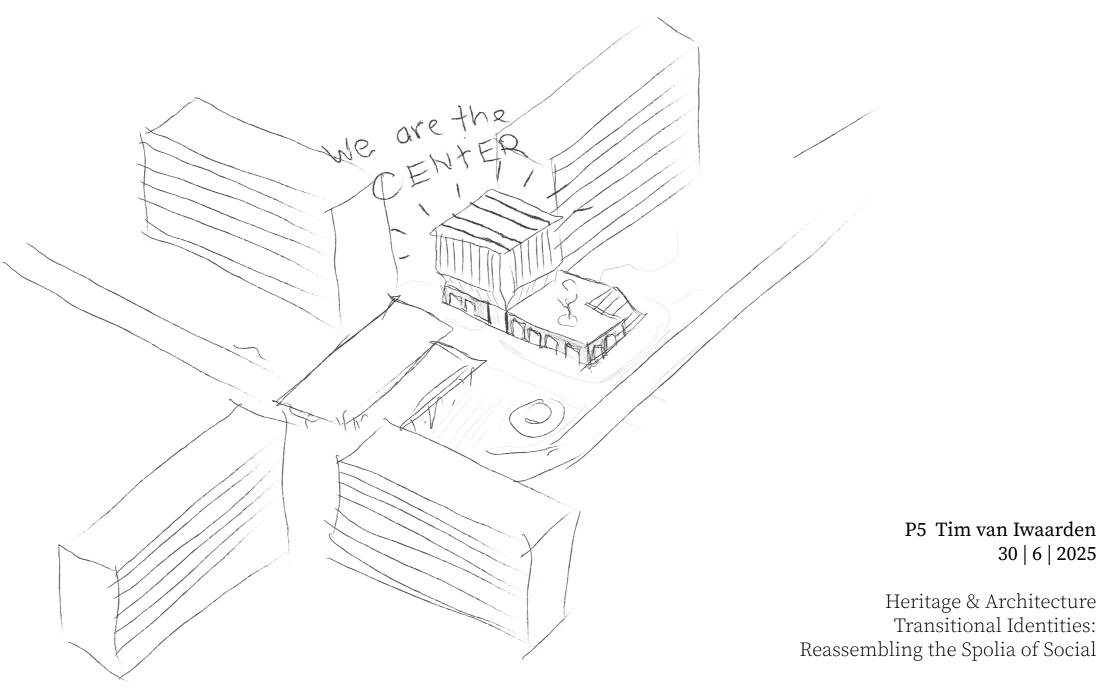
# MOBILISING MOLENWIJK

#### From Automobile Infrastructure to Social Infrastructure:

Transforming a Parking Garage into a Center for Civic Activity



Design Tutor: C.H.J. de Vries
Research Tutor: L.G.K. Spoormans
BT Tutor: A.S.C. Meijer



P5 2



P5 3

#### TABLE OF CONTENTS

#### Introduction & Site Selection

- **C. 1.** Architectural History of Molenwijk
- C. 2. Three Critiques of the Molenwijk Plan

The Tyranny of the Car
The Inactive Ground Plane
The Anonymity of the Slab

- **C. 3.** Research: Public Tectonics
- **C. 4.** Three Proposals for Spatial Improvement

Program of Mixed Use
Urban Design
Architectural Design

## INTRODUCTION & SITE SELECTION

P5

#### CIVIC ARCHITECTURE

In Amsterdam North







# 



Red AMsterdam Noord, AT5, Martine Bakker, 2022.

SBESTUUR

TENMUR

9

What is the Role of CIVIC ARCHITECTURE in the Discourse about SPATIAL IDENTITY?

P5

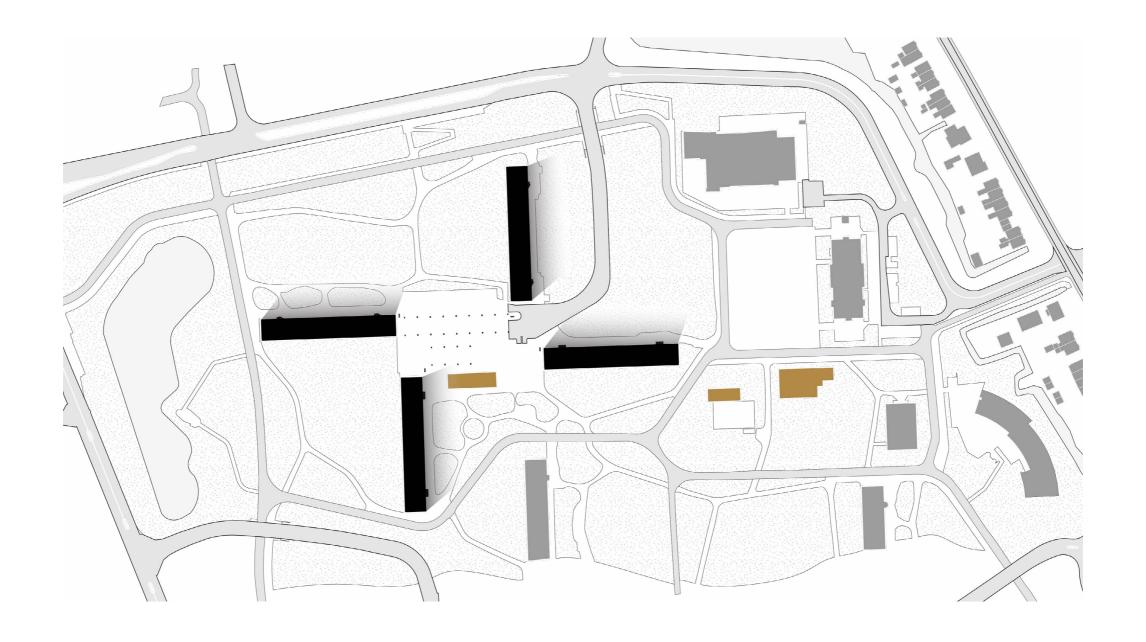
#### SITE SELECTION



## SITE SELECTION



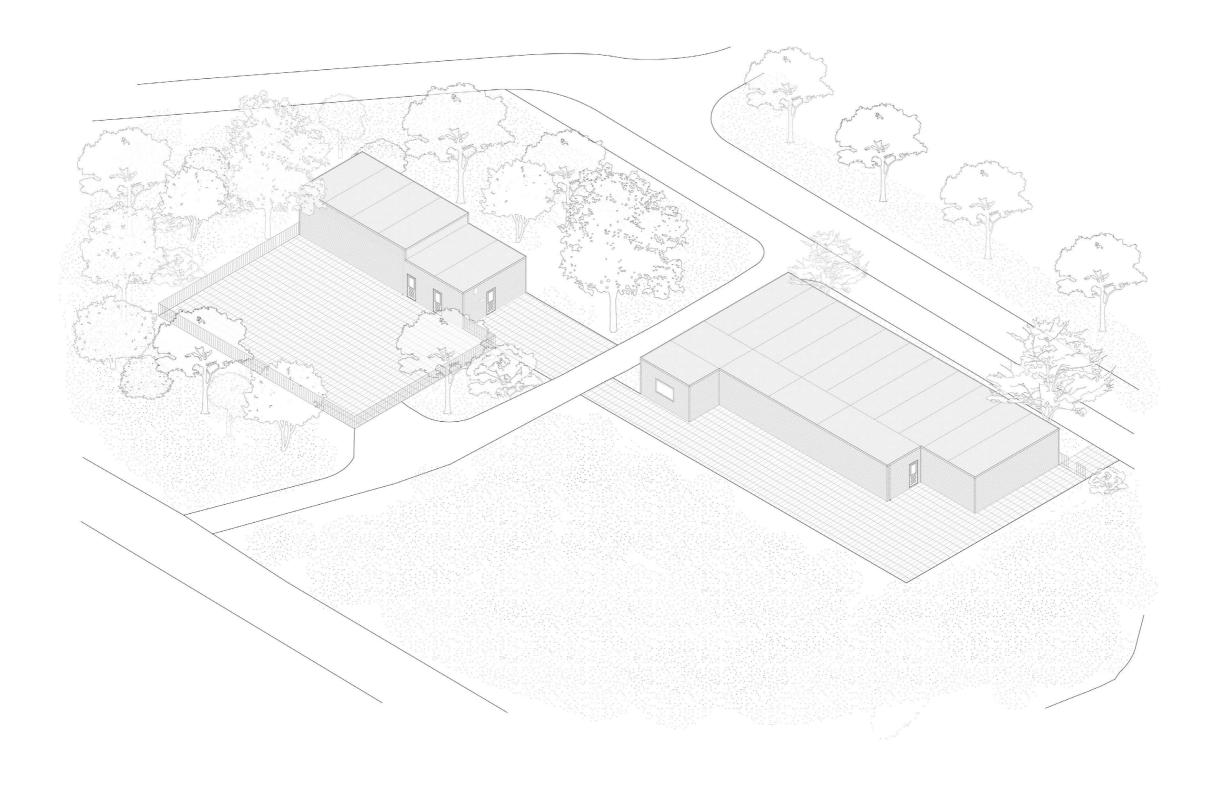
#### SITE SELECTION





14

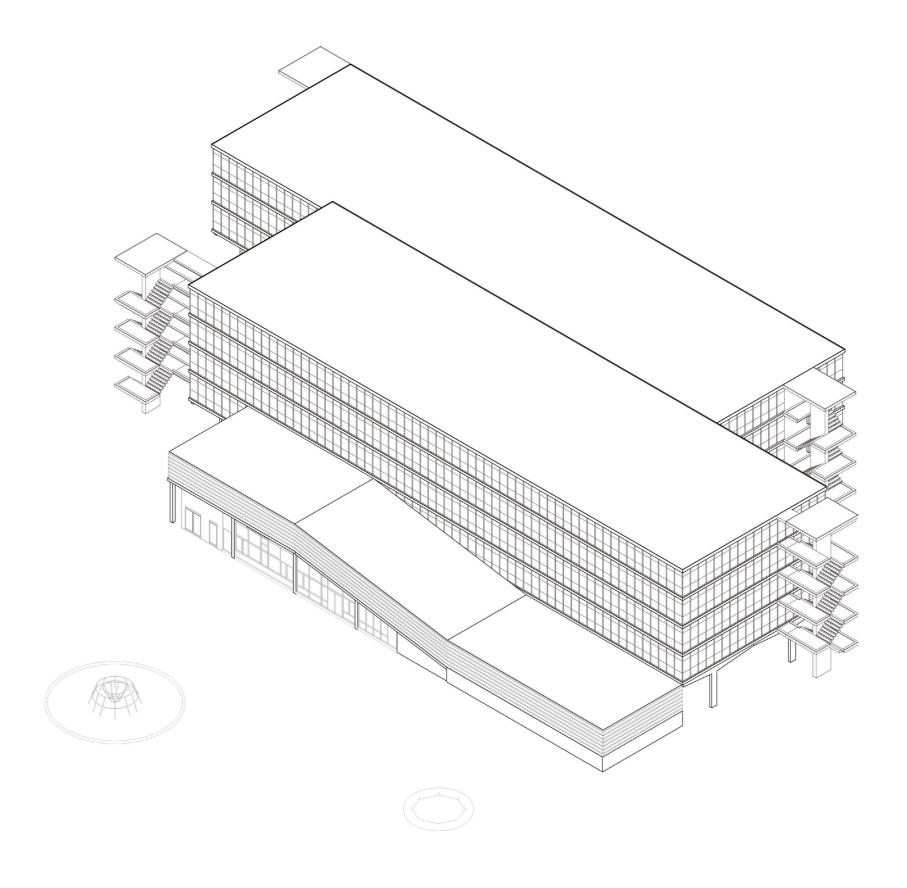




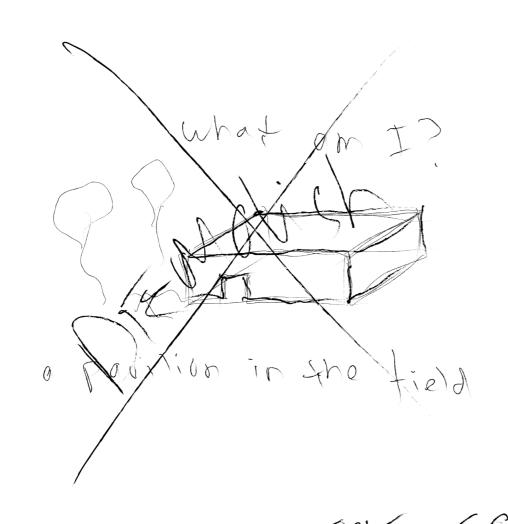


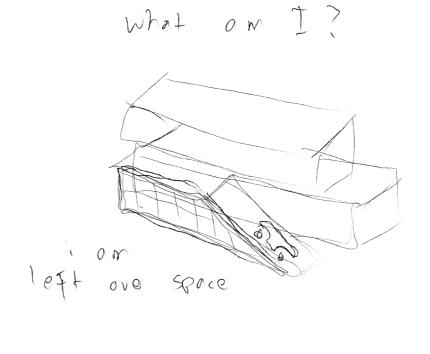
P5





What am I? iam Left over space





our social role
Matters!

So our spatial role
should matter!

## C.1 ARCHITECTURAL HISTORY OF MOLENWIJK

P5 2

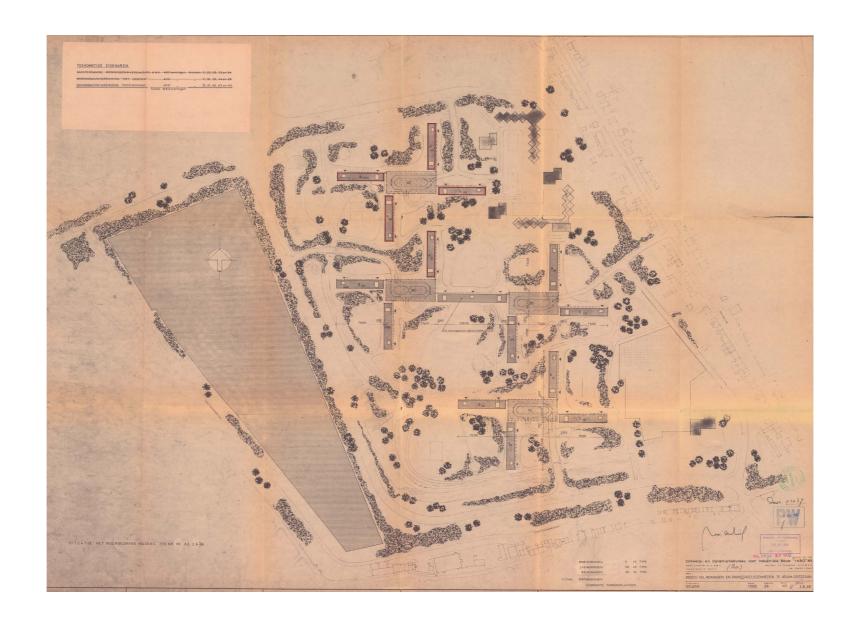




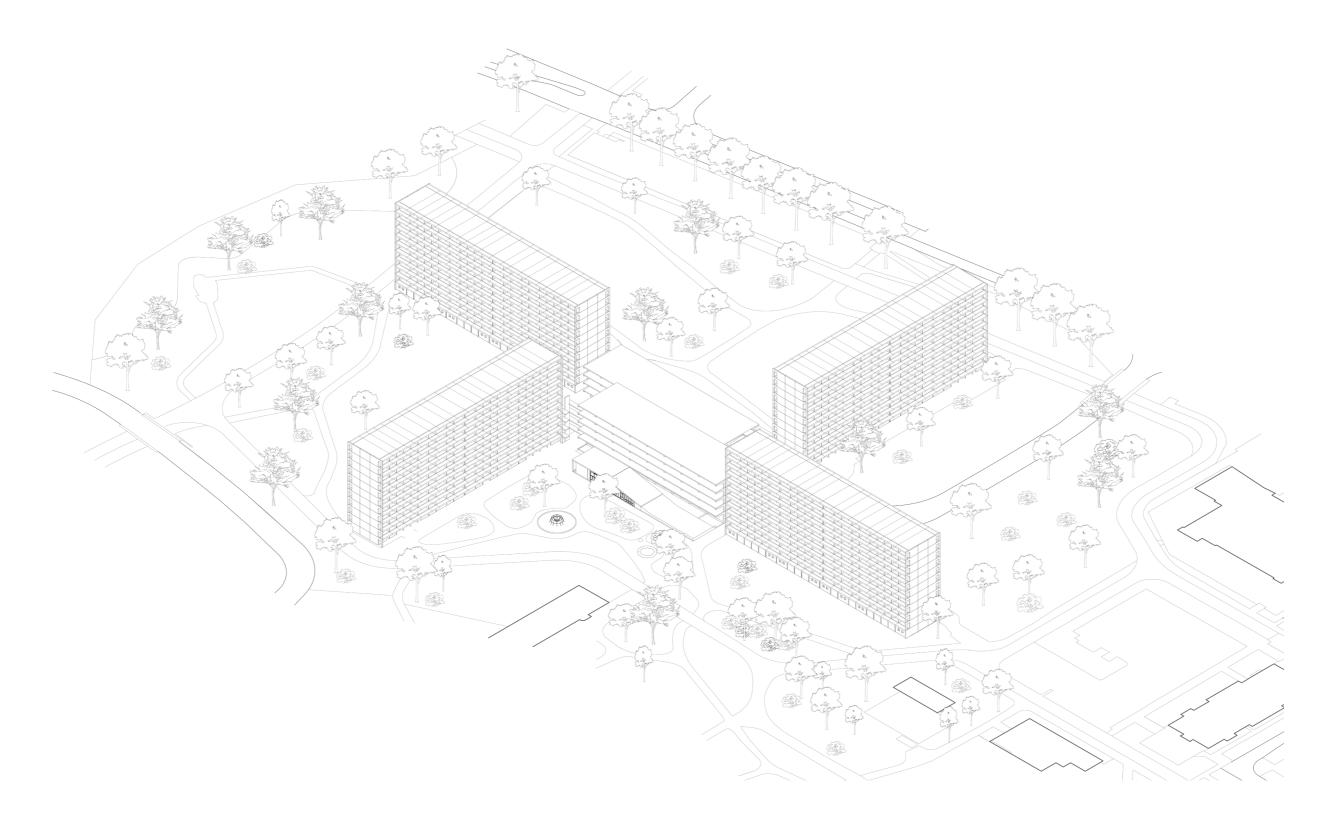




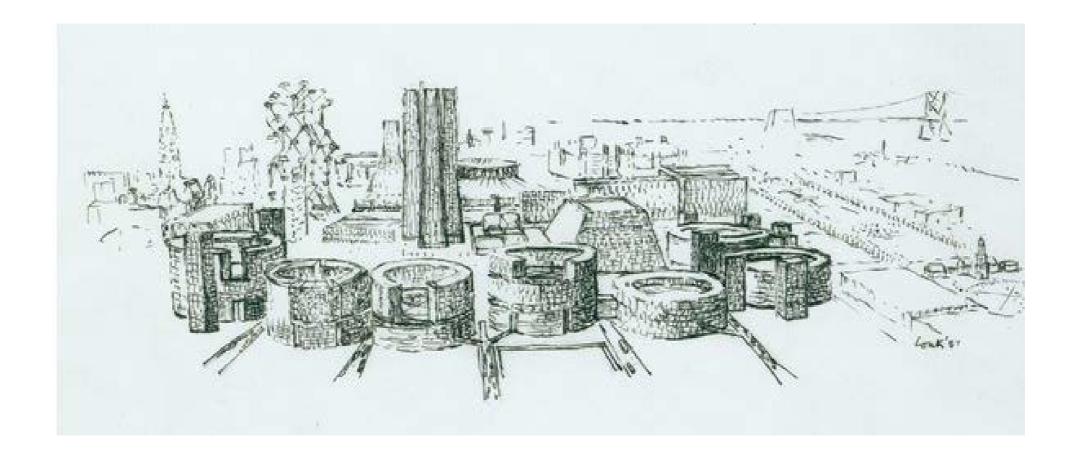
## **URBAN DIAGRAM**



## MOTOPIA



## MOTOPIA



#### MOTOPIA

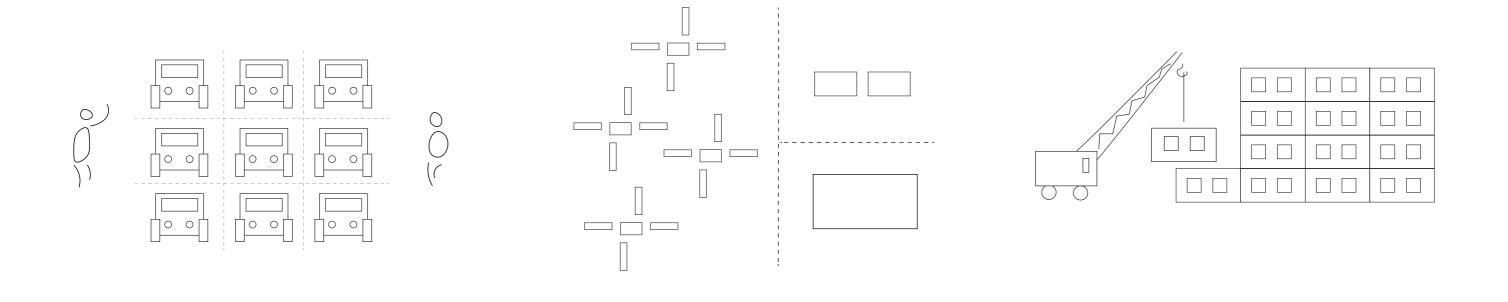


## C.2 THREE CRITIQUES ON THE MOLENWIJK PLAN

P5 Company of the com

#### THREE CRITIQUES ON THE MOLENWIJK PLAN

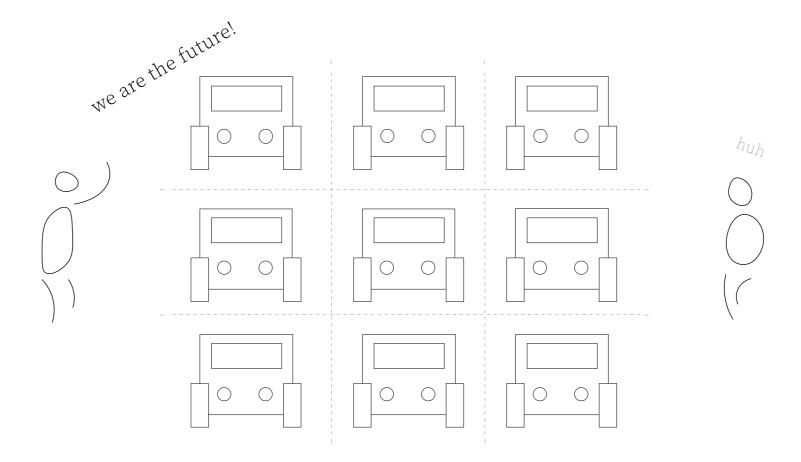
Tyranny of the Car



Inactive Ground Plane

Anonymity of the Slab

P5 32

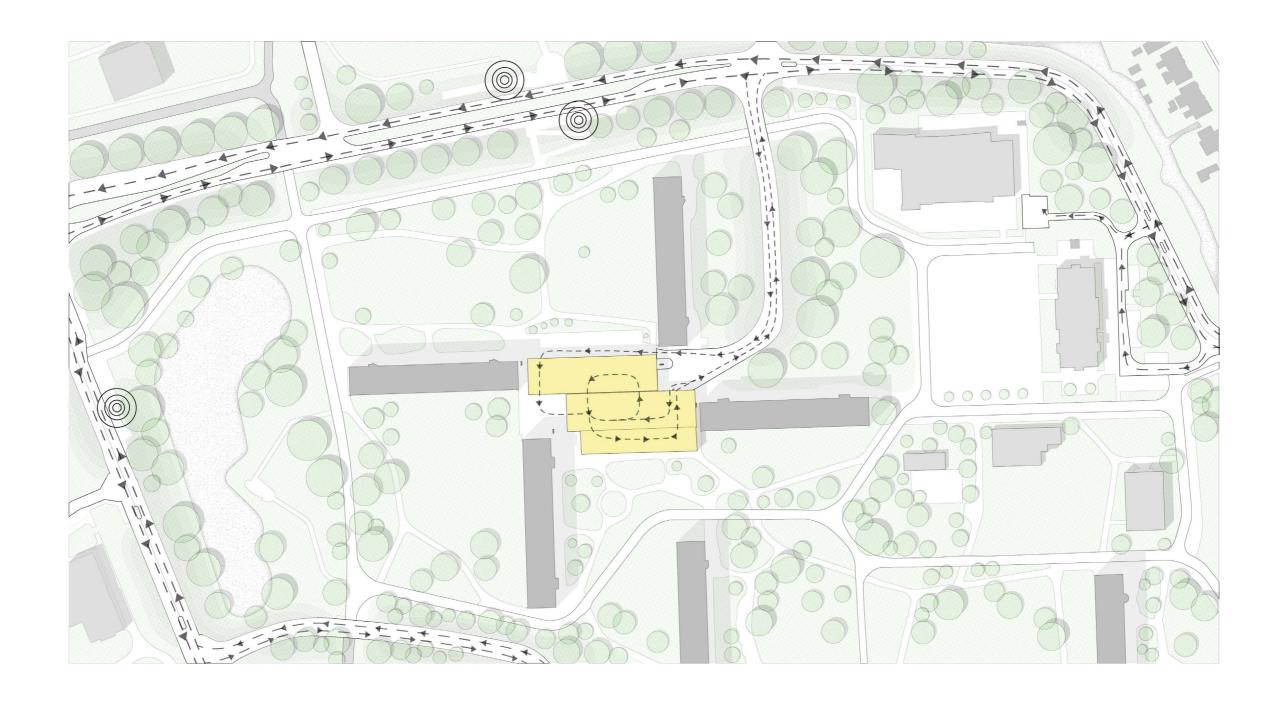




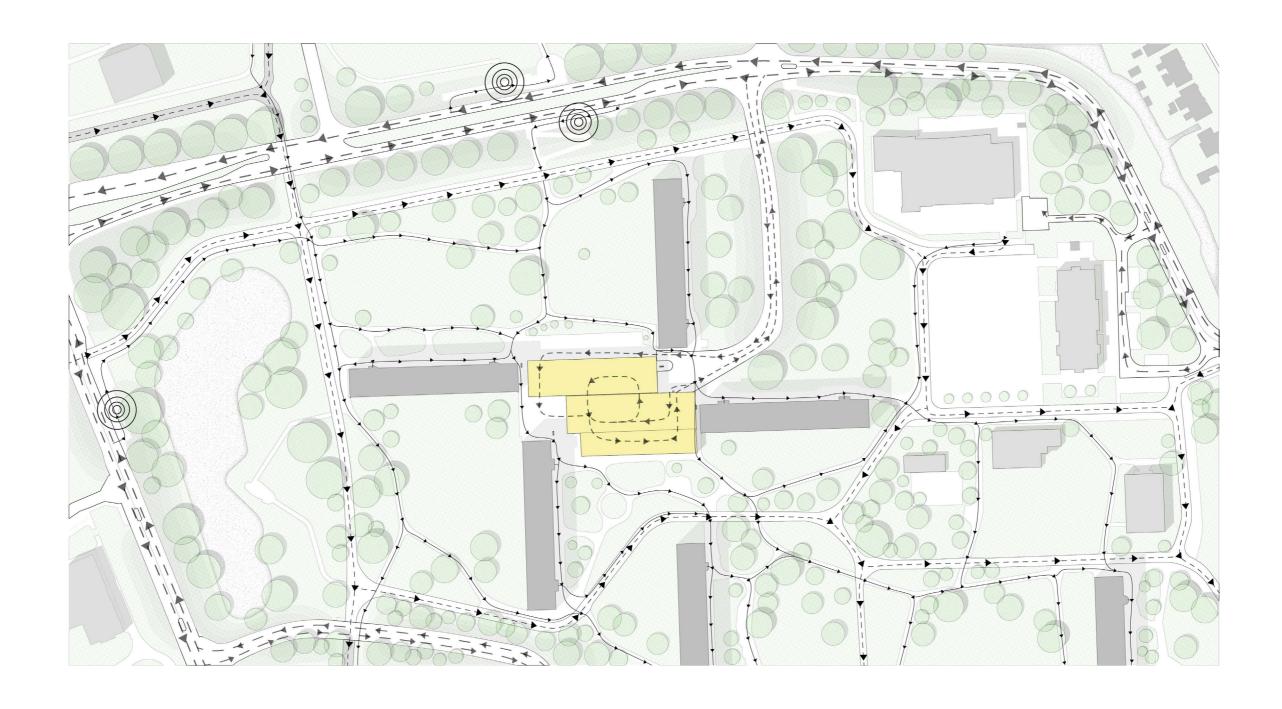


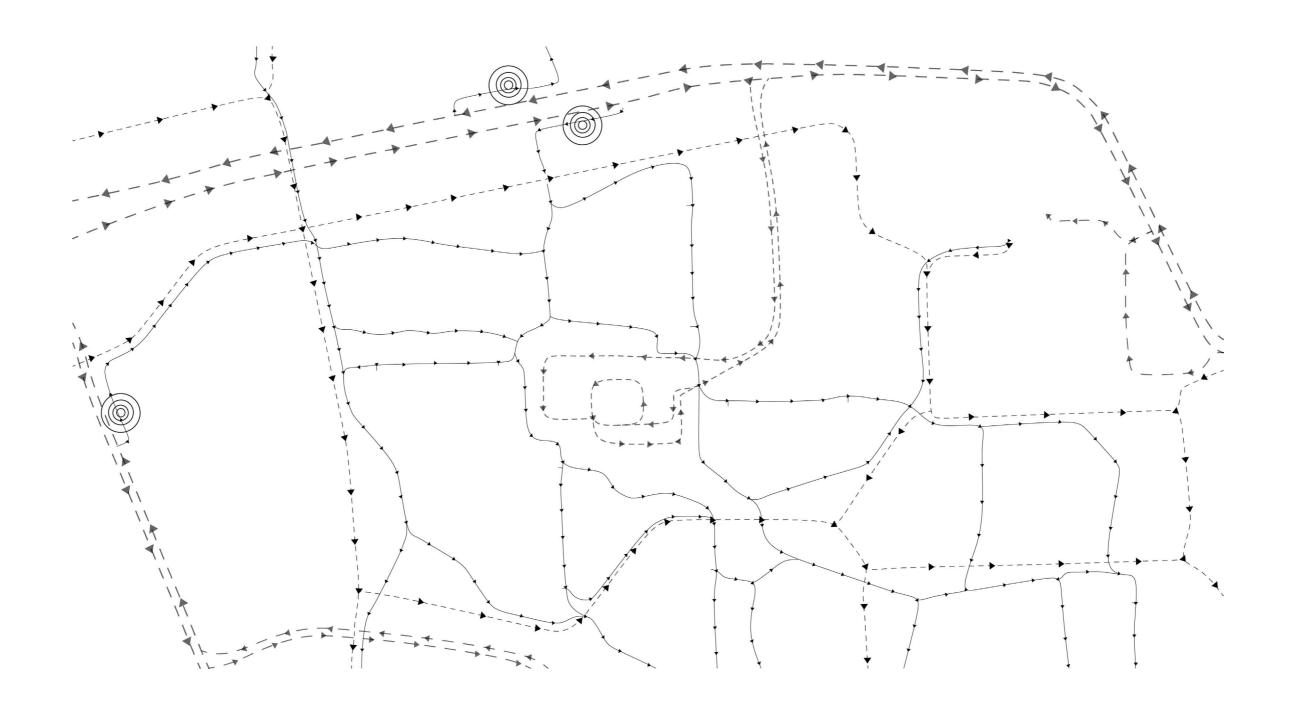
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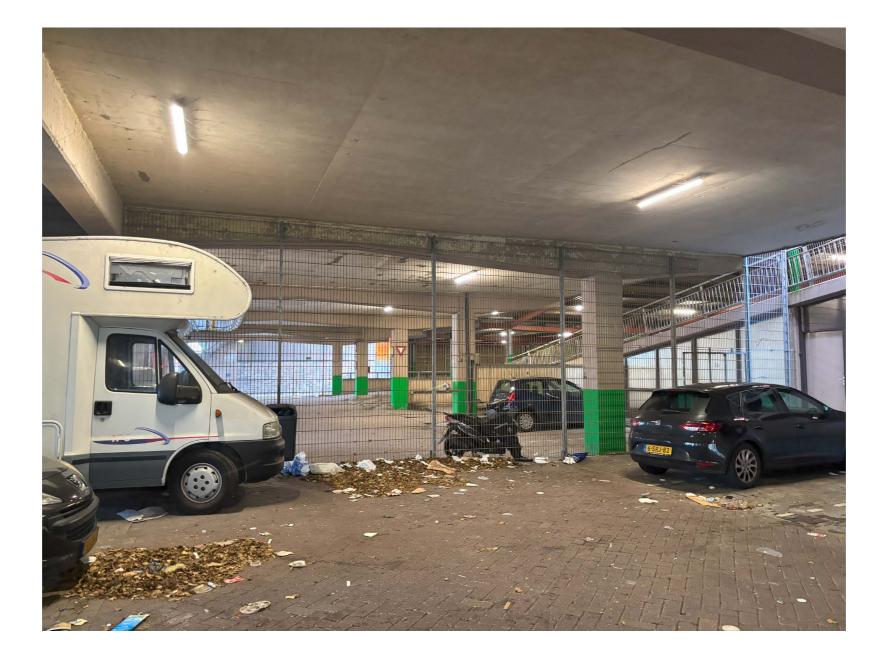












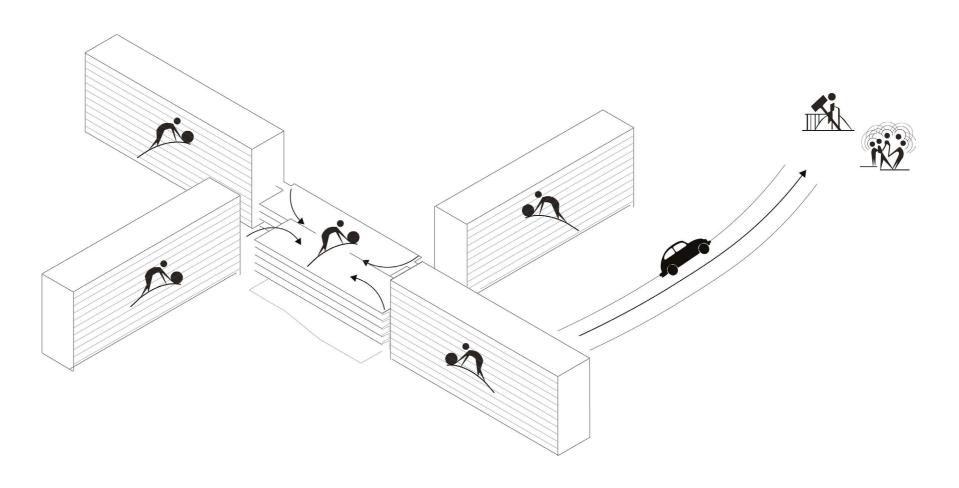




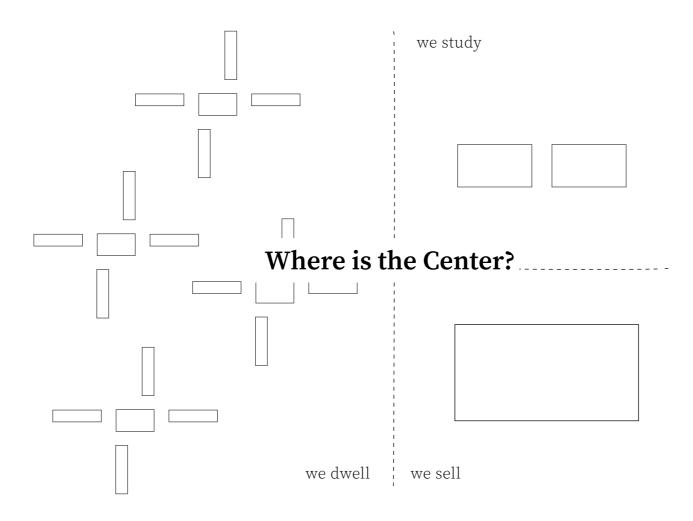




#### Perceived Space



#### **INACTIVE GROUND PLANE**



# INACTIVE GROUND PLANE -



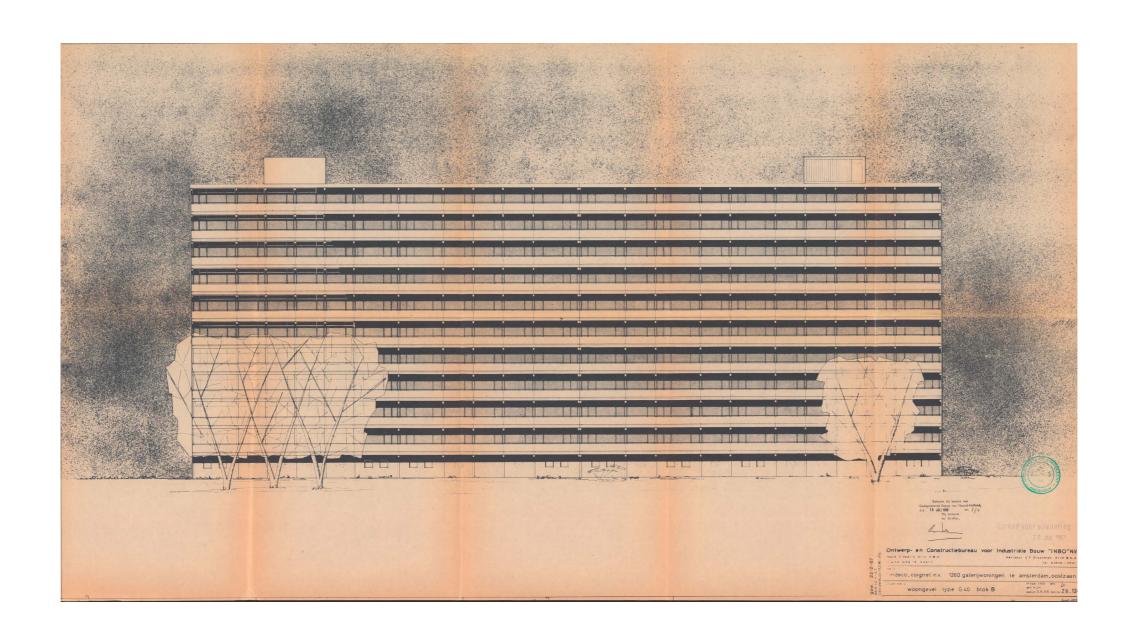


# INACTIVE GROUND PLANE -

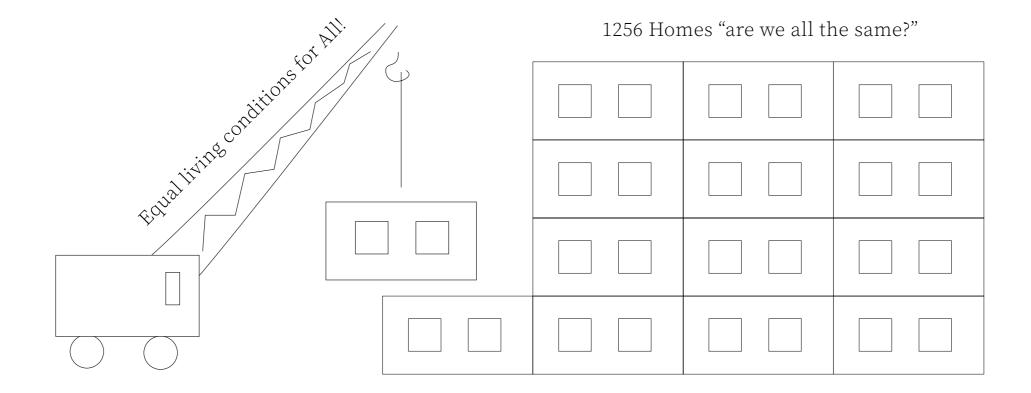




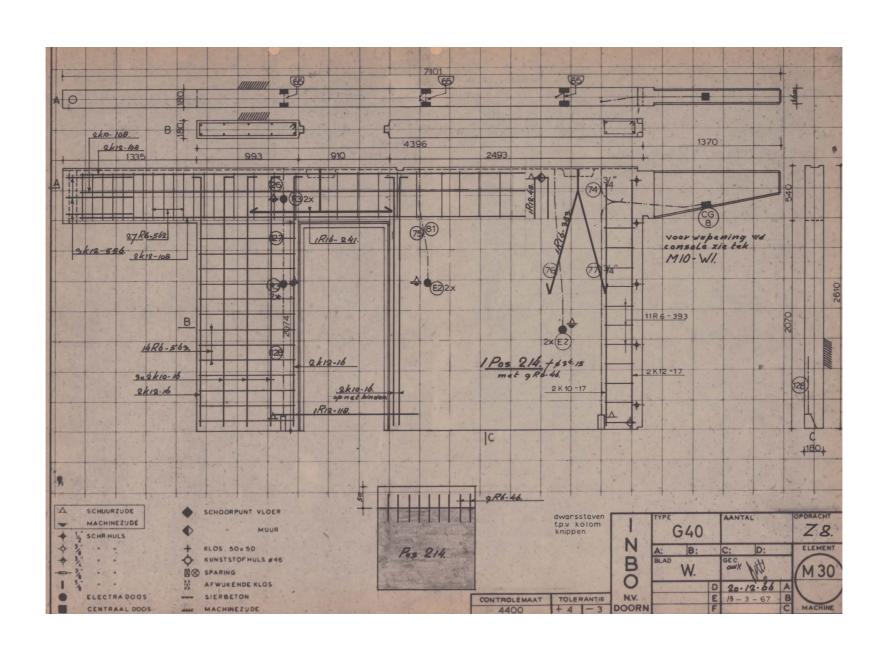
# INACTIVE GROUND PLANE -



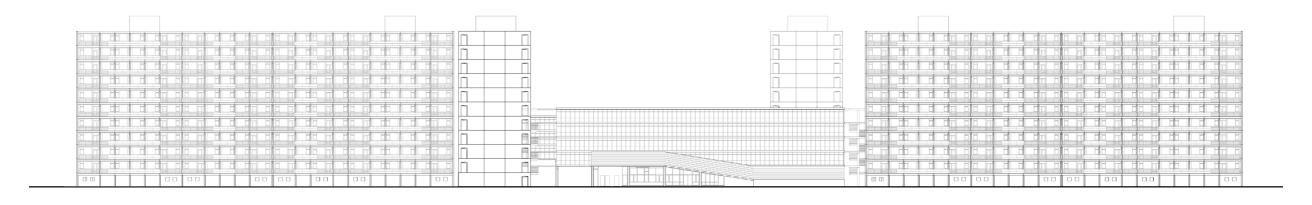
#### ANONYMITY OF THE SLAB



#### ANONYMITY OF THE SLAB



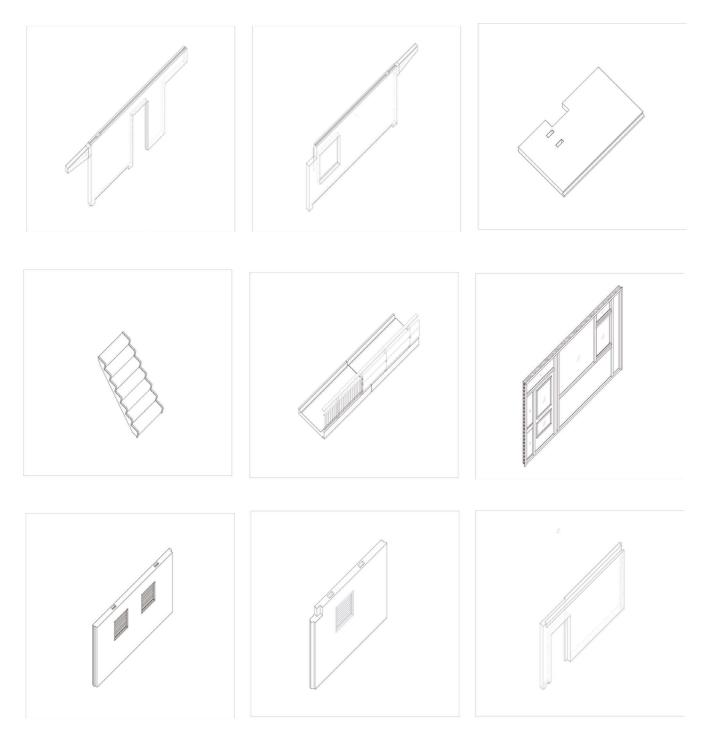
#### ANONYMITY OF THE SLAB



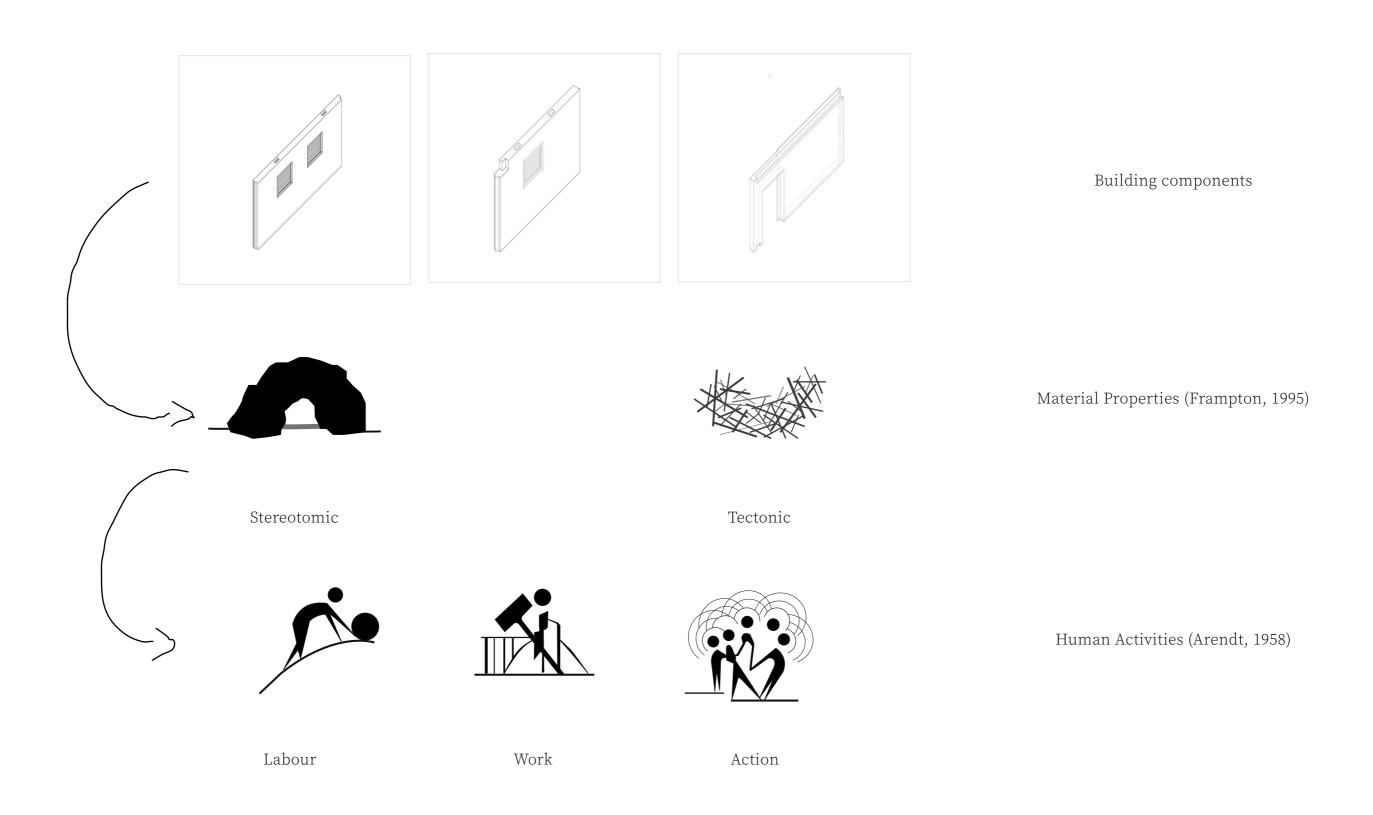
Civic Center Molenwijkkamer, Elevation

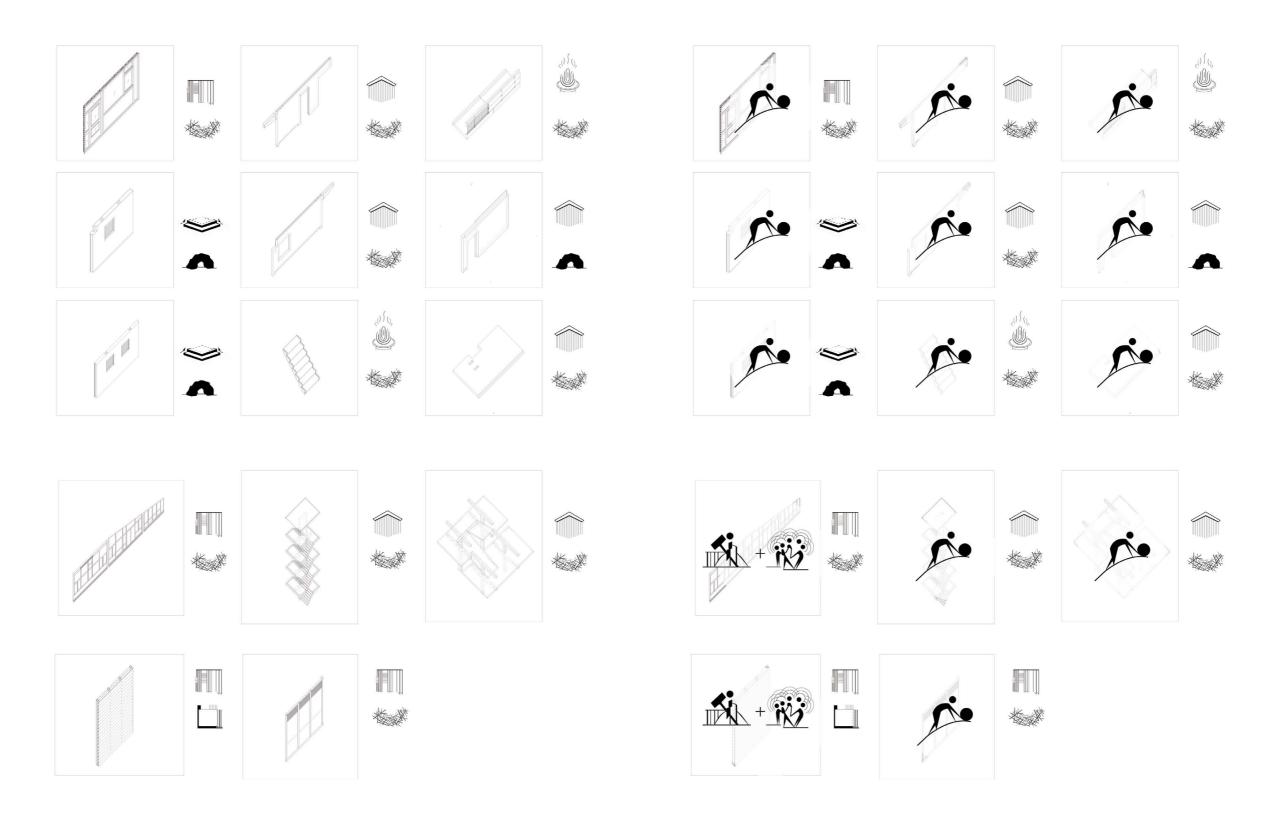


## C.3 RESEARCH: PUBLIC TECTONICS



Tectonic Catalogue







## C.4 THREE PROPOSALS FOR SPATIAL IMPROVEMENT

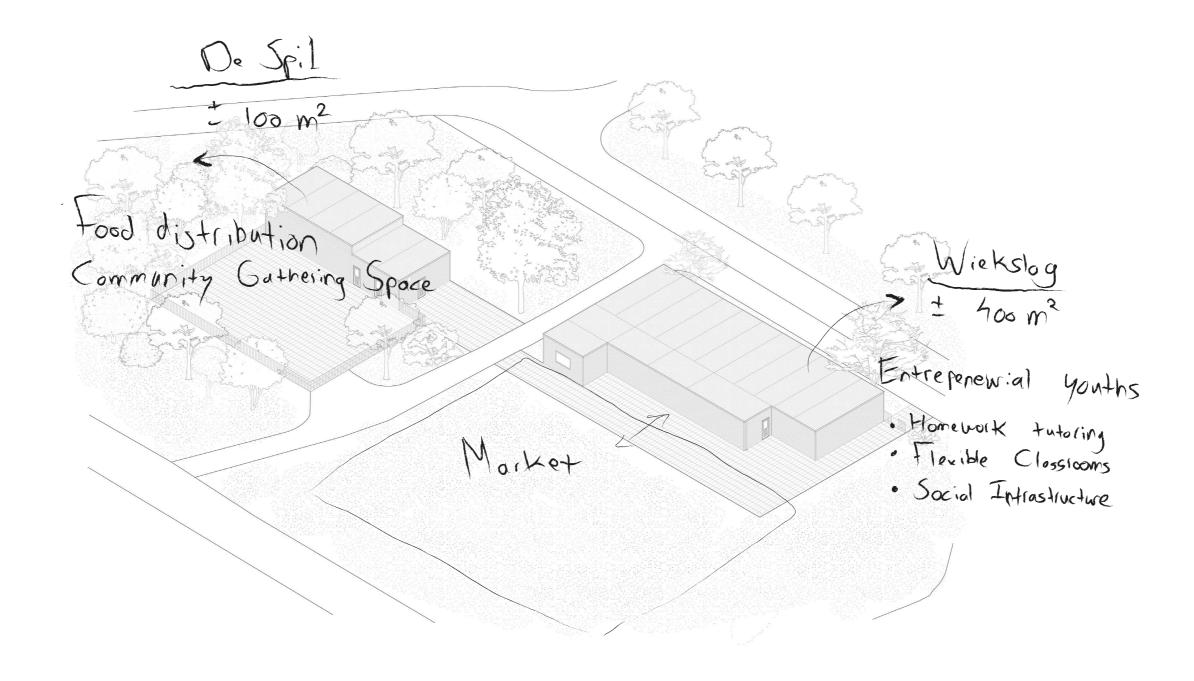
#### THREE PROPOSALS FOR SPATIAL IMPROVEMENT

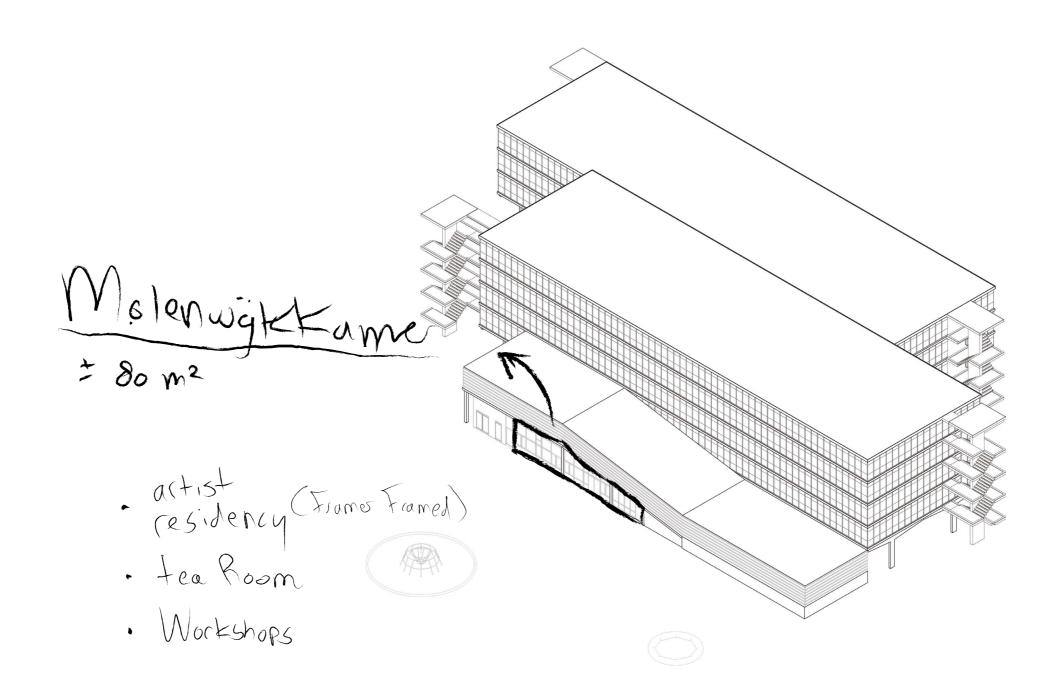
A MIXED-USE PROGRAM based on Existing Activities

Walkable and Bikeable VILLAGE-LIKE URBAN PLAN

Architectural Design of a **RECOGNISABLE CIVIC CENTER** in the Existing Parking Garage







Artist Makers

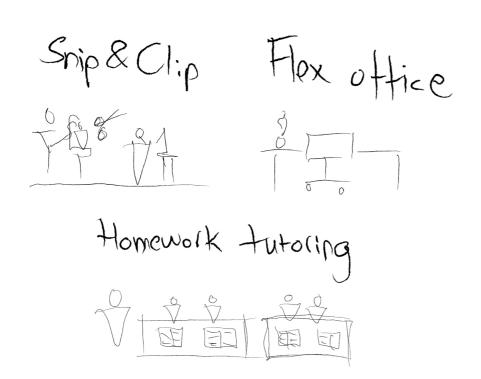
Prist Makers

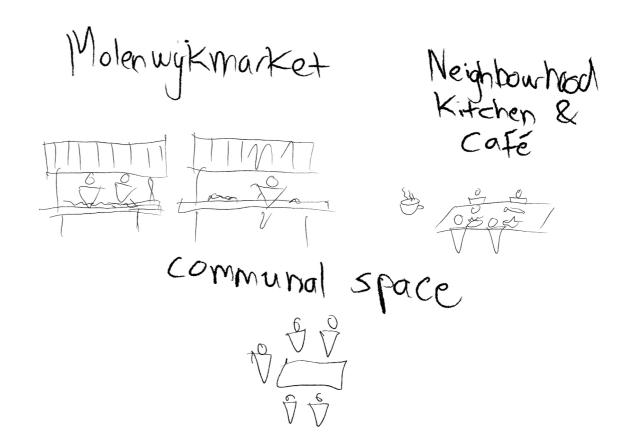
Dike repair

#### Mobility Hub $\sim 400 \text{ m}^2$ :

180	Indoor Bike Parking spots	$\sim 200 \text{ m}^2$
200	Outdoor Bike Parking spots	
	Bike Repair Shop	~100 m <sup>2</sup>
	Makers Hall (Artists) &	~100 m <sup>2</sup>
	Workshops	

P5



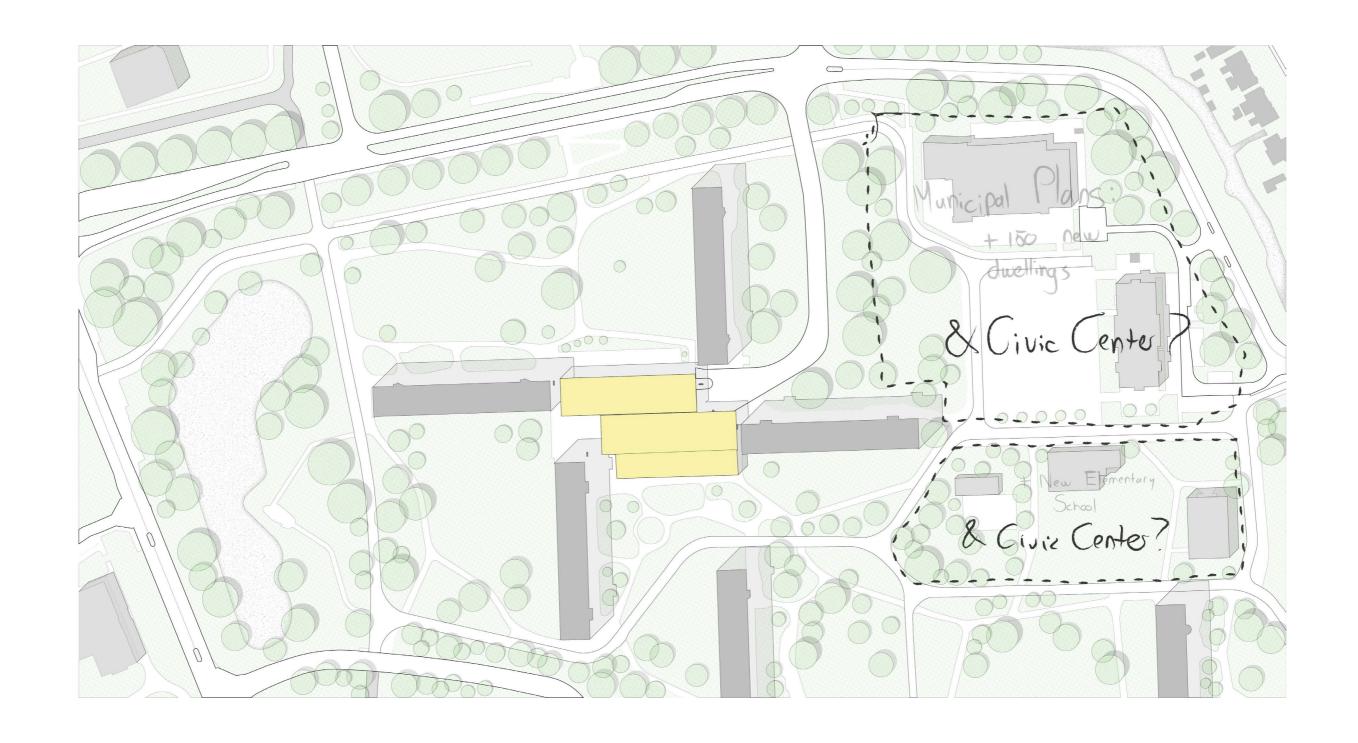


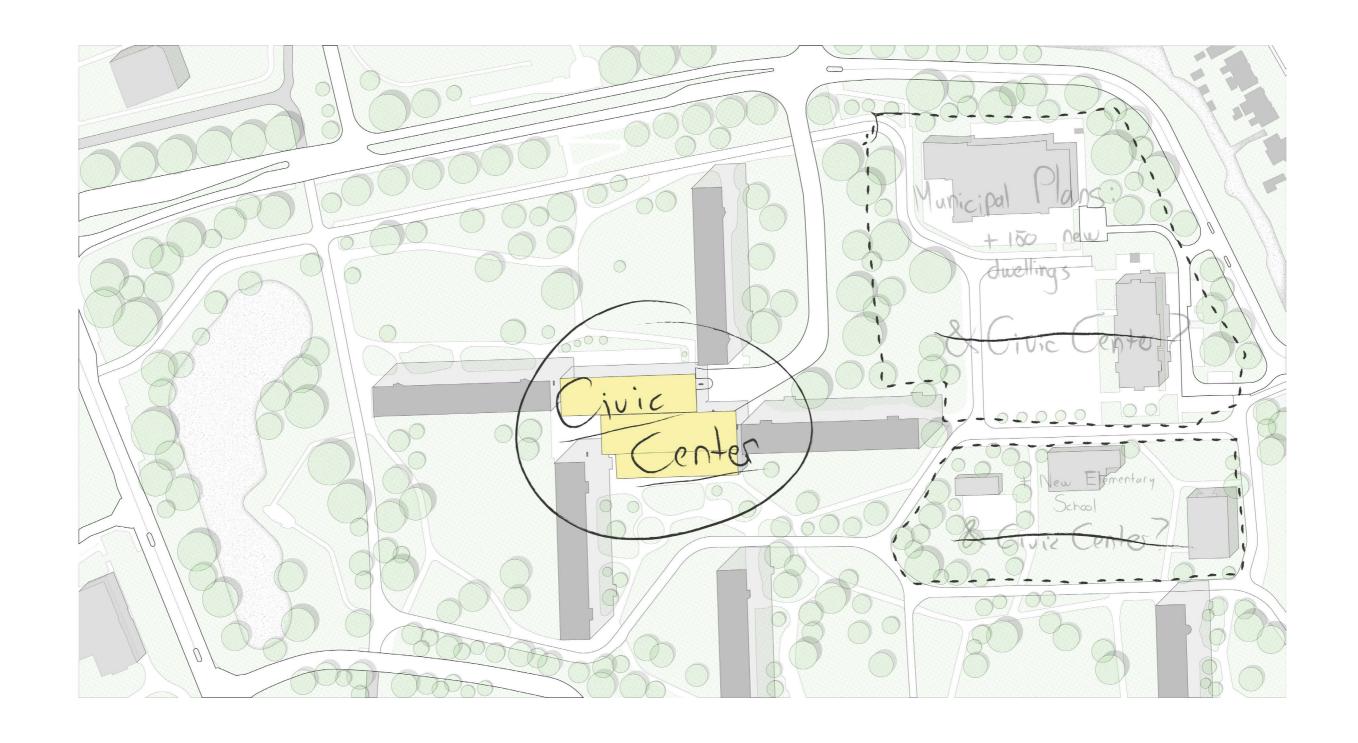
#### Civic Center ~1800 m<sup>2</sup>:

	Civic Hall	~180 m <sup>2</sup>
	Communal Room	~200 m <sup>2</sup>
2	studyhalls	~400 m <sup>2</sup>
5	flexible offices	~200 m <sup>2</sup>
	Neighbourhood café	~400 m <sup>2</sup>

P5



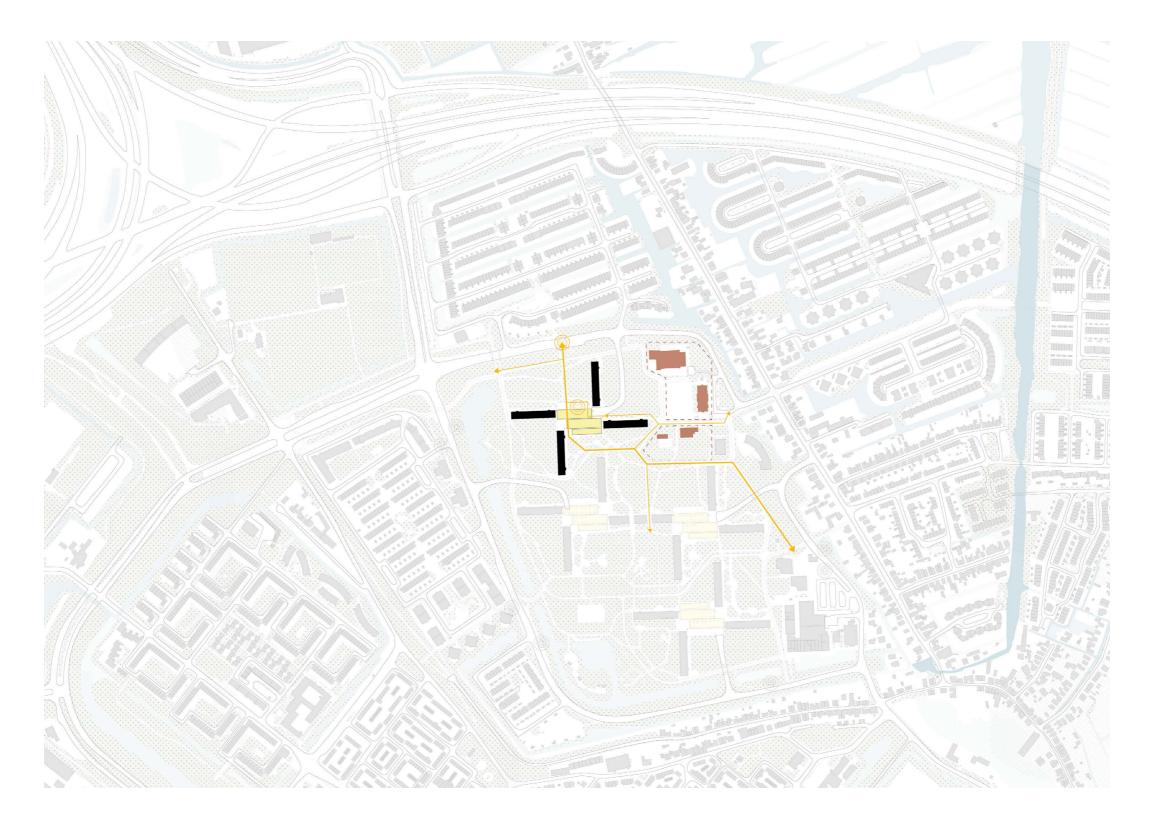




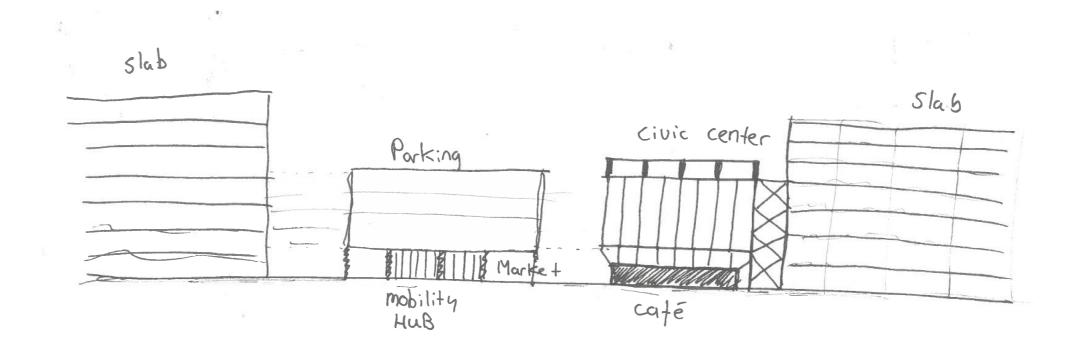
A MIXED-USE PROGRAM based on Existing Activities

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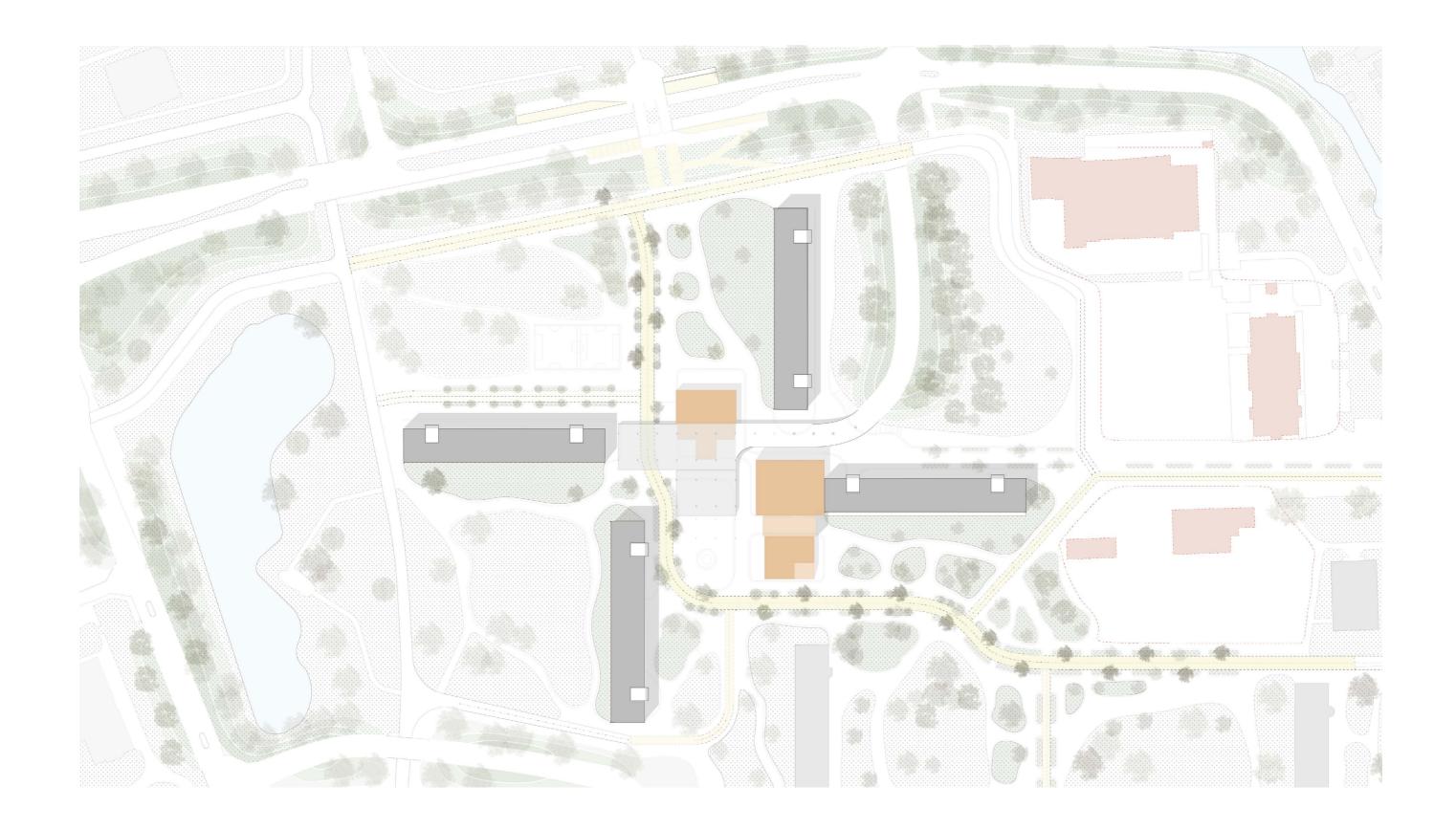
Architectural Design of a RECOGNISABLE CIVIC CENTER in the Existing Parking Garage



### **URBAN VISION**



P5

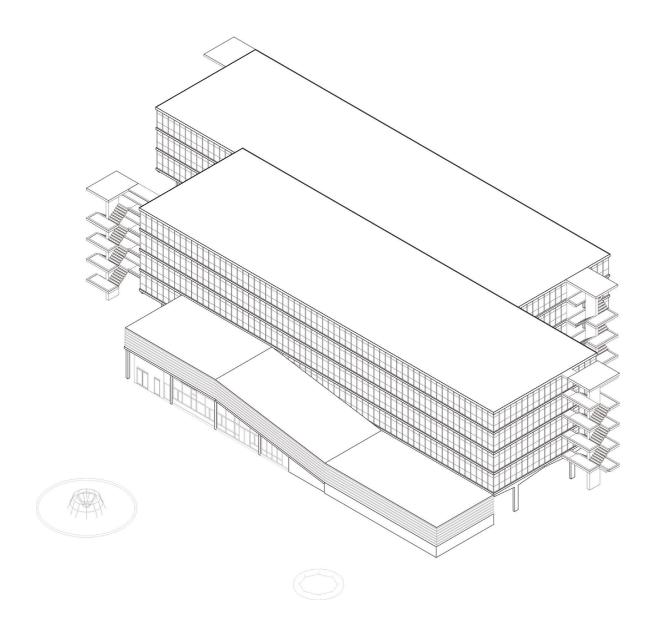


#### FROM AUTOMOBILE INFRASTRUCTURE TO SOCIAL INFRASTRUCTURE



Reuse instead of Demolition to keep the Collective Memory of the Parking Garage

#### FROM AUTOMOBILE INFRASTRUCTURE TO SOCIAL INFRASTRUCTURE



#### **Current:**

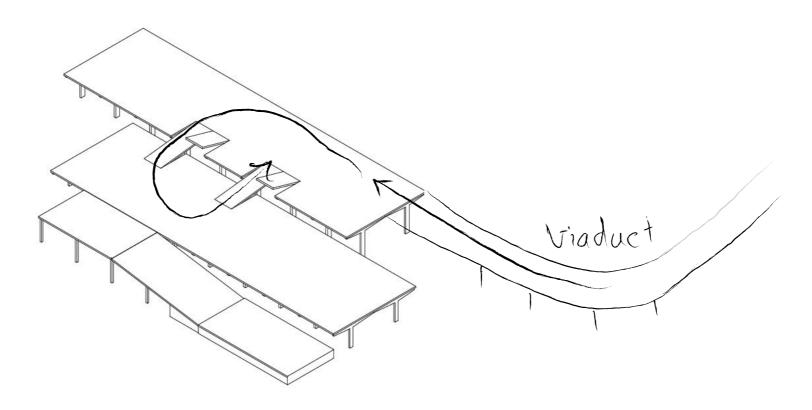
360 parking spots, 1 spot p/dwelling Occupancy rate 0 - 60 %

(https://maps.amsterdam.nl/parkeerdruk/)

#### Proposal:

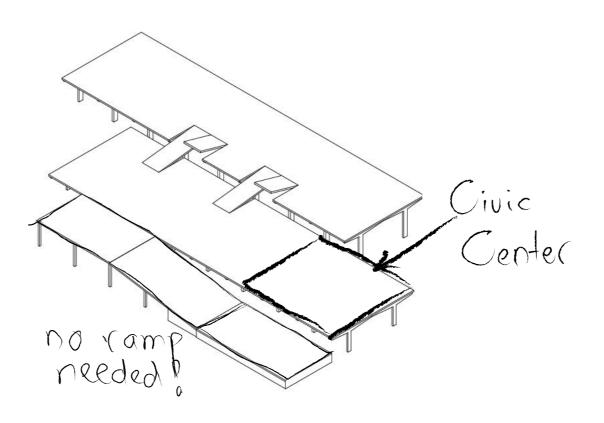
145 parking spots, 0,4 spots p/dwelling Civic Center 1800 m<sup>2</sup> Mobility Hub 400 m<sup>2</sup>

### ADAPTING THE PARKING GARAGE



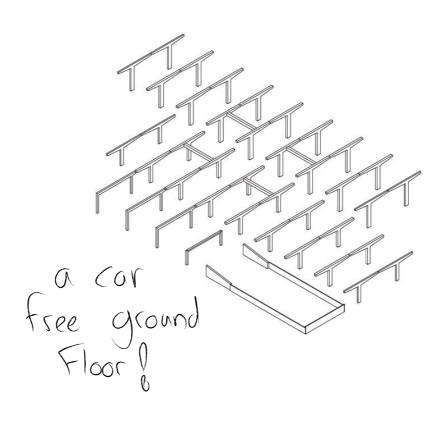
### ADAPTING THE PARKING GARAGE

P5



78

### ADAPTING THE PARKING GARAGE



A MIXED-USE PROGRAM based on Existing Activities

Walkable and Bikeable VILLAGE-LIKE URBAN PLAN

Architectural Design of a **RECOGNISABLE CIVIC CENTER** in the Existing Parking Garage

P5

### **DESIGN GOALS**

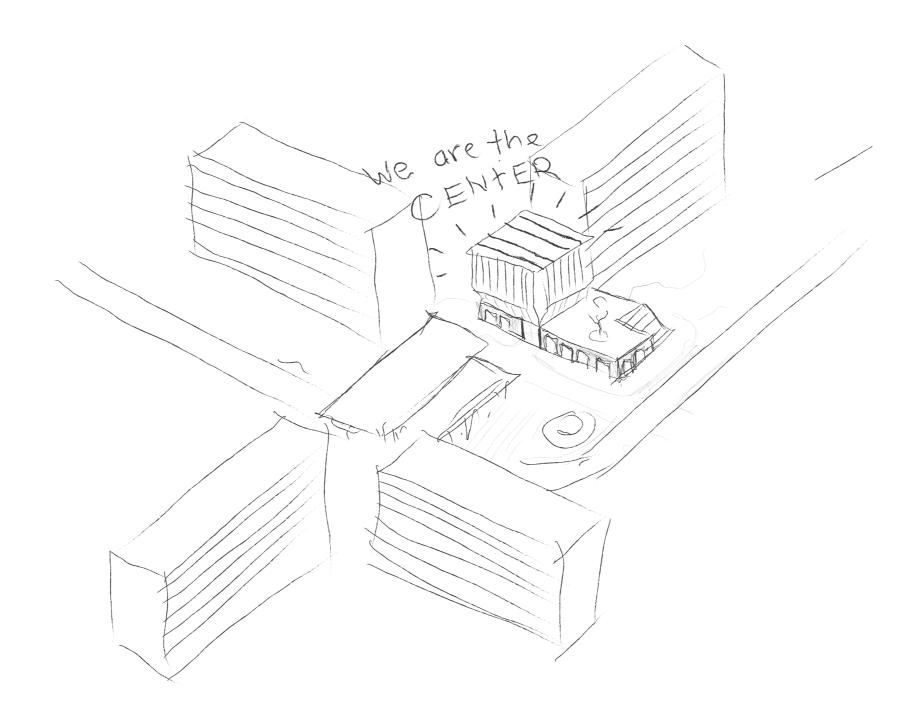
MARK THE CENTER of Molenwijk by Standing Out from the Slabs

Architecture that Represents a **CIVIC** and **INFRASTRUCTURAL PRIDE** 

Reintroduce **THE HUMAN SCALE** to Molenwijk

Architecture that **ALLOWS USERS TO APPROPRIATE** 

### AN APPROPRIABLE TEMPLE



### AN APPROPRIABLE TEMPLE

### the Nest

### **NEW MATERIALS**



light, ephemeral, assembled by humans

### the Cave

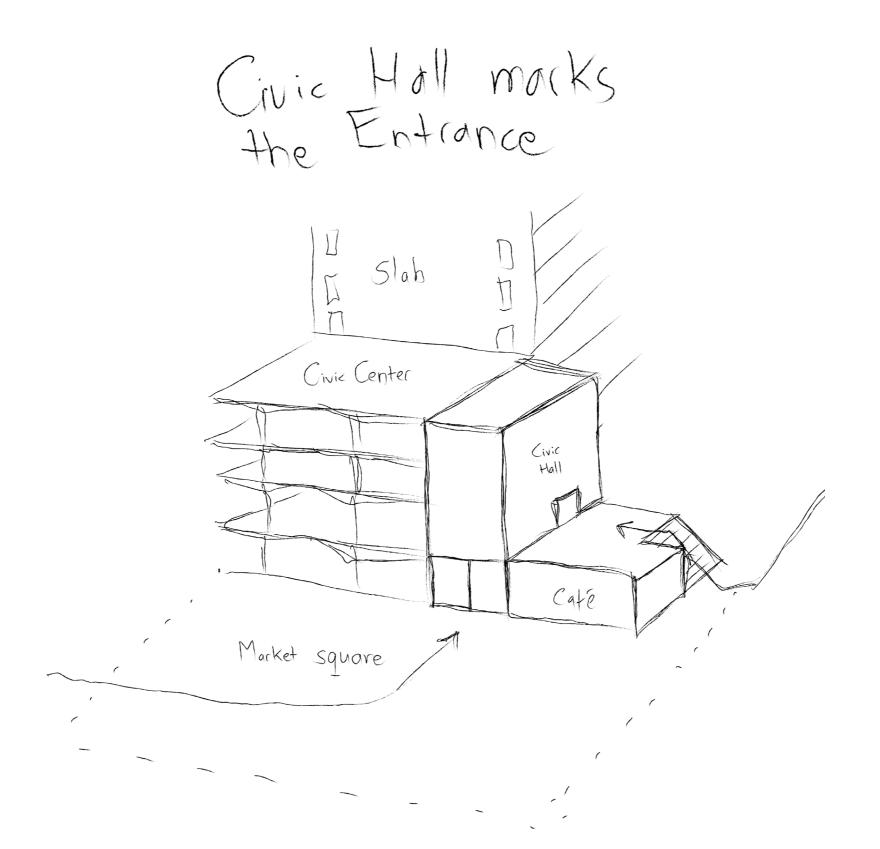
### **REUSED MATERIALS**



heavy, durable, exists outside of humans

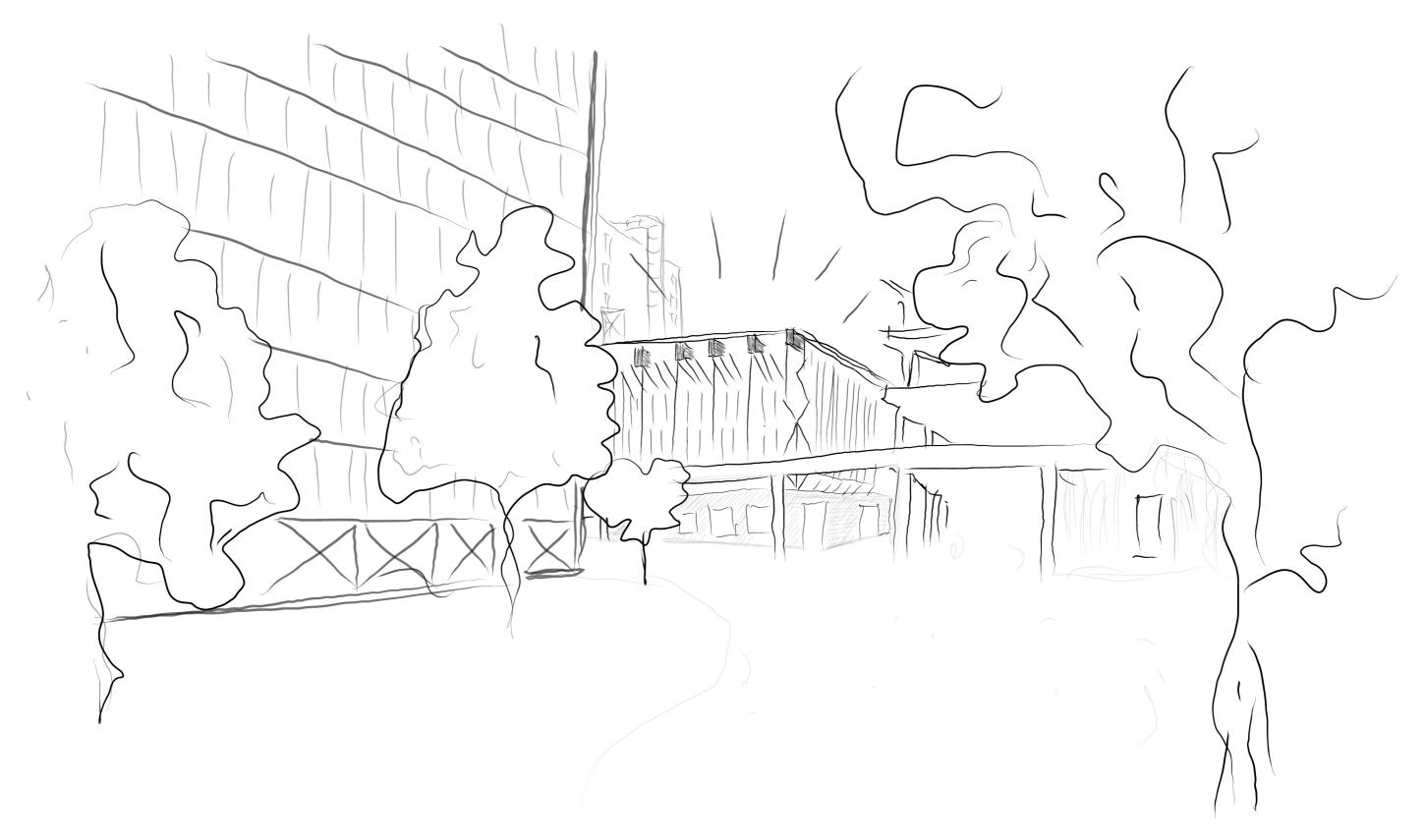
P5

### A NEIGHBOURHOOD ENTRANCE



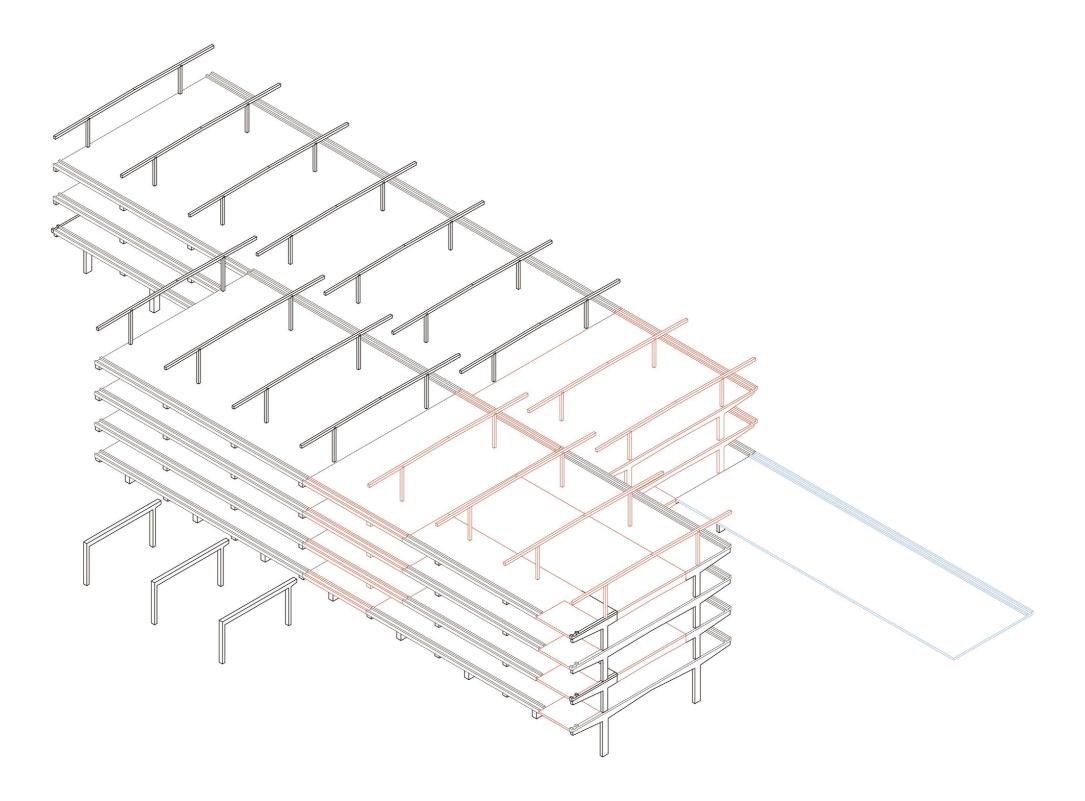


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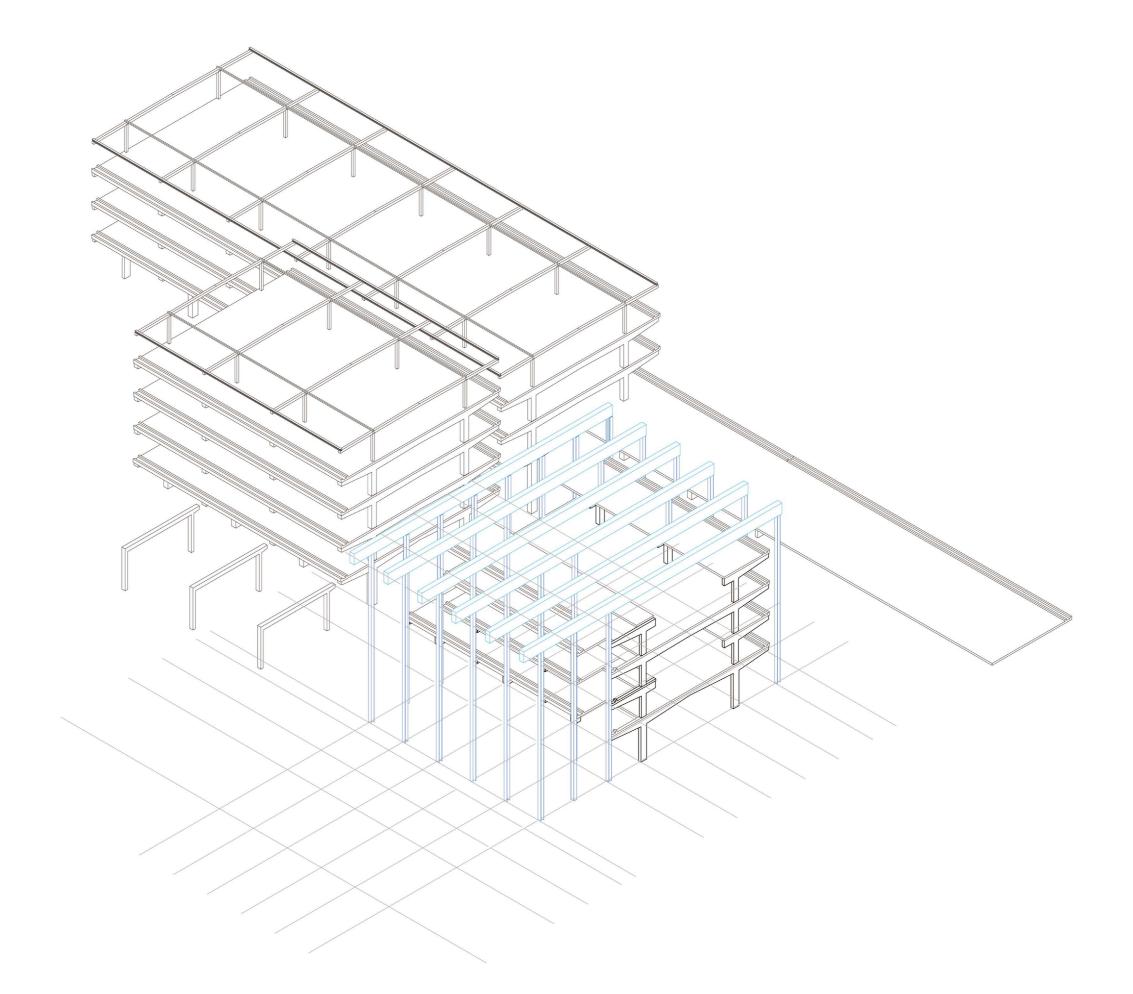


the park

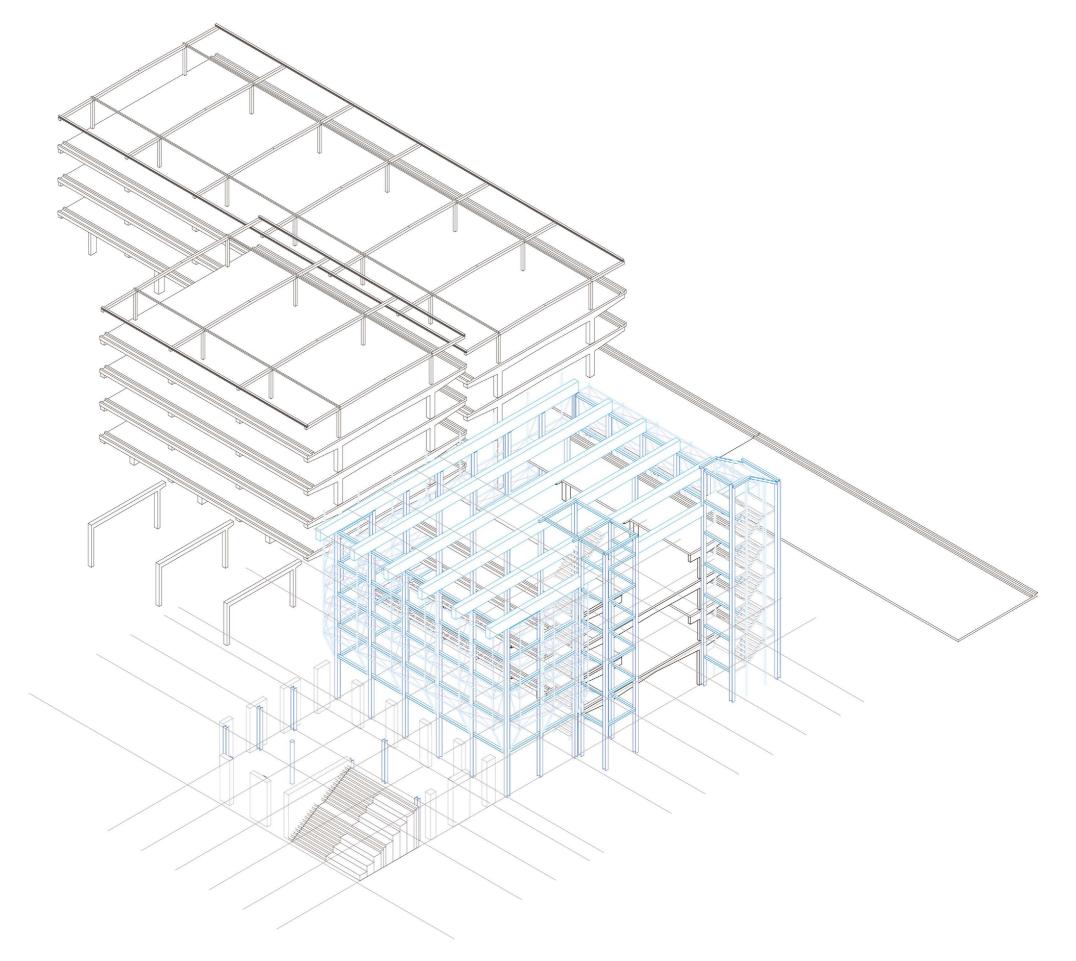
### STRUCTURE

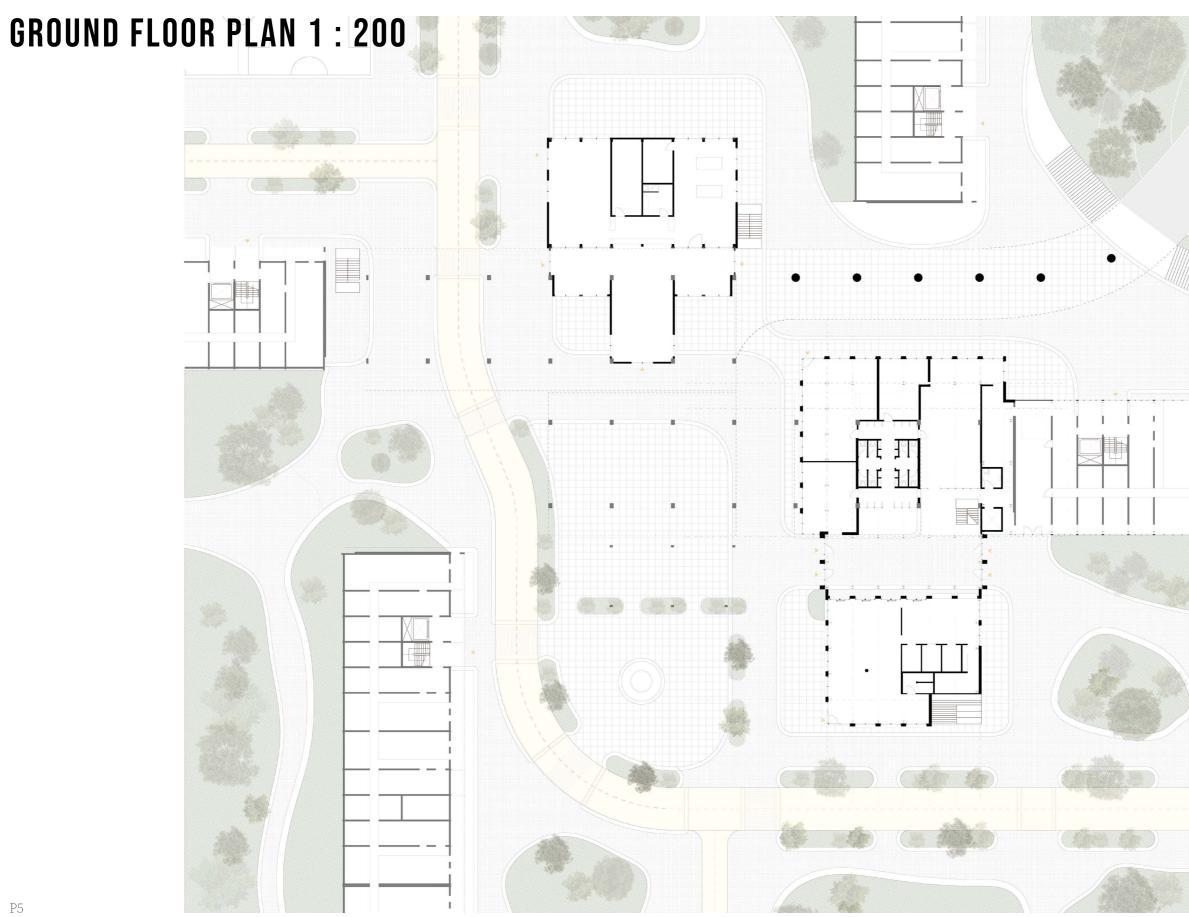


### **STRUCTURE**



### **STRUCTURE**





# MOBILITY HUB

 $\bigvee_{N}$ 

### BARBERSHOP

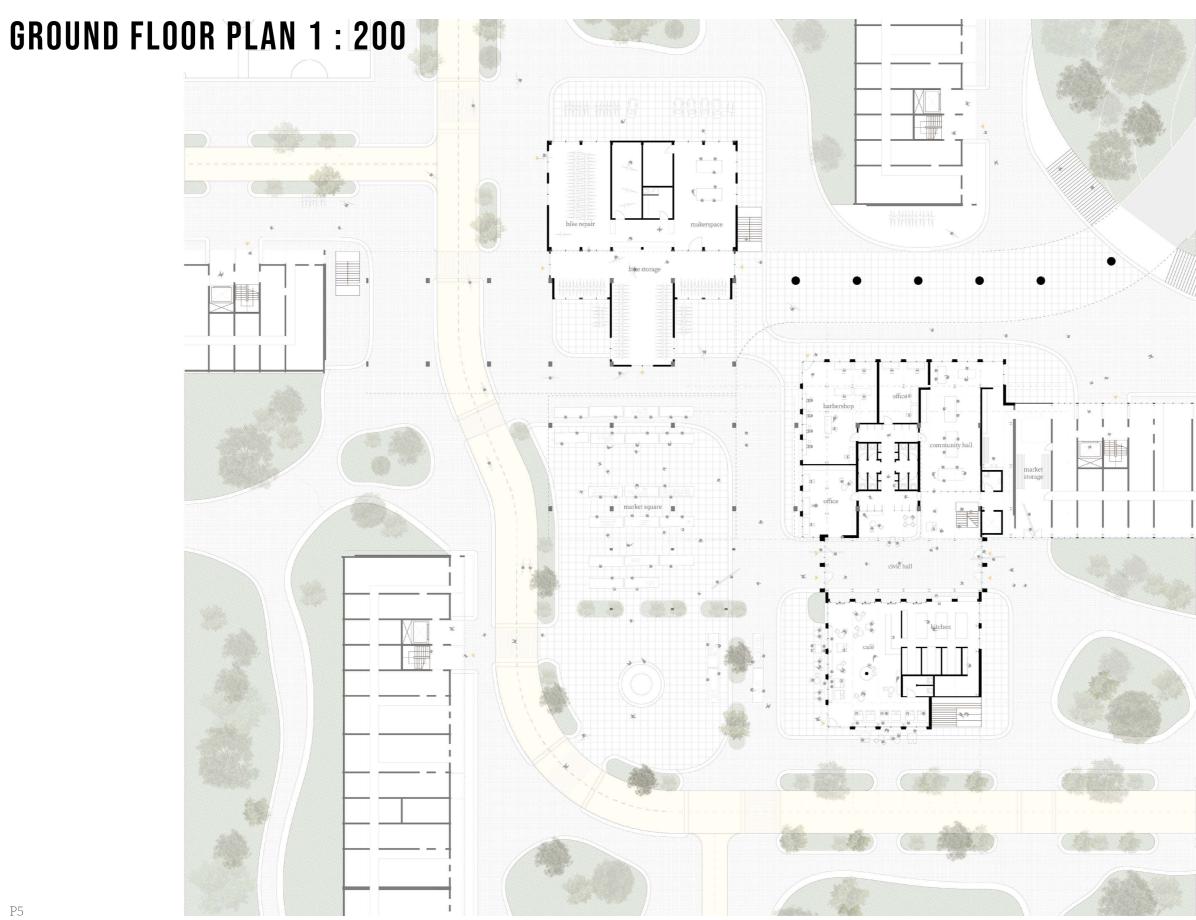


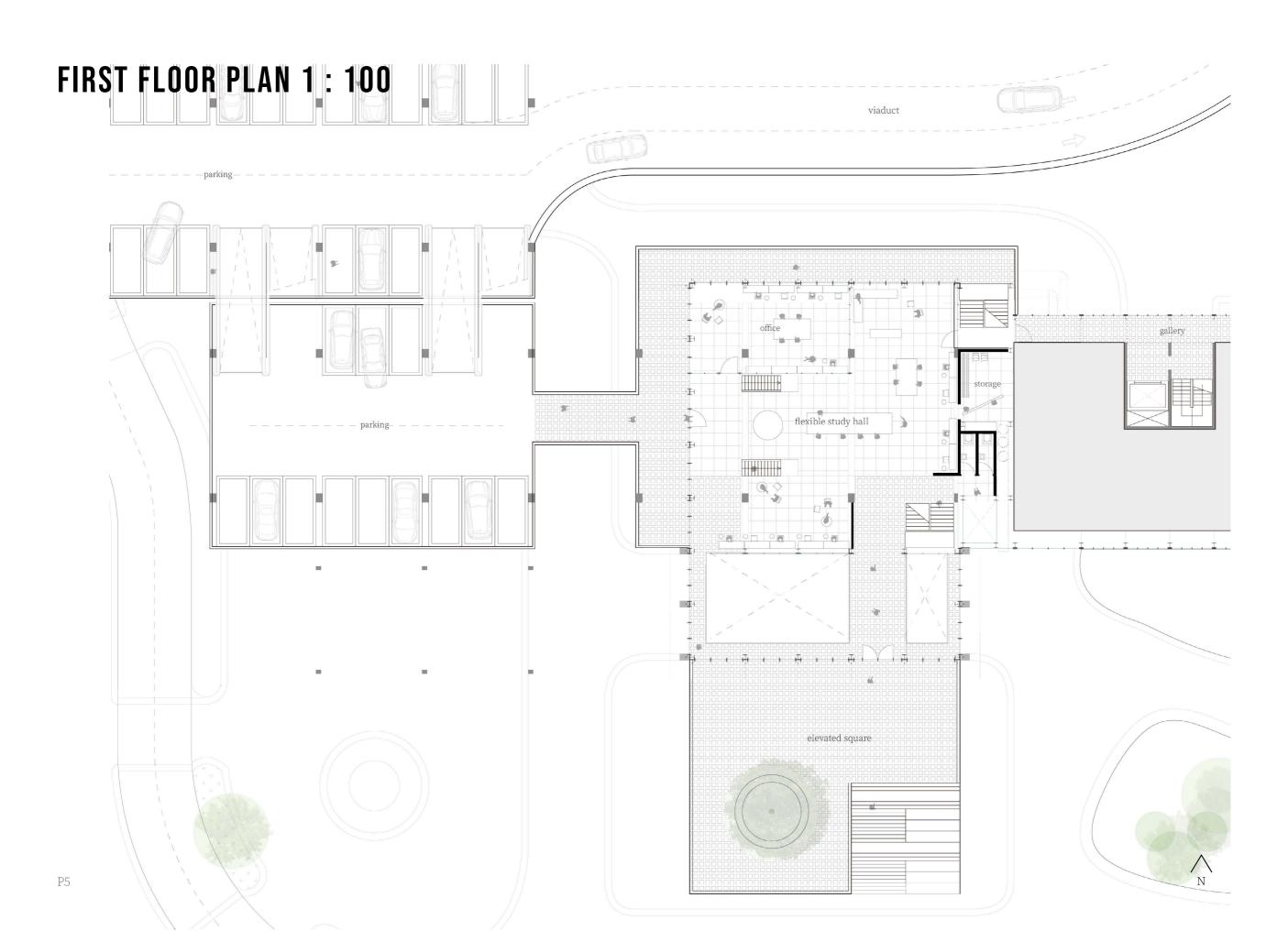
# **FLEX OFFICES**

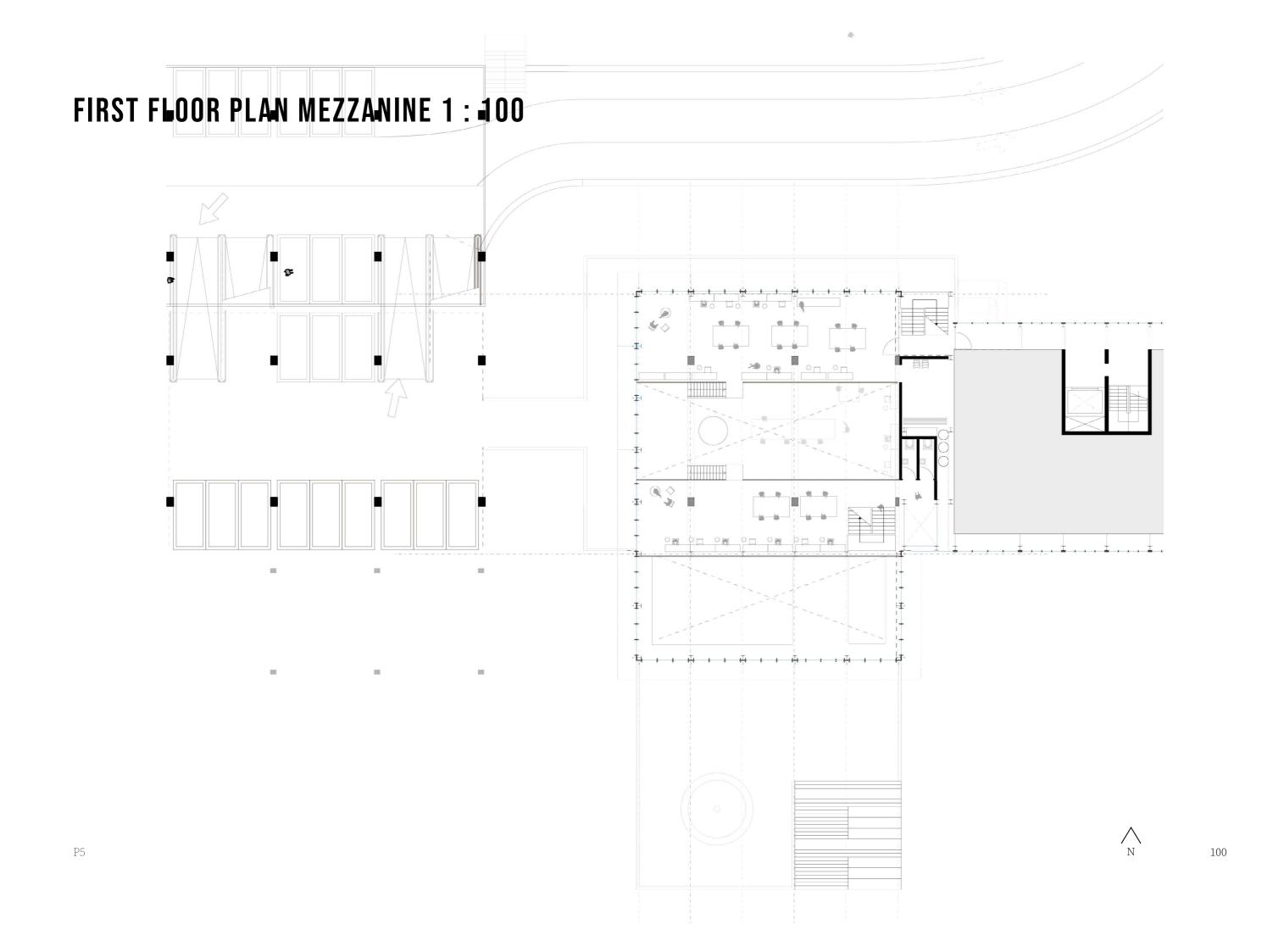
# COMMUNAL SPACE

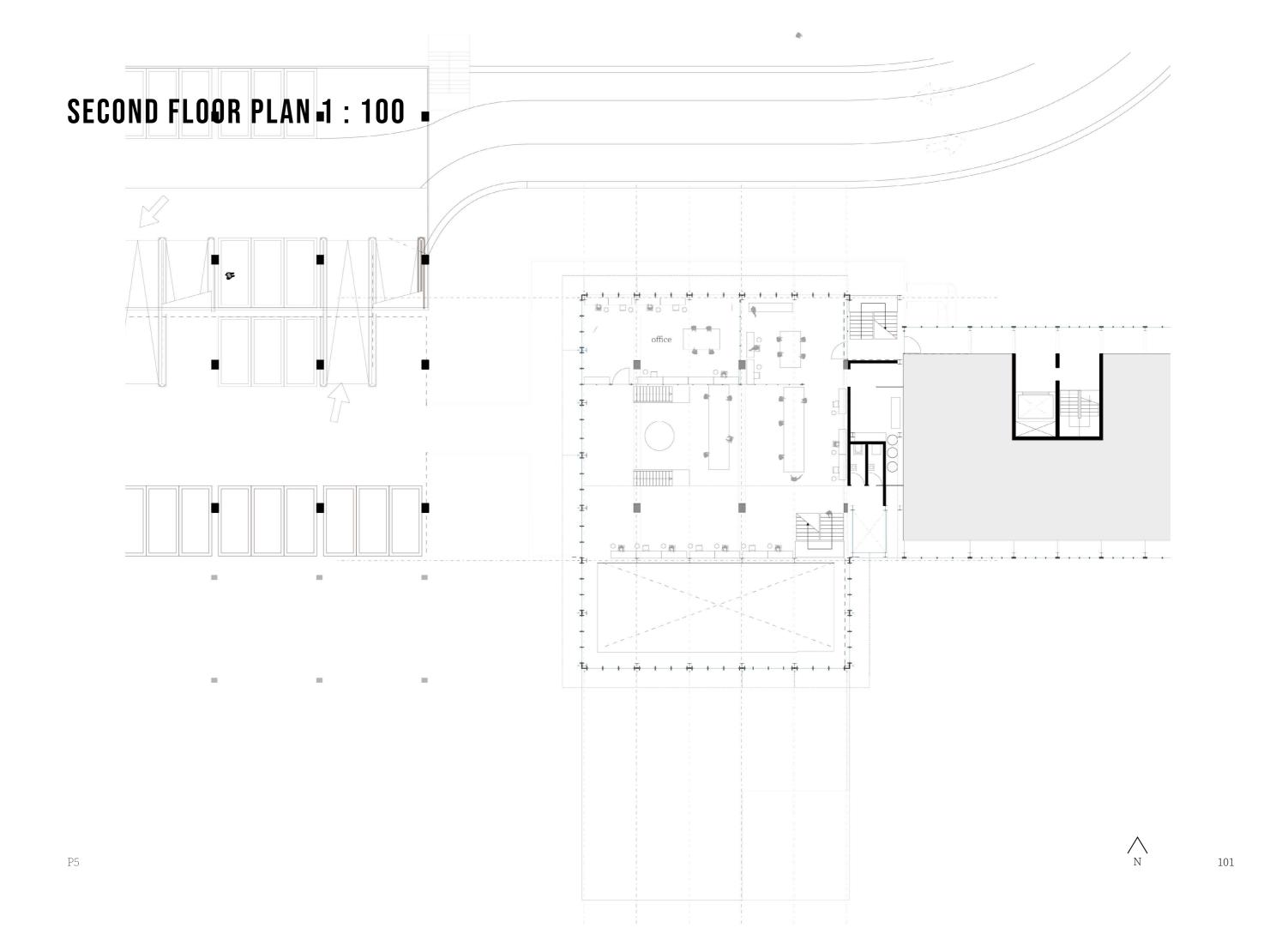
### MARKET & CAFÉ

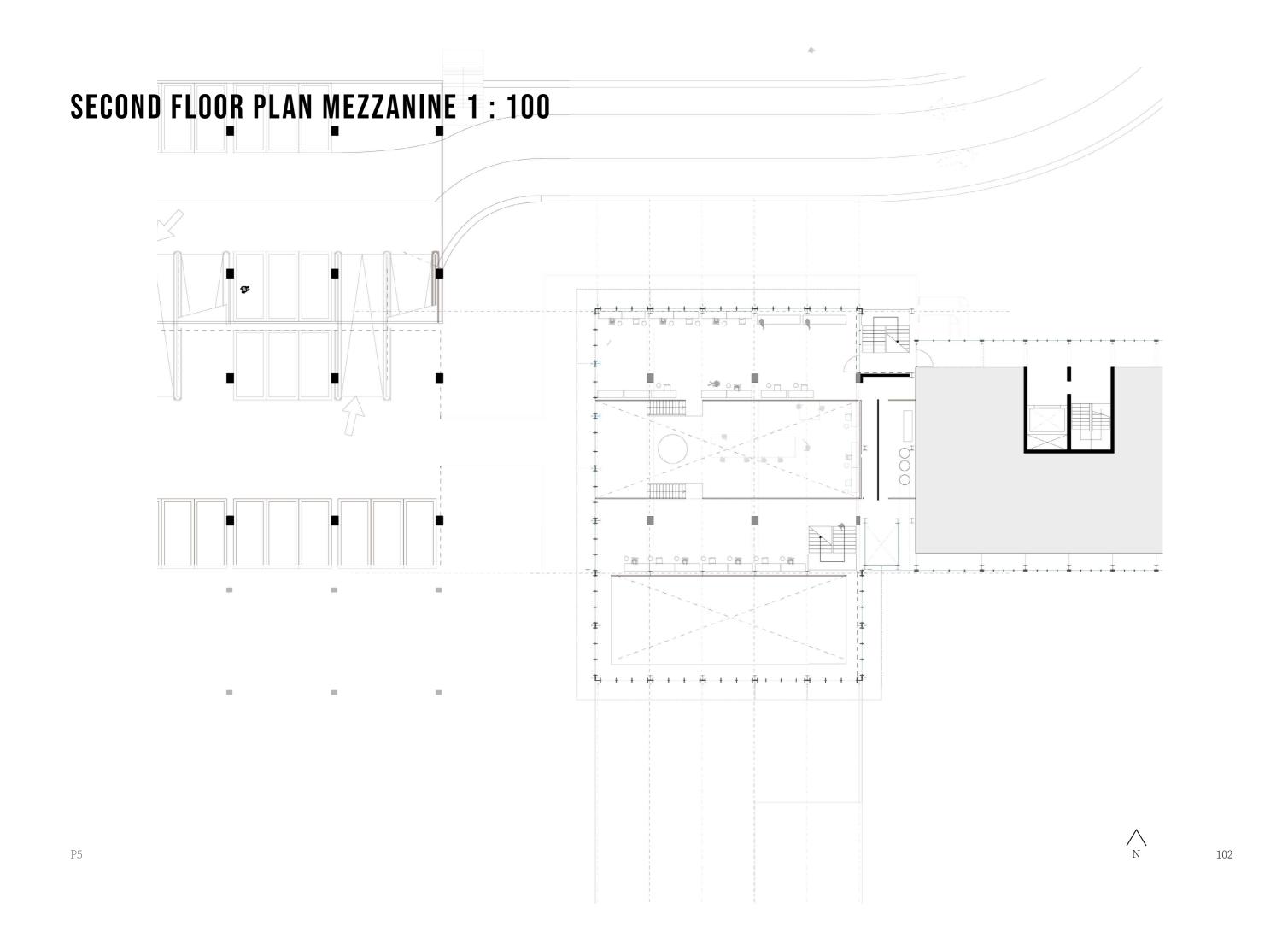


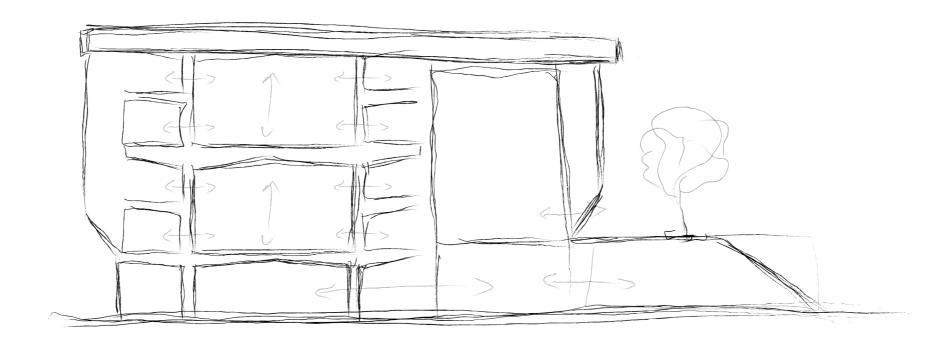


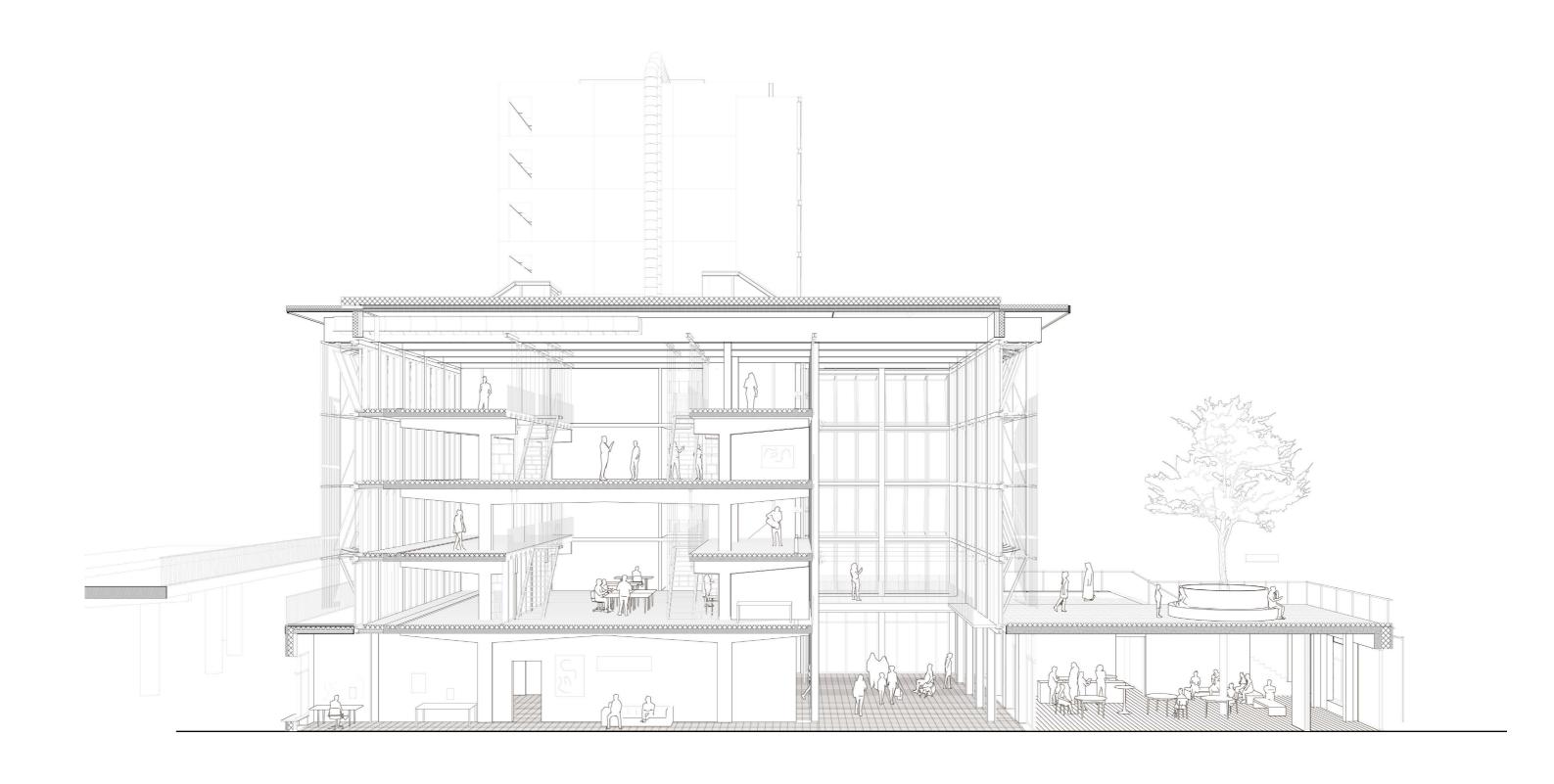


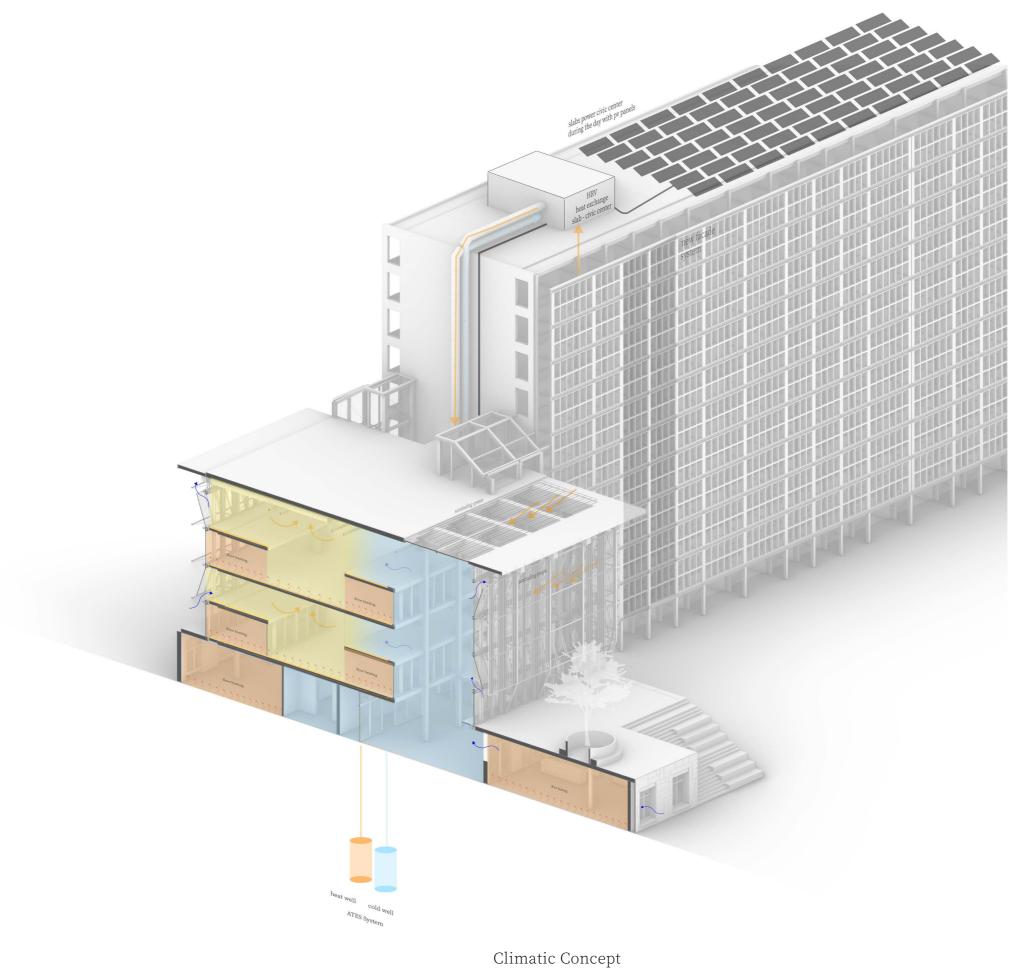




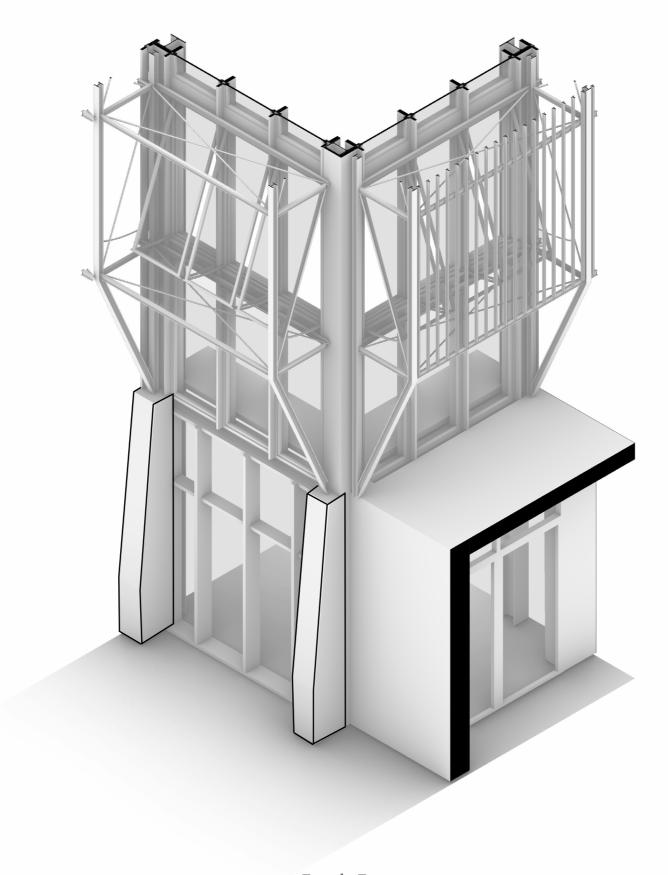


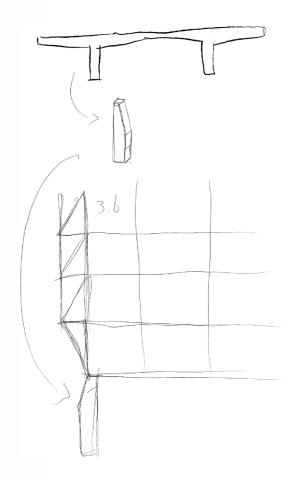


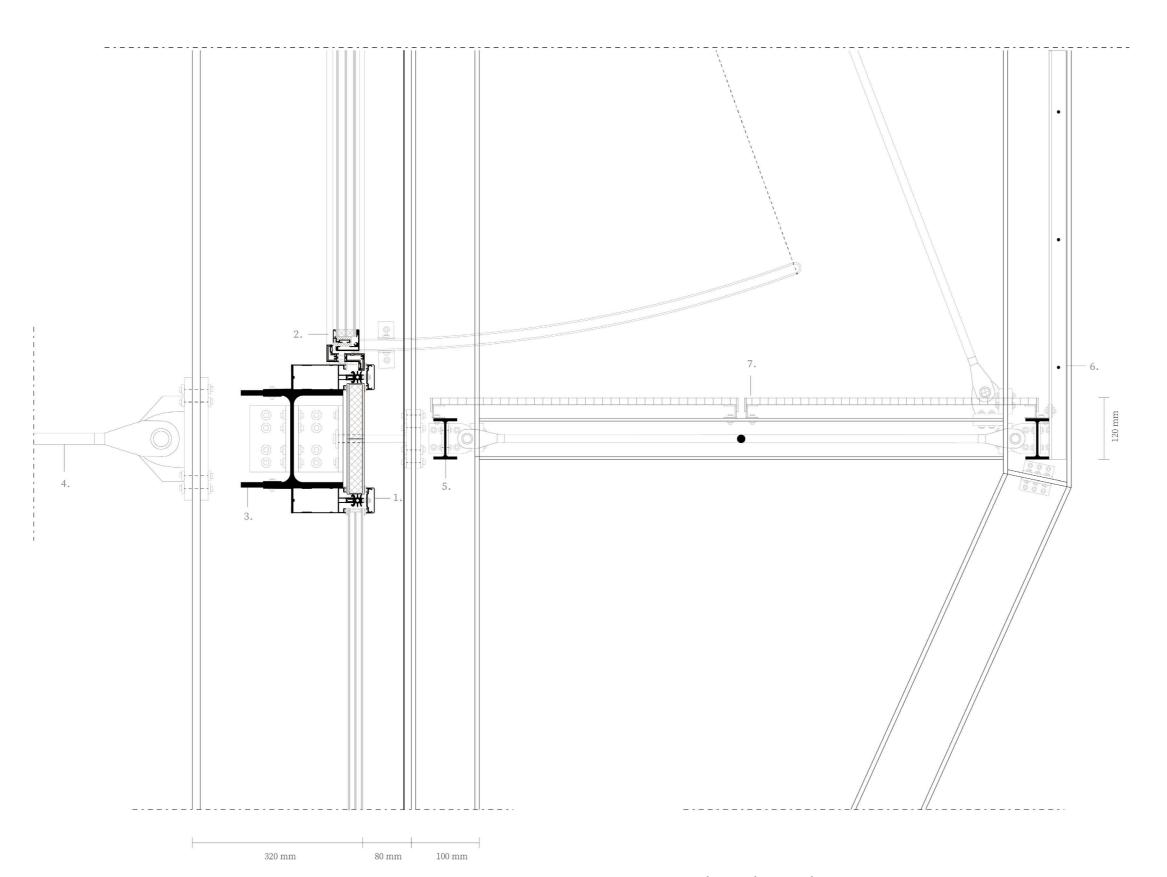




### FACADE DESIGN

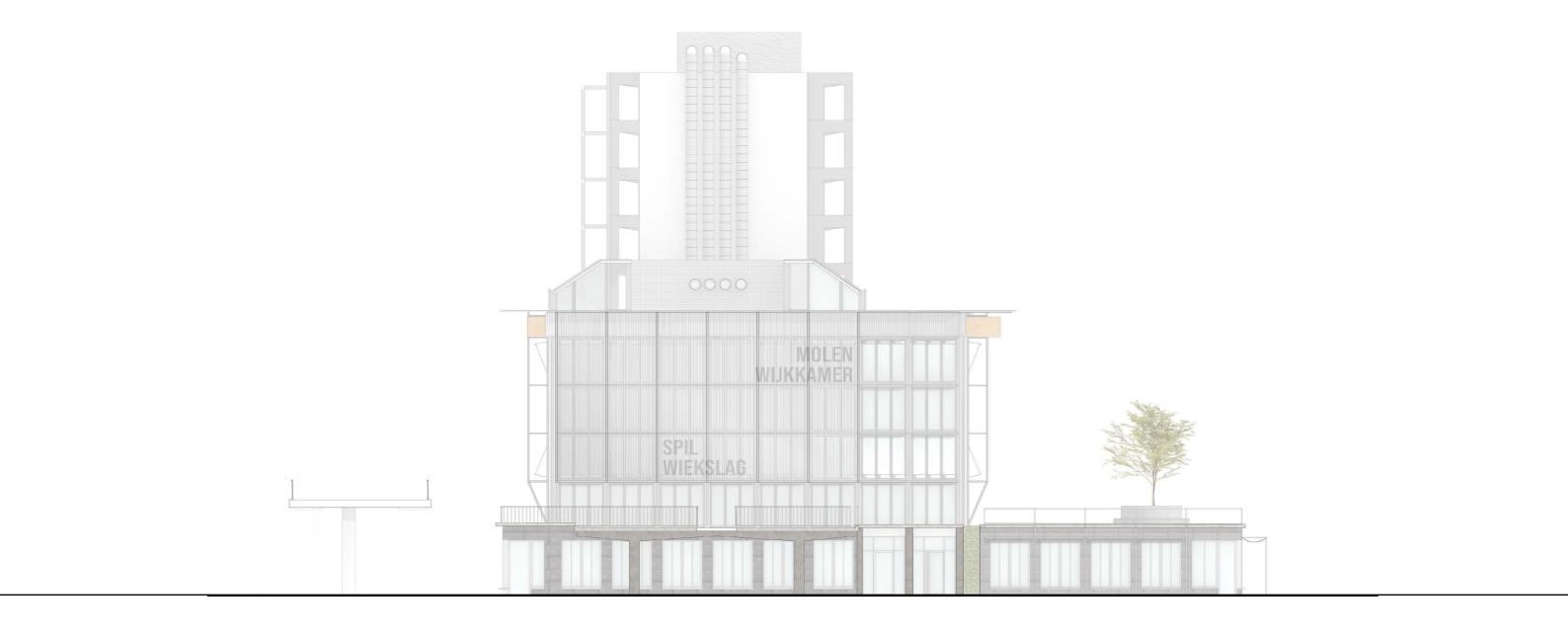






New - Addition - Civic Hall Facade Vertical Section Scale 1 : 5

- 1 Facade construction Curtain wall system thermally broken aluminium profile structure 45 × 60 mm, horizontally repeated at 1080 mm intervals. Exterior profile elements connected via an insulated click-fit system. Thermal bridge between interior and exterior structure interrupted by high-performance rigid insulation sandwich panel, 30 mm thick. Glazing system consists of triple glazing units with argon-filled cavities, total R.C. ≈ 1.76 m²-K/W.
- 2 Opening windows integrated into the curtain wall, configured as outward-opening tilt windows (top-hung).
- 3 HEA 240 beam
- 4 Tension cable for appropriation, users are allowed to hang up to 100 kg of misc
- 5 IPE 100 beam
- 6 Aliminium corner profile sun shading system
- 7 Dejoroster maintenance catwalk







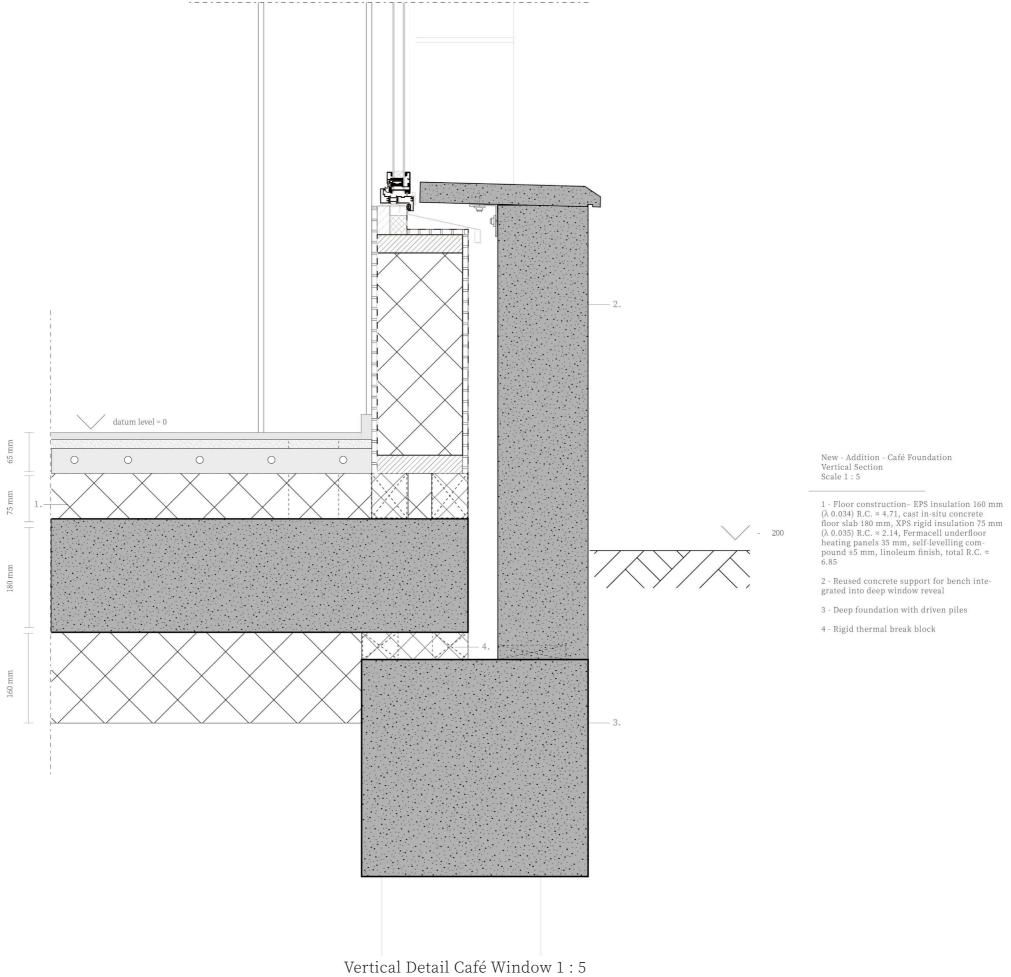




### Reintroduce **THE HUMAN SCALE** to Molenwijk



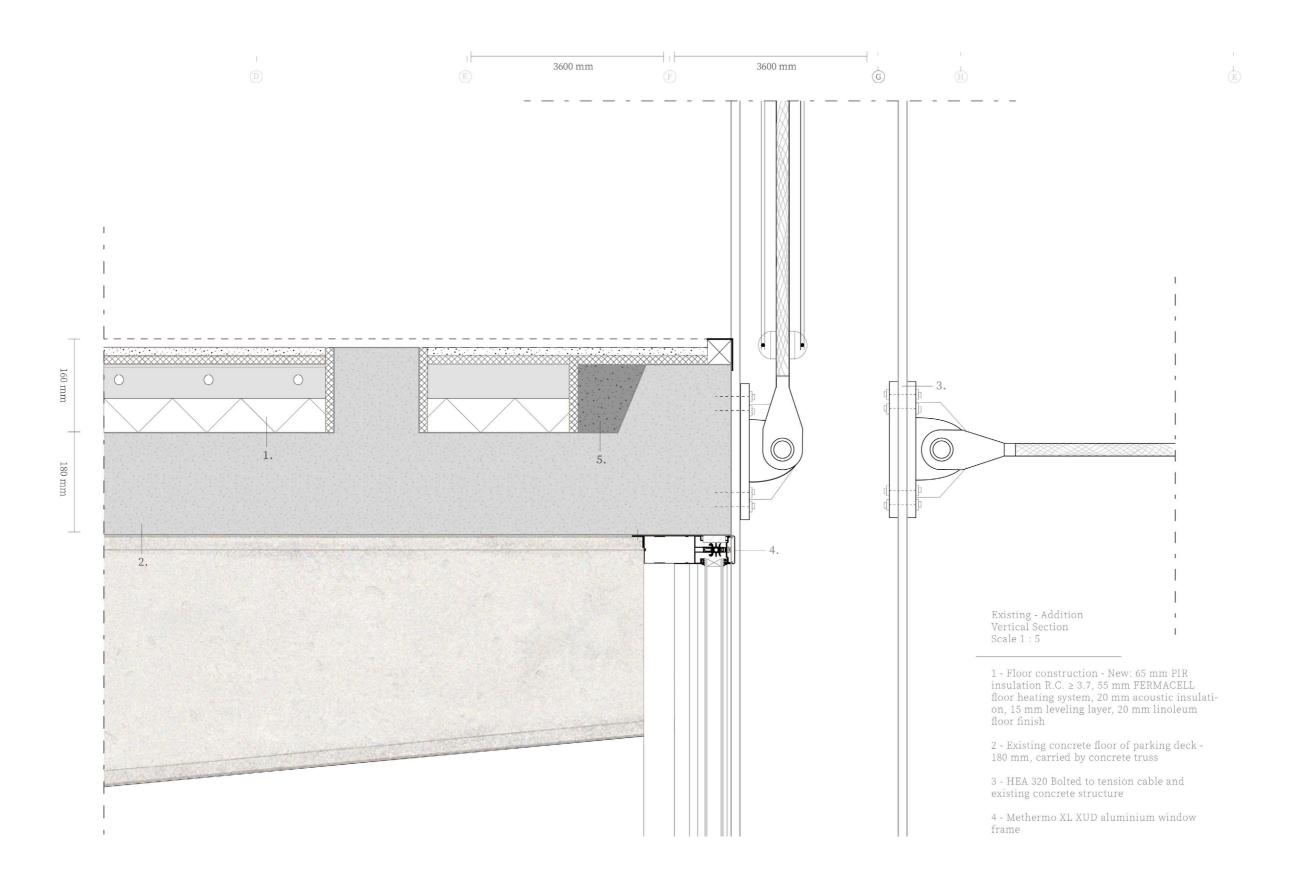


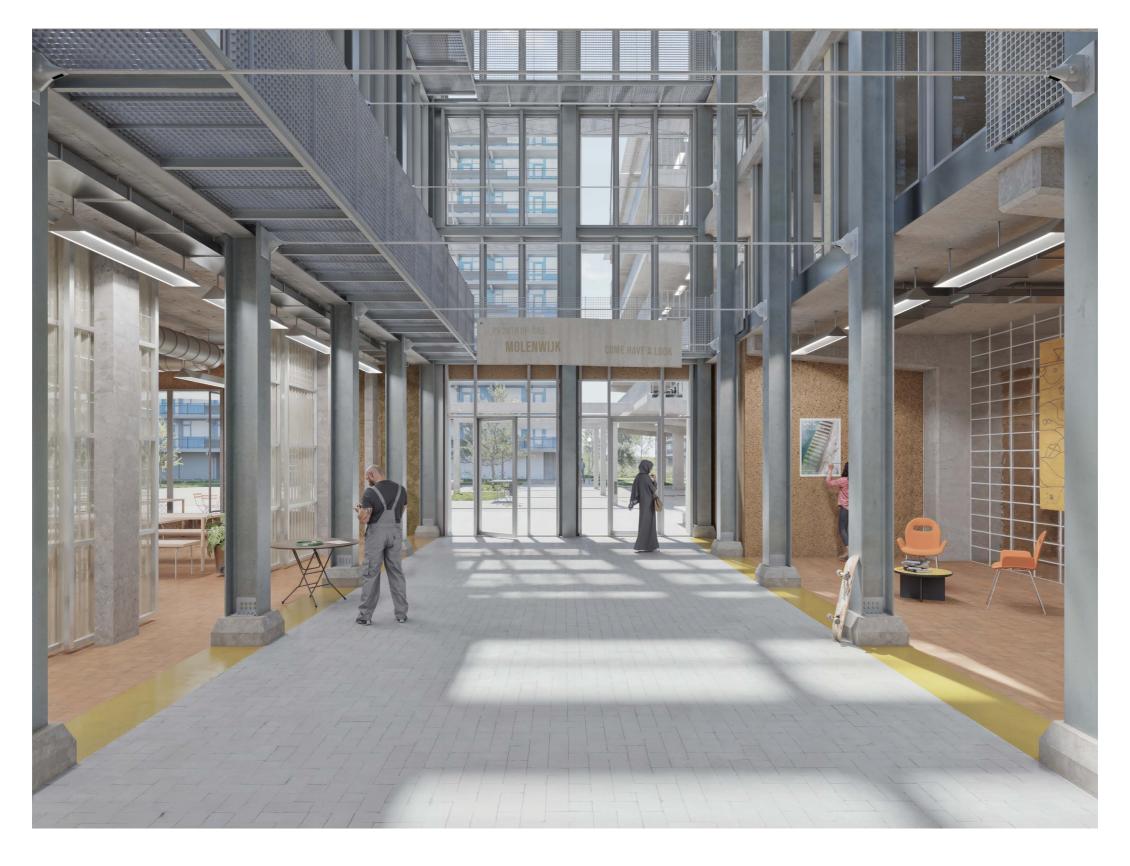


119

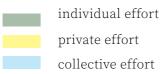
# Architecture that **ALLOWS USERS TO APPROPRIATE**



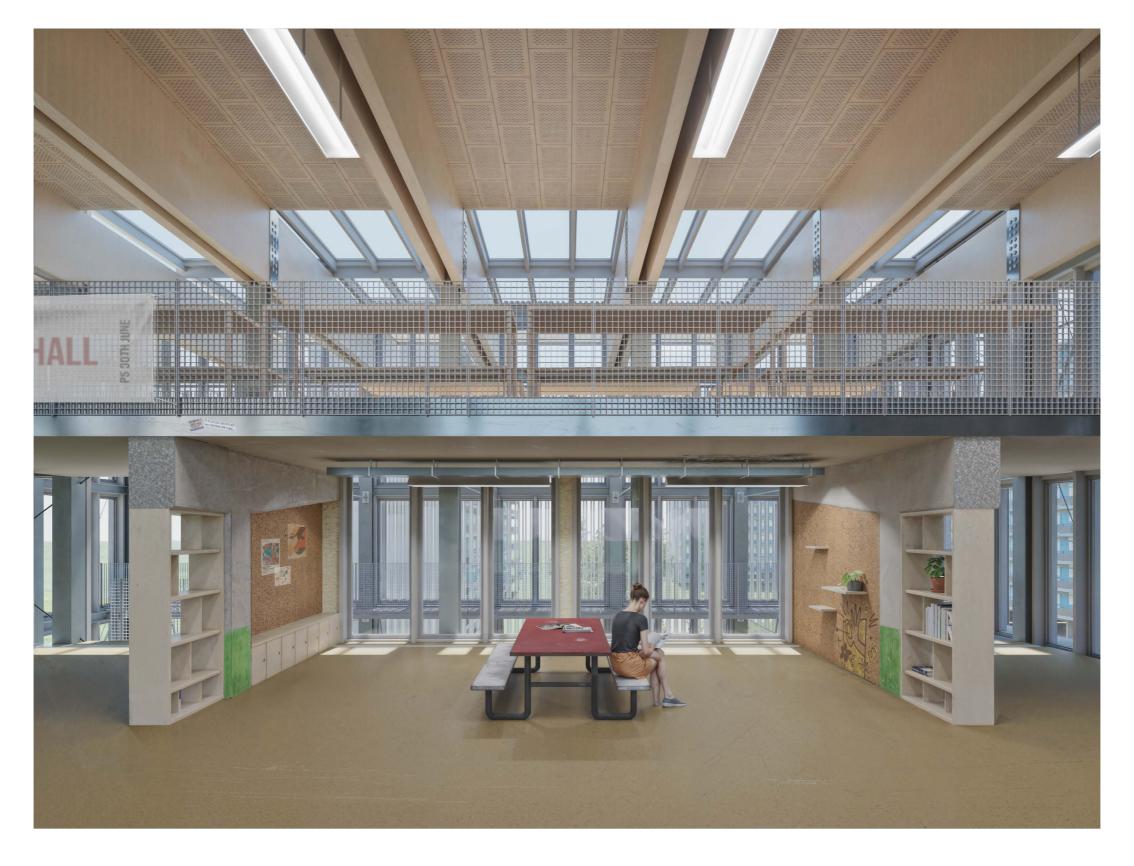


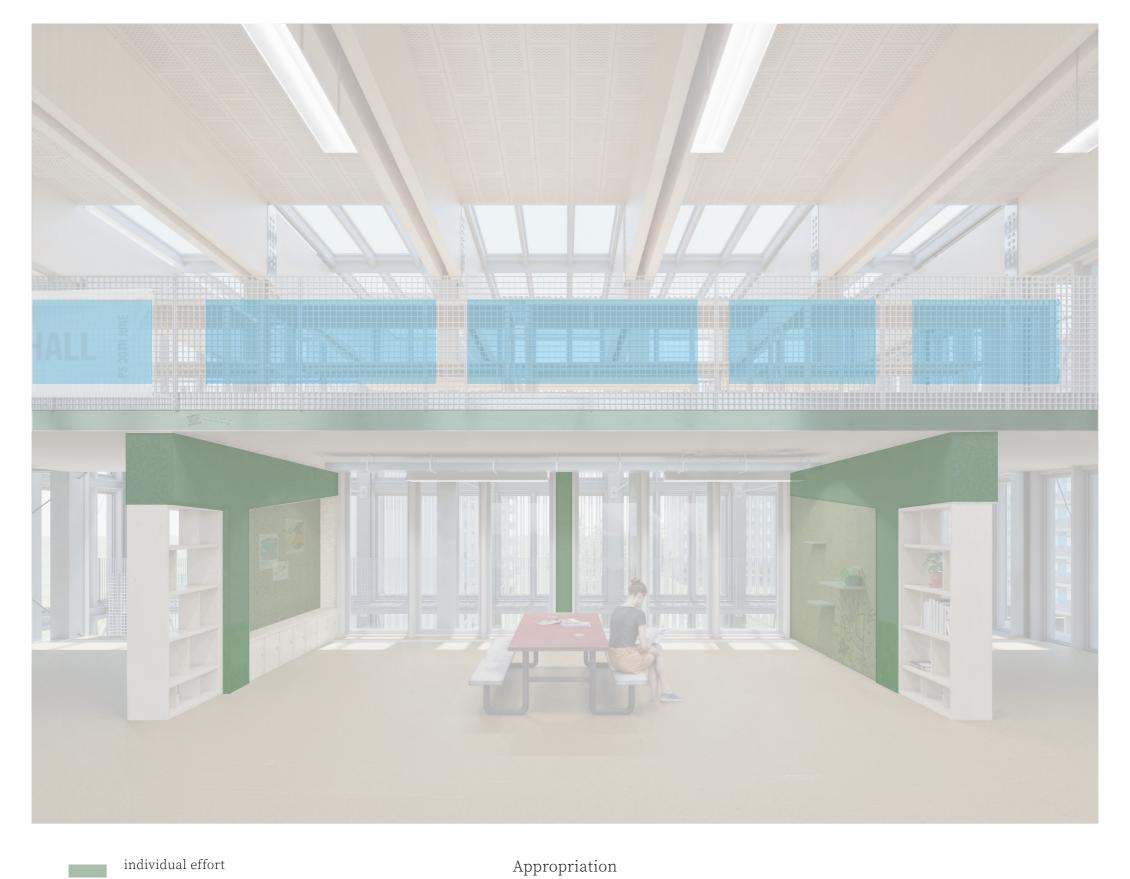






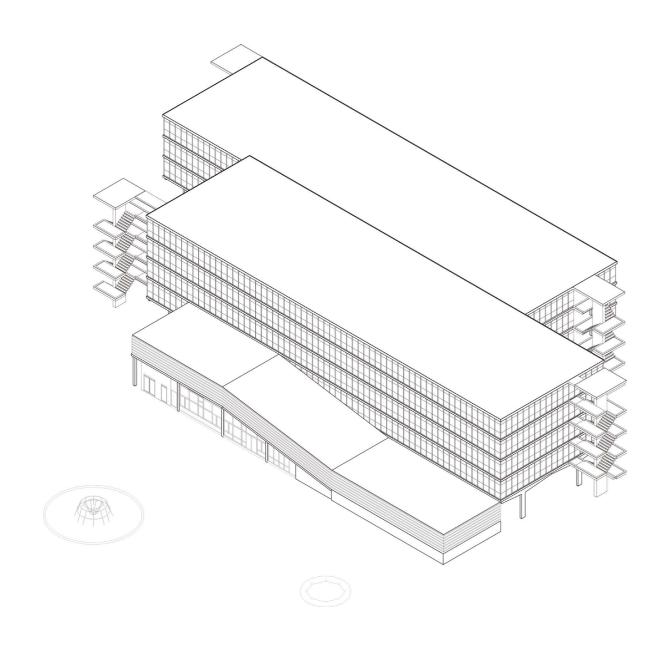
126





# **REFLECTION**

## FROM AUTOMOBILE INFRASTRUCTURE TO SOCIAL INFRASTRUCTURE



#### Current:

Parking spots

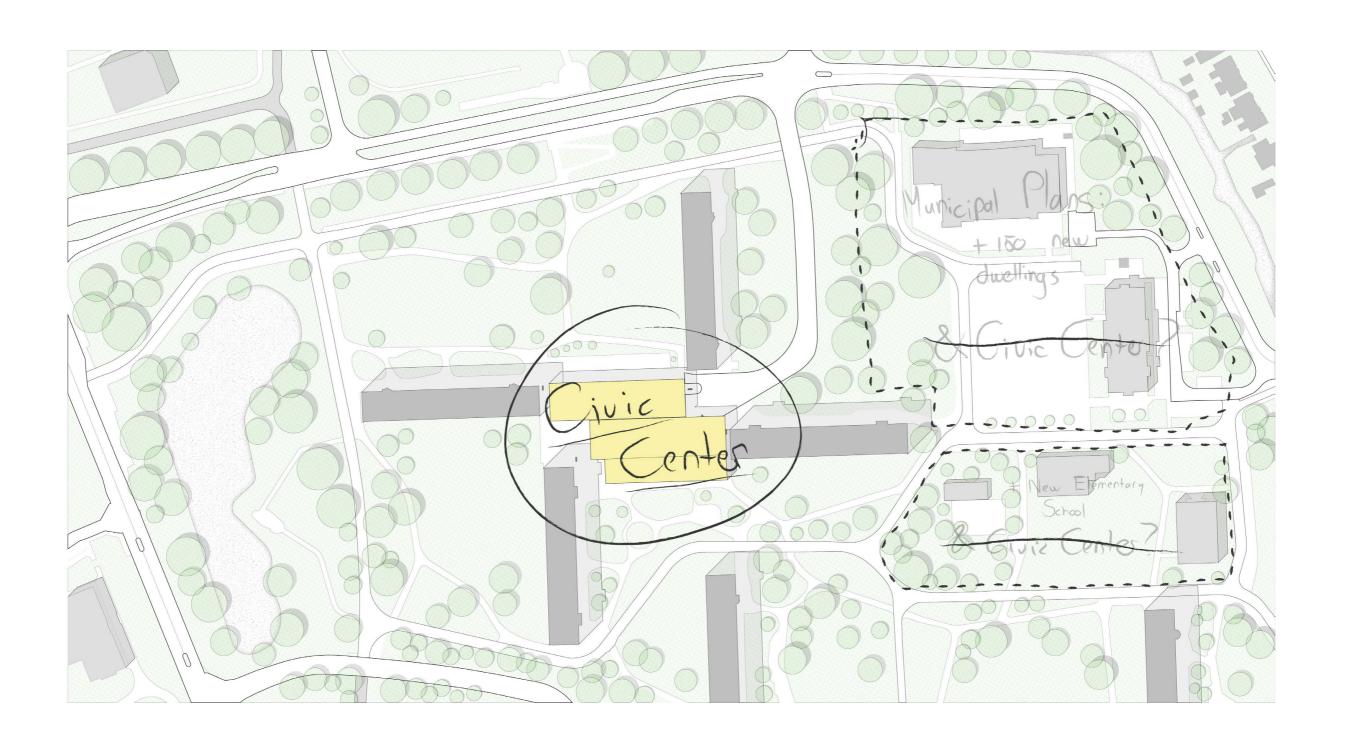
#### Design:

Parking spots

1300 m<sup>2</sup> Public Amenities
 500 m<sup>2</sup> Commercial

400 m<sup>2</sup> Mobility Hub

## PRIORITIZE SOCIAL INFRASTRUCTURE



## **DESIGN GOALS**

MARK THE CENTER of Molenwijk by Standing Out from the Slabs

Architecture that Represents a **CIVIC** and **INFRASTRUCTURAL PRIDE** 

Architecture that **ALLOWS USERS TO APPROPRIATE** 

Reintroduce **THE HUMAN SCALE** to Molenwijk

## AN APPROPRIABLE TEMPLE

