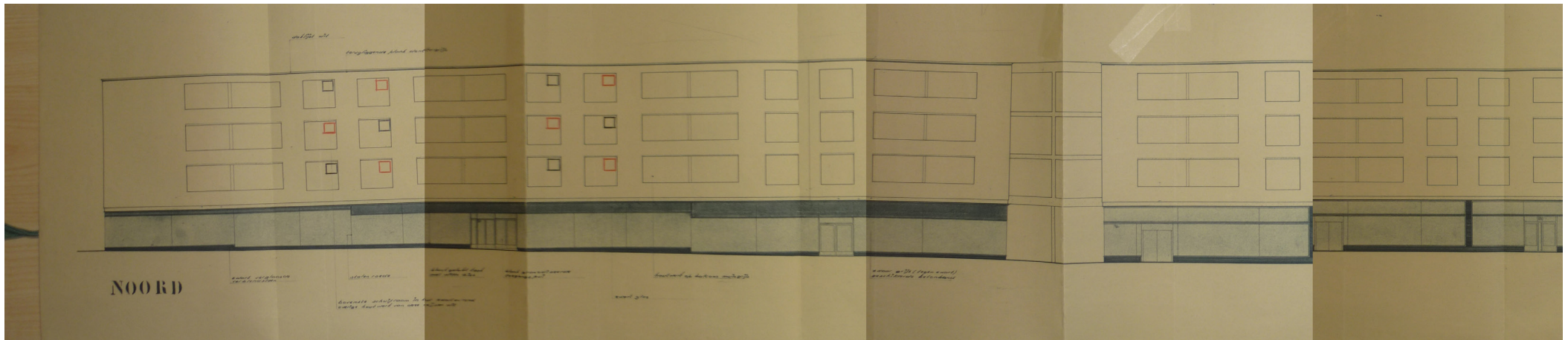
Most common dwelling floorplan 1956, A.
Construction of this dwelling



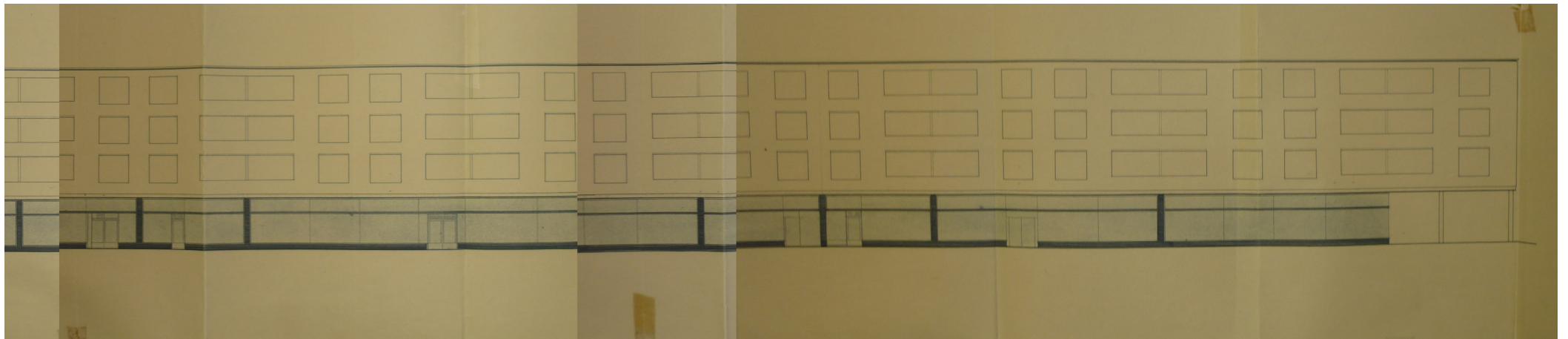
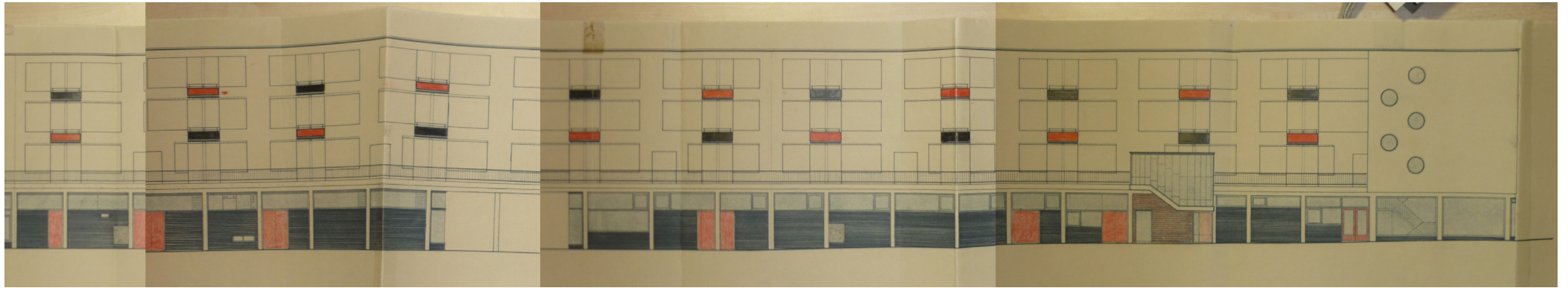
Dwelling C D and E

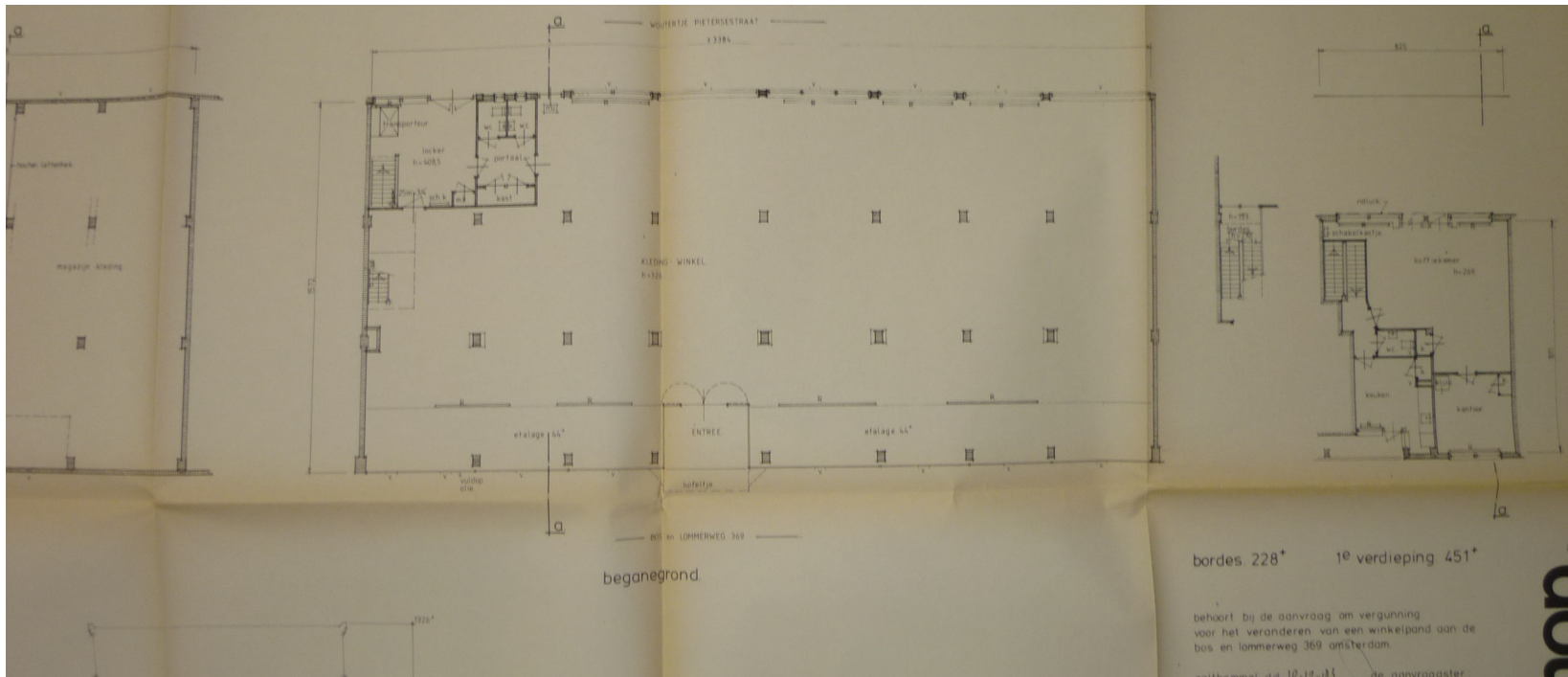


Backfacade of rearrangement of the facade before construction

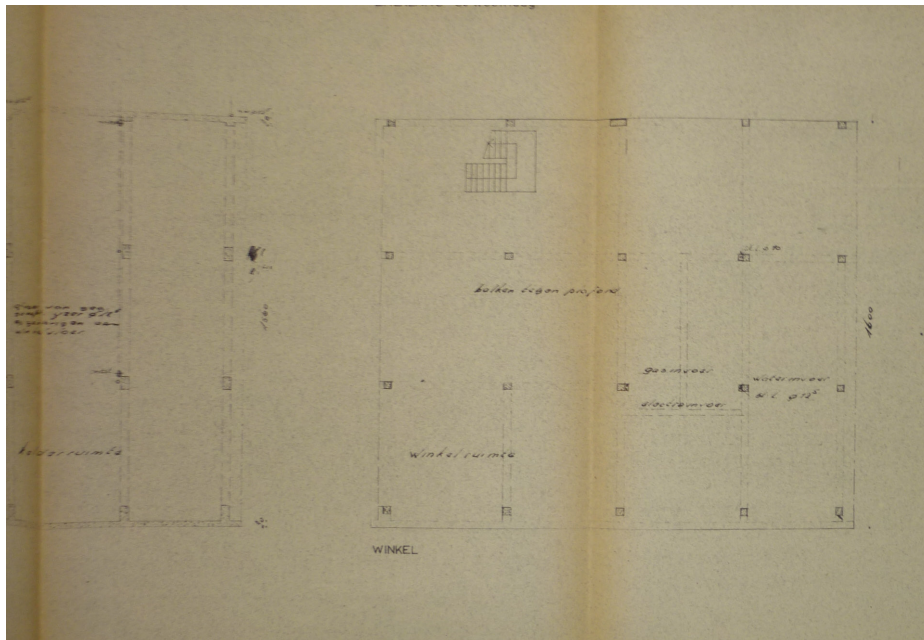


Frontfacade of rearrangement of the facade before construction

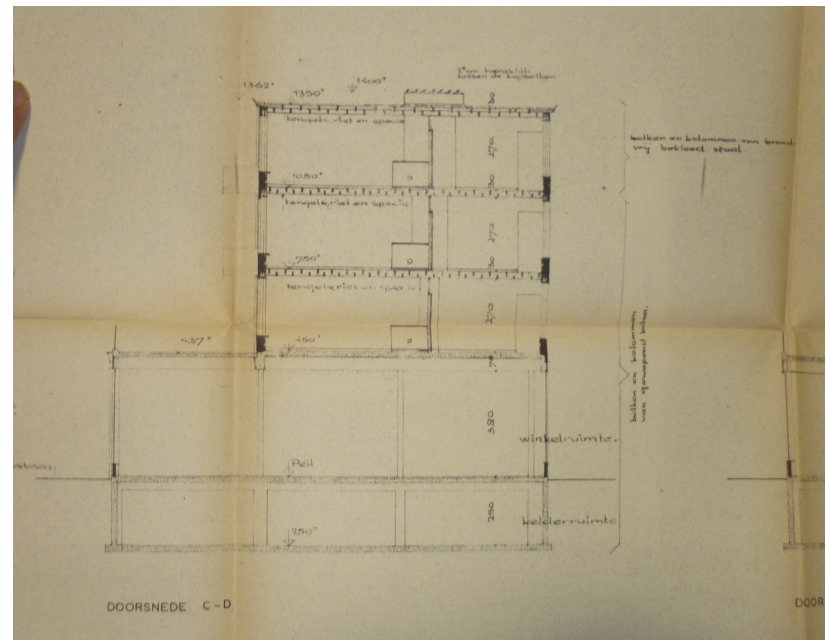




Groundfloor of the commercial spaces



Basement



Normal section