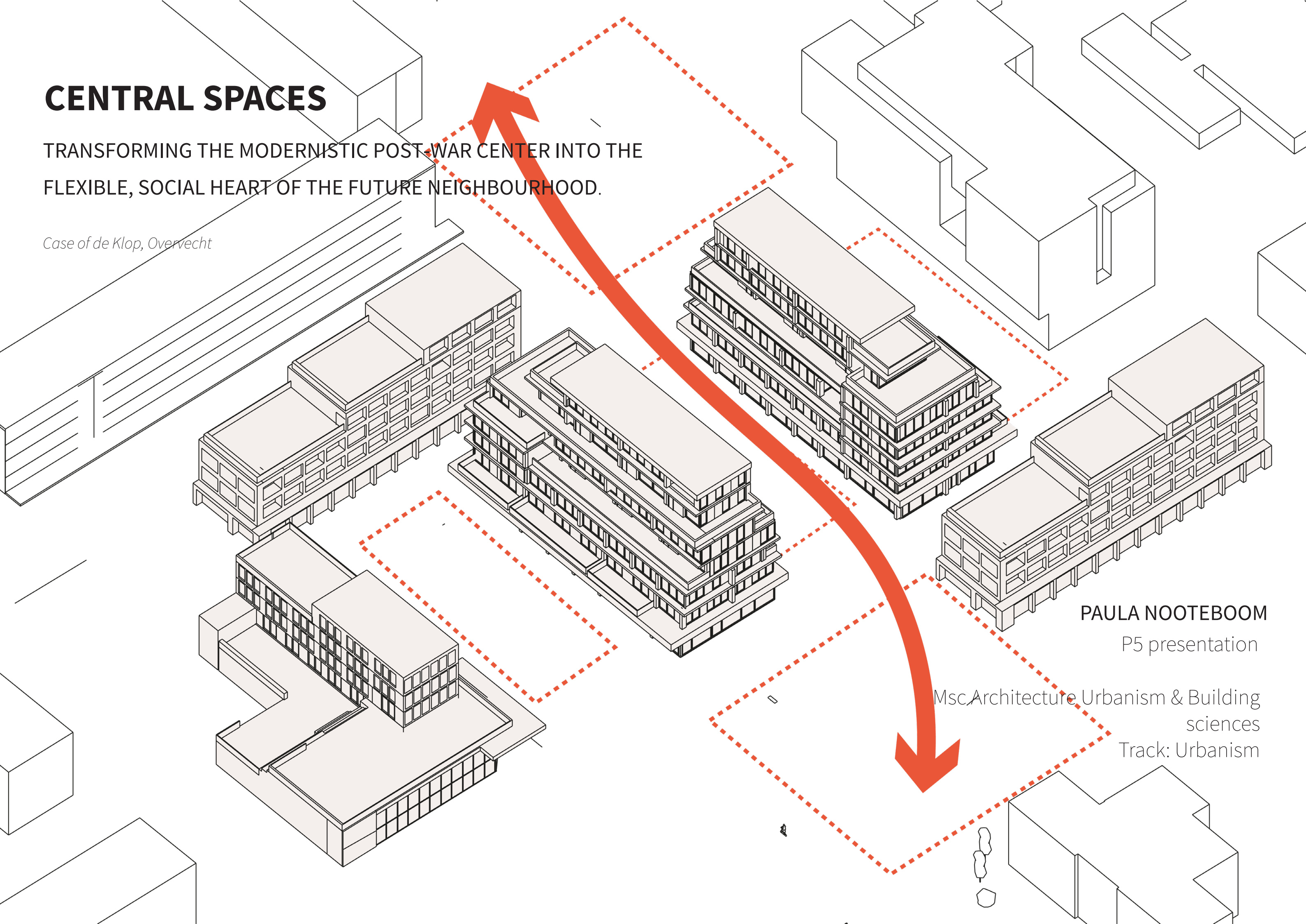


CENTRAL SPACES

TRANSFORMING THE MODERNISTIC POST-WAR CENTER INTO THE
FLEXIBLE, SOCIAL HEART OF THE FUTURE NEIGHBOURHOOD.

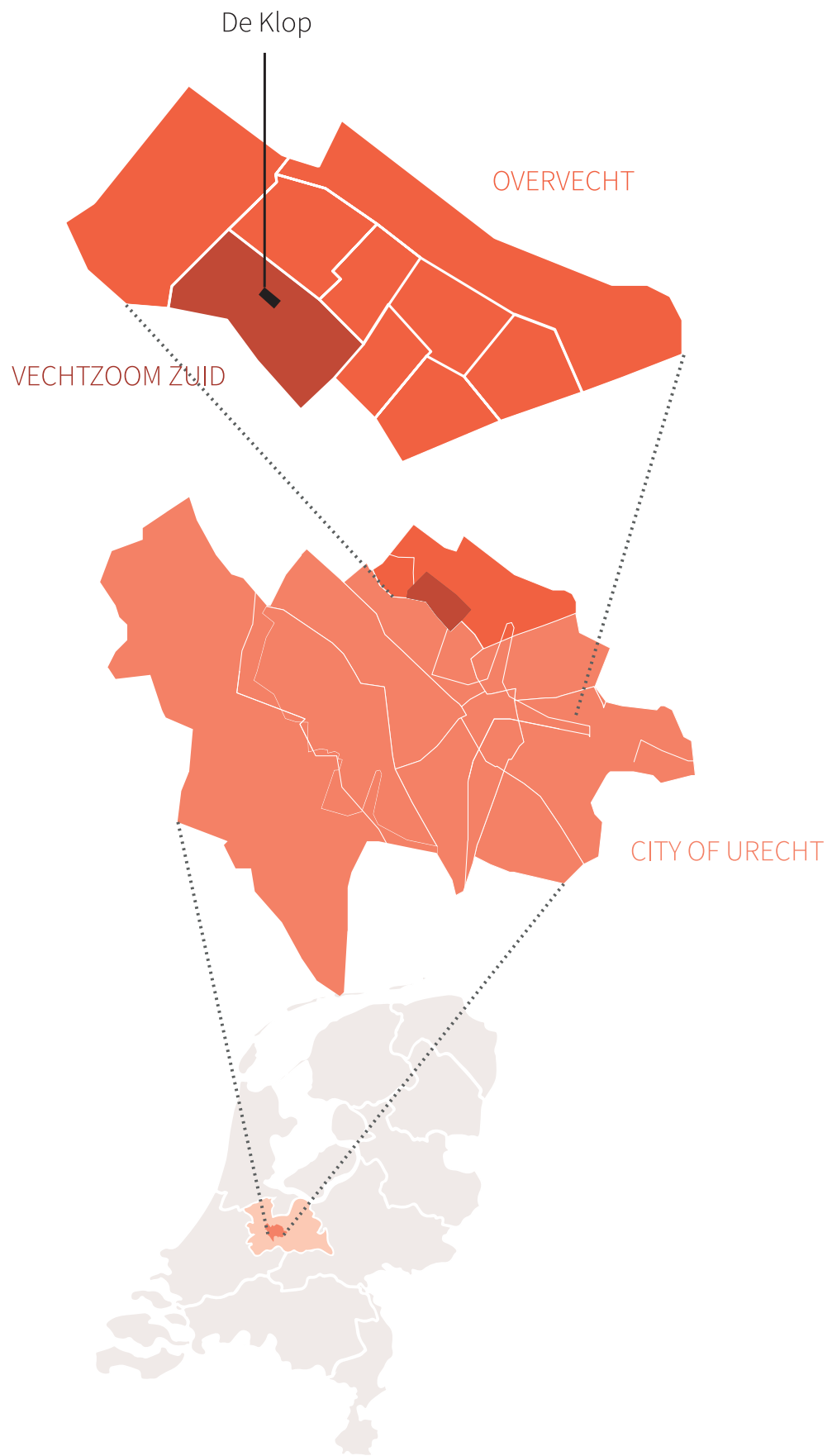
Case of de Klop, Overvecht



PAULA NOOTEBOOM

P5 presentation

Msc Architecture Urbanism & Building
sciences
Track: Urbanism



In de Utrechtse wijk Overvecht is van alles niet pluis

Woningcorporaties luiden de noodklok over de verloedering van arme wijken. Overvecht is een van die wijken met honderd-en-een problemen waar vooruitgang taai is. We maken een rondgang door de buurt met twee bewoners. „De situatie is nu slechter dan toen we een Vogelaarwijk werden.”

Chris van Mersbergen 03-02-20, 10:22 Laatste update: 03-02-20, 13:19



Steeds meer leegstand en problemen bij winkelgebieden in Utrecht

RETAIL 16/6/2021 - 14:05

– Redactie

↑ Winkelcentrum De Klop is een van de winkelcentra uit de nieuwe plannen. Foto's: Chantal Spaan

Online winkelen, het schrale aanbod en de coronacrisis; de redenen voor de problemen met meerdere winkelgebieden in de stad zijn wel bekend. Maar hoe moet dit opgelost worden? De gemeente heeft een plan gepresenteerd voor zes winkelgebieden die 'extra aandacht' verdienen.

De veranderingen in winkelland waren al een tijdje bezig, maar de coronacrisis zorgt voor een stroomversnelling. In de binnenstad staat ondertussen 10 procent van de winkels leeg, en dat is voornamelijk in sommige straten. De Twijnstraat en Lijnmarkt hebben bijvoorbeeld veel minder te maken met leegstand. De Steenweg is weer een voorbeeld van een winkelstraat met veel leegstand.

Twee type winkelcentra

Er zijn volgens de gemeente twee typen winkelcentra in Utrecht die hulp nodig hebben. Kwetsbare winkelcentra in kwetsbare wijken die – ook vóór corona al – niet goed functioneerden en van matige kwaliteit zijn. Dit zijn ook wijken waar als gevolg van corona het risico op verdere verslechtering het meest is toegenomen. Het gaat dan om winkelcentra De Klop, Gagelhof en Vasco da Gamalaan.

2.1 The city of utrecht and the location of Overvecht and Vechtzoom-zuid.

CONTENT

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FINDINGS:

SQ1 & 2 - THEN VS NOW

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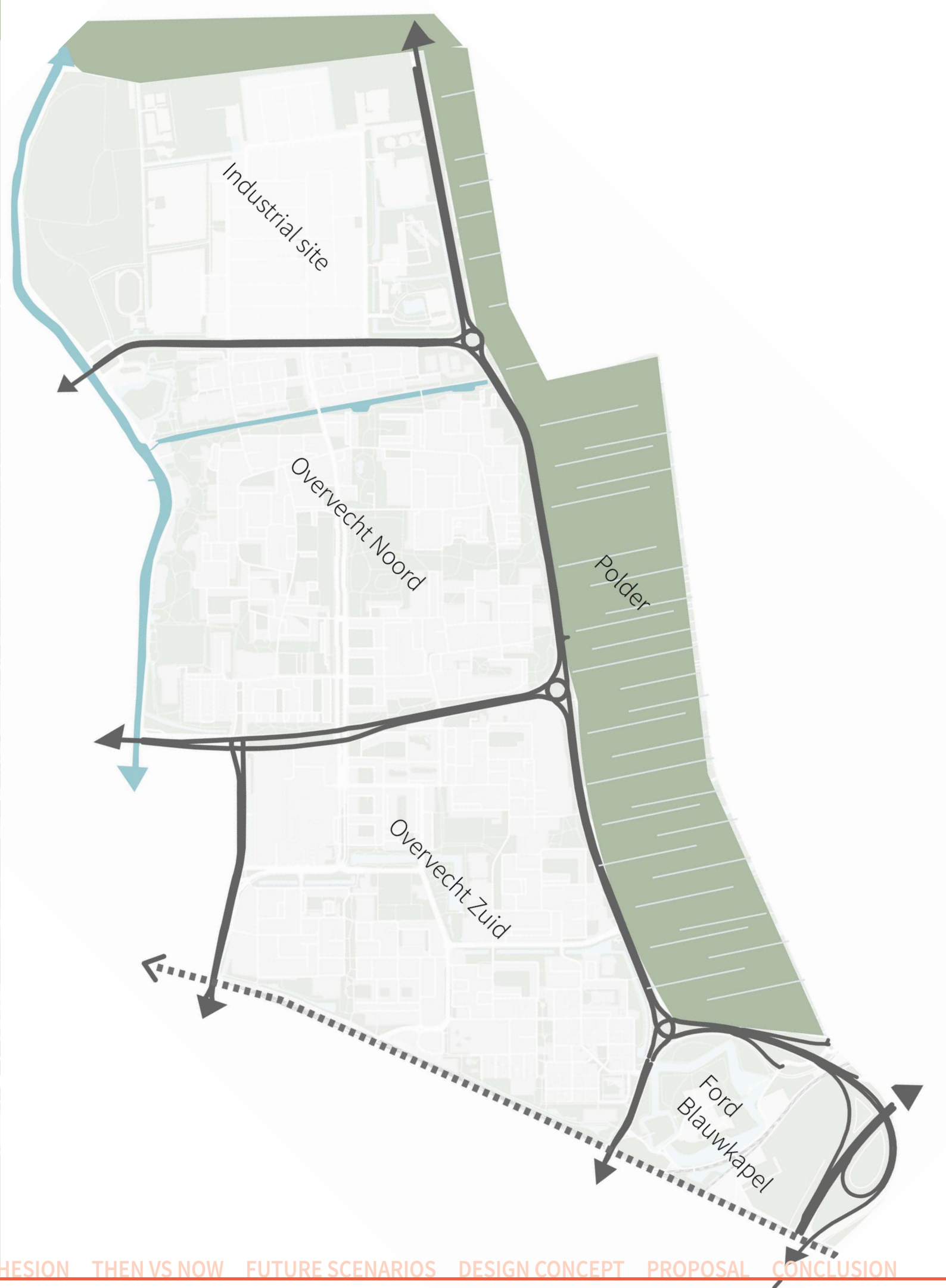
SQ4 - FUTURE SCENARIOS

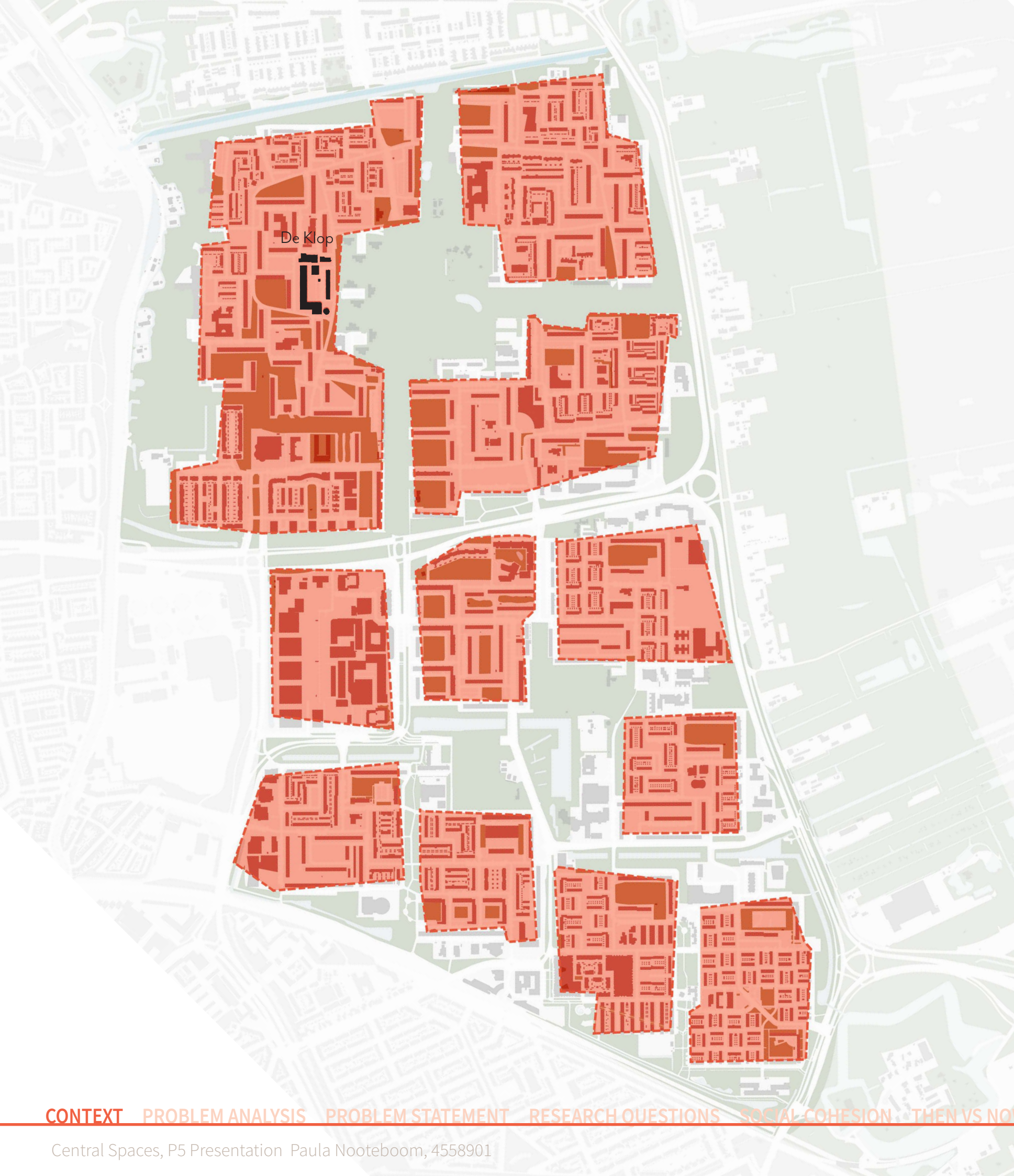
SQ5 - DESIGN GOALS & CONCEPT

SQ6 - TRANSFORMATION PROPOSAL

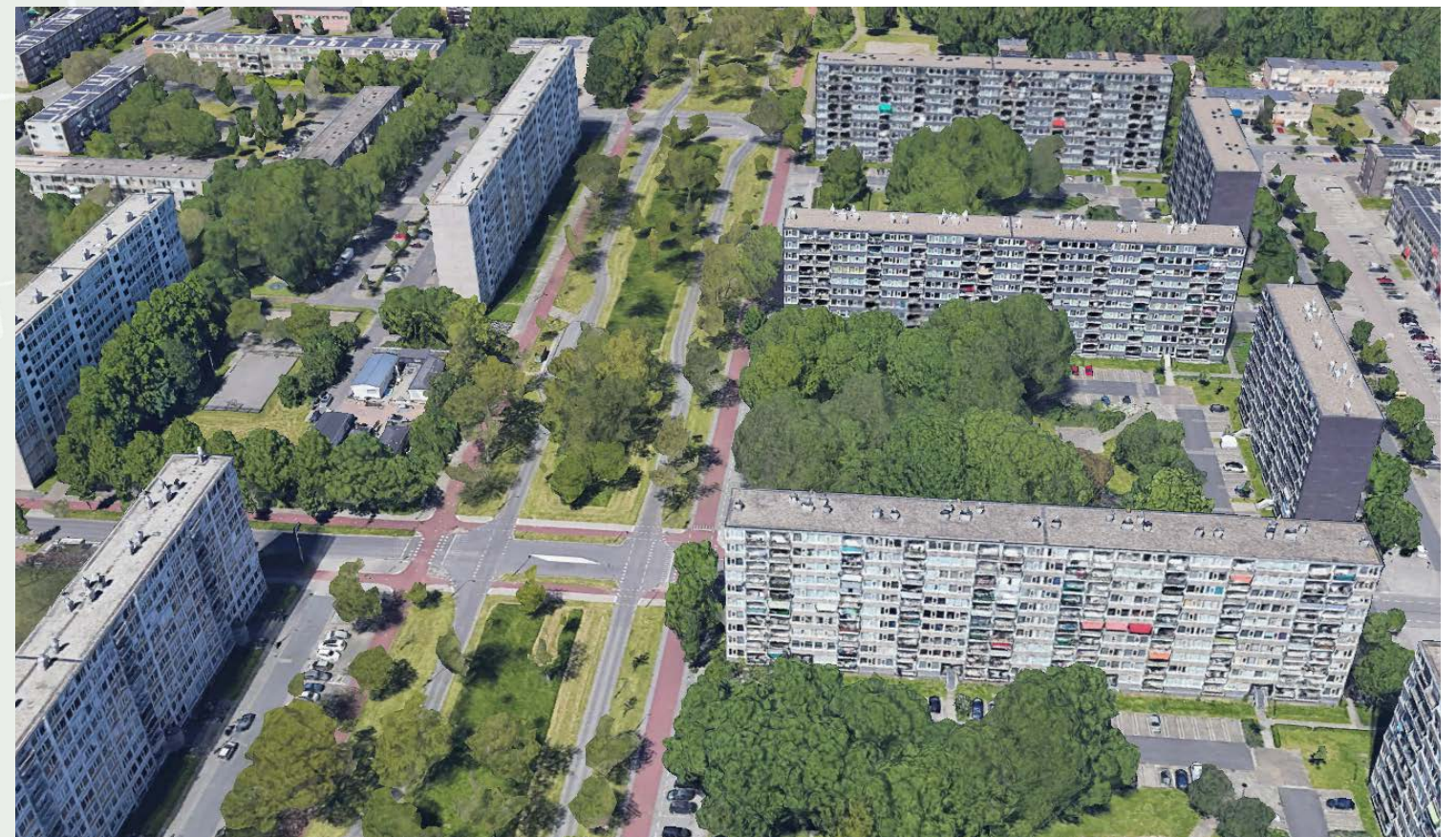
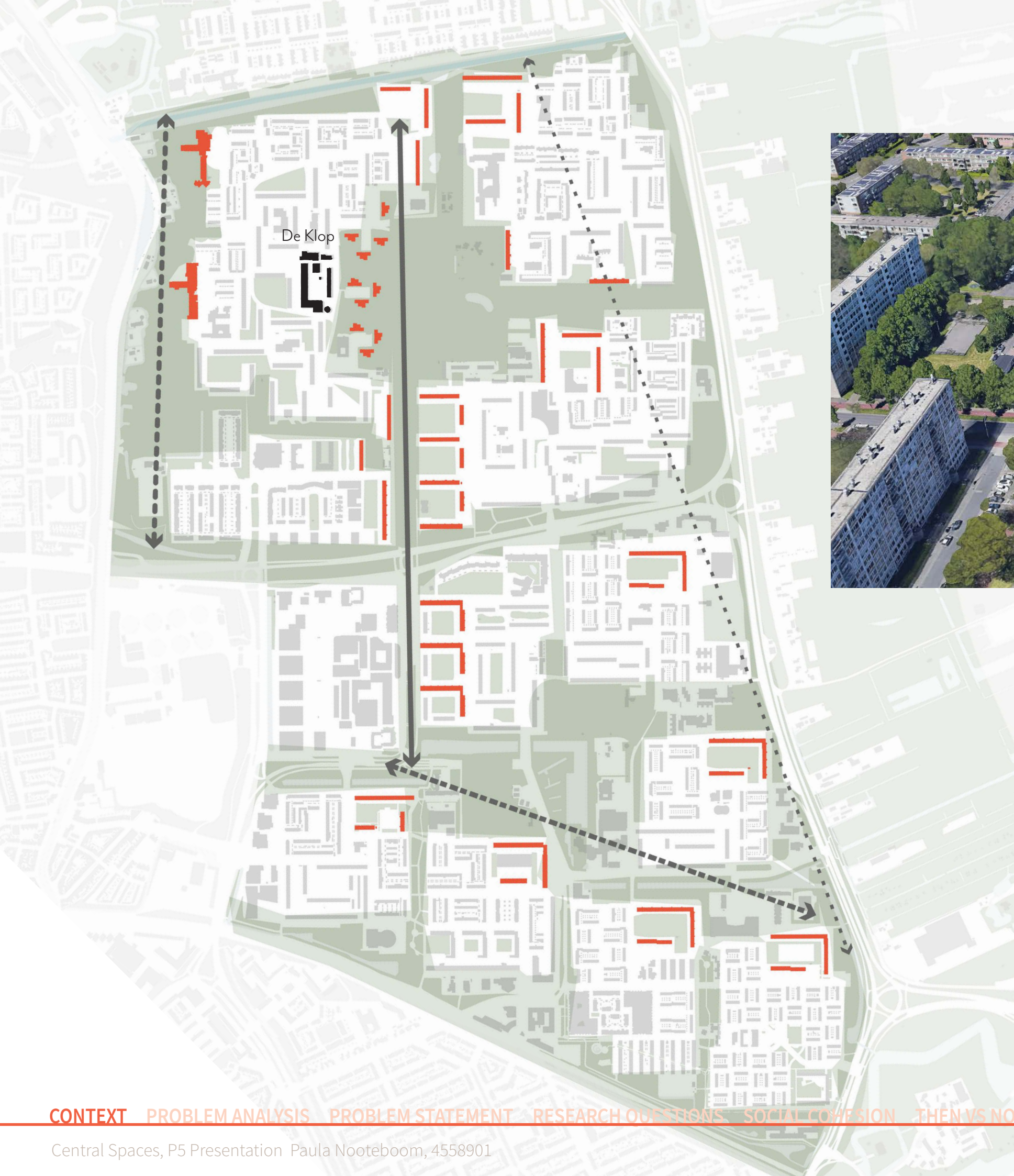
CONCLUSIONS AND DISCUSSION

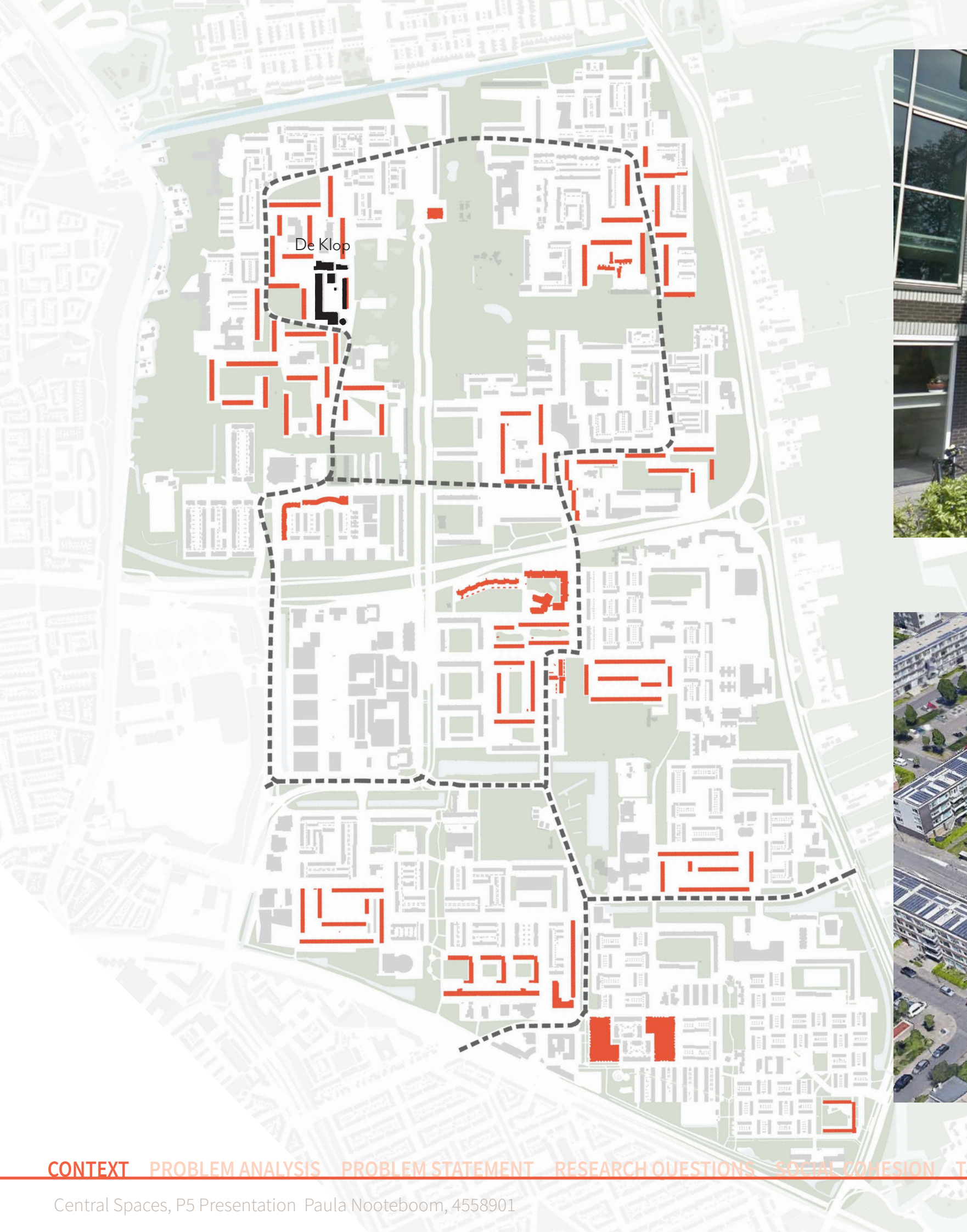
CONTEXT

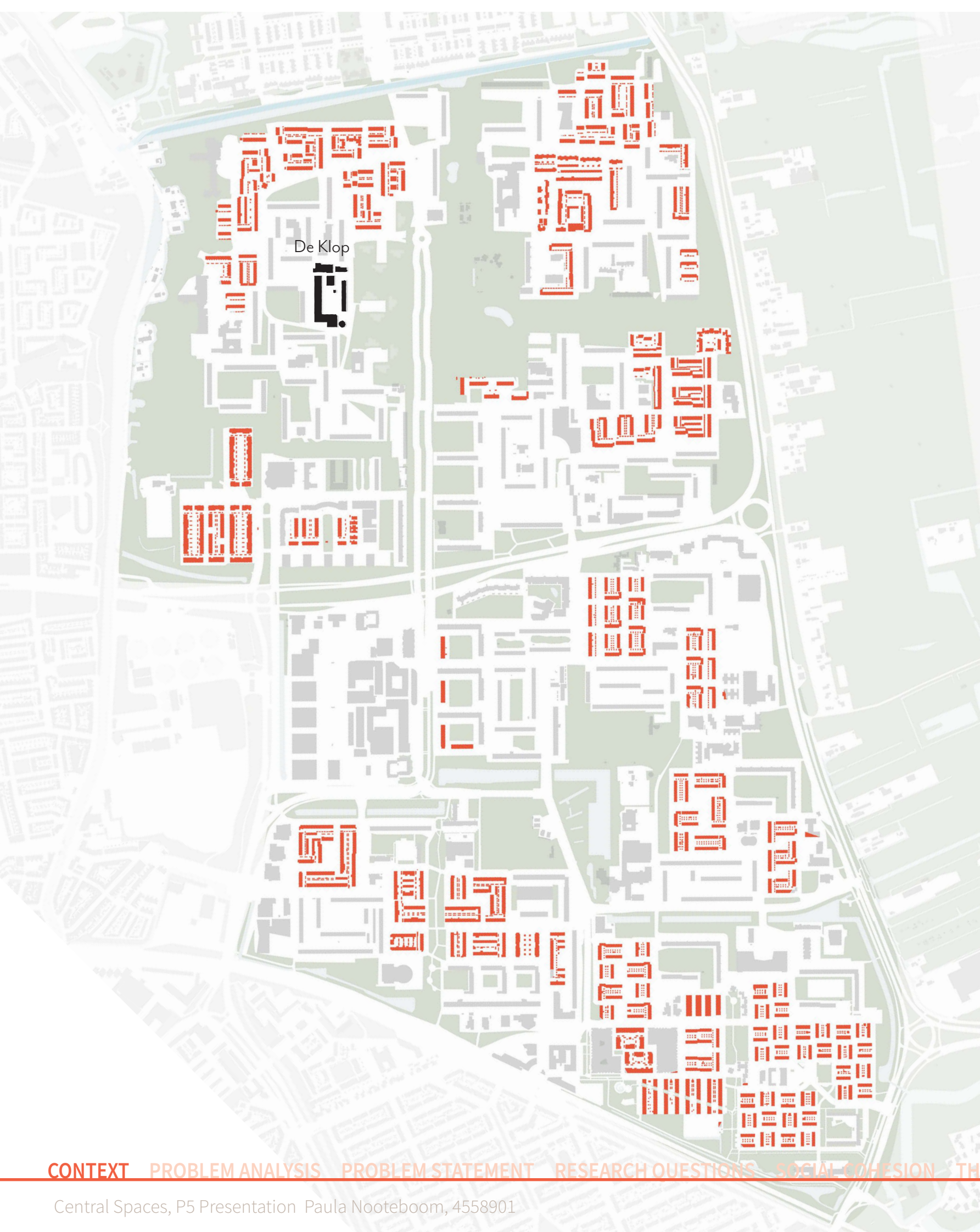


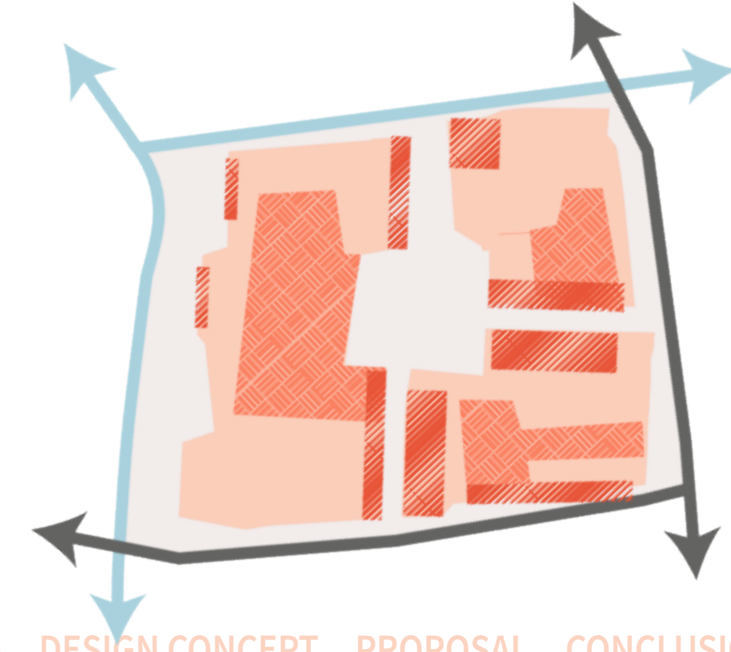
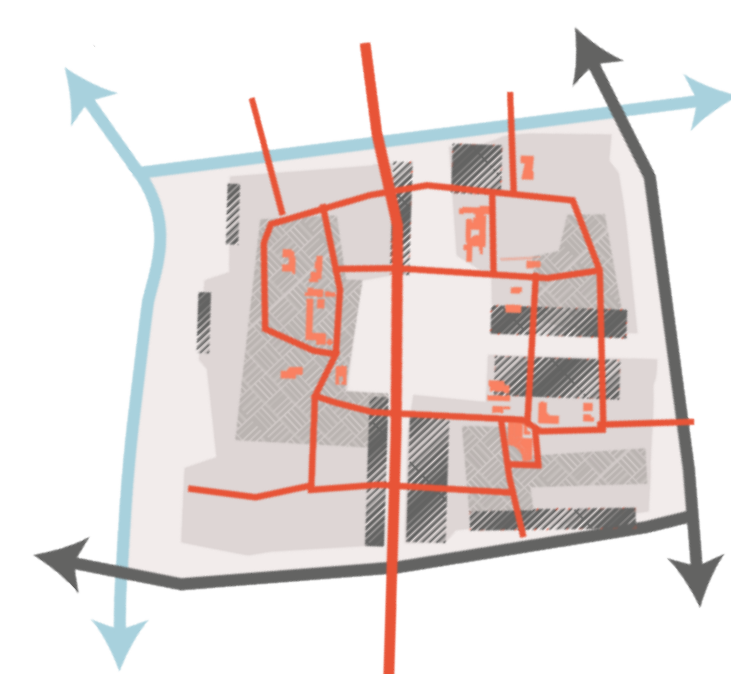
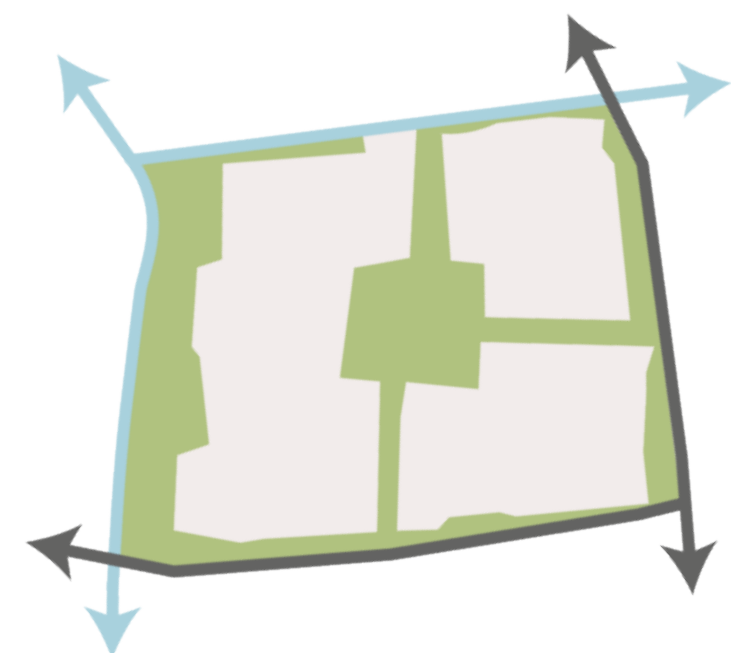
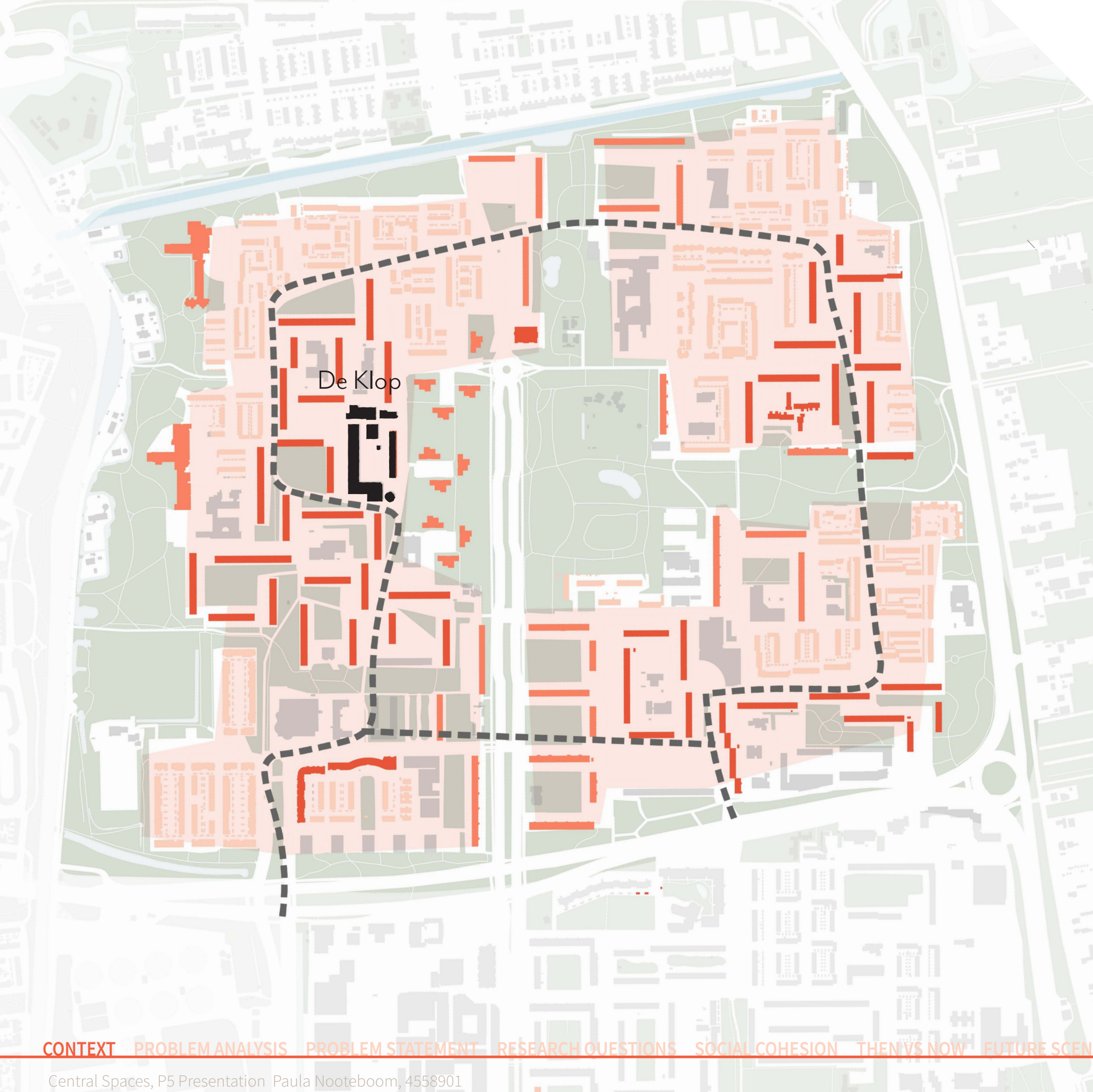


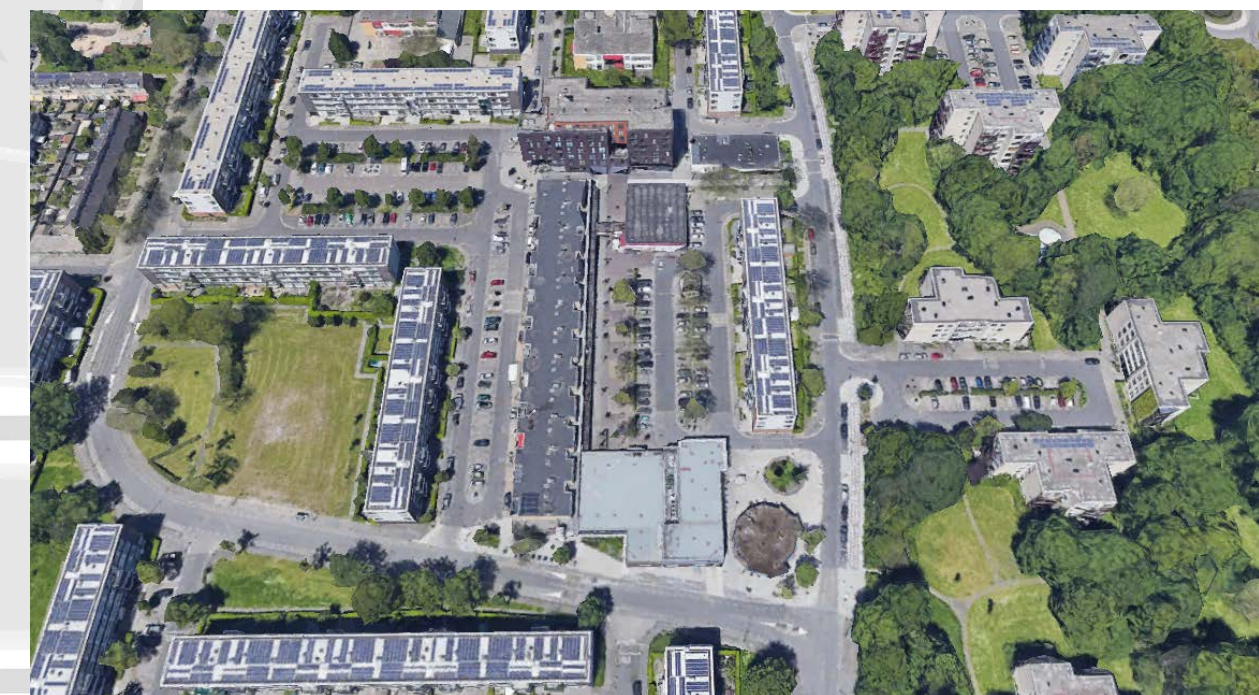
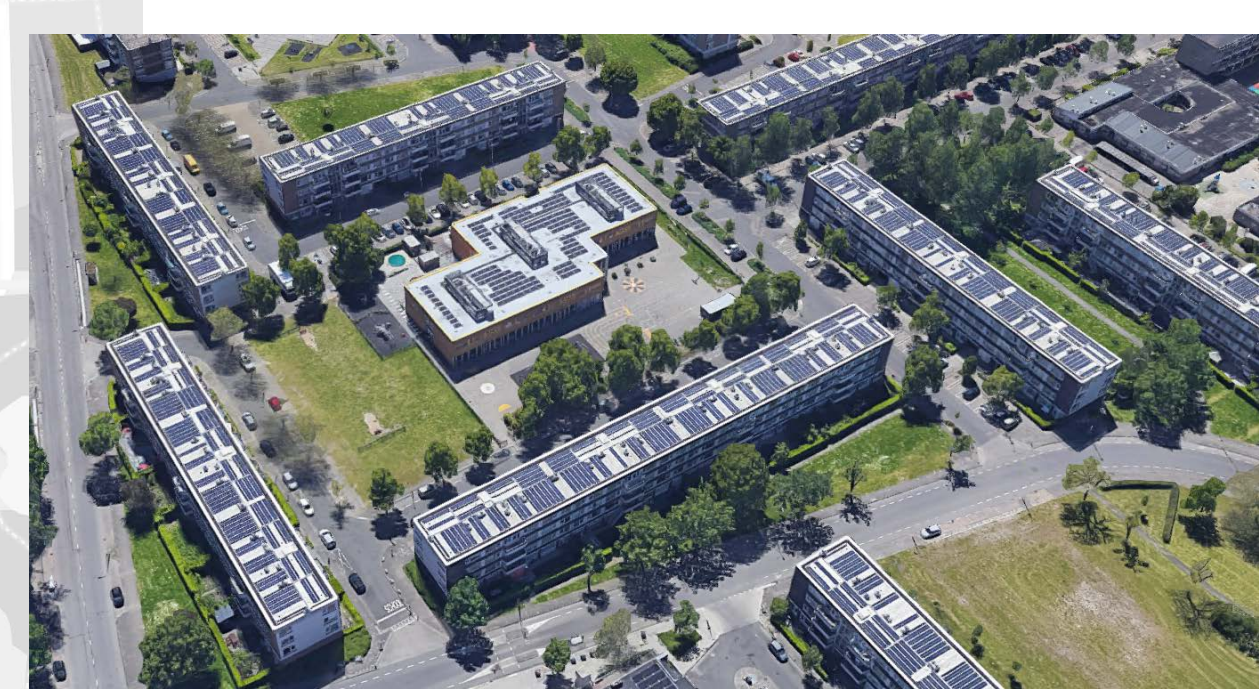
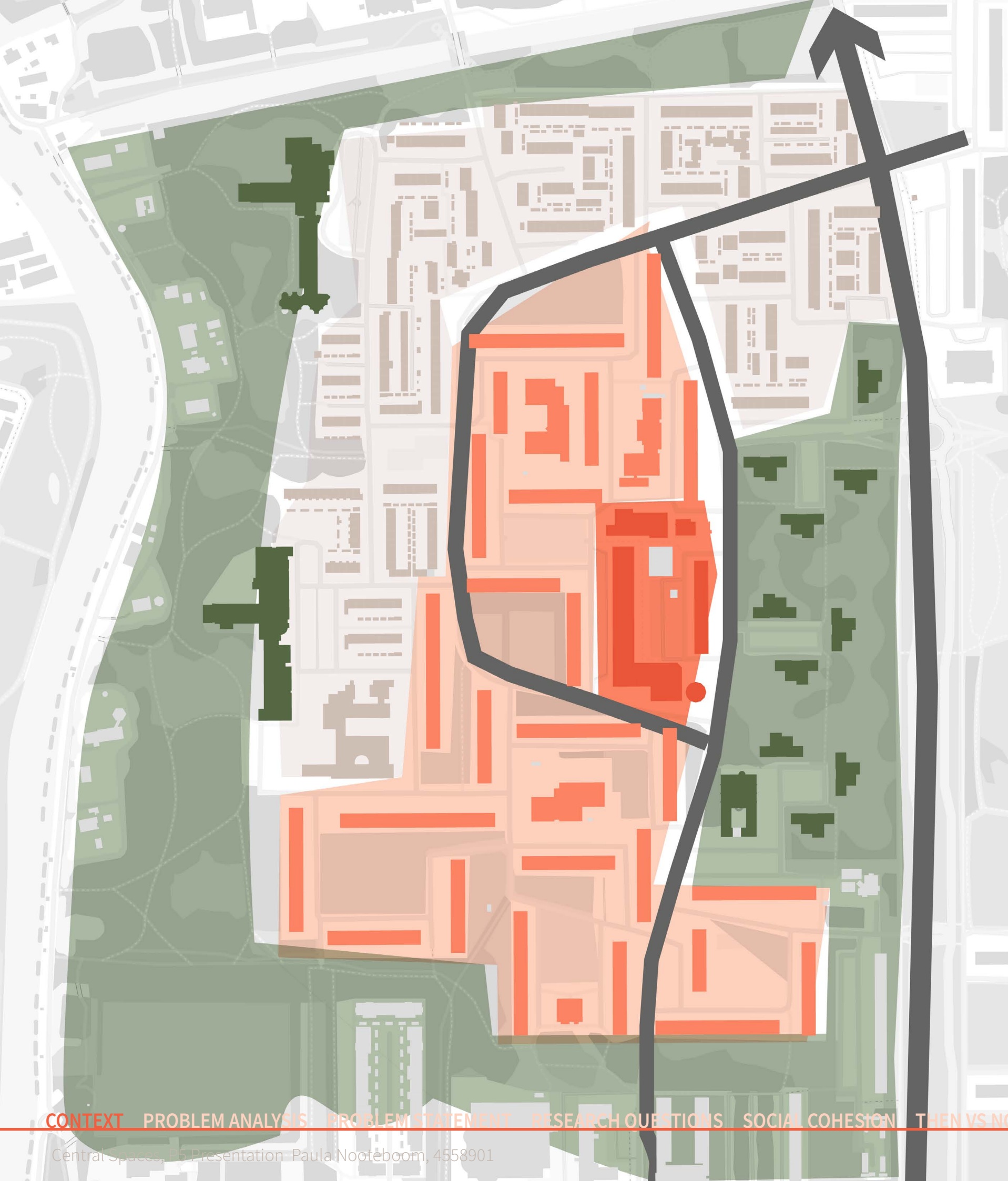


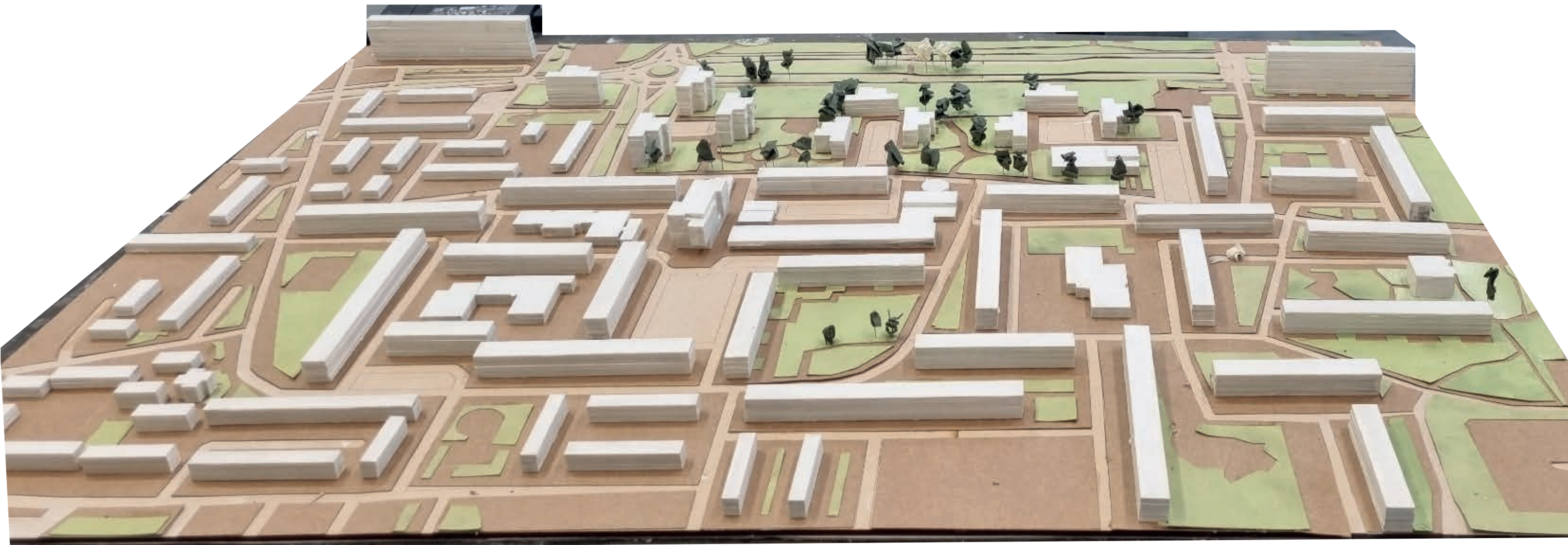


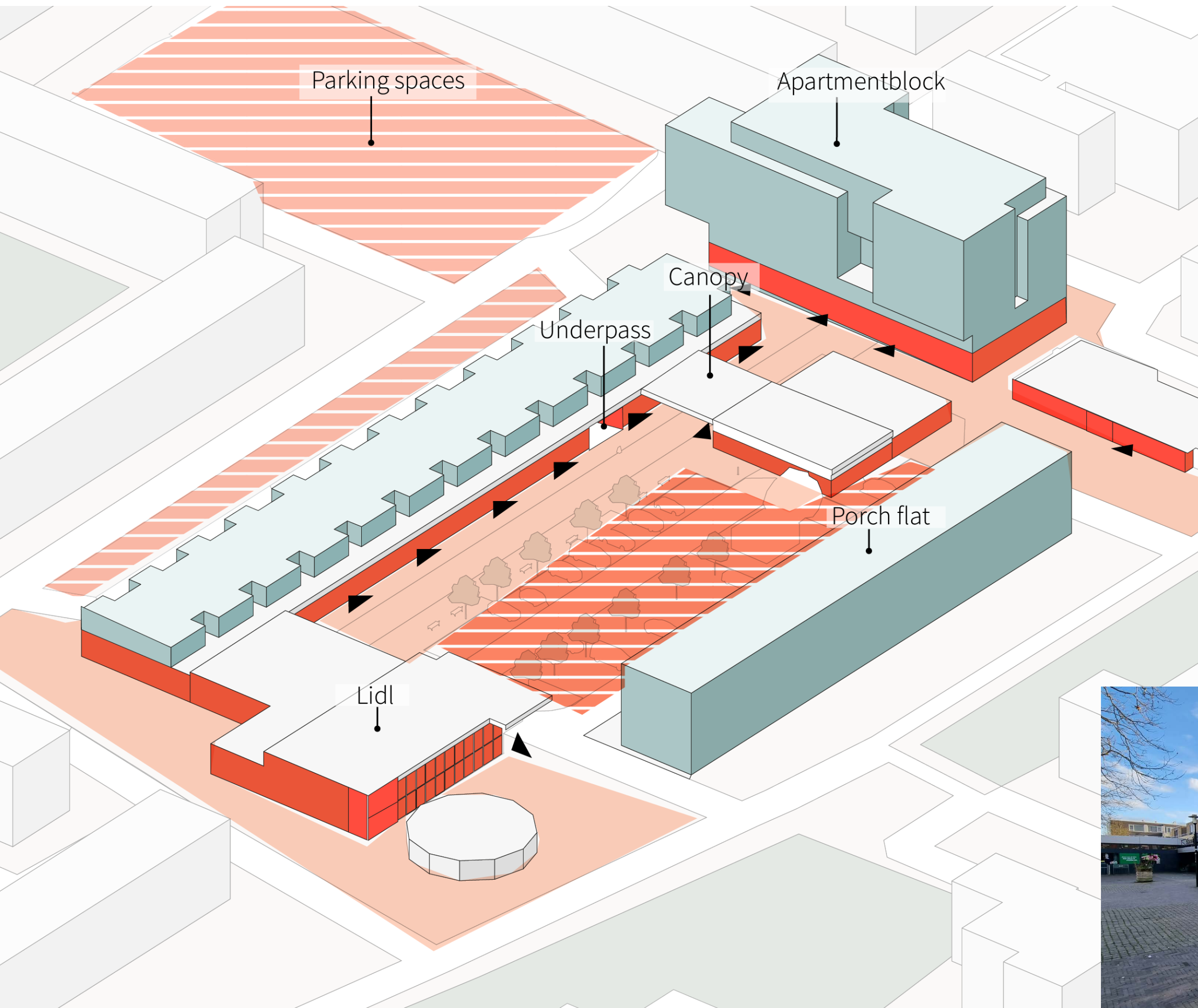


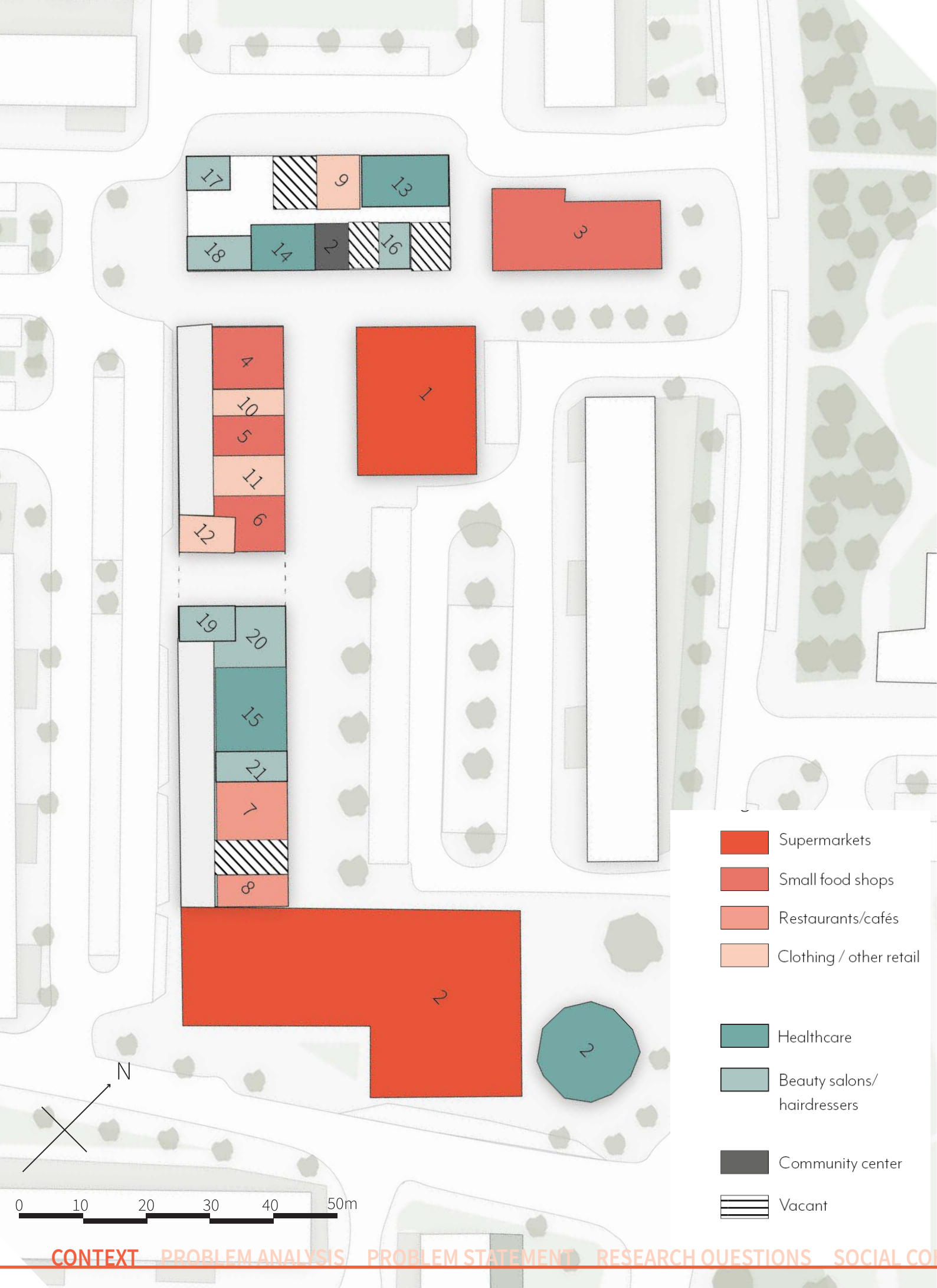




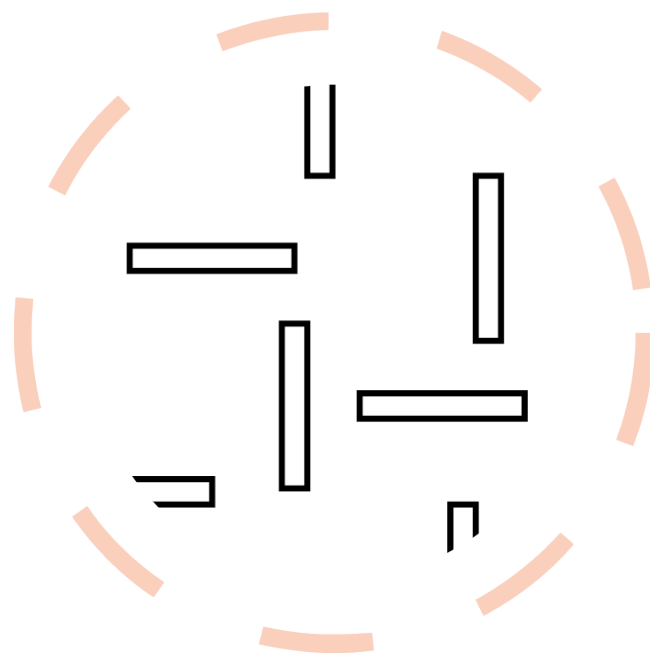








PROBLEM ANALYSIS



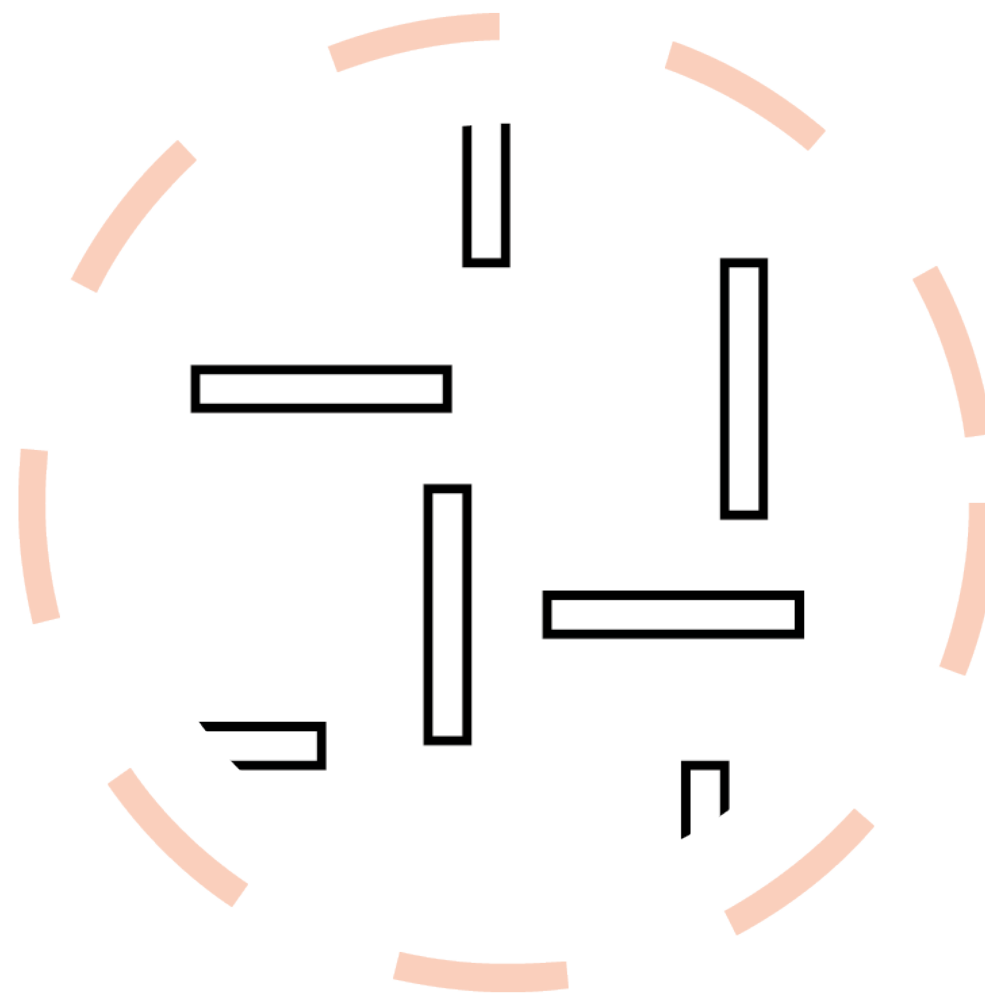
Modernistic Layout



Social-Economic Problems



Disfunctional shopping-center



Modernistic Layout

Naoorlogse woonwijk is te vaak niet meer van deze tijd

Hanne Obbink
REDACTIE BINNENLAND

Veel woonwijken die na de Tweede Wereldoorlog zijn gebouwd, zijn niet meer bij de tijd. Ze zijn grotendeels gebouwd voor doorsneegezinnen: vader, moeder, twee kinderen. Maar tegenwoordig bestaat de Nederlandse bevolking voor bijna 40 procent uit eenpersoonshuishoudens. Ook op het toenemend aantal ouderen zijn deze wijken niet berekend.

Dat zegt Floris Alkemade, als Rijksbouwmeester de belangrijkste adviseur van de regering op het gebied van architectuur en stedenbouw. Bijna driekwart van de Nederlandse woningen staat in zulke wijken. Die moeten grondig aangepakt worden om er weer een goede leefomgeving van te maken, ook voor ouderen en andere kwetsbare groepen. Alkemade schrijft later deze maand een prijsvraag uit voor ontwerpen die 'toekomstbestendige' wijken moeten opleveren.

Van ouderen wordt verwacht dat ze steeds langer zelfstandig blijven wonen, betoogt Alkemade. Maar dat kan alleen als ook wie slecht ter been is in de buurt boodschappen kan doen en een huisarts op loopafstand heeft. "Alleen al een iets te hoge stoeprand kan voor ouderen een barrière zijn om

naar buiten te gaan."

Maar het gaat Alkemade lang niet alleen om zaken als stoepranden of trapliften. In de wijken die hij op het oog heeft, zijn sociale netwerken – via de kerk, via burens, via verenigingen – vaak weggefallen en dat werkt vereenzaming in de hand. Verschillende bevolkingsgroepen leven er langs elkaar heen. "Dit soort wijken heeft dus baat bij een nieuw soort buitenruimte waar mensen elkaar weer kunnen ontmoeten, bijvoorbeeld in woningen rond hofjes."

Of het nu om wijken vol jarenvijftigportiekflats gaat, om bloemkool-

Van ouderen wordt verwacht dat ze steeds langer zelfstandig blijven wonen

OVER DERTIG JAAR OPNIEUW VEROUDERD?

Wees zuinig op de naoorlogse wijken. **Ga niet slopen** en bouwen om te ontdekken dat ze over dertig jaar opnieuw verouderd zijn. Dat pleidooi stelt stedenbouwkundige Wouter Veldhuis tegenover de inzichten van de Rijksbouwmeester. Hij schreef mee aan het onlangs verschenen boek 'Nieuw-West, parkstad of stadswijk'. Het Amsterdamse Nieuw-West is zo'n naoorlogse wijk. Juist ingrepen die wijken als Nieuw-West moesten verbeteren, pakken soms slecht uit

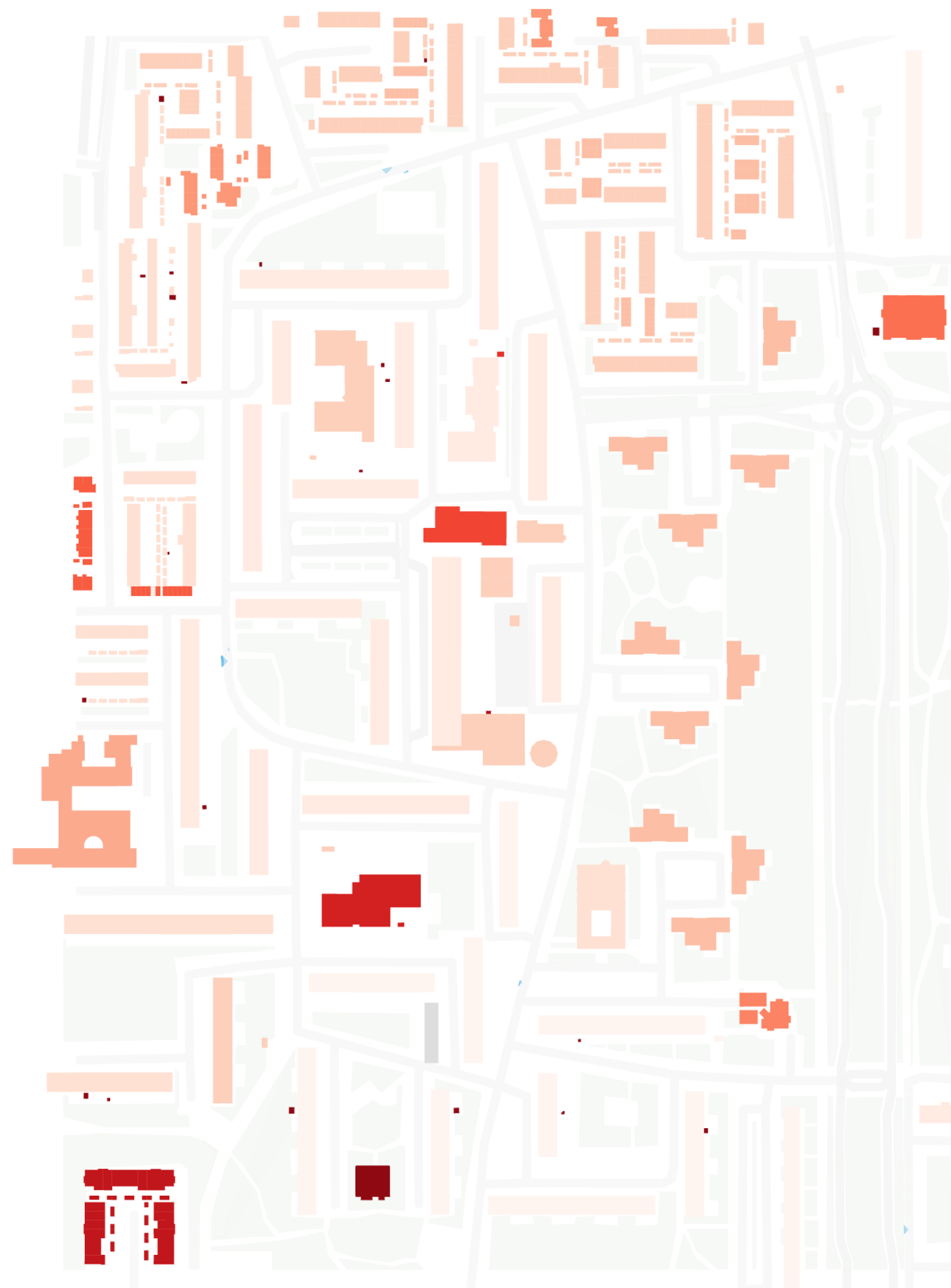
voor ouderen. "Ziekenhuizen en verzorgingshuizen staan vaak in dit soort wijken", zegt Veldhuis. "Maar vooral die verzorgingshuizen worden vaak gesloopt, om plaats te maken voor woningen. En dan verdwijnen dus ook de bijtzaal en de koffiekamer." Veel groen in naoorlogse wijken heeft z'n functie verloren, vindt ook Veldhuis. "Kijk of je het **een nieuwe functie** kunt geven. De gemeente verwaarloost vaak het groen. Maak je er een moestuintje van, dan wordt ook dat weer een ontmoetingsplek."

wijken uit de jaren zeventig of vinex-wijken uit de jaren negentig, alle zijn zij 'monofunctioneel', zegt Alkemade. Ze zijn alleen geschikt als woonwijk. Maar in de toekomst moet minstens ook zorg er een plaats krijgen. Juist die behoefte aan zorg kan een hefboom voor verbeteringen zijn, hoopt Alkemade. Daarnaast moeten ook combinaties van wonen en werken mogelijk worden in deze wijken.

Eén recept is er niet. Sommige wijken zijn zo ruim opgezet dat er 'wezenloze tussenruimtes zijn ontstaan die afstand en vervreemding scheppen', zegt Alkemade. Zo'n wijk gaat erop vooruit als ze dichter bebouwd wordt. Elders moet misschien juist nieuwe pleinen worden aangelegd of kan het helpen een blok te slopen om delen van de wijk met elkaar te verbinden.

Het karakter van zulke wijken zal veranderen, tot verdriet van stedenbouwkundigen die hechten aan architectonische geschiedenis. Maar, zegt Alkemade, kijk naar de historische binnensteden. "Die zijn van generatie op generatie aangepast en juist daardoor zijn ze interessant en prettig om in te leven." In de prijsvraag worden wijken in Almere, Groningen, Rotterdam en Sittard-Geleen als proefgebieden aangepakt. De ingediende ontwerpen moeten ontwikkelingen ook elders in het land stimuleren.

Hanne Obbink (2021) in: Trouw, <https://www.trouw.nl/nieuws/naoorlogse-woonwijken-niet-meer-van-deze-tijd~bfb94c99/>



Building age

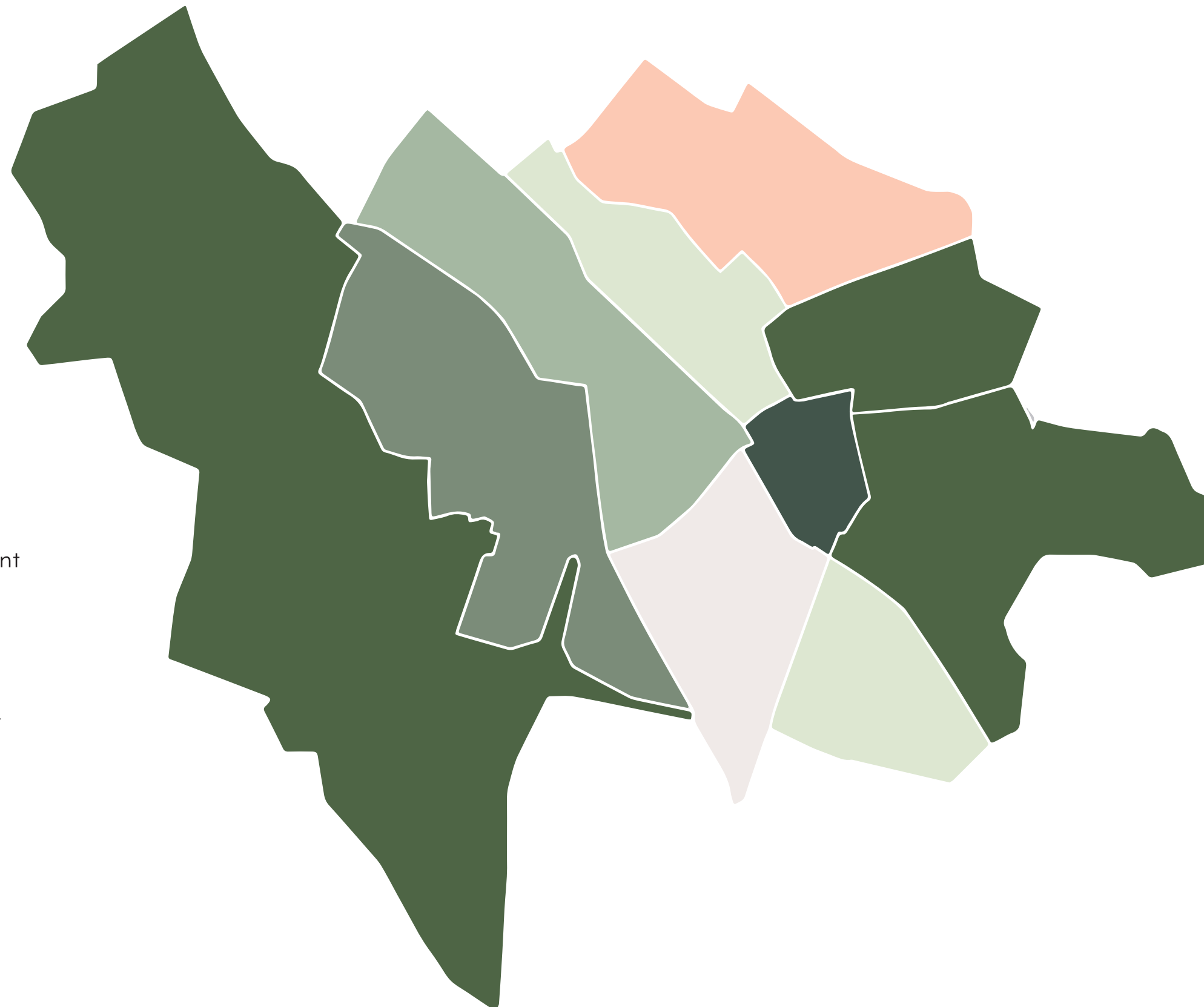
- 1967
- 1968
- 1969
- 1970
- 1971
- 1973
- 1980
- 1983
- 1986
- 1988
- 2008
- 2010
- 2014
- 2016
- 2018
- 2019

Source: BAG



Social-Economic Problems

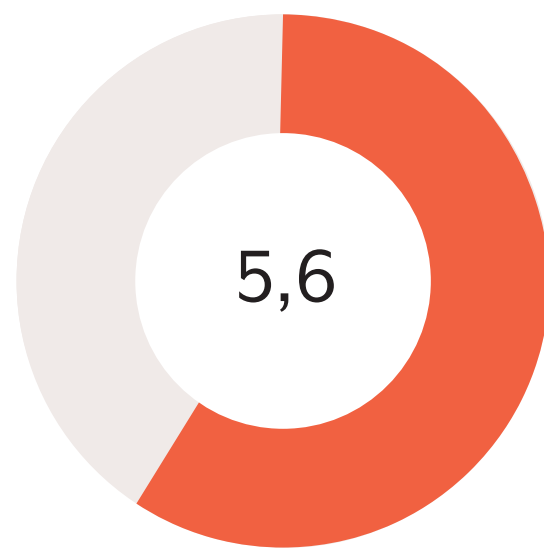
LIVEABILITY INDEX UTRECHT



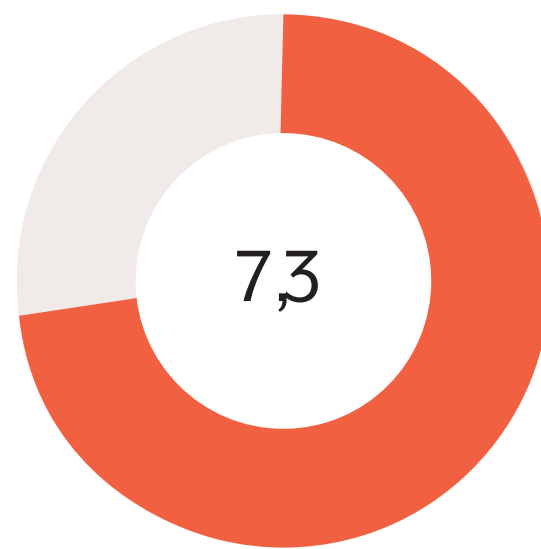
Ministerie van Binnelandse zaken en koninkrijksrelaties (2020) Leefbarometer

CONTEXT **PROBLEM ANALYSIS** PROBLEM STATEMENT RESEARCH QUESTIONS SOCIAL COHESION THEN VS NOW FUTURE SCENARIOS DESIGN CONCEPT PROPOSAL CONCLUSION

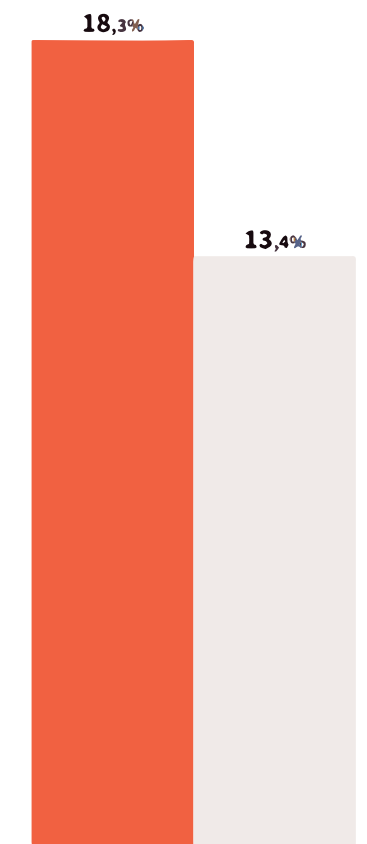
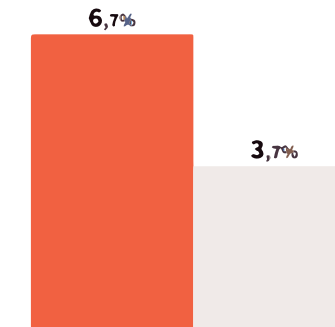
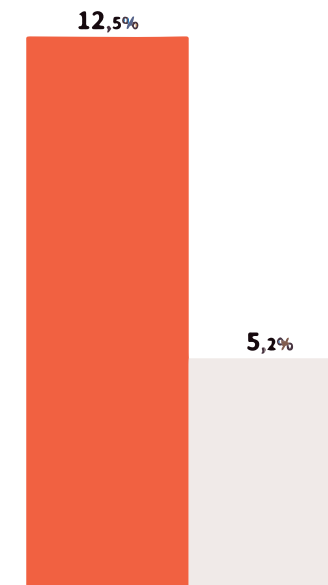
Grade: general neighbourhood opinion of the inhabitants



Overvecht

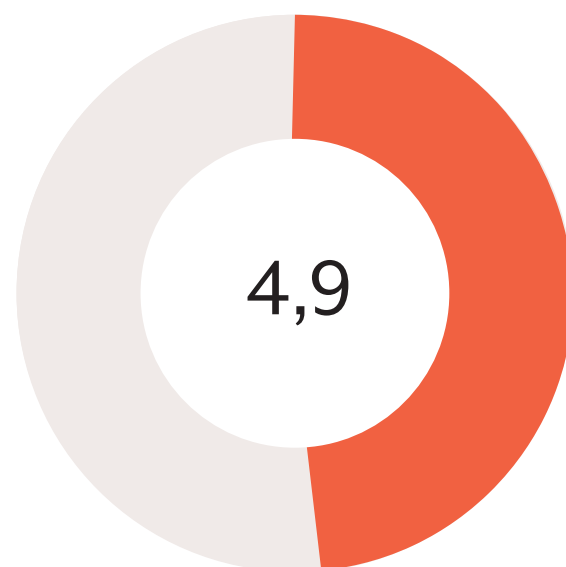


Utrecht

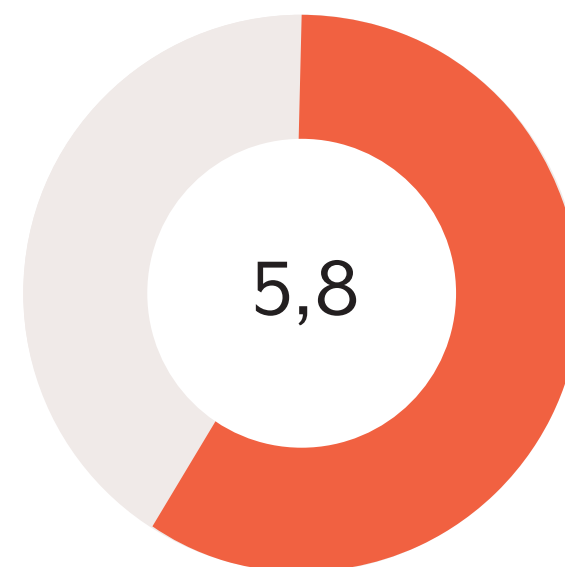


● Wijk Overvecht ● Utrecht

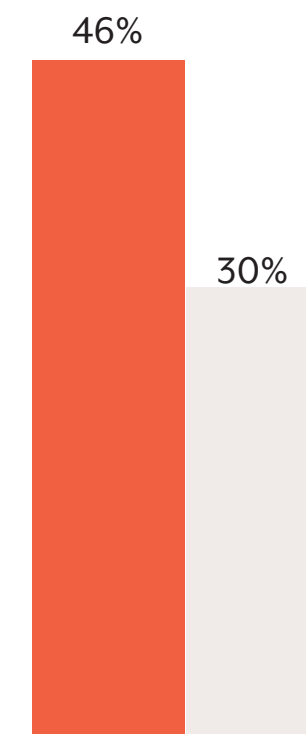
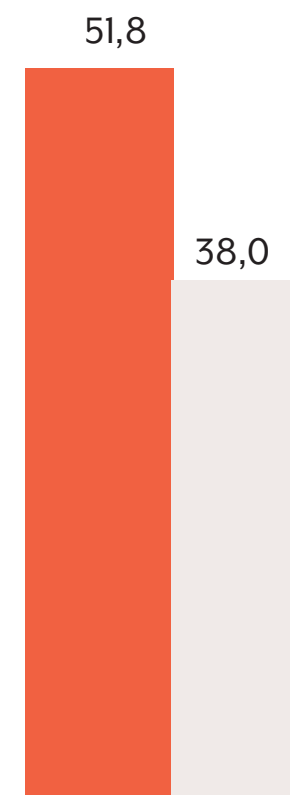
Grade: Social coheision



Overvecht



Utrecht



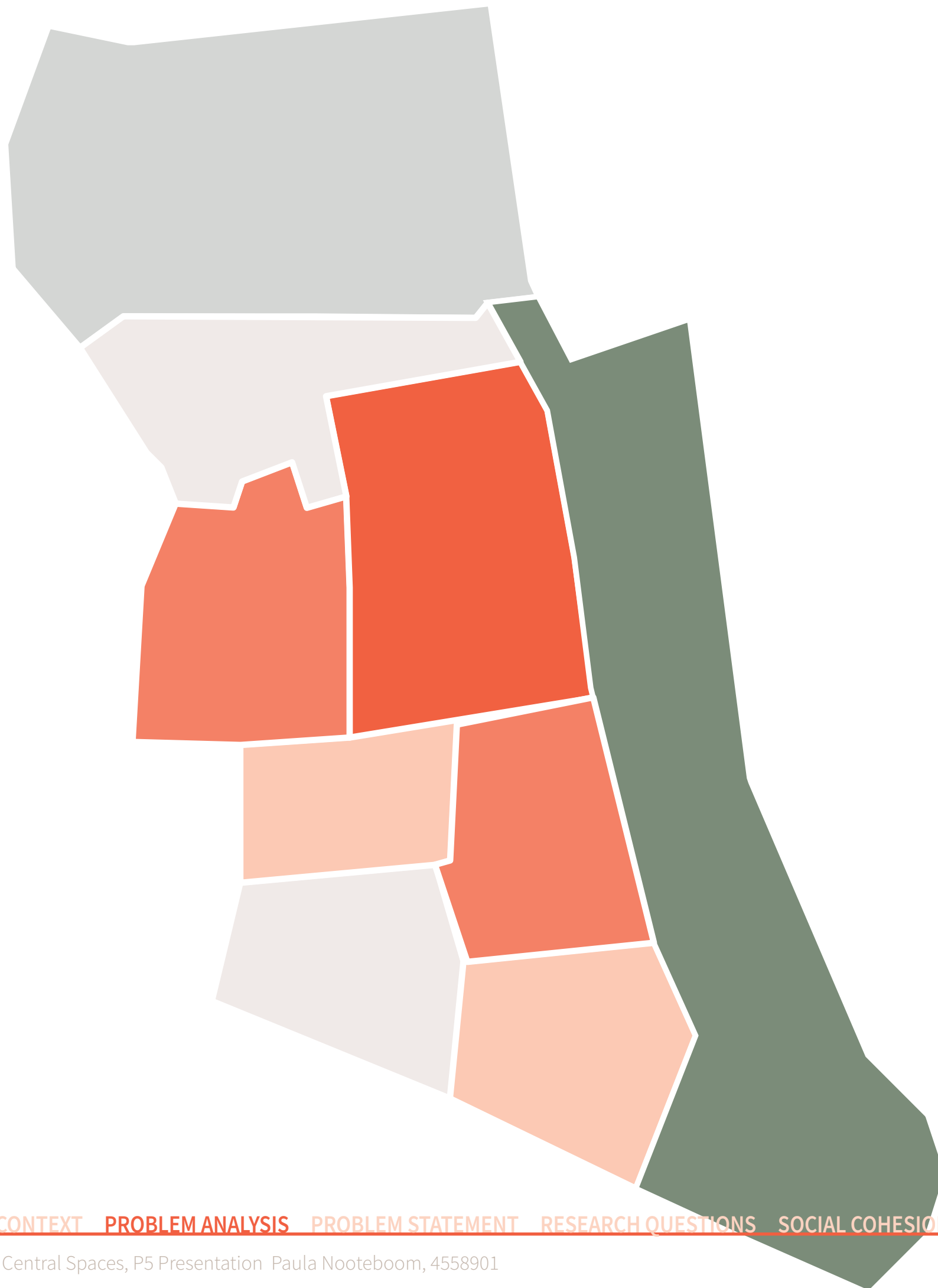
● Overvecht ● Utrecht

CBS (2017)

Gemeene Utrecht (2021) Inwonersenquete

CBS (2017) Utrecht in Cijfers

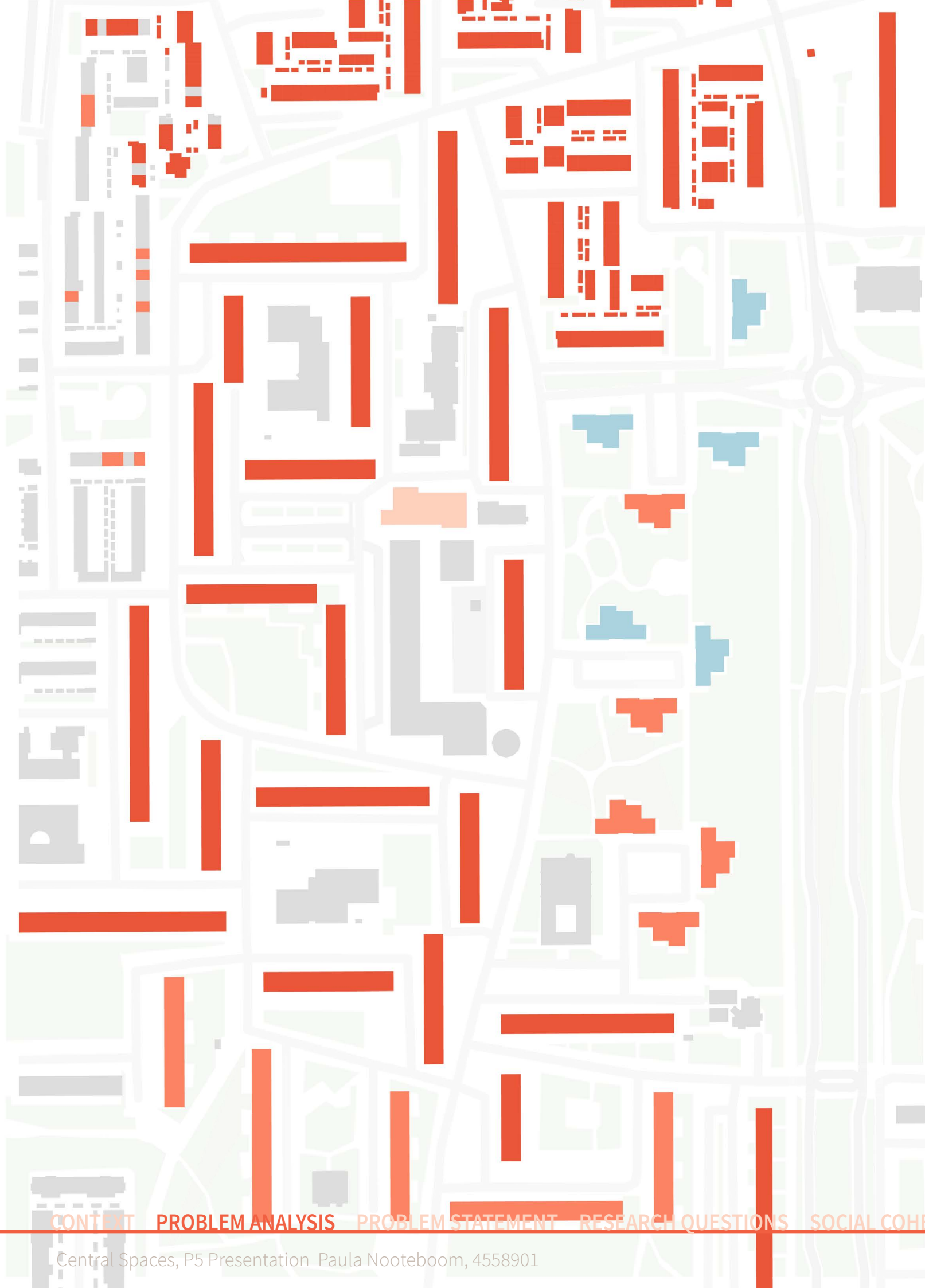
Basis Registratie Personen (2021)
Bevolking, Utrecht in Cijfers



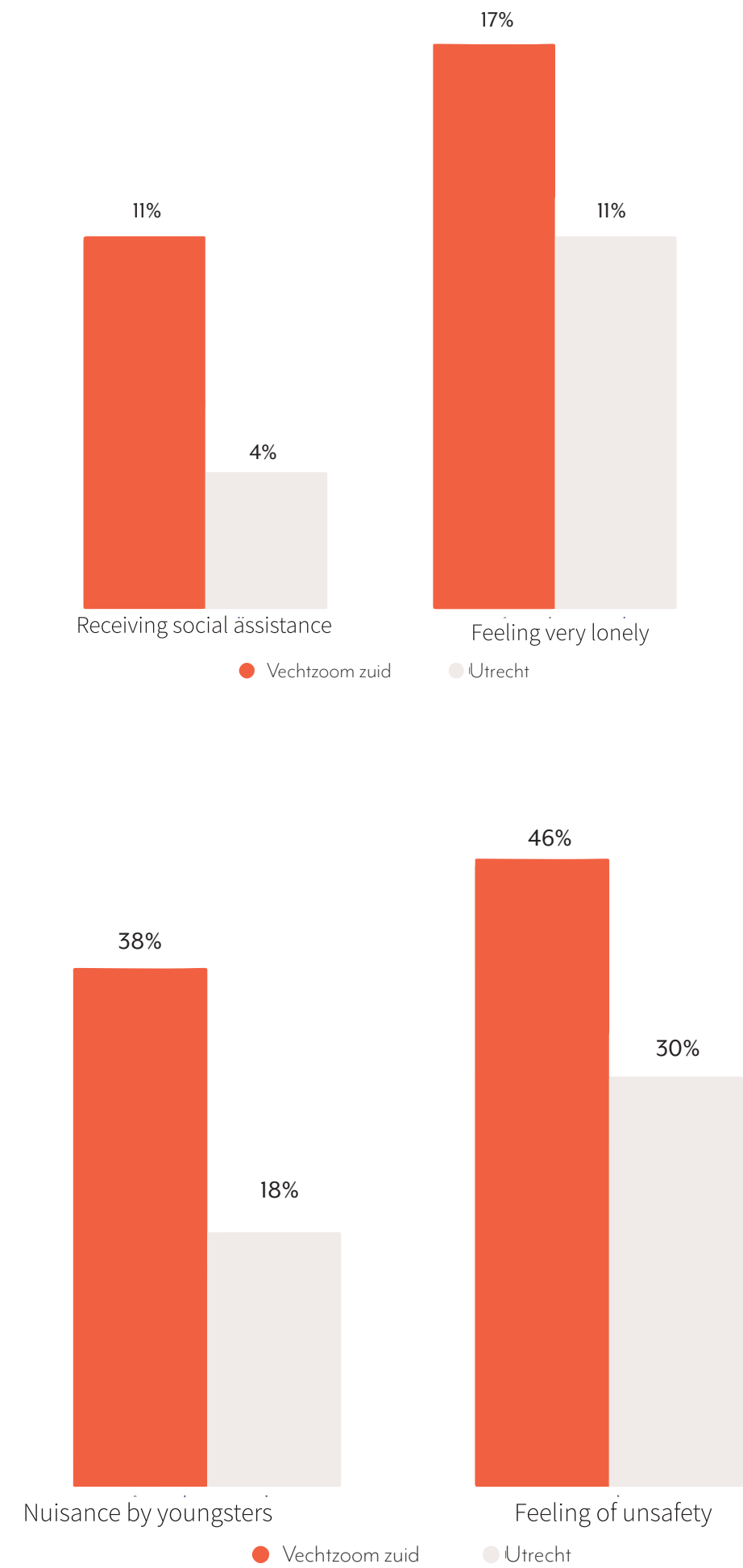
LIVEABILITY INDEX OVERVECHT

- highly inadequate
- more than insufficient
- insufficient
- weak
- sufficient
- more than sufficient
- good
- very good
- excellent

Ministerie van Binnelandse zaken en koninkrijksrelaties (2020) Leefbarometer



% of Inhabitants





Disfunctional shopping-center

Probleemwijk Overvecht: strijd om leefbaarheid én omzet

Rob de Lange 20 nov '20 09:24

De Utrechtse wijk Overvecht staat landelijk bekend als een stuk van de stad waar je beter omheen kunt fietsen. Werkloosheid en criminaliteit vieren hoogtij. Wie dieper kijkt, ziet hoe - vooral allochtone - middenstanders en bewoners iets van de groene wijk proberen te maken. 'Ondernemers hebben als geen ander last van die rotjochies.'



Bewoners en bezoekers van winkelcentrum De Klop. Foto: Roger Cremers voor het FD

Steeds meer leegstand en problemen bij winkelgebieden in Utrecht

RETAIL 16/6/2021 - 14:05

– Redactie



↑ Winkelcentrum De Klop is een van de winkelcentra uit de nieuwe plannen. Foto's: Chantal Spaan

Online winkelen, het schrale aanbod en de coronacrisis; de redenen voor de problemen met meerdere winkelgebieden in de stad zijn wel bekend. Maar hoe moet dit opgelost worden? De gemeente heeft een plan gepresenteerd voor zes winkelgebieden die 'extra aandacht' verdienen.

Rob de Lange (2020) Probleemwijk Overvecht: strijd om leefbaarheid en omzet, in: Financieel dagblad

Duic (2021) Steeds meer leegstand en problemen bij winkelgebieden in Utrecht

"The supply is meagre and the quality poor. Measures must be taken to remedy the vacancy, property owners must do something about the appearance of the buildings."

Municipality of Utrecht

"Nuisance is tackled, but a week later it's back to business as usual"

Ali, Living in Overvecht since 1998

"When I just moved in, at first I didn't know there was a shopping centre here, it wasn't visible from the other side."

Gerrit, living in Vecht-zoom-zuid since 2012

"It is difficult. There are holes in the walls, the water doesn't drain well. The roof needs to be repaired, but the owner of the building does nothing."

Arslan - owner of kardelen plaza

"It was once lively, but that is no longer the case "

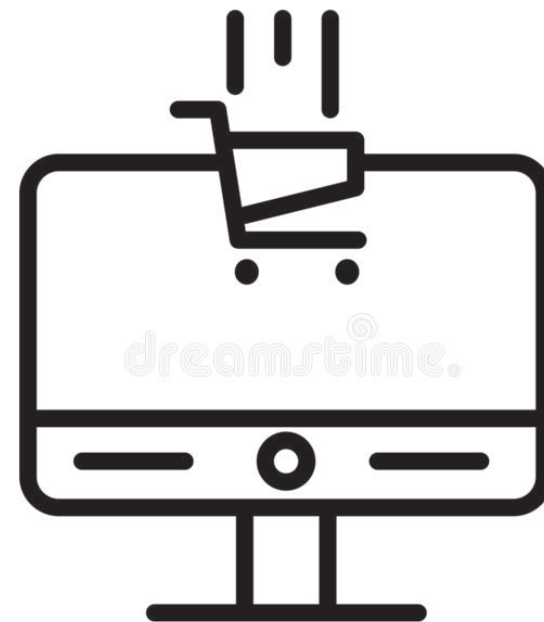
Inhabitant, living in Vechtzoom zuid since 1964



Grootste koopstromenonderzoek ooit: winkellandschap verandert ingrijpend

De afgelopen vijf jaar kreeg het winkellandschap een 'compleet andere gedaante'. De grootste binnensteden verliezen bezoekers, online blijft onverminderd populair, doelgericht winkelen wordt de nieuwe norm, lokaal kopen wint niet aan terrein, en winkels maken plaats voor andere functies. Dat blijkt uit het grootste koopstromenonderzoek ooit.

I&O Research, BRO en Bureau Stedelijke Planning (2022) Koopstromenonderzoek

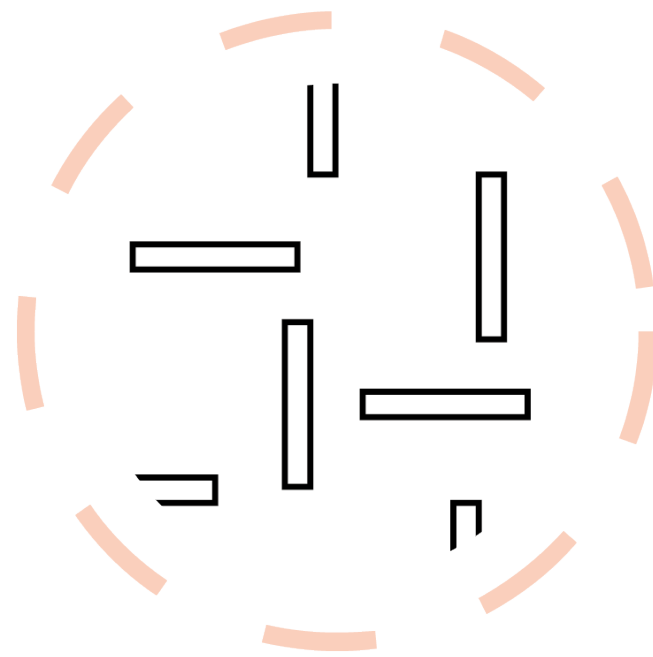


The rise of Ecommerce



Covid-19 Pandemic

PROBLEM STATEMENT



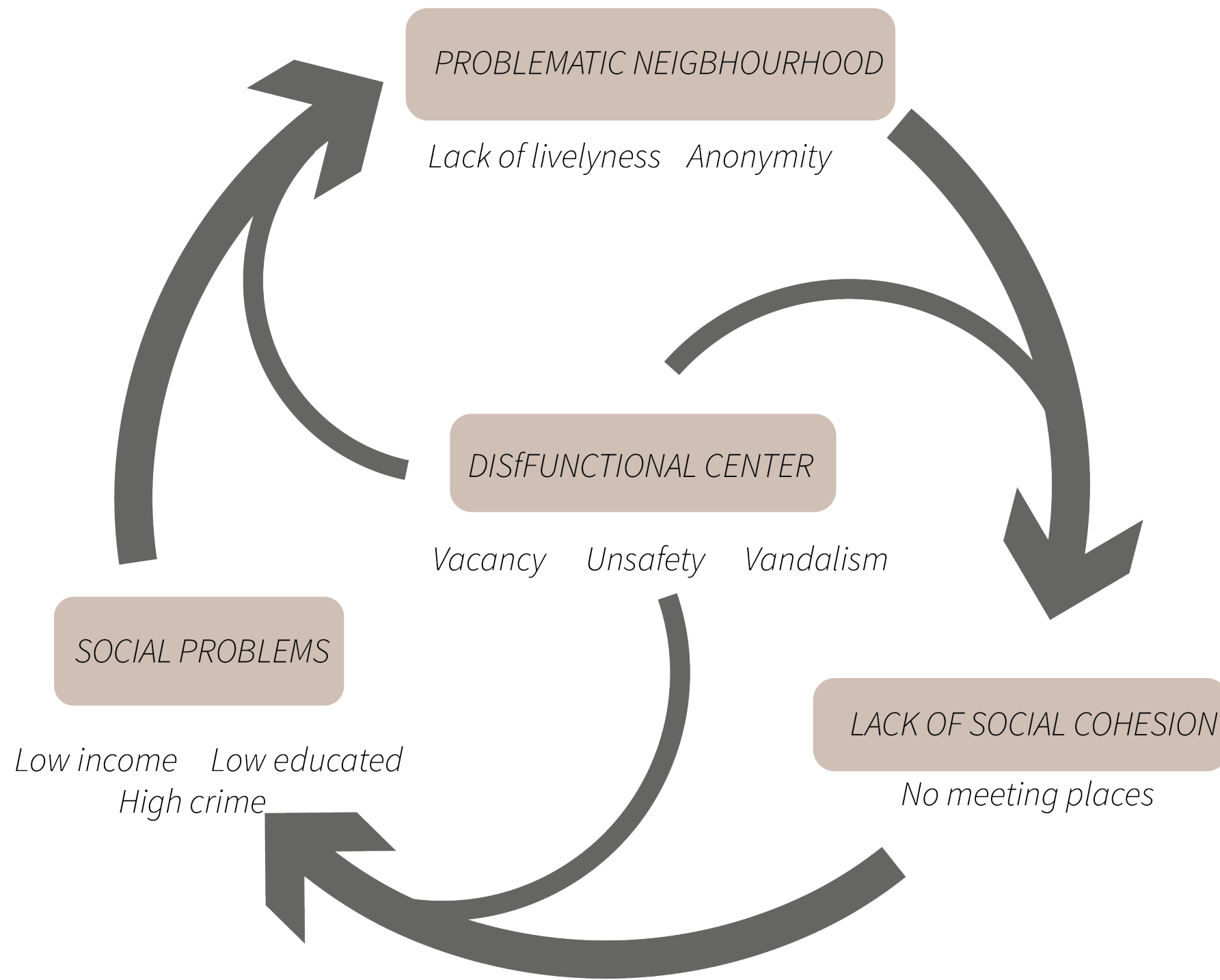
Modernistic Layout

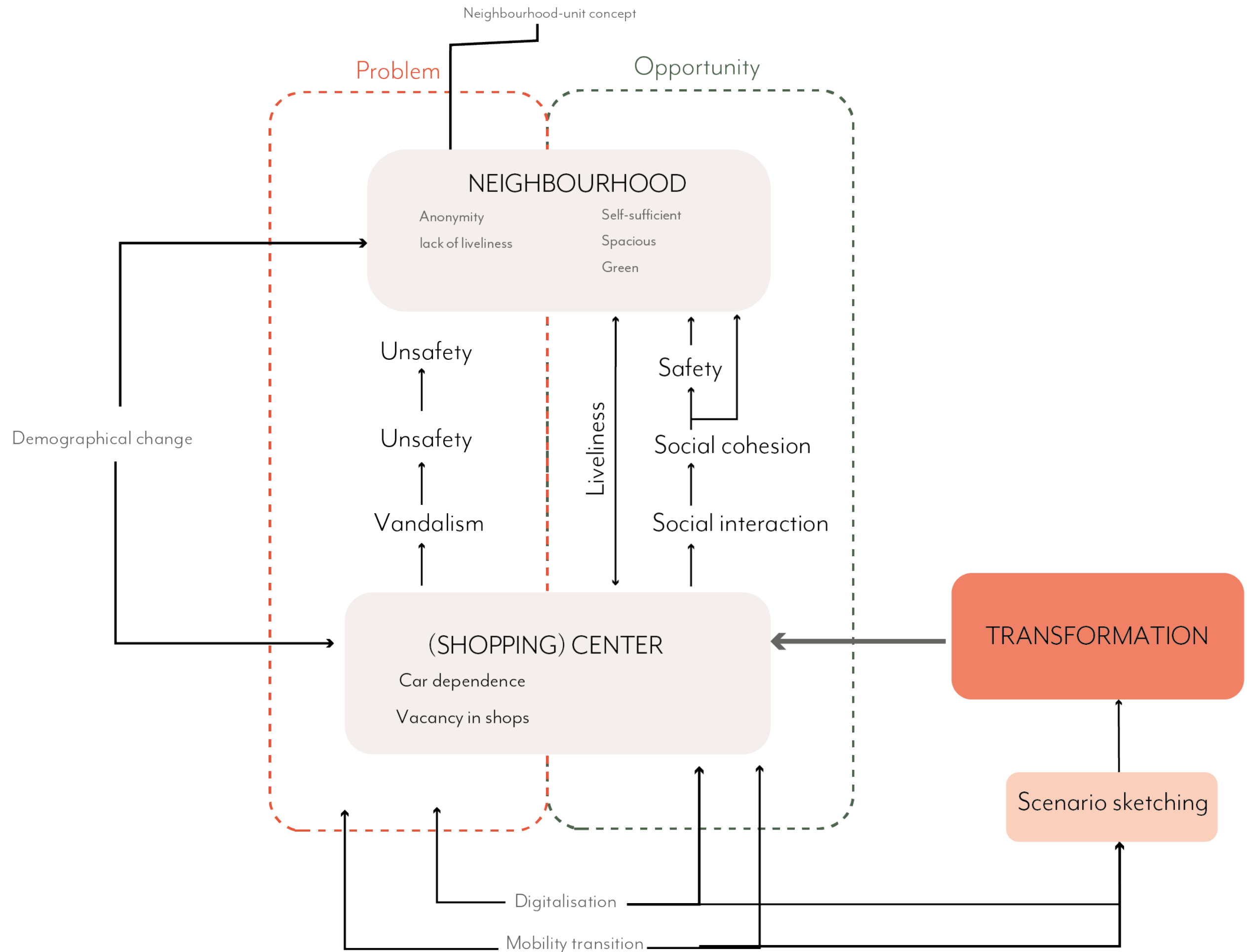


Social-Economic Problems



Disfunctional shopping-center





RESEARCH QUESTIONS

How can modernistic shopping centre the klop in post-war expansion neighbourhood Overvecht be transformed into an attractive center that increases the social cohesion of Vechtzoom Zuid, while coping with transitions affecting shopping centers over the next 30 years?

How can modernistic shopping centre the klop in post-war expansion neighbourhood Overvecht be transformed into an attractive center that increases the social cohesion of Vechtzoom Zuid, while coping with transitions affecting shopping centers over the next 30 years?



How can the centre increase the social cohesion in Vechtzoom-Zuid?



What is the idea behind modernistic post-war expansion neighbourhoods and the original function of their centres?



How has society, the neighbourhood and the shopping centre changed through time and what has to change?



What transitions affecting a shopping center can possibly happen in the next 30 years and how should a shopping center be designed to deal with this?



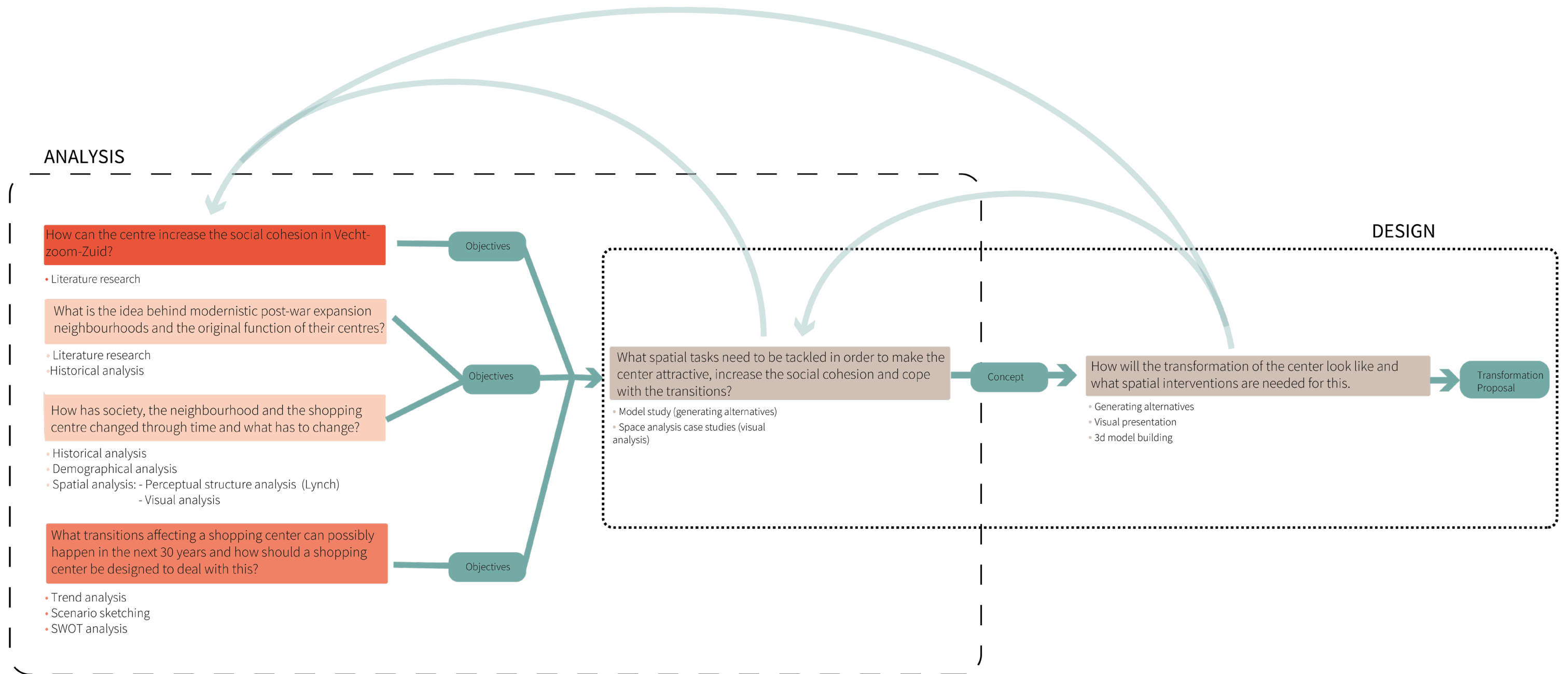
What spatial tasks need to be tackled in order to make the center attractive, increase the social cohesion and cope with the transitions?



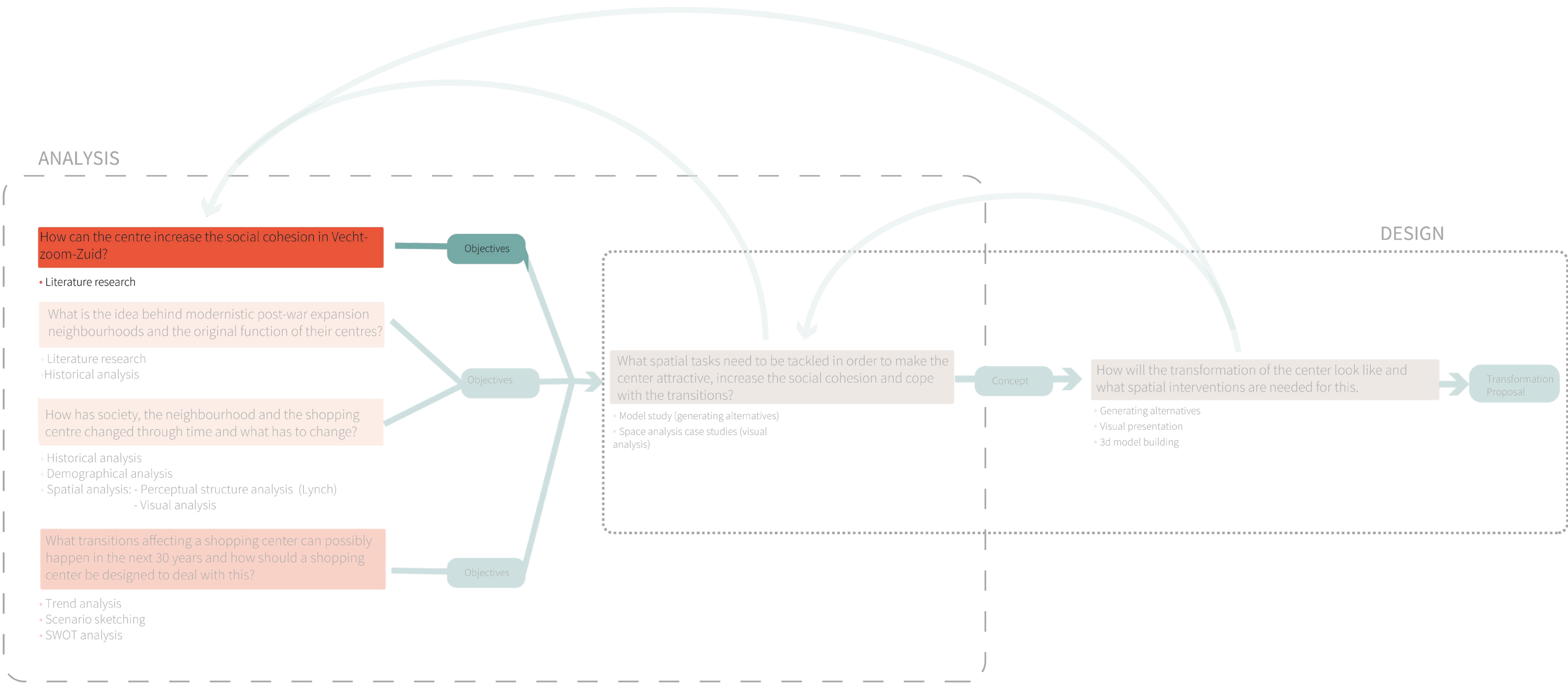
How will the transformation of the center look like and what spatial interventions are needed for this?

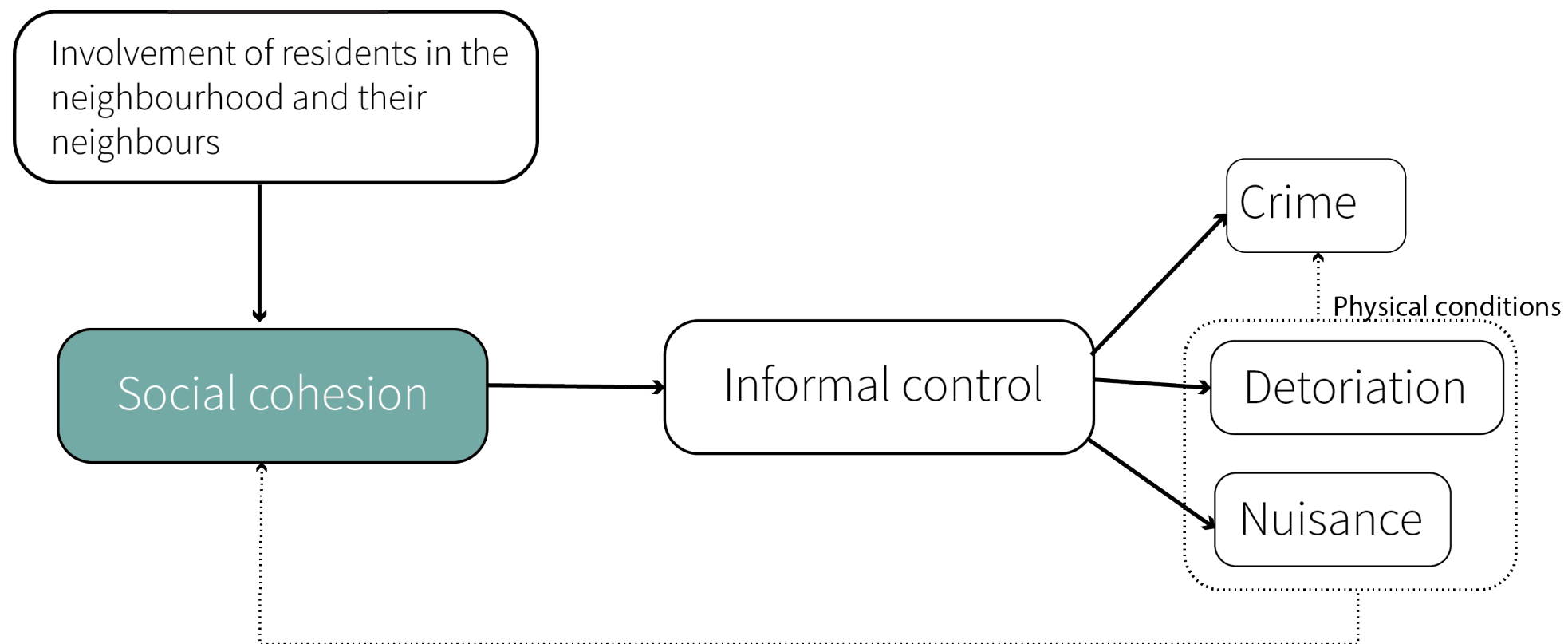


How can modernistic shopping centre the klop in post-war expansion neighbourhood Overvecht be transformed into an attractive center that increases the social cohesion of Vechtzoom Zuid, while coping with transitions affecting shopping centers over the next 30 years?



SQ 1: SOCIAL COHESION



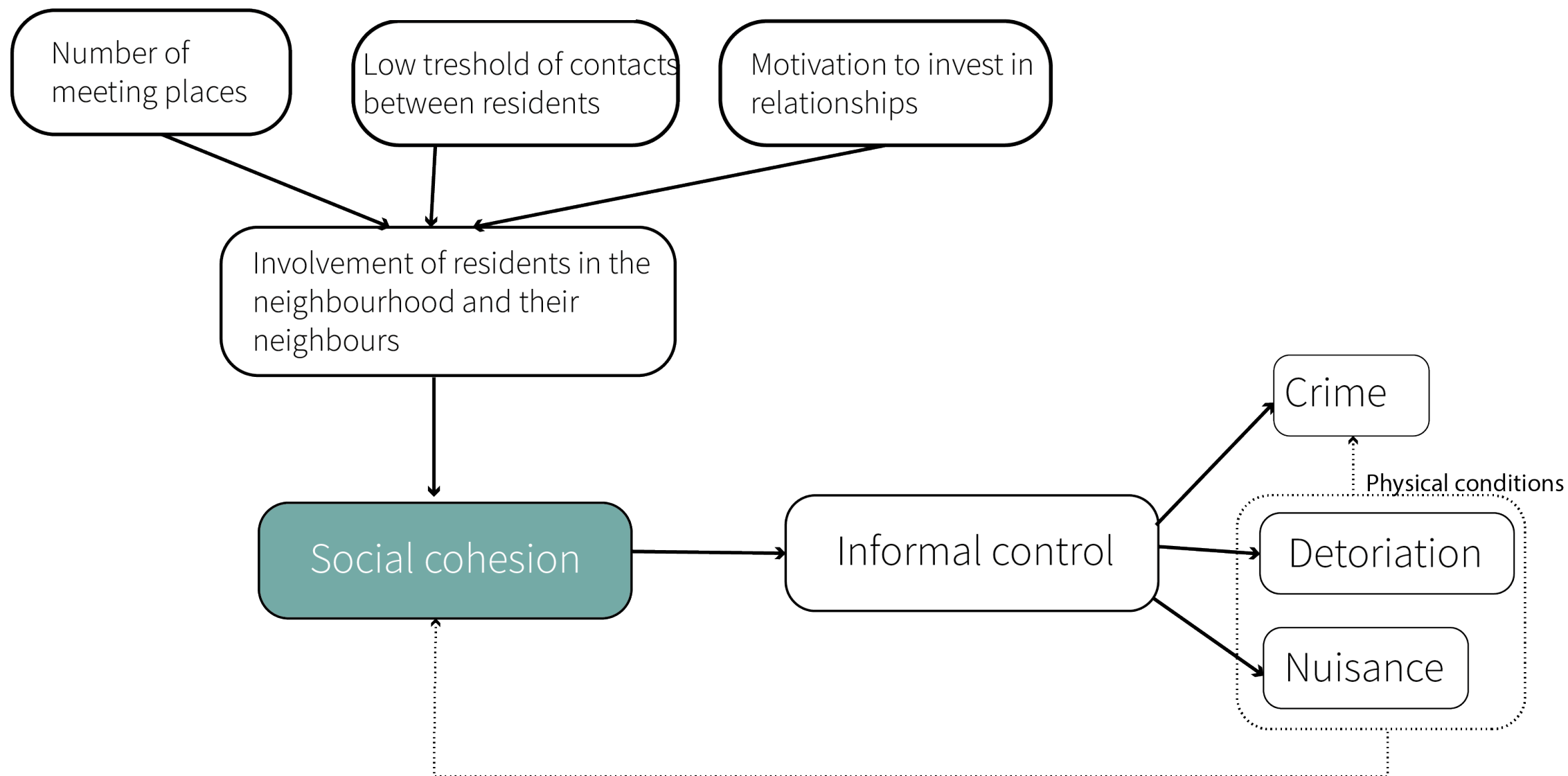


Bergeijk, E. Van, Bolt, G., & Kempen, R. Van. (2008). Social Cohesion in Deprived Neighbourhoods in the Netherlands: the Effect of the Use of Neighbourhood Facilities. In Housing Studies Association conference. Urban and regional Research centre Utrecht.

Vreke, J., Salverda, I. E., & Langers, F. (2010). Niet bij rood alleen: Buurtgroen en sociale cohesie. Wageningen, Alterra, Alterra-rapport 2070. 56 blz.; 1 fig.; 8 tab.; 33. ref.

Bolt, G., & Torrance, M. I. (2005). Stedelijke herstructurering en sociale cohesie. Nethur.

Wilson, J. Q., & Kelling, G. L. (1982). Broken Windows: The police and Neighbourhood Safety. Atlantic Monthly, march, 1-9.

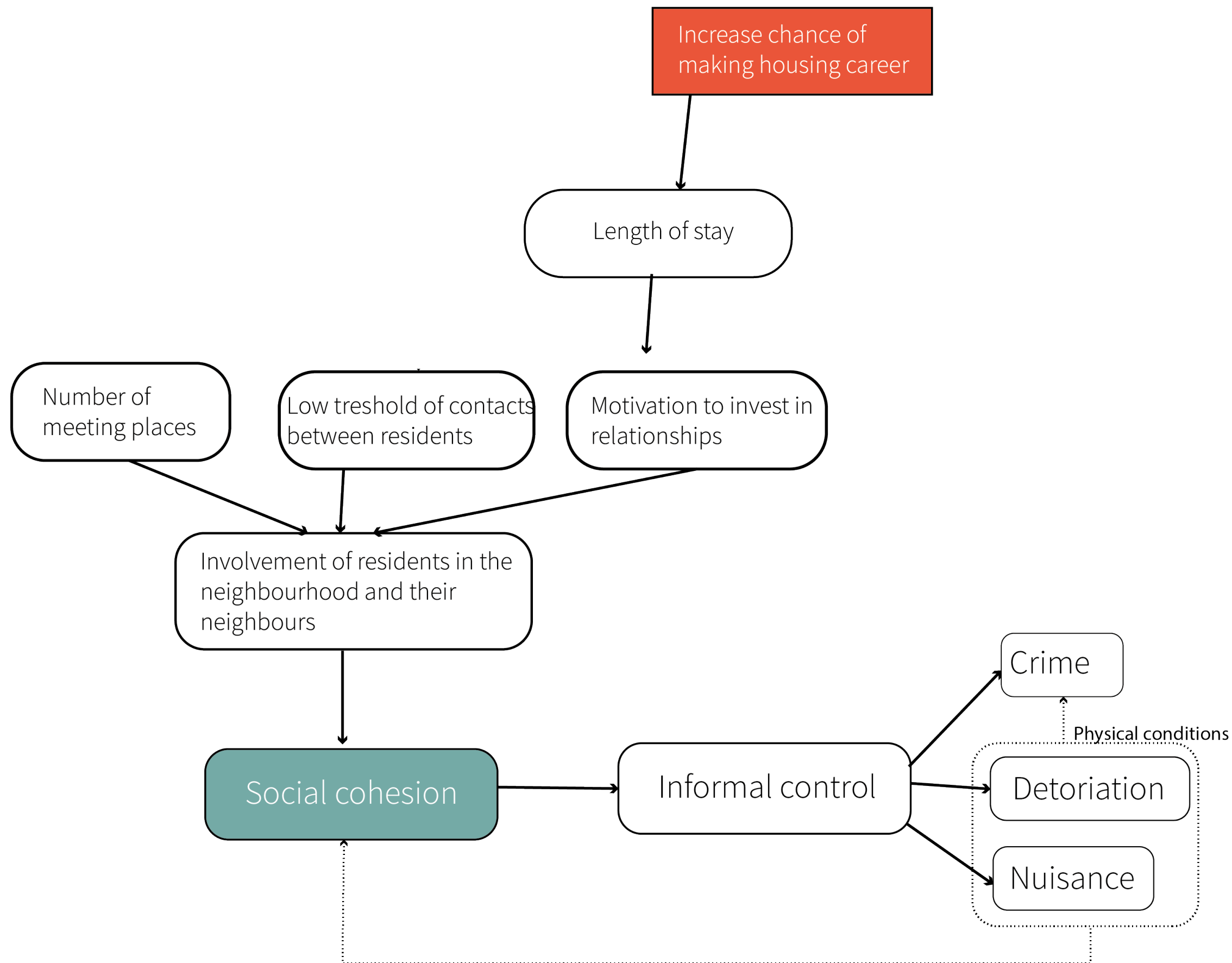


Bergeijk, E. Van, Bolt, G., & Kempen, R. Van. (2008). Social Cohesion in Deprived Neighbourhoods in the Netherlands: the Effect of the Use of Neighbourhood Facilities. In Housing Studies Association conference. Urban and regional Research centre Utrecht.

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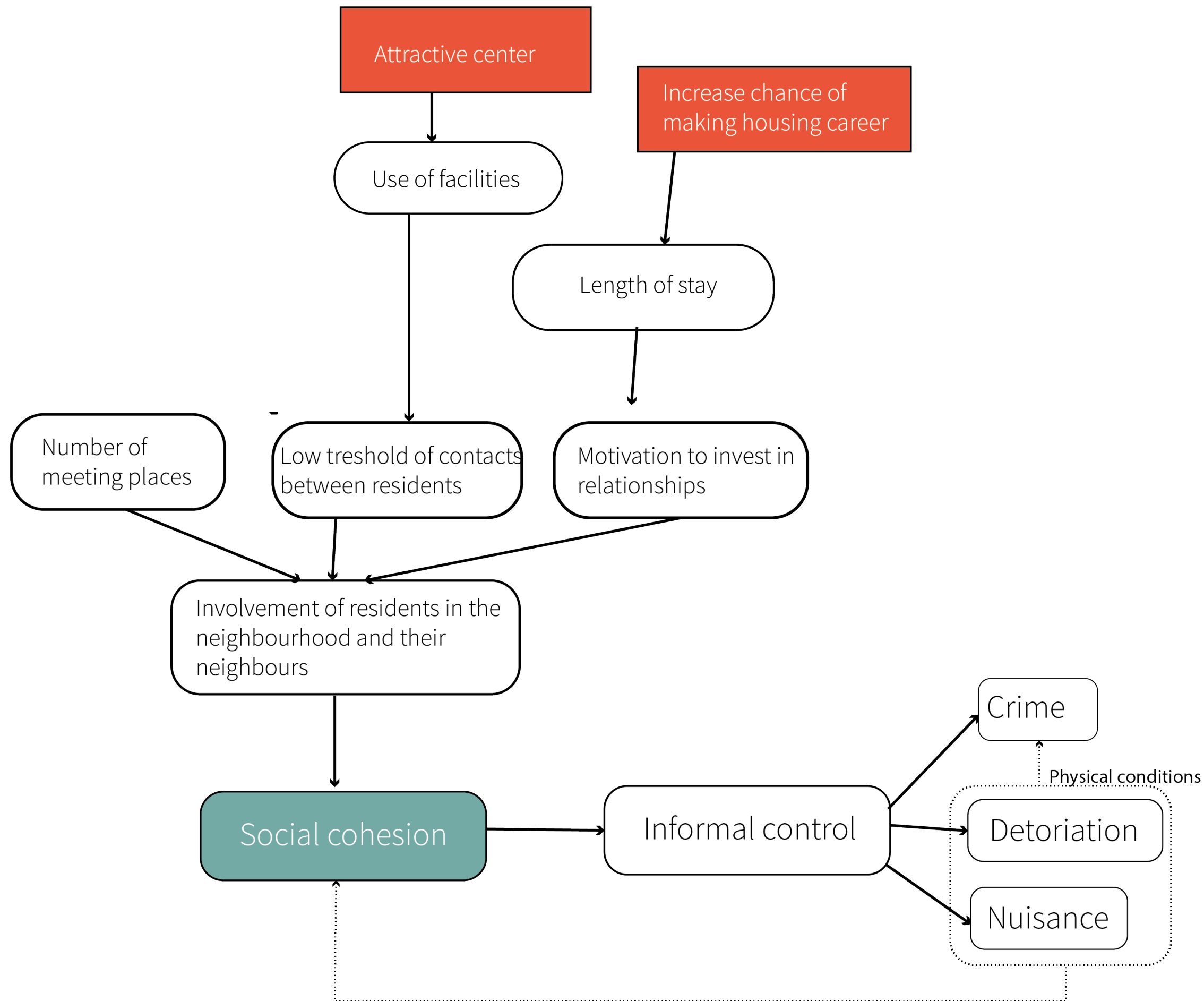


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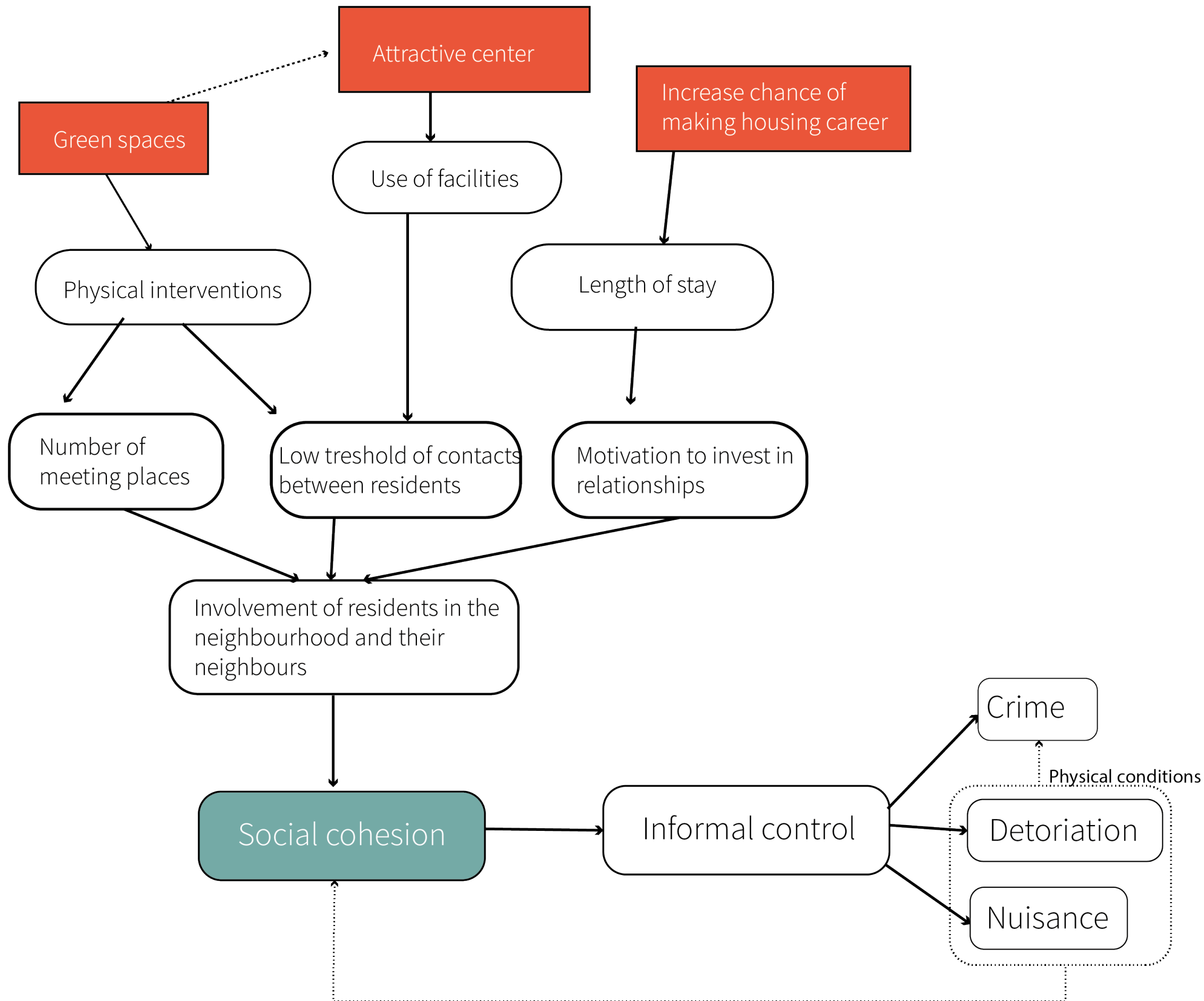


Bergeijk, E. Van, Bolt, G., & Kempen, R. Van. (2008). Social Cohesion in Deprived Neighbourhoods in the Netherlands: the Effect of the Use of Neighbourhood Facilities. In Housing Studies Association conference. Urban and regional Research centre Utrecht.

Vreke, J., Salverda, I. E., & Langers, F. (2010). Niet bij rood alleen: Buurtgroen en sociale cohesie. Wageningen, Alterra, Alterra-rapport 2070. 56 blz.; 1 fig.; 8 tab.; 33. ref.

Bolt, G., & Torrance, M. I. (2005). Stedelijke herstructurering en sociale cohesie. Nethur.

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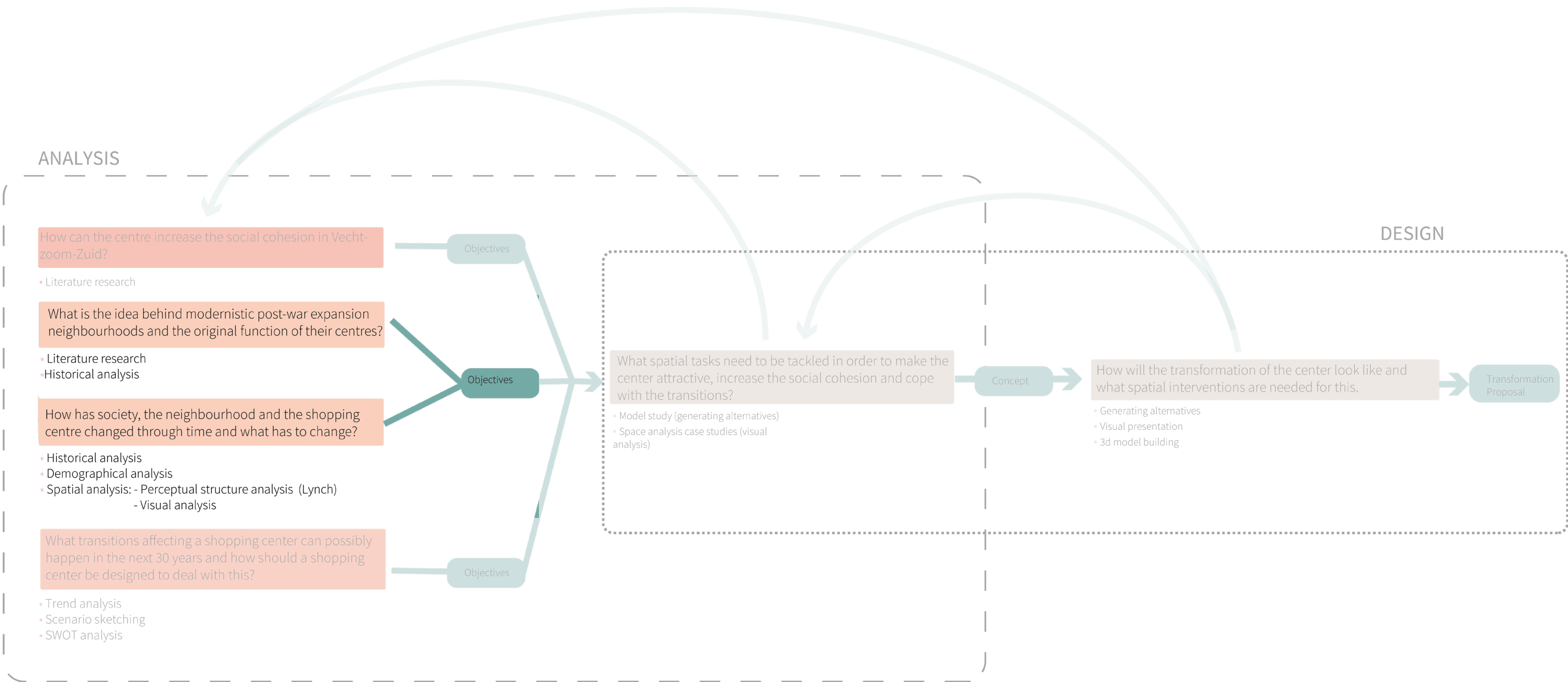
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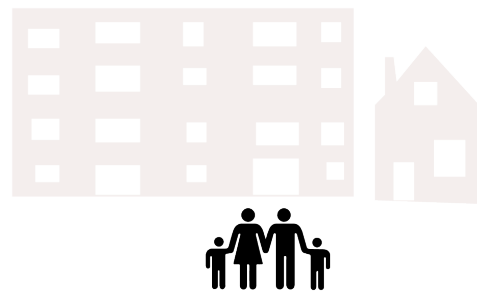
SQ 3 & 4: THEN VS NOW



THEN

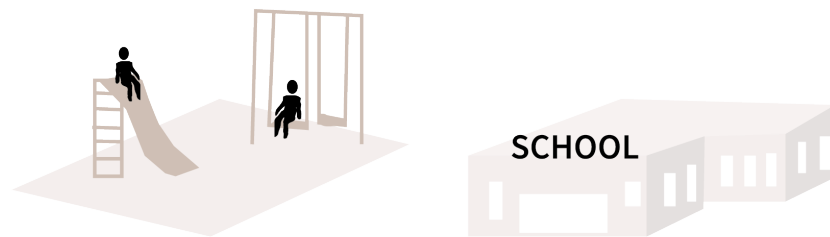
FAMILY

- Family Apartments
- Family homes



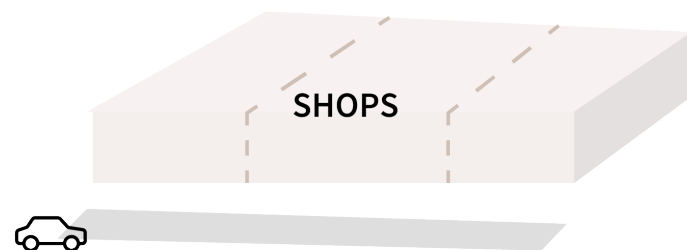
QUARTER FACILITIES

- Playgrounds
- Schools

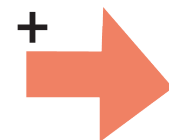
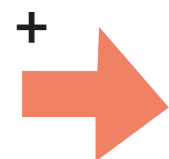
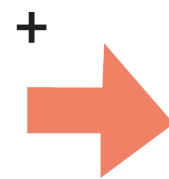


NEIGHBOURHOOD FACILITIES

- SHOPS
- SPORTFIELDS



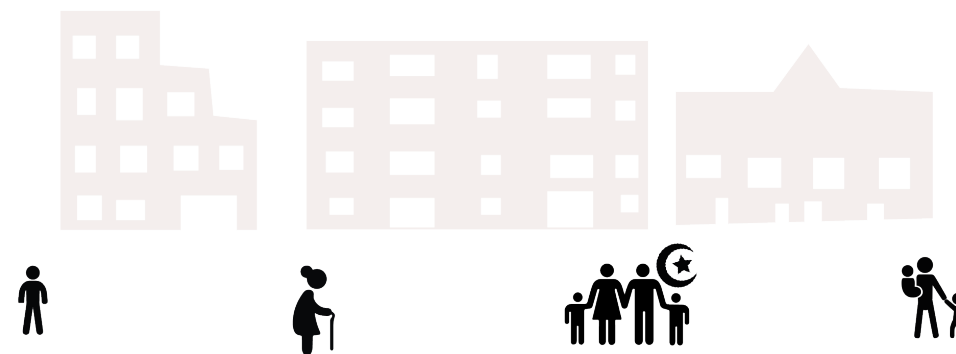
Family central



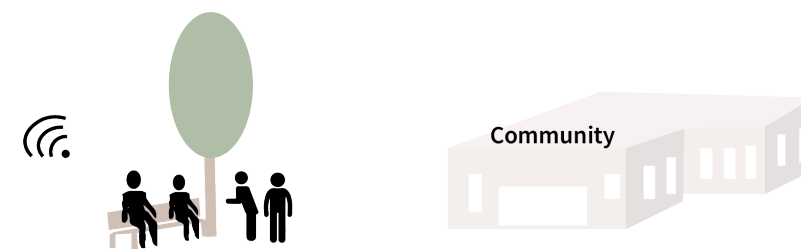
NOW

NEW NEEDS

- Mixed housing
- life cycle compatible
- More diversity

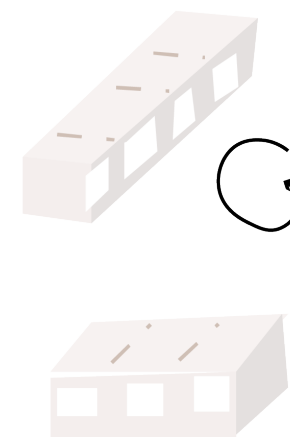


- Meeting spaces
- Community spaces
- health care

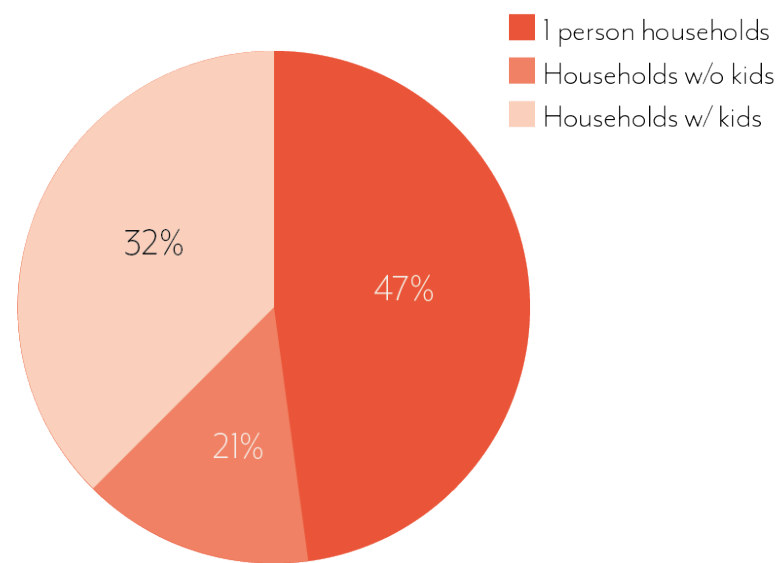


- Spaces for Work (formal or informal)

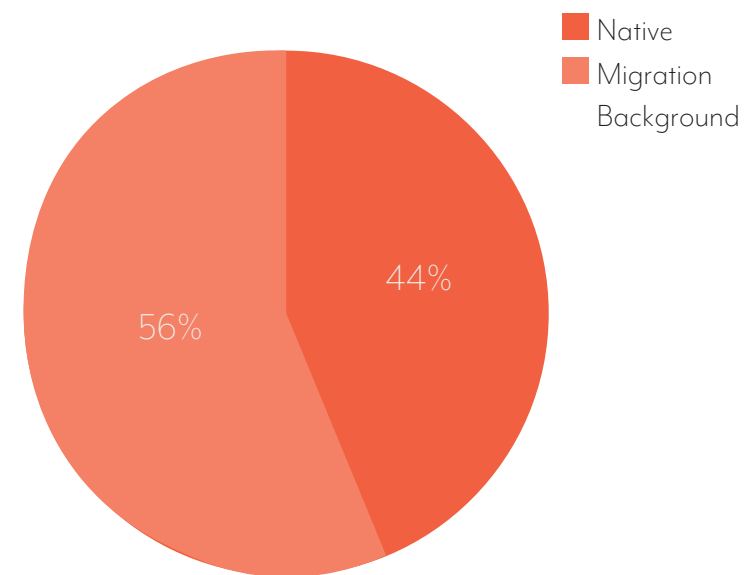
- Spaces for sports



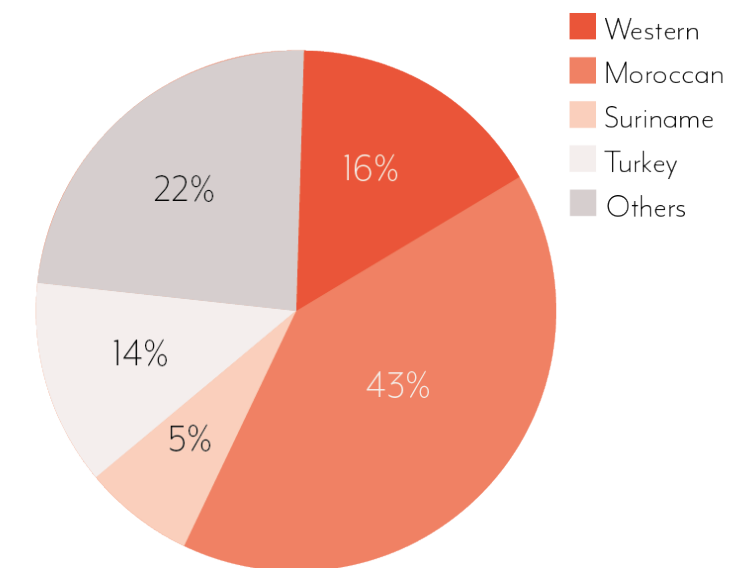
More elderly, singles and cultures



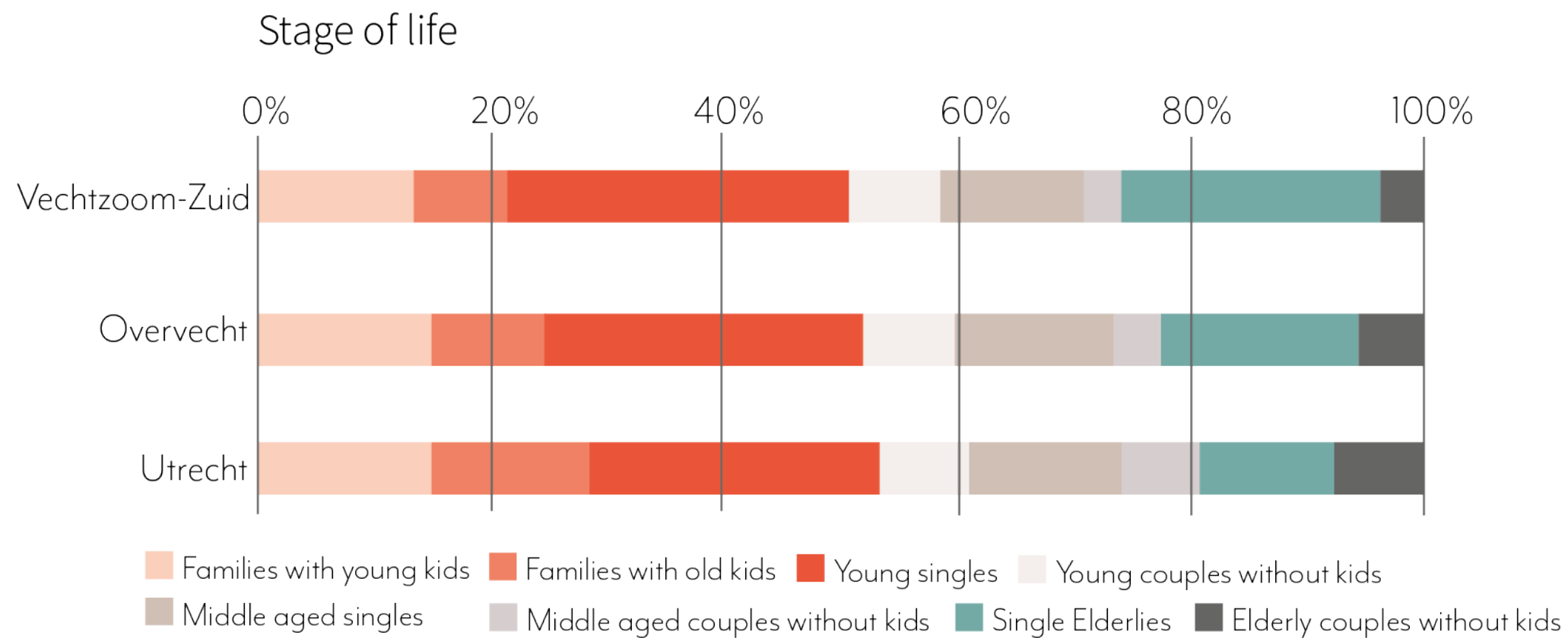
Household composition in the neighbourhood Vechtzoom-Zuid. Source: CBS (2022)



Origin of the inhabitants of the neighbourhood Vechtzoom-Zuid. Source: CBS (2022)



Migration background of the inhabitants of the neighbourhood Vechtzoom-Zuid. Source: CBS (2022)



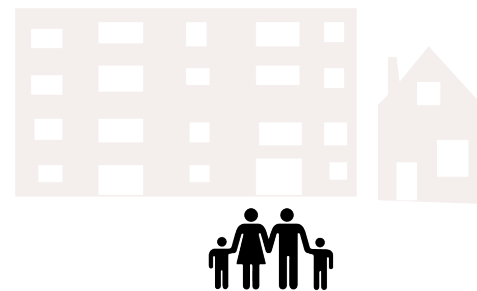
Stage of life comparison between the municipality of Utrecht, the city district Overvecht and the neighbourhood Vechtzoom-Zuid. Source: CBS (2022)

THEN

NOW

FAMILY

- Family Apartments
- Family homes



QUARTER FACILITIES

- Playgrounds
- Schools

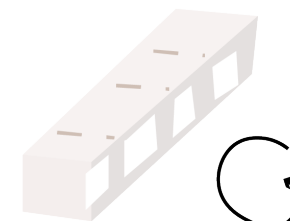
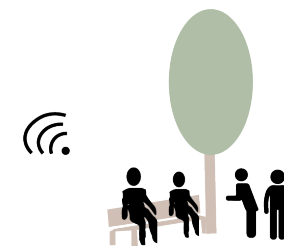
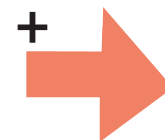
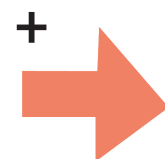
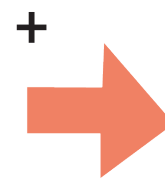


NEIGHBOURHOOD FACILITIES

- SHOPS
- SPORTFIELDS



Family central



More elderly, singles and cultures

NEW NEEDS

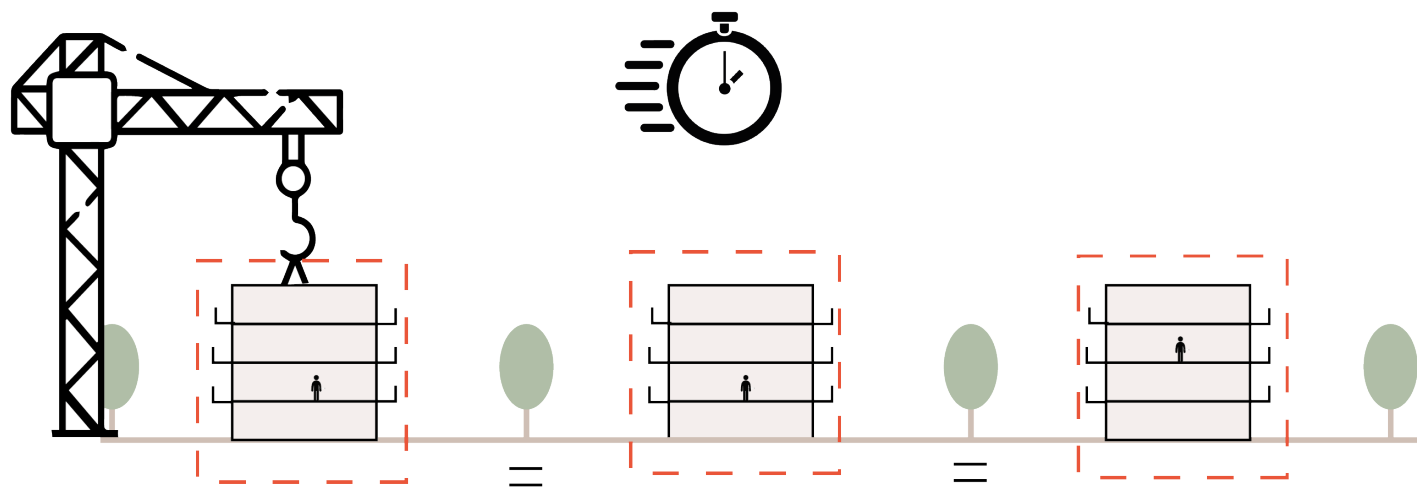
- Mixed housing
- life cycle compatible
- More diversity

- Meeting spaces
- Community spaces
- health care

- Spaces for Work (formal or informal)

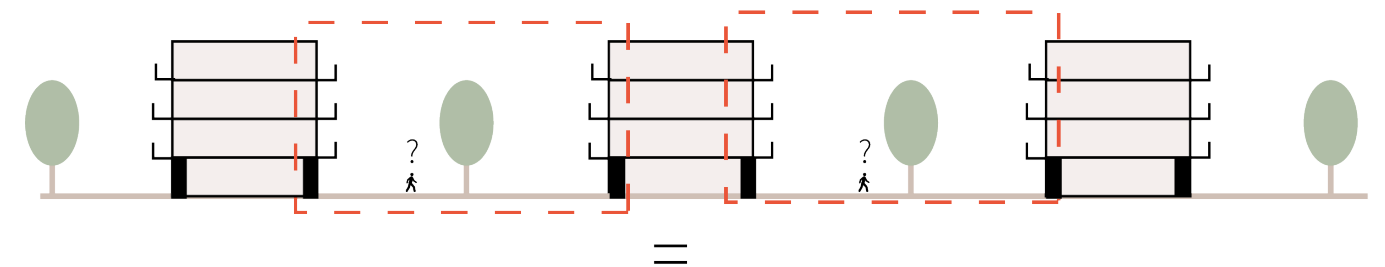
- Spaces for sports

THEN



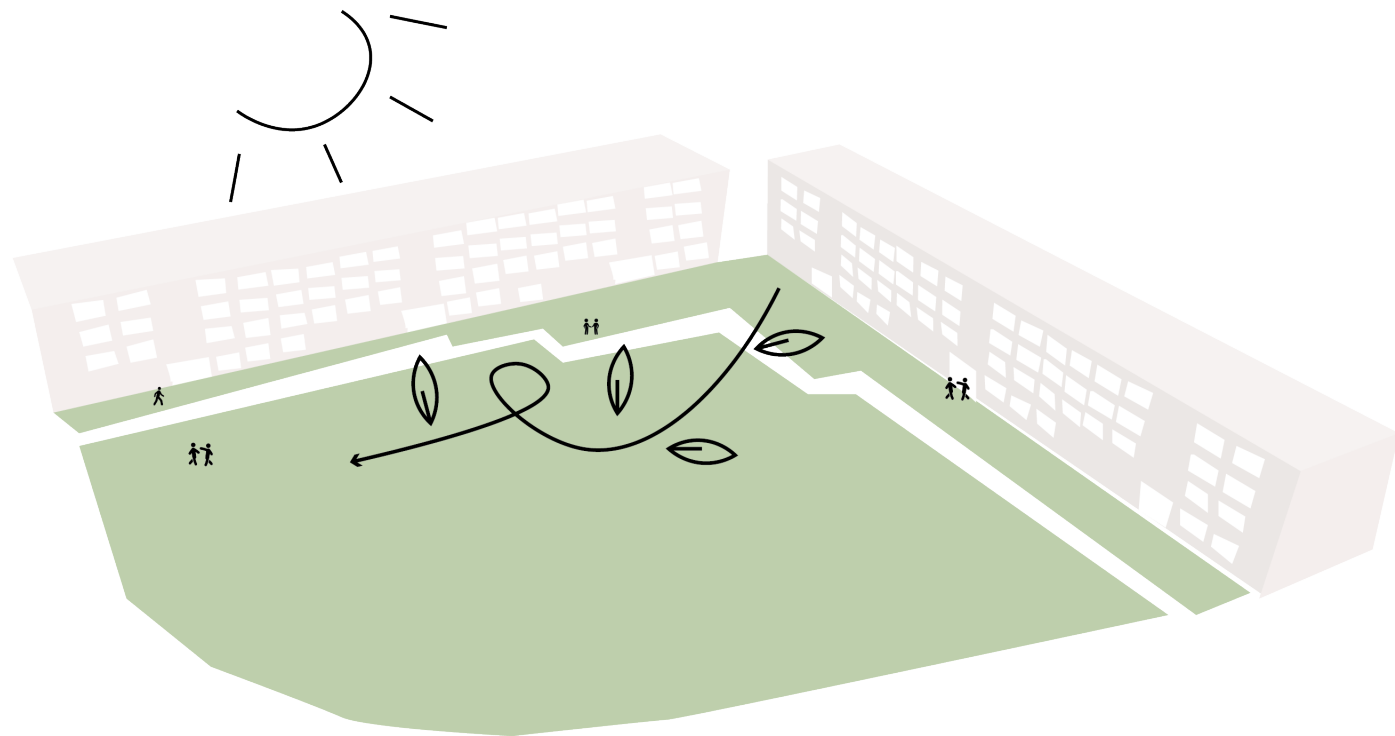
- Top down planning makes collective and unity
- System construction and repetition is quick
- Dwellings are bigger than before

NOW



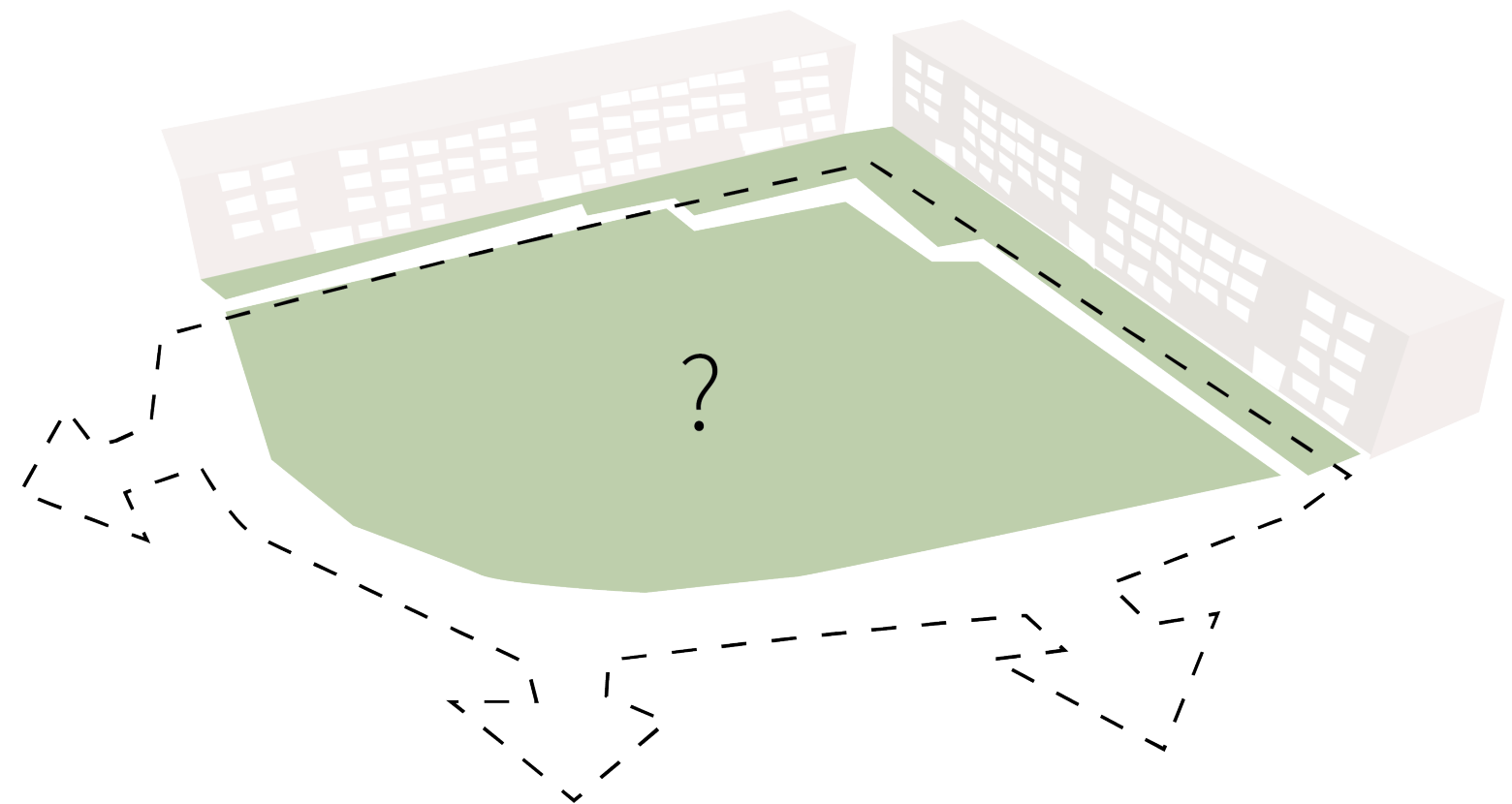
- People want their own identity
- Repetition makes the neighbourhood by foot unrecognisable

THEN



- Spacious public space
- Used as a collective

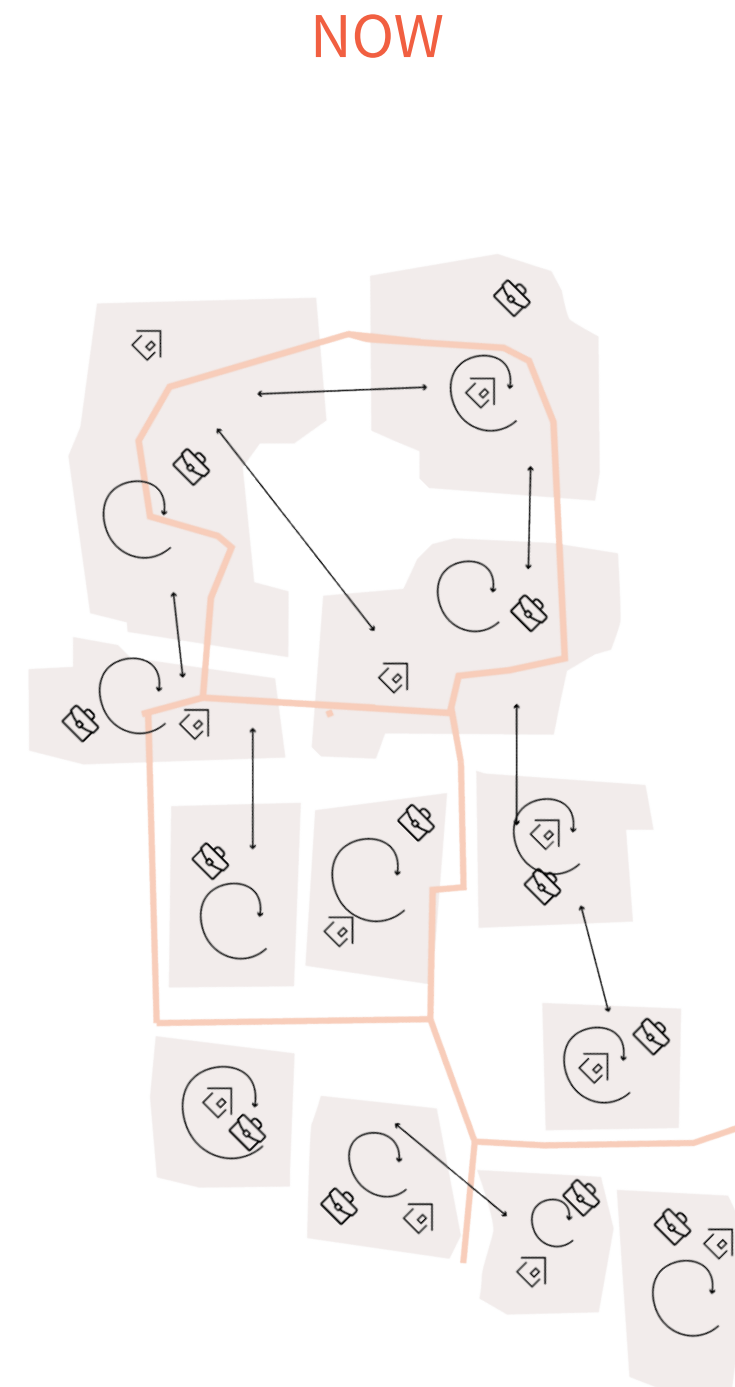
NOW



- Excess of public spaces
- Collective spaces are not used / there is no function
- No clear boundaries

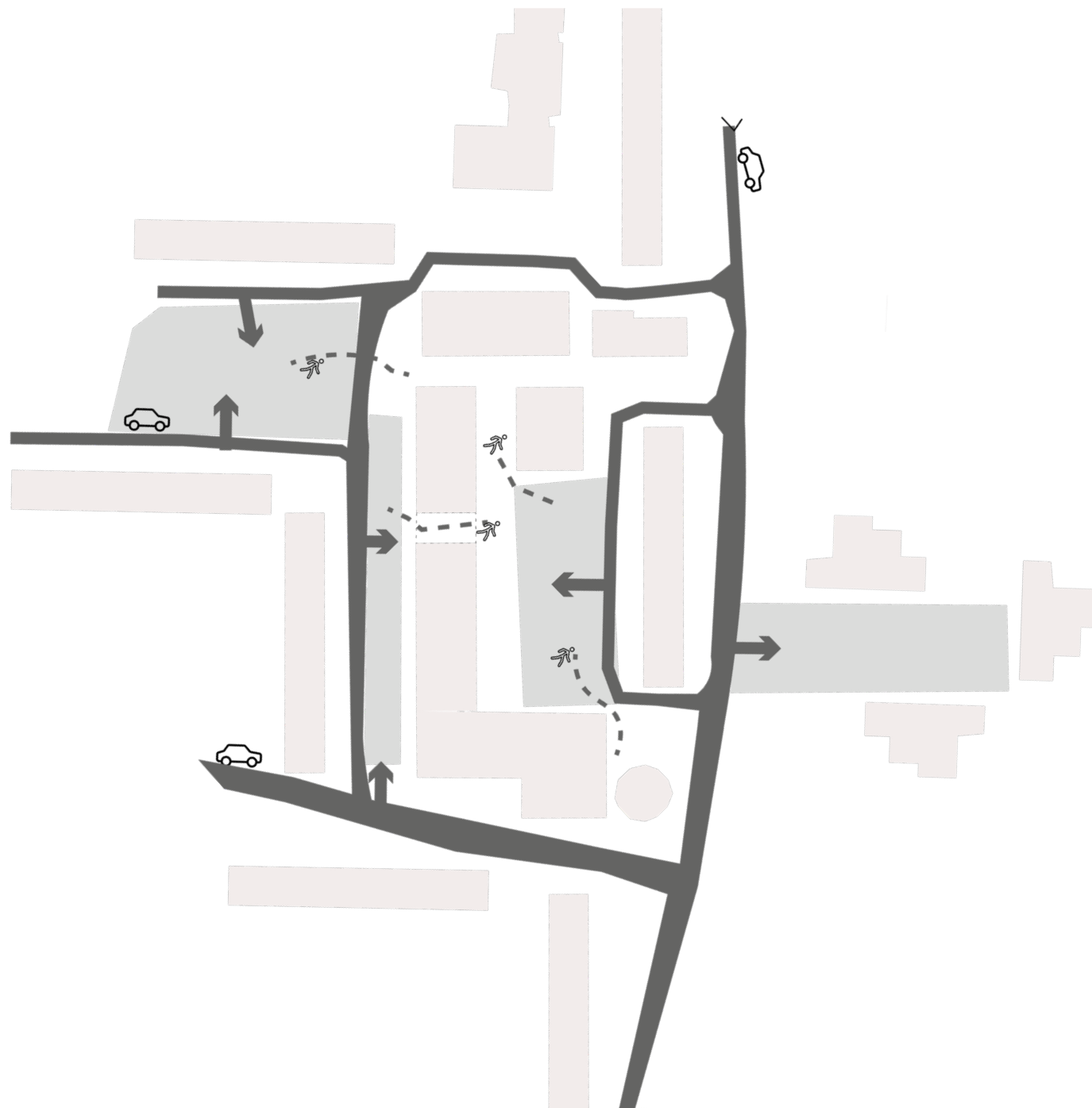


- Dwelling / living within the neighbourhood unit
- Working outside the neighbourhood
- Car as a means of transportation



- Residents stay more within their neighbourhood
- More activity around house / within the neighbourhood

THEN



- Great accessibility for the car
- Entrances from parking lots

NOW

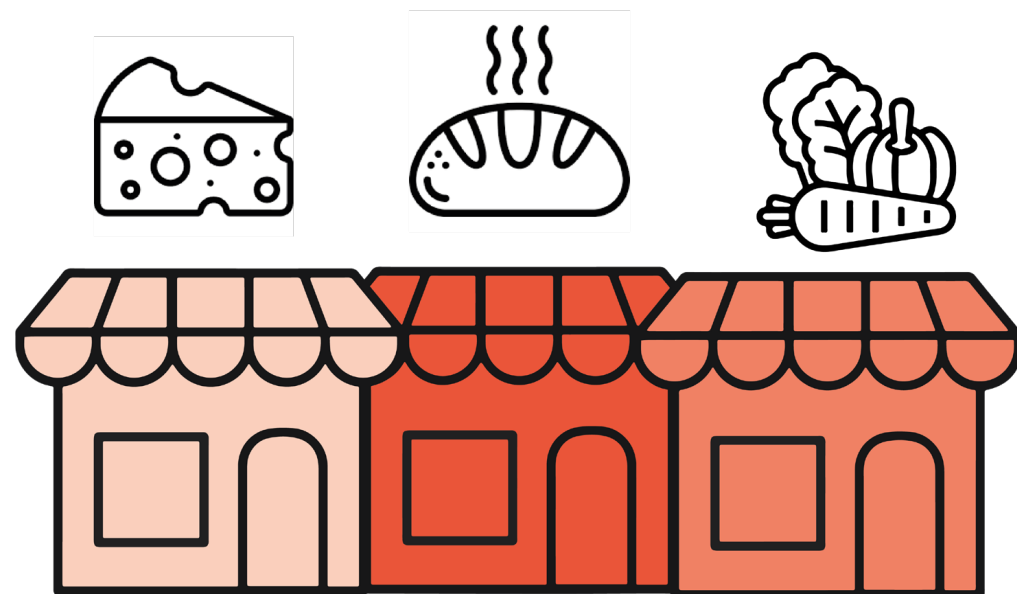


- Big distances by foot
- 'Dreven' as barriers





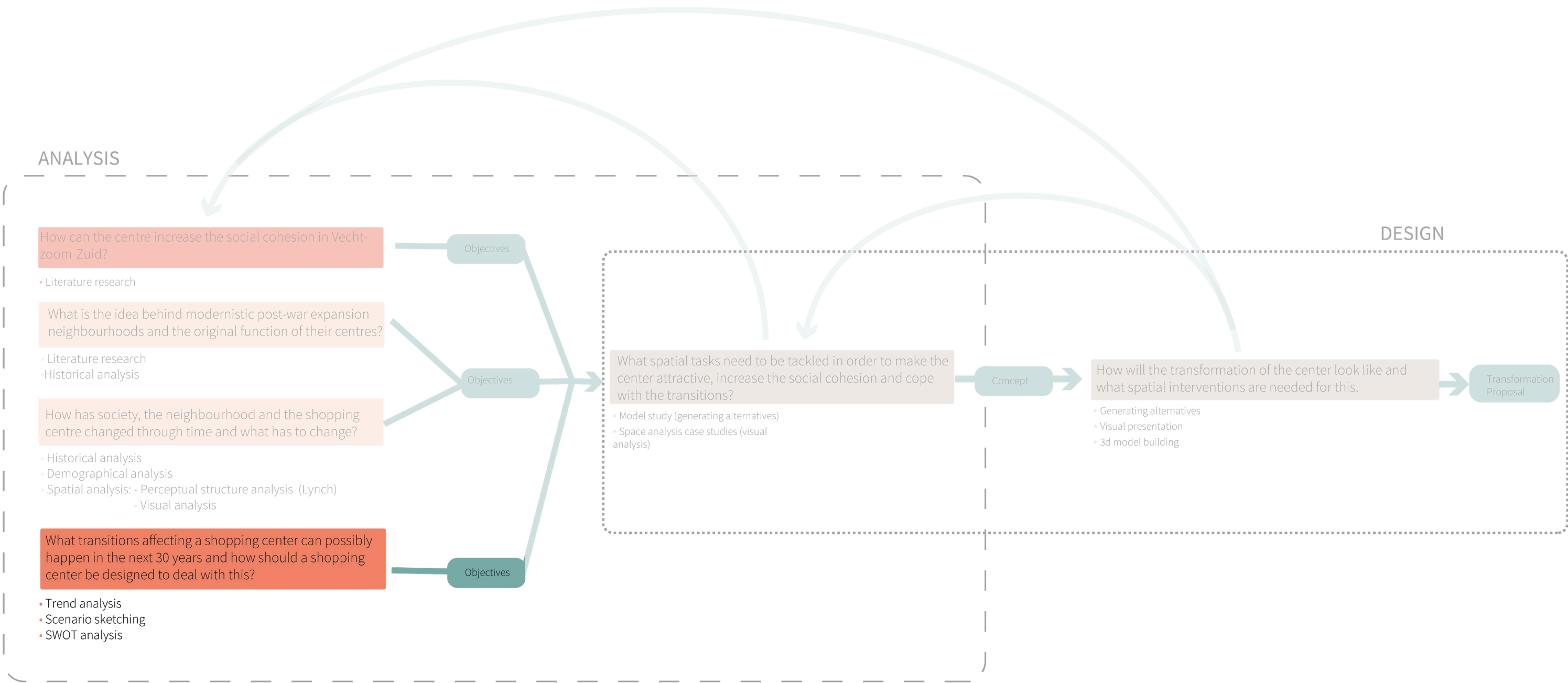
THEN



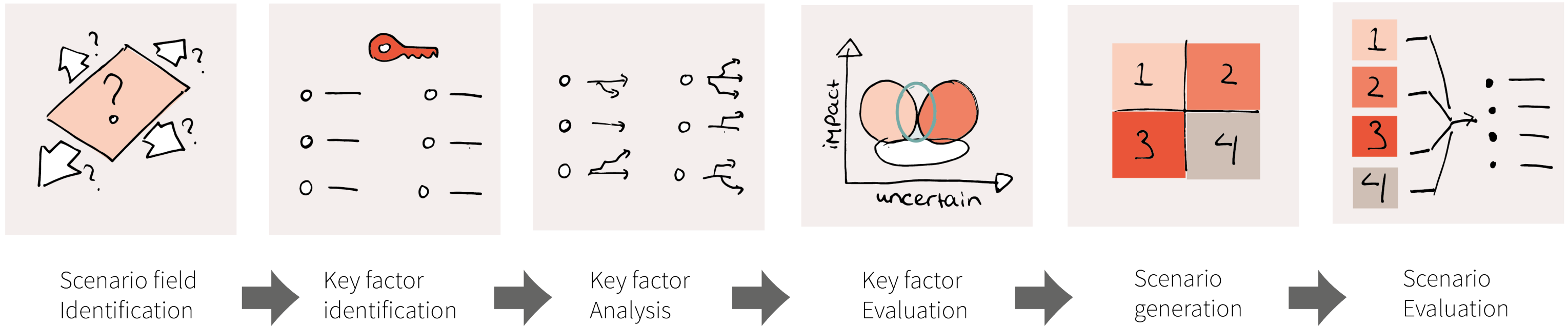
NOW



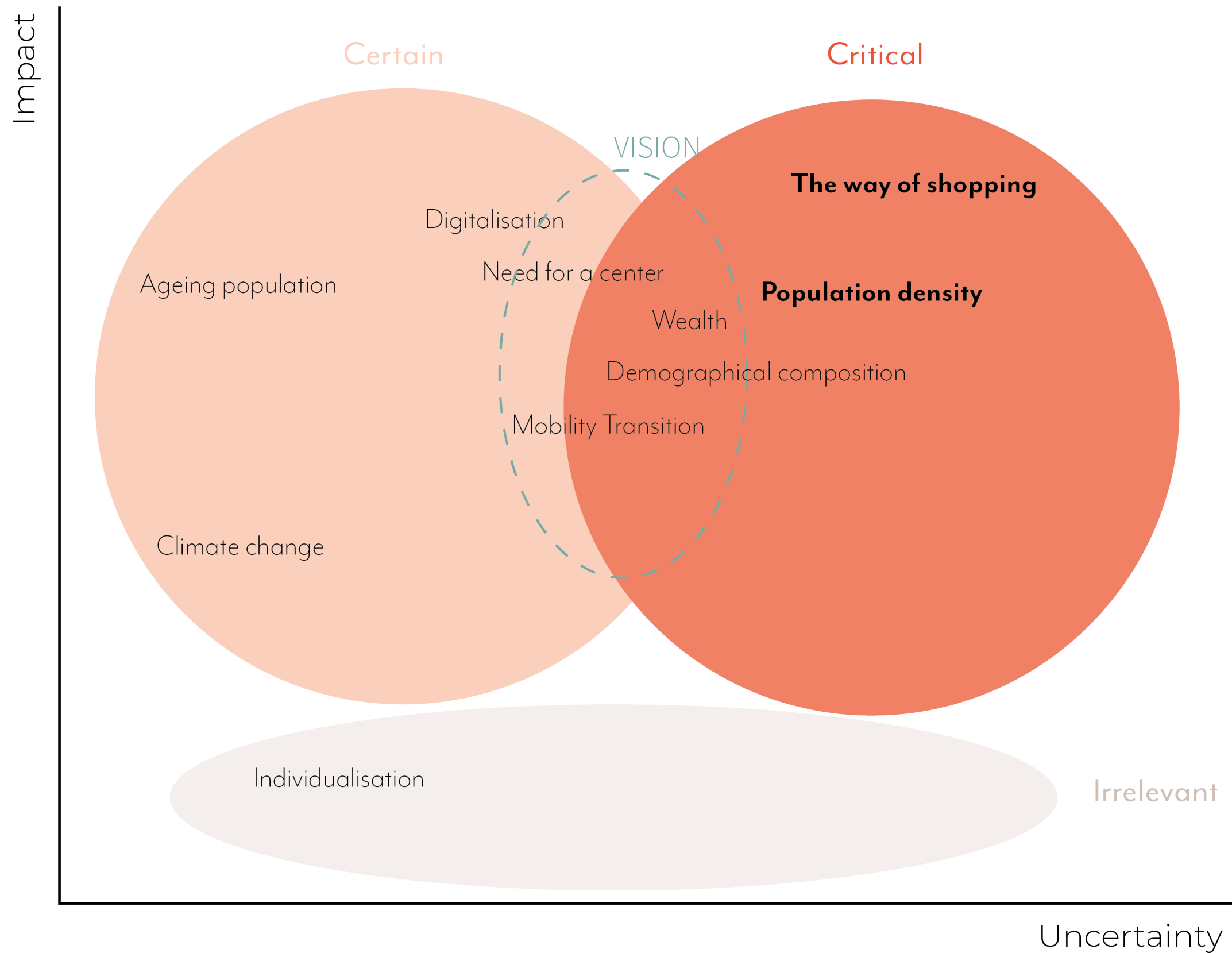
SQ 4: FUTURE SCENARIOS



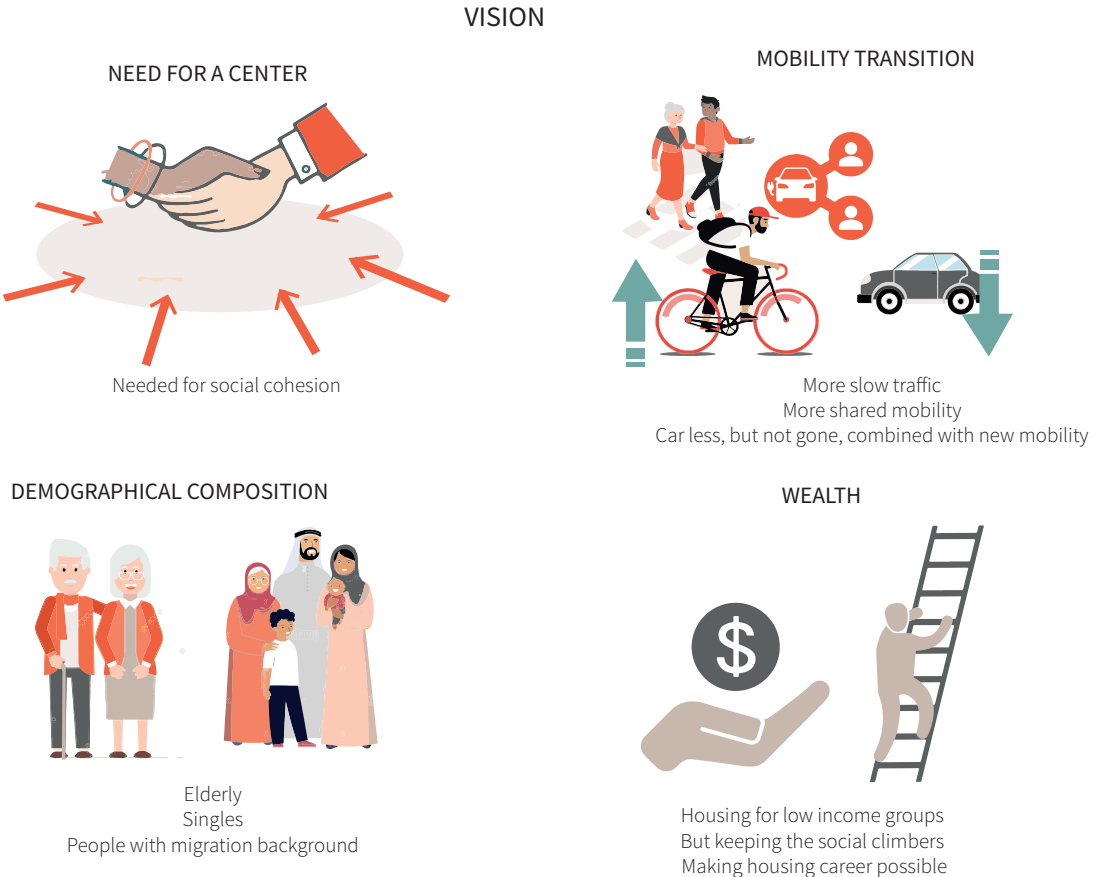
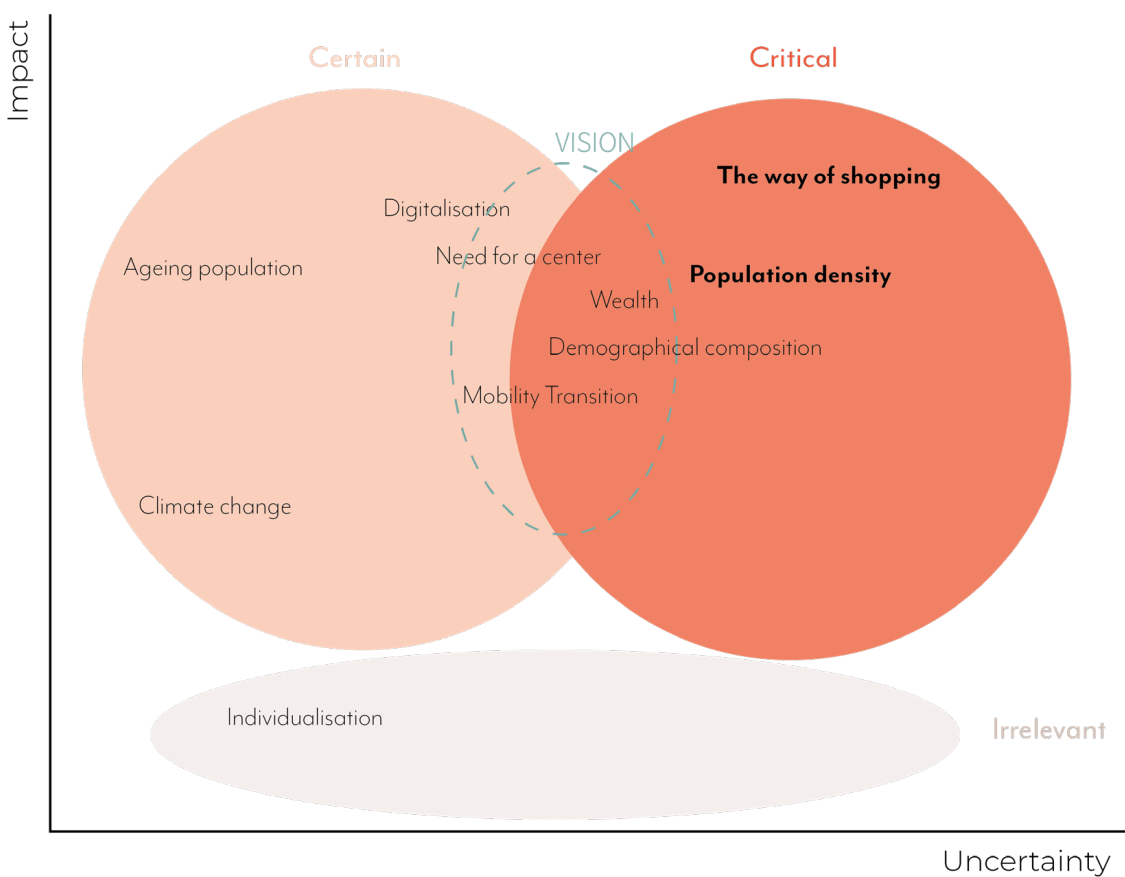
SCENARIO PROCESS



DRIVERS OF CHANGE



Driver	Development in 30 years	Design criteria / objectives
Climate change	More heavy rainfall	Design for heavy rainfall
	Hotter	reduce paved area
Ageing population	People will live longer	There should be a place for healthcare
	Are more mobile and know more of technology	
Wealth and Demographical transition	The neighbourhood will stay a place for the current inhabitants with lower income and a lot of different cultures.	Increase the mix housing to make housing career There should be room for entrepreneurship
Mobility transition	Slow traffic and public transport will be more important than the car (10 minute city concept) shared mobility will play a role Everything will still be there	Increase the accessibility by slow traffic and public transport and change the infrastructure to dominantly use for slow traffic Include a space where people can come together (hub)
Need for center	The amenities in the neighbourhood will still have the function of a meetingplace in the neighbourhood	Reduce the harsh only car lines and mix traffic forms Make the place of the function a pleasant staying environment and meetingplace
Digitalisation	Shopping and working will be more online. Therefore the home will become the place to stay and work. Public space will be for meeting as people will need to want to go outside. (recreate outside) that is in peoples nature.	give reason to stay Make the neighbourhood pleasant to stay and recreate
Individualisation	People will be more and more on themselves and have their own pattern of moving. (network society)	People should not be generalised into groups as people will all have their own way of moving and going.



WAY OF SHOPPING



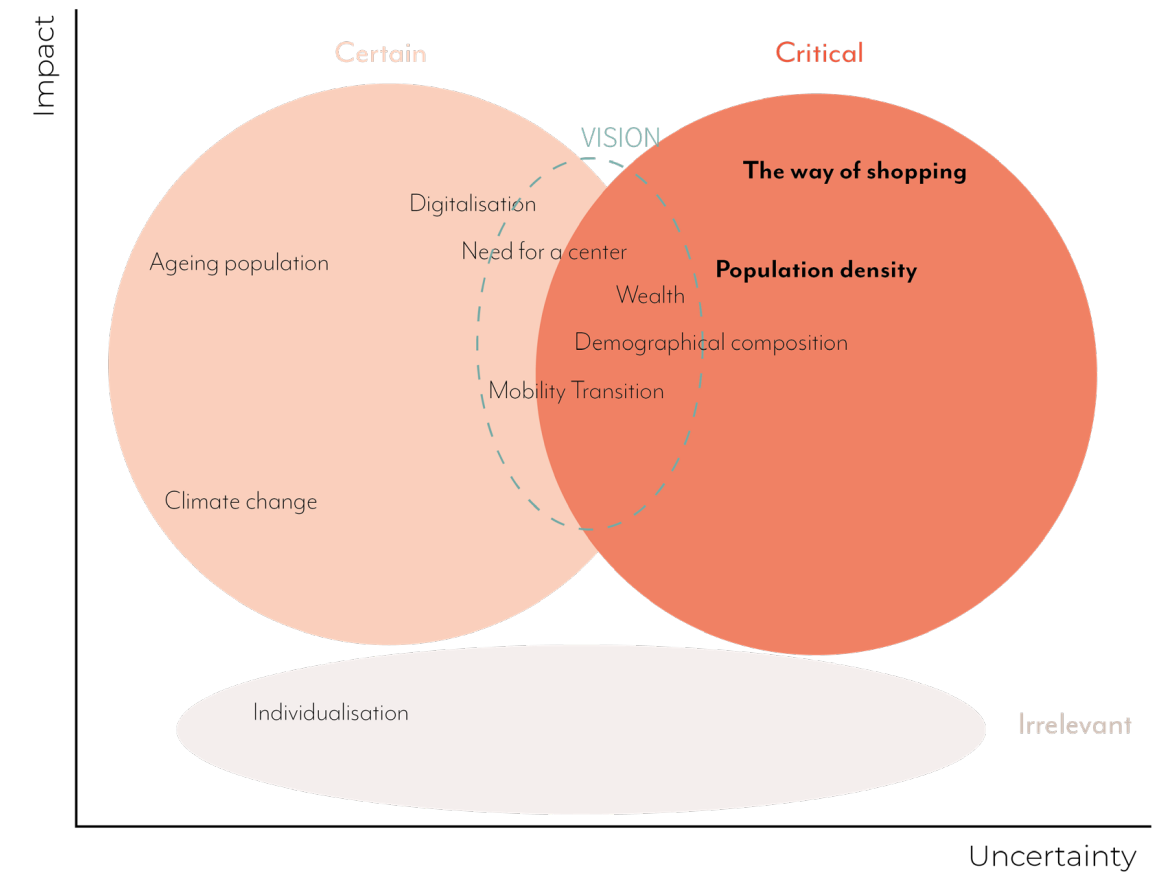
RUN SHOPPING

- Online shopping + Delivery
- Online weekly groceries
- Pick up stores
- Quick service deliveries



FUN SHOPPING

- Combining shopping with other activities
- Going outside for meeting people
- Tasting, feeling and smelling

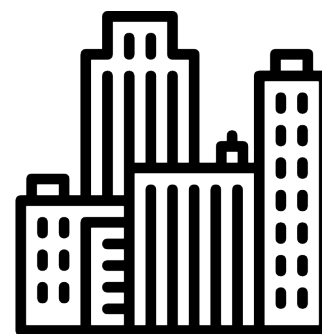


POPULATION DENSITY / URBANITY



LOW DENSIFICATION

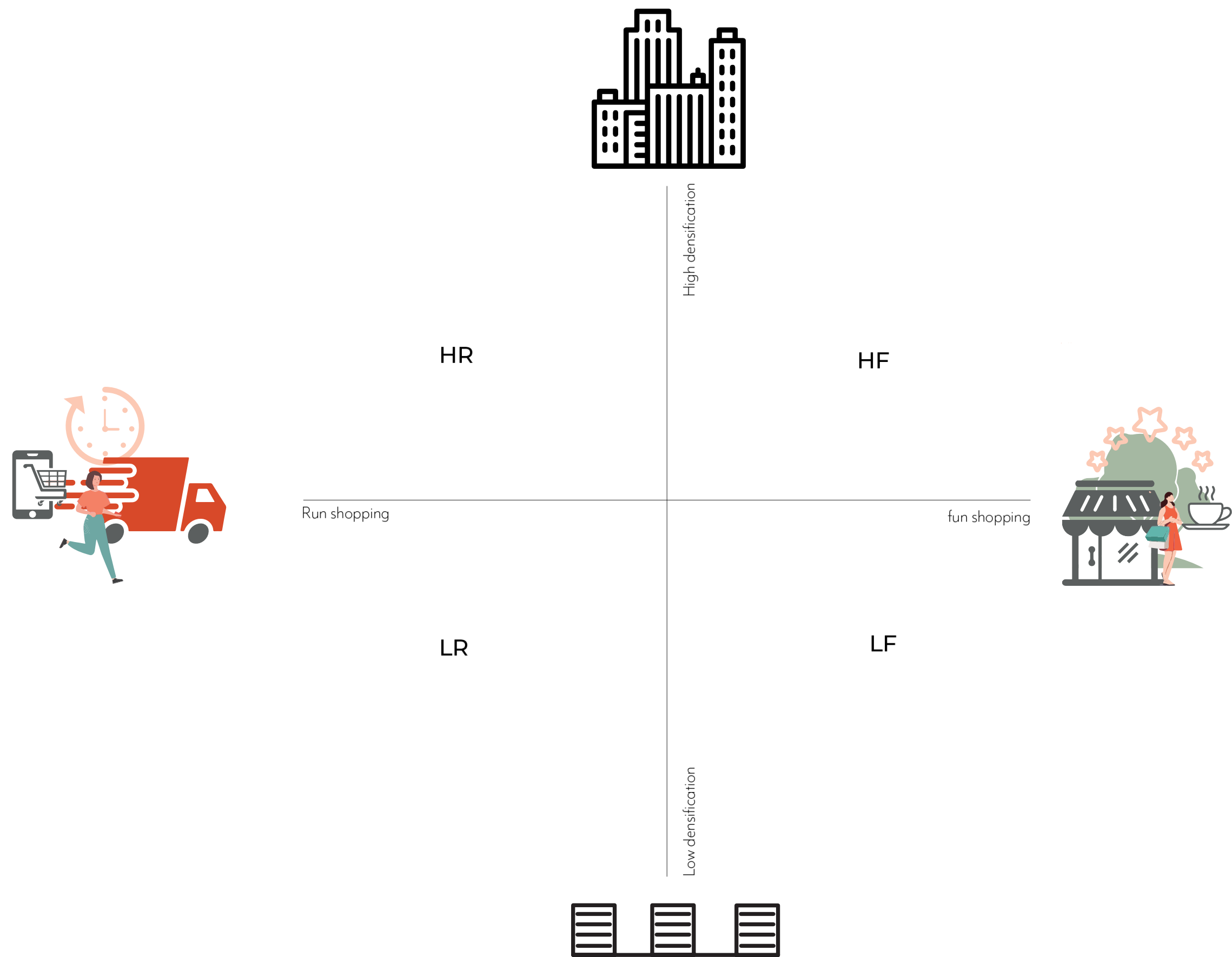
- Same amount of people using the shopping center



HIGH DENSIFICATION

- More people using the shopping center
- More amenities needed

FOUR EXTREME SCENARIO 'S



TRANSPORT HUB



Run shopping

RECREATIONAL SHOPPING



fun shopping

FOR AND THROUGH NEIGHBOURHOOD



Low densification

PICK UP AND LIVING



Driver

Development in 30 years

Design criteria

Way of shopping

& population density
(urbanity)

High density fun shopping:
The center as recreational shopping center

High density run shopping
The center as a pick up, service, work and
transport hub

Low density Fun shopping
The center as community (and space for entrepreneurship?)

Low density run shopping
The center as a pick up and living place.

Accessability for slow traffic should be increased

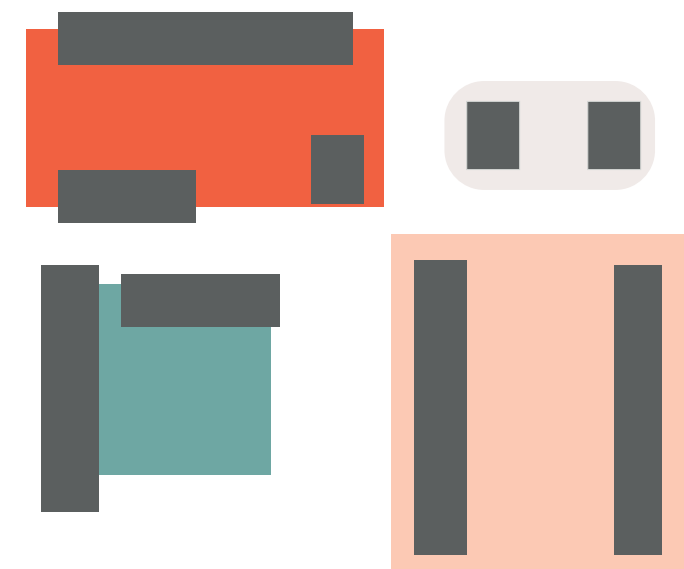
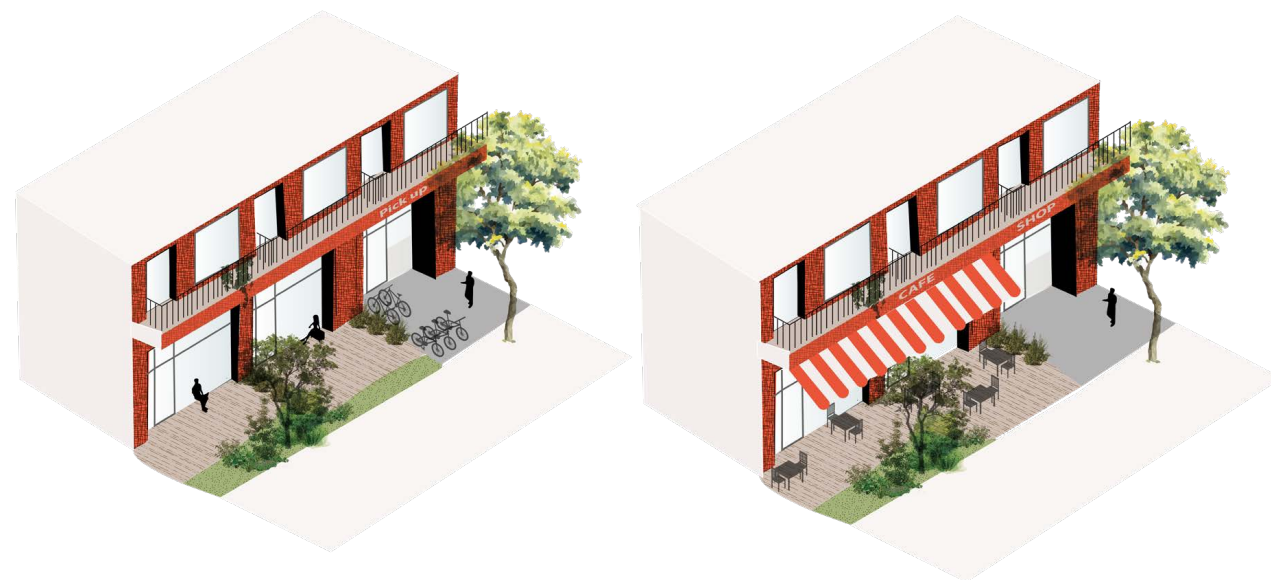
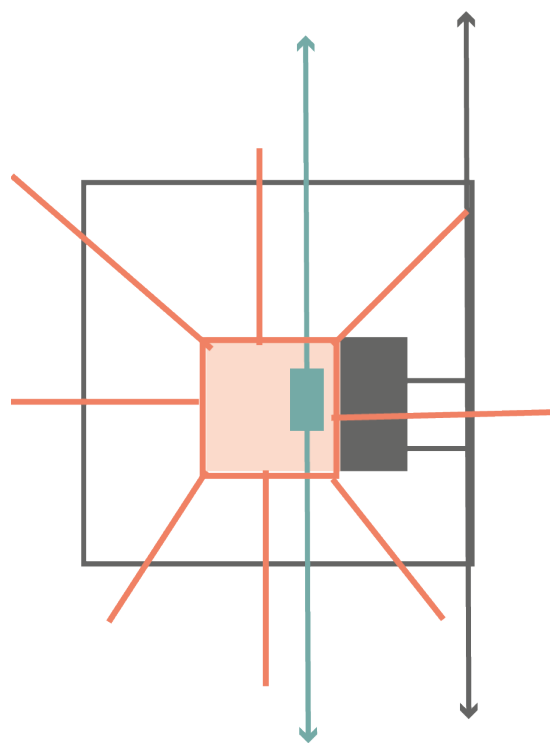
The bus stop should be the entrance of the
center.

The interior space of the ground floor must be
able to accommodate various functions

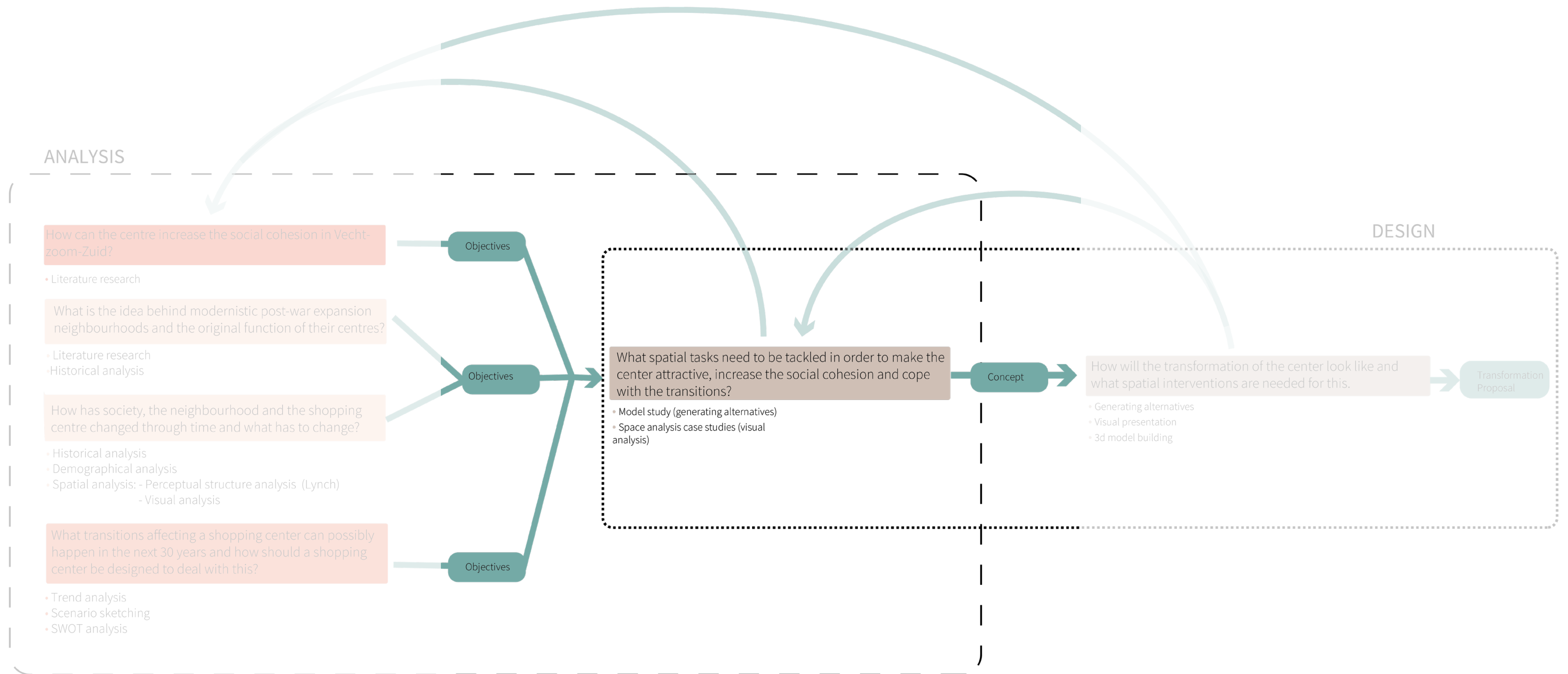
The public space in front of the buildings
should be a materialised and designed space
where different functions can take place.

The bigger public spaces in the neighbour-
hood should have multiple forms and identi-
ties

The centre should be densified.

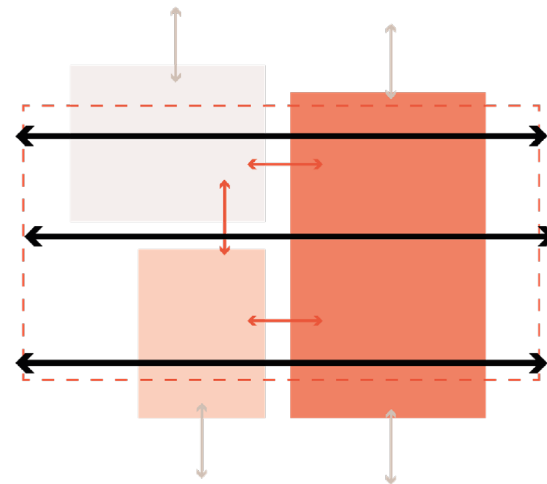


SQ 5: DESIGN CONCEPT

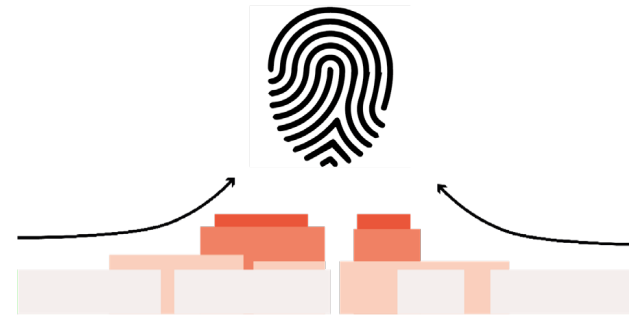


4 MAIN TASKS: MAKING THE AREA

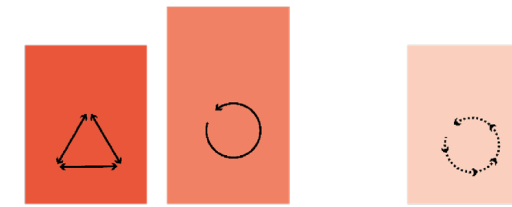
Accesible



Recogniseable

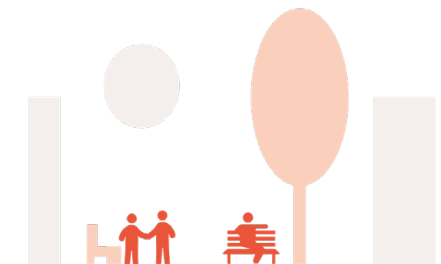


Flexible



• Multiple smaller buildings with their own lifecycles

Pleasant to stay



SQ 1

Make going to facilities low treshold

Create new dwelling types to retain social climbers --> recogniseable inhabitants

Implement green spaces

Implement green spaces

Activate plint

SQ 2 & 3

Break trough the zones

Reduce the boundaries of the car

Create new slow traffic routing

Increase the visibility from the neighbourhood

Reduce the backsides

Connect the green and the center

Different parts should have their own identity

Housing stock should be more mixed and life cycle compatible

Amenities should have more functions than just shops

Collective spaces should have clear boundaries

Green should have a function

SQ 4

Create new slow traffic routing

Bus stop should be entrance of the center

Create different spaces with different identities as conditions for multiple interpretations

Create a strip of multi interpretable public spaces

Create spaces and buildings with different forms as conditions for multiple interpretations

Densify the area

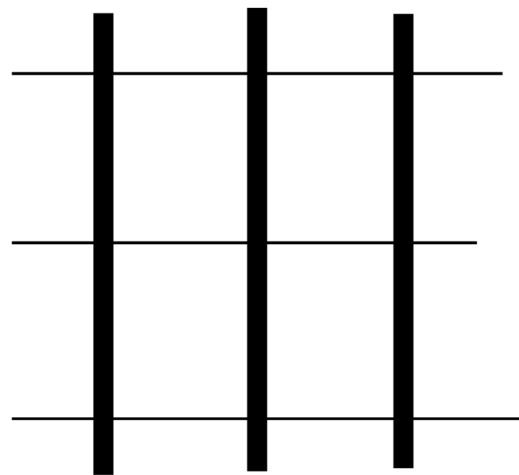
Increase the amount of green

Solutions for water drainage

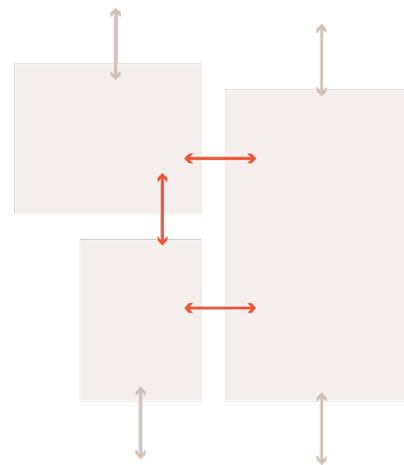
DESIGN GOAL

Create new flexible and accessible collective spaces as a condition for a safe and recognisable heart of the neighbourhood where current and future residents can find a motive to visit and meet each other.

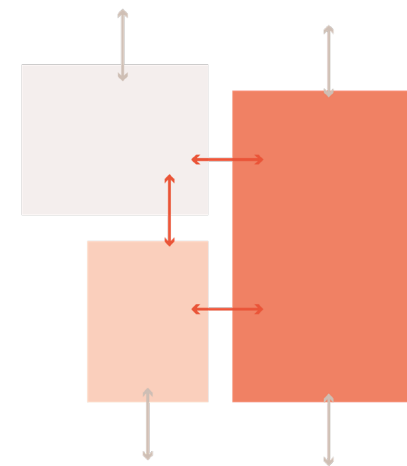
ACCESSIBLE



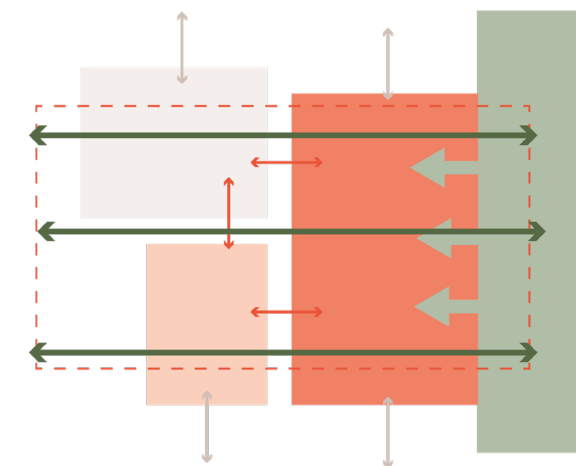
Stay within ortogonal grid



- Multiple smaller quares connected with eachother and neighbourhood by routing.



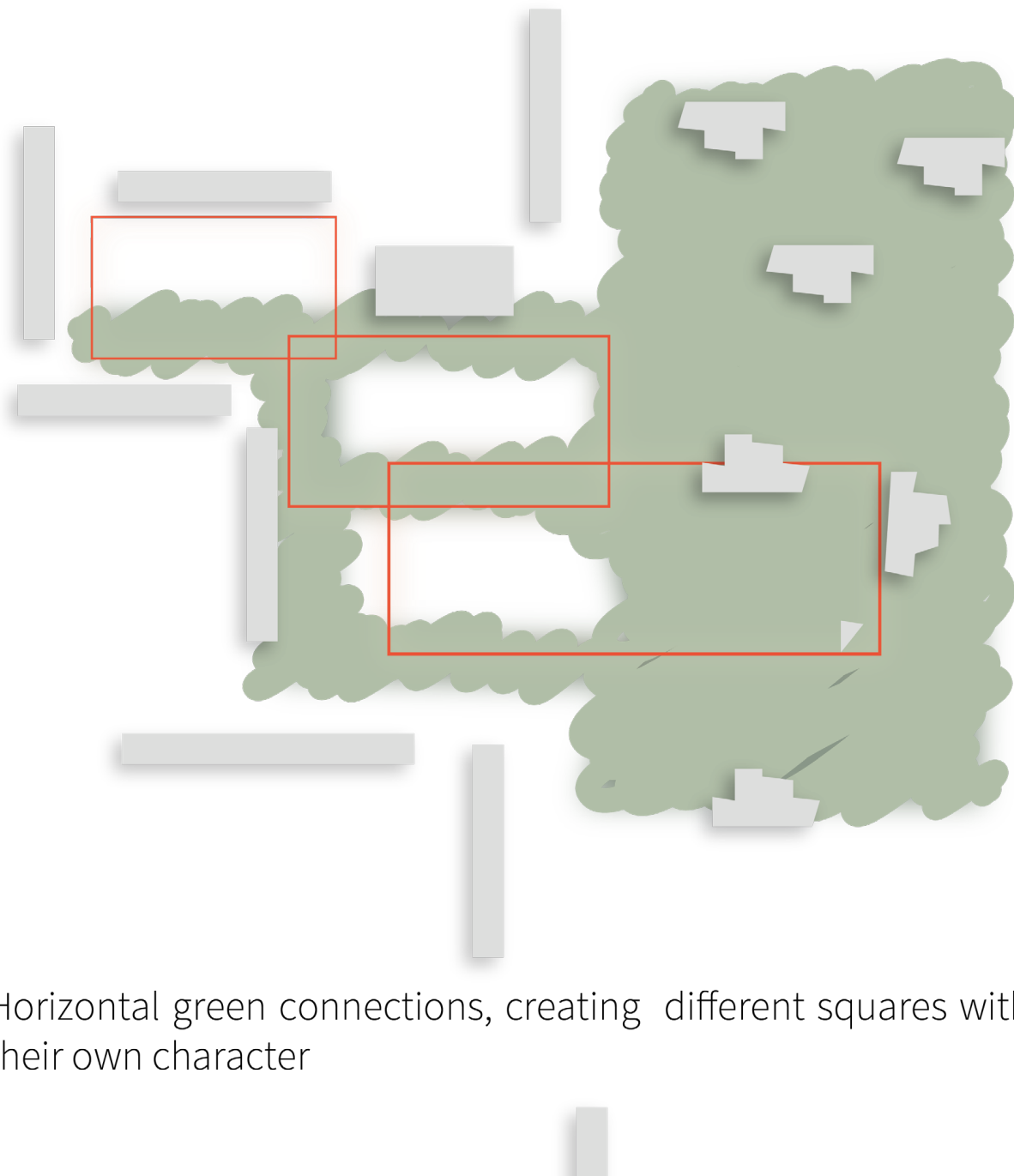
- Create hierarchy between areas by giving different identities (functionally + spatially)



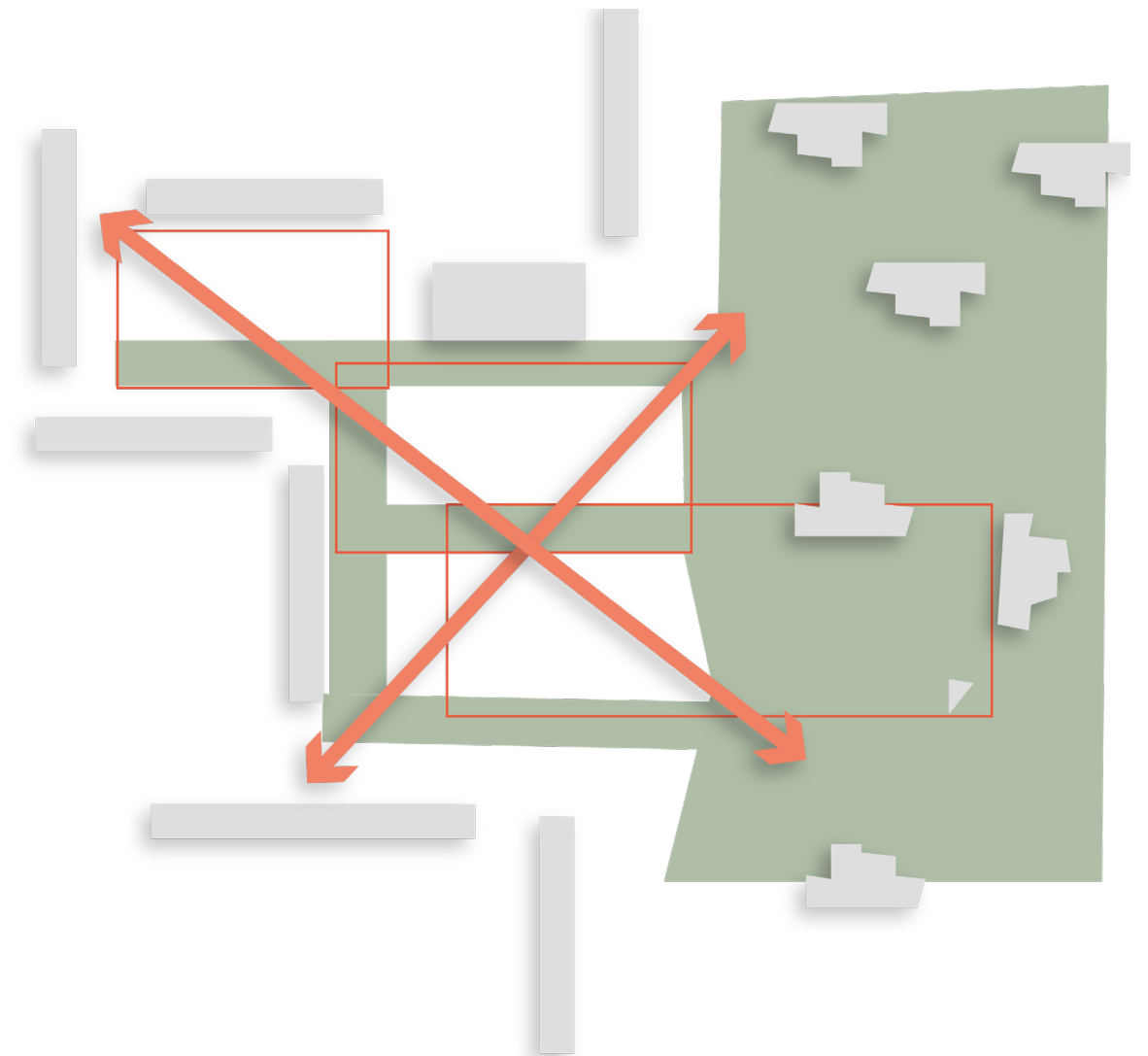
- Break through vetical zones by introducing new east-west connections.

Breaking through the zones

Connecting the green and the center



Horizontal green connections, creating different squares with their own character



Connecting the squares by a route through the area from corner to corner

Breaking through the zones

Create New slow traffic routing

Connecting the green and the center

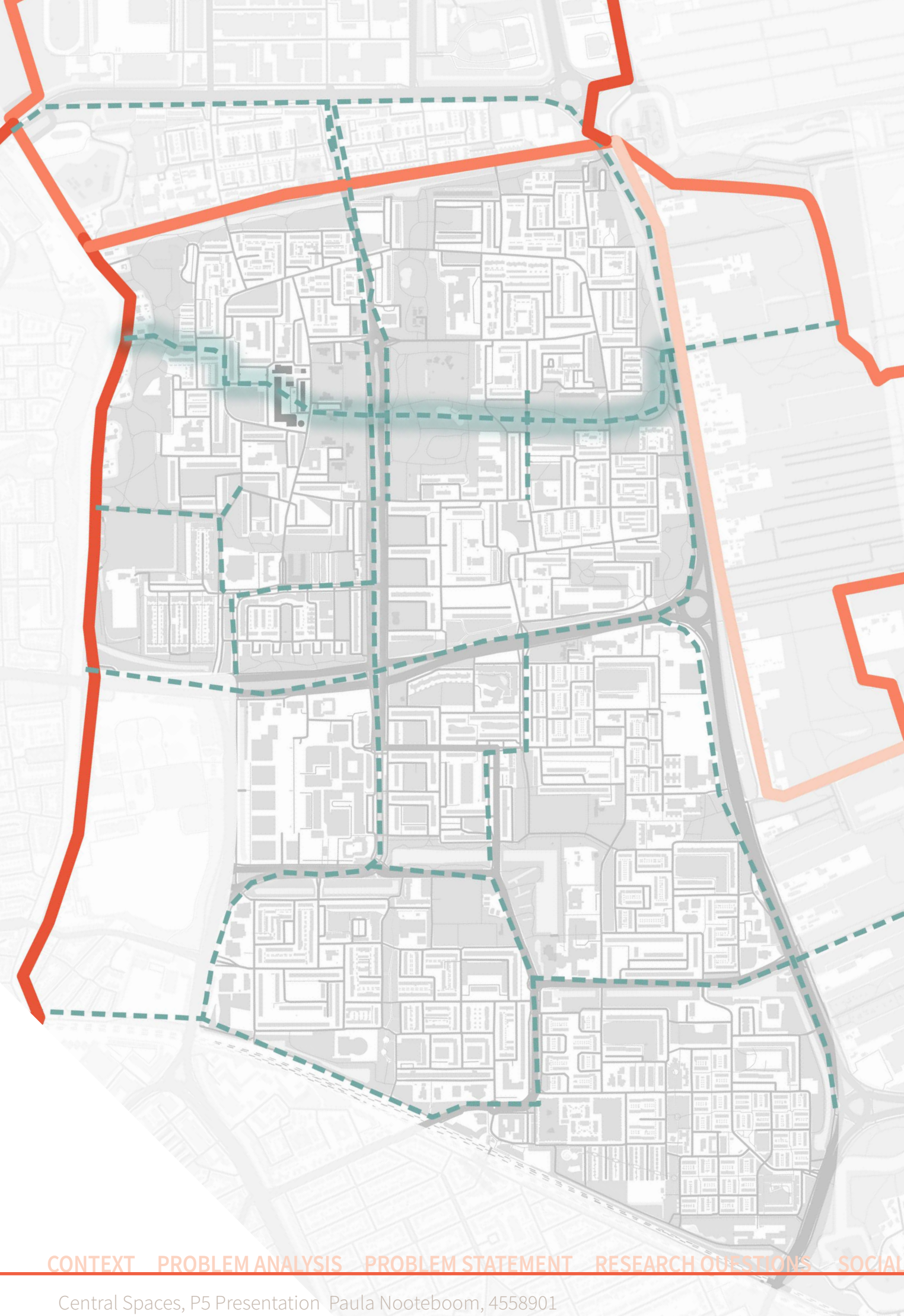


NEW EAST WEST CYCLE CONNECTION

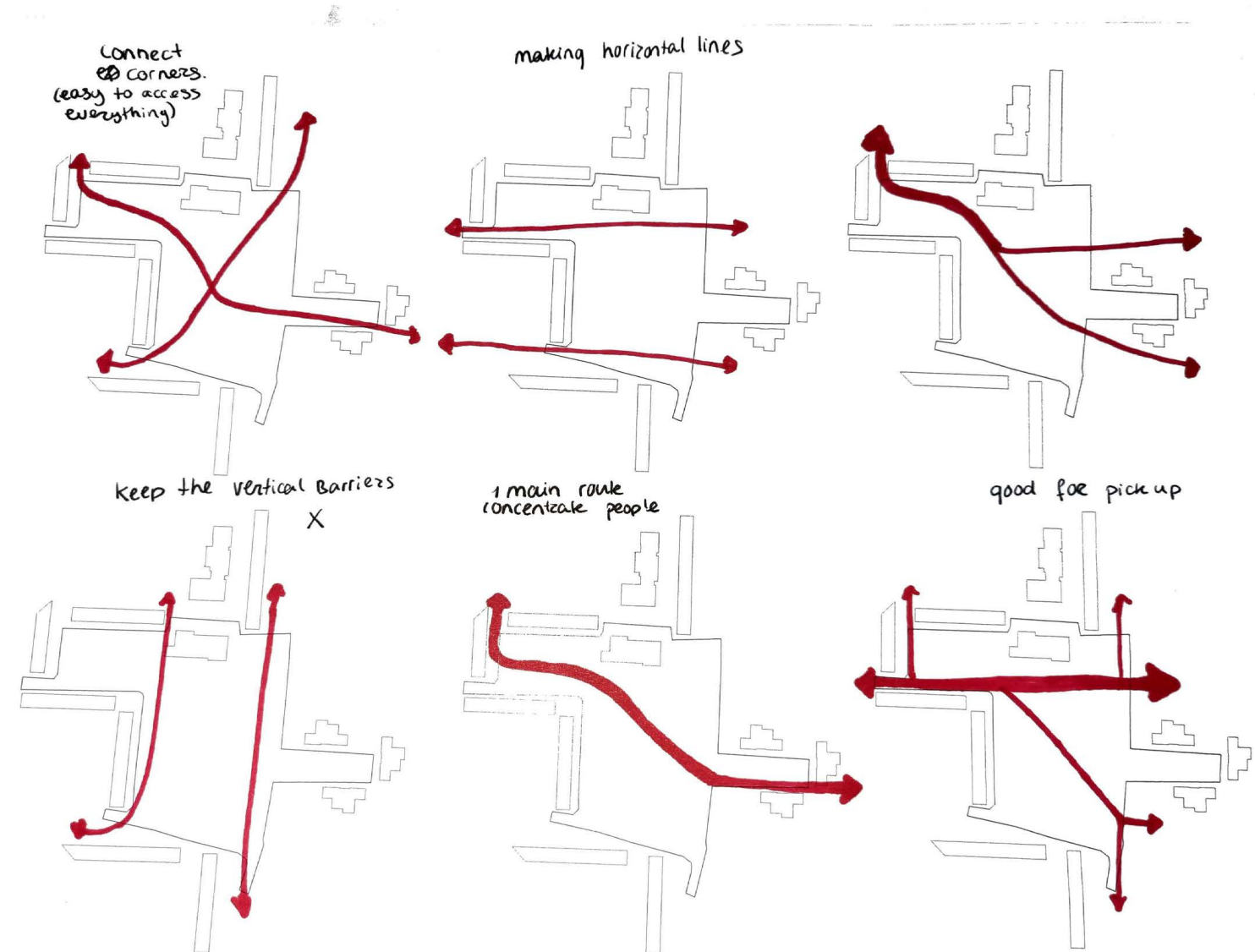
Breaking through the zones

Create New slow traffic routing

Connecting the green and the center



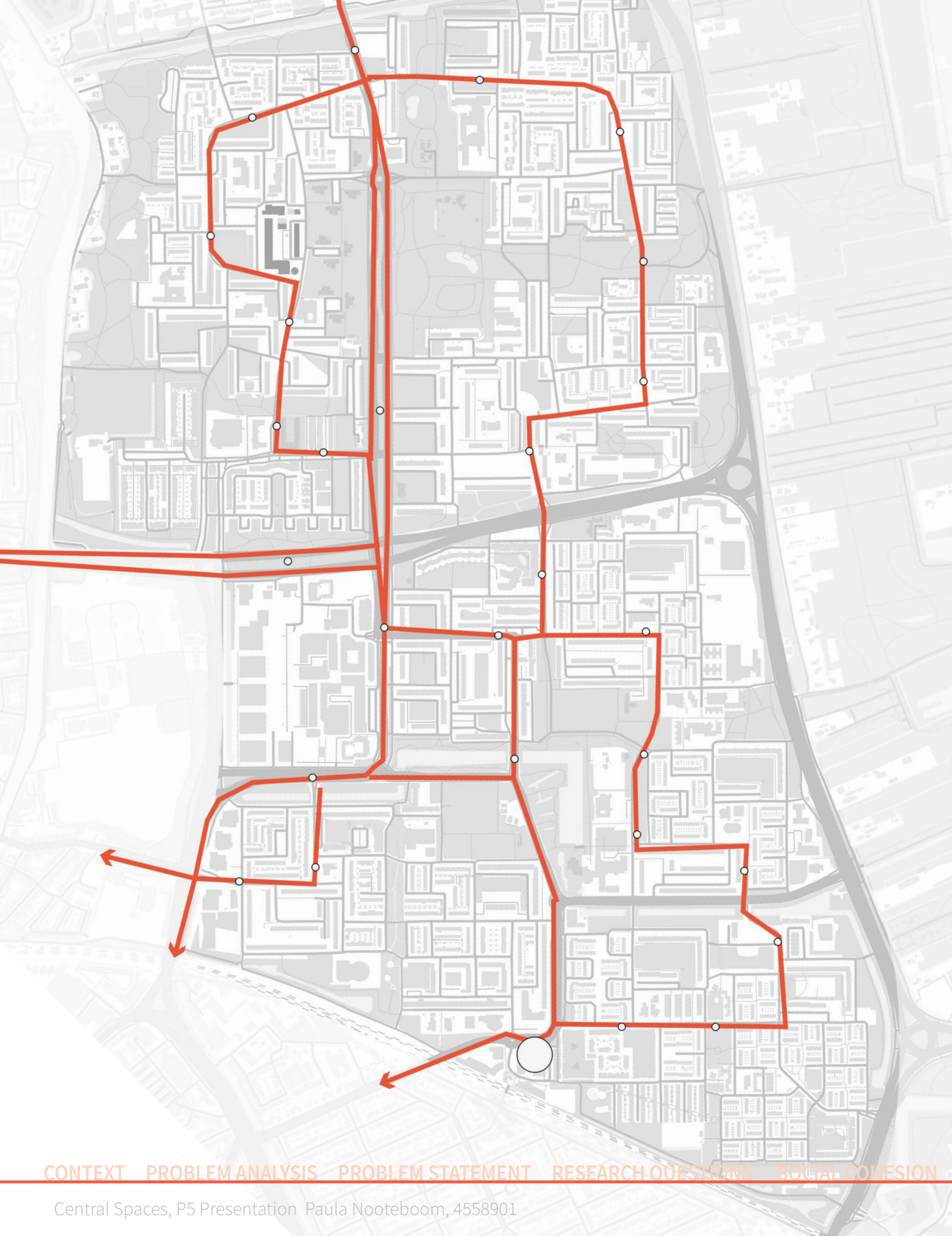
NEW EAST WEST CYCLE CONNECTION



Breaking through the zones

Create New slow traffic routing

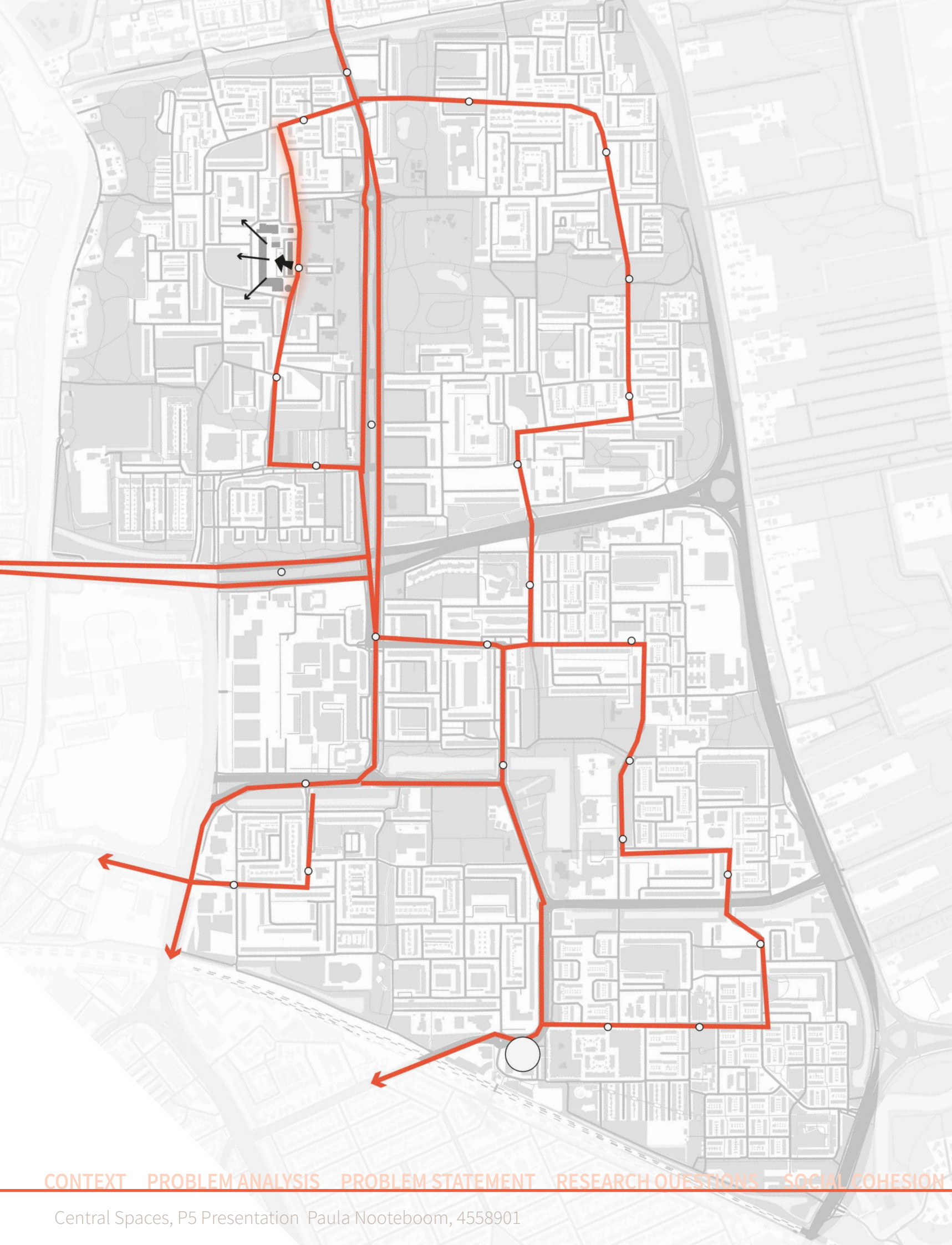
Connecting the green and the center



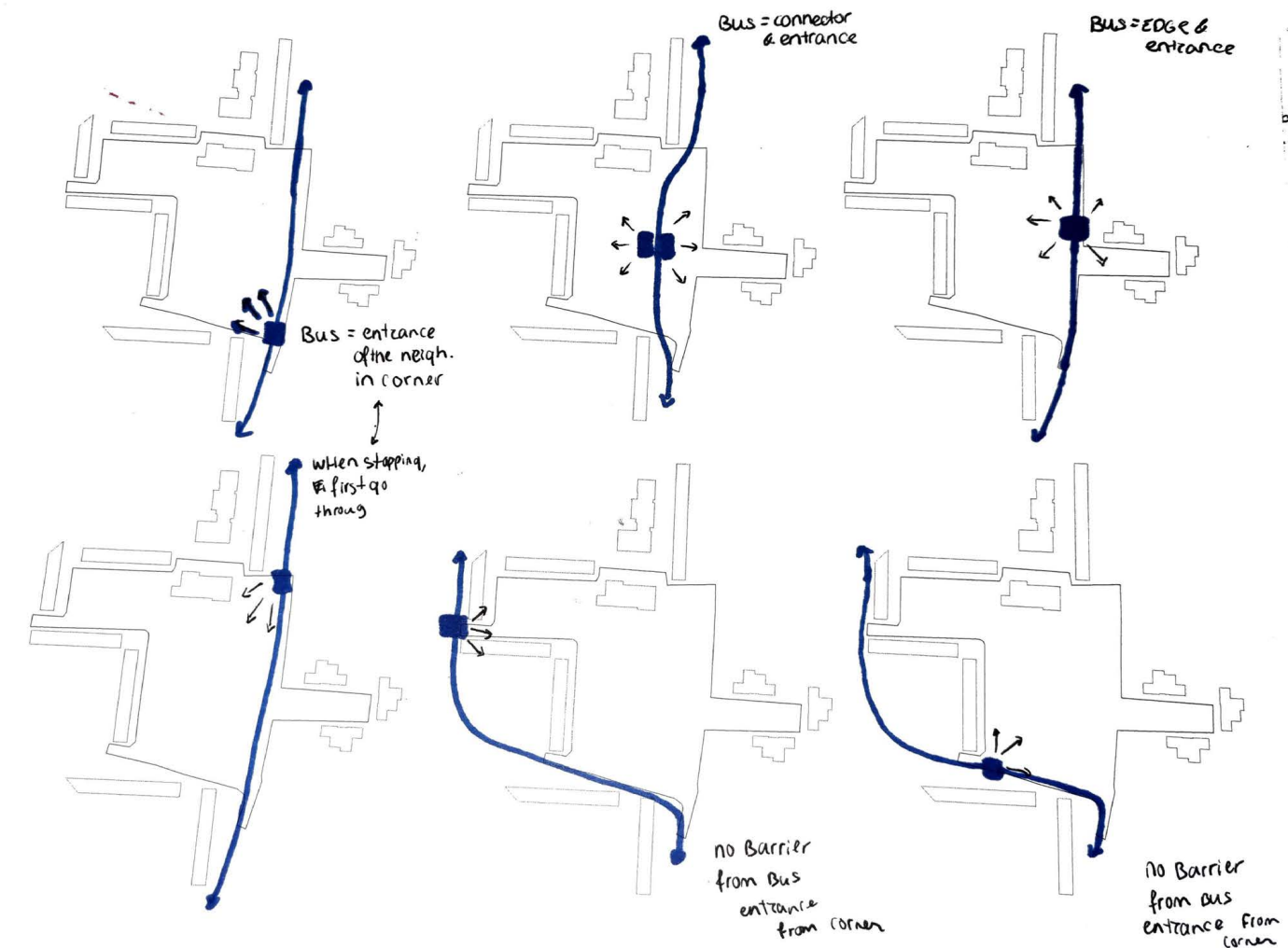
DIFFERENT PLACEMENT OF BUS STOP

Increase visibility from the neighbourhood

Bus stop should be the entrance of the center



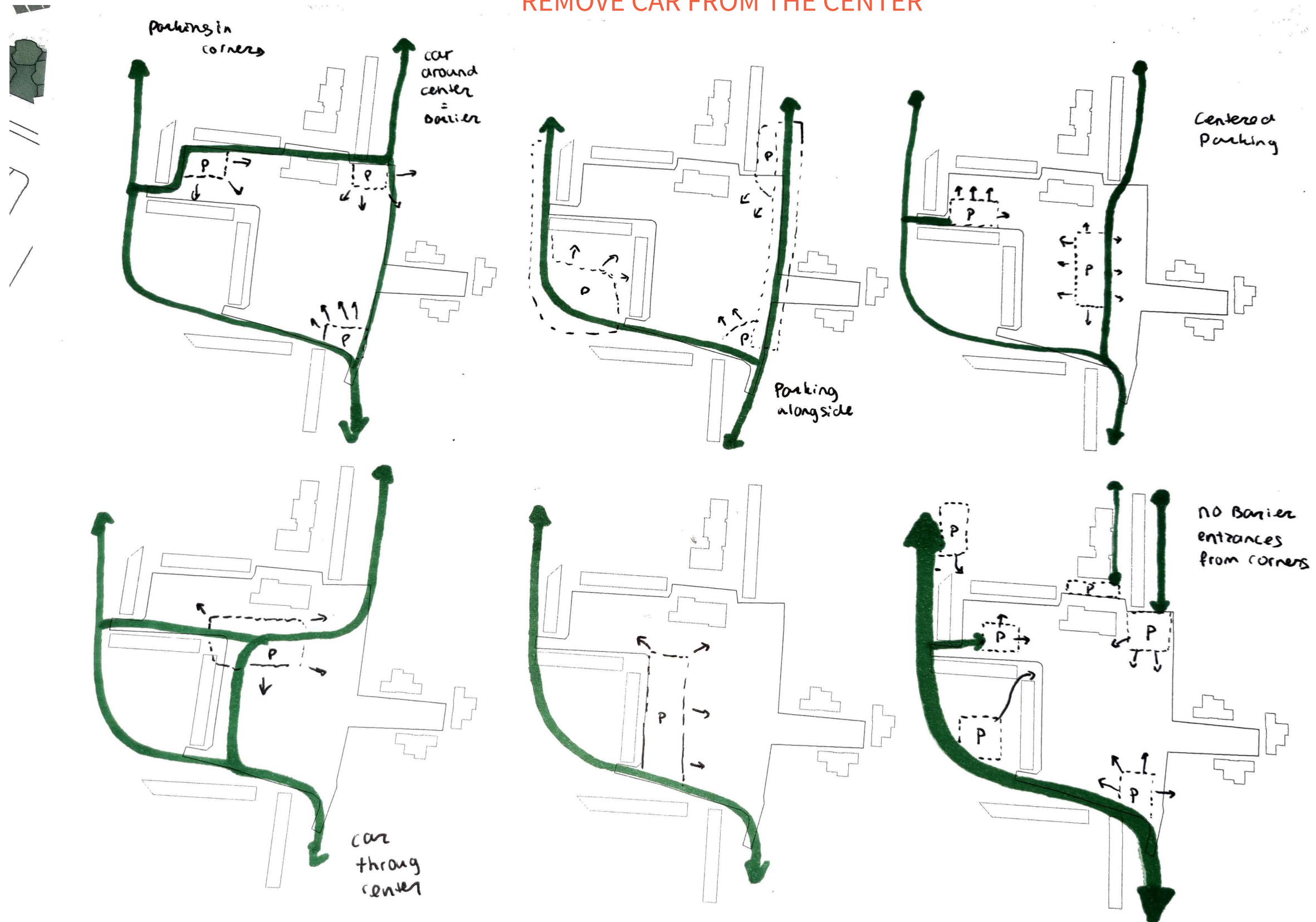
DIFFERENT PLACEMENT OF BUS STOP



Increase visibility from the neighbourhood

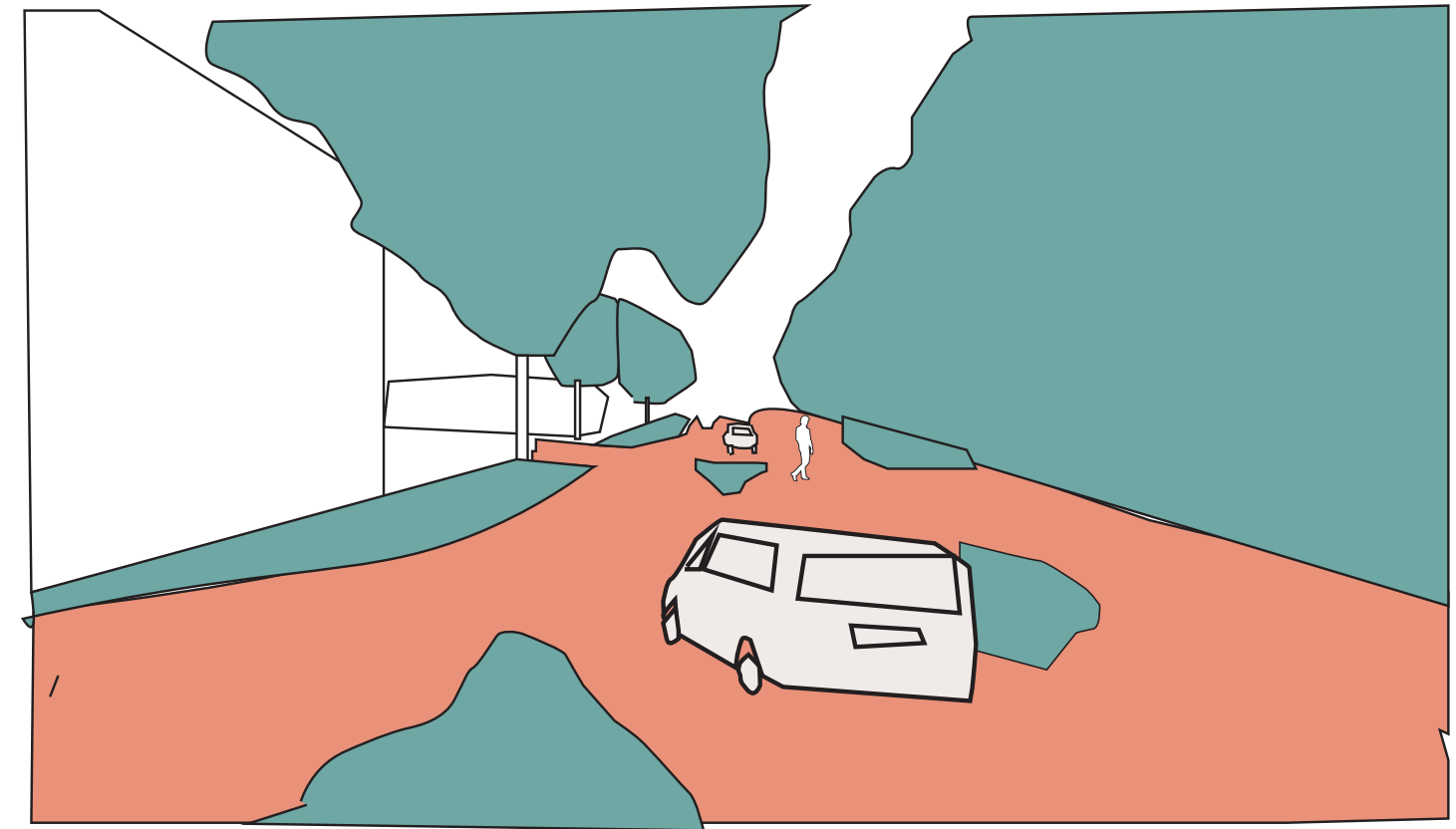
Bus stop should be the entrance of the center

REMOVE CAR FROM THE CENTER



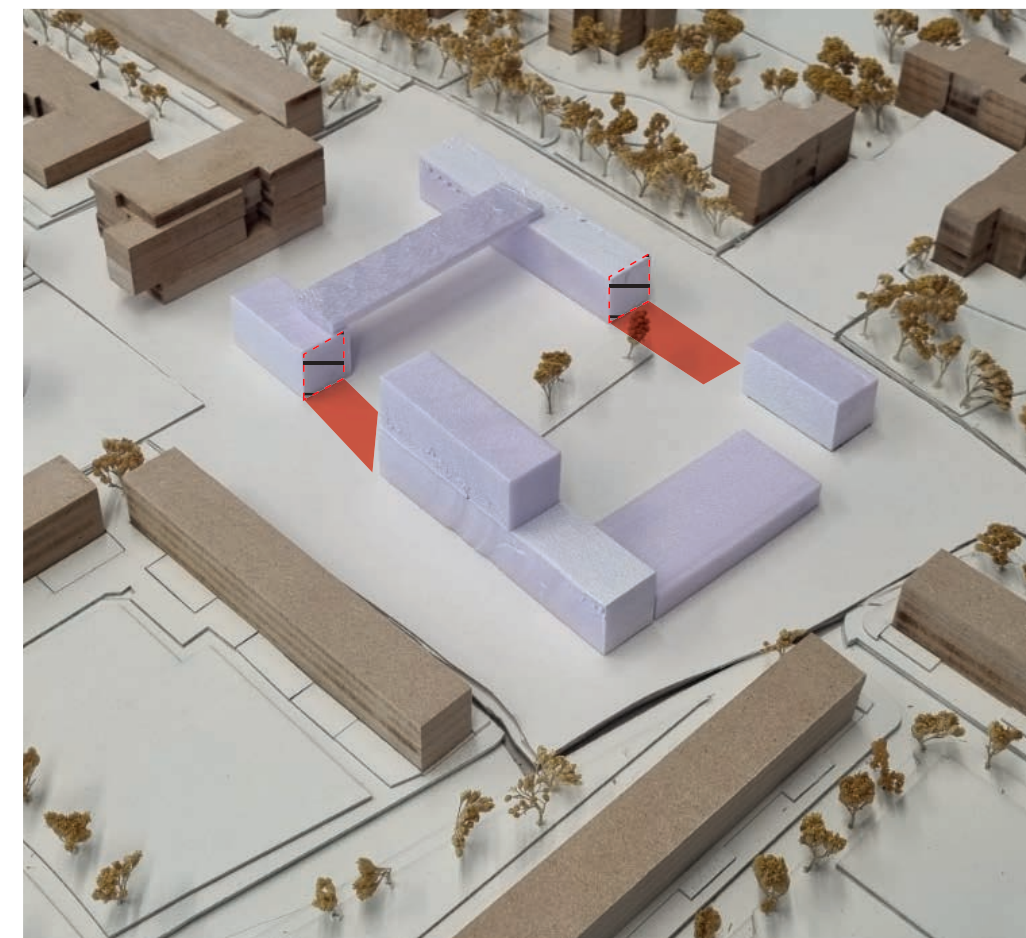
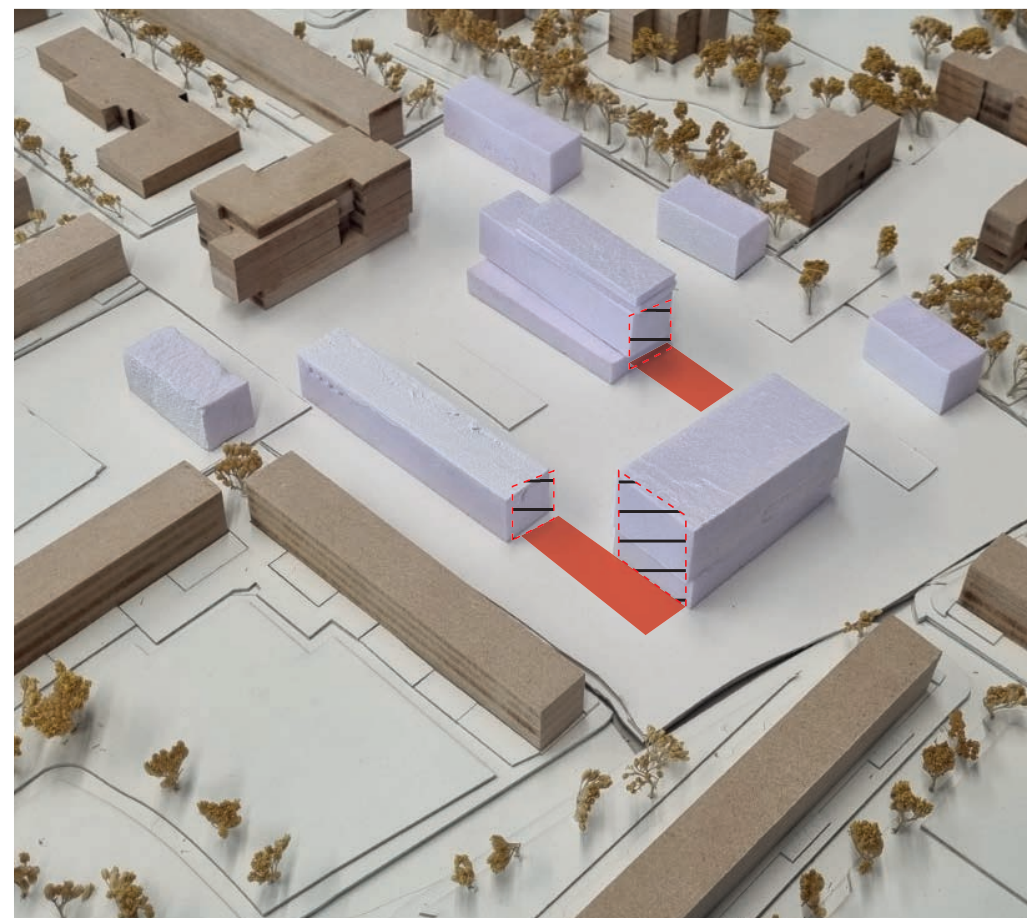
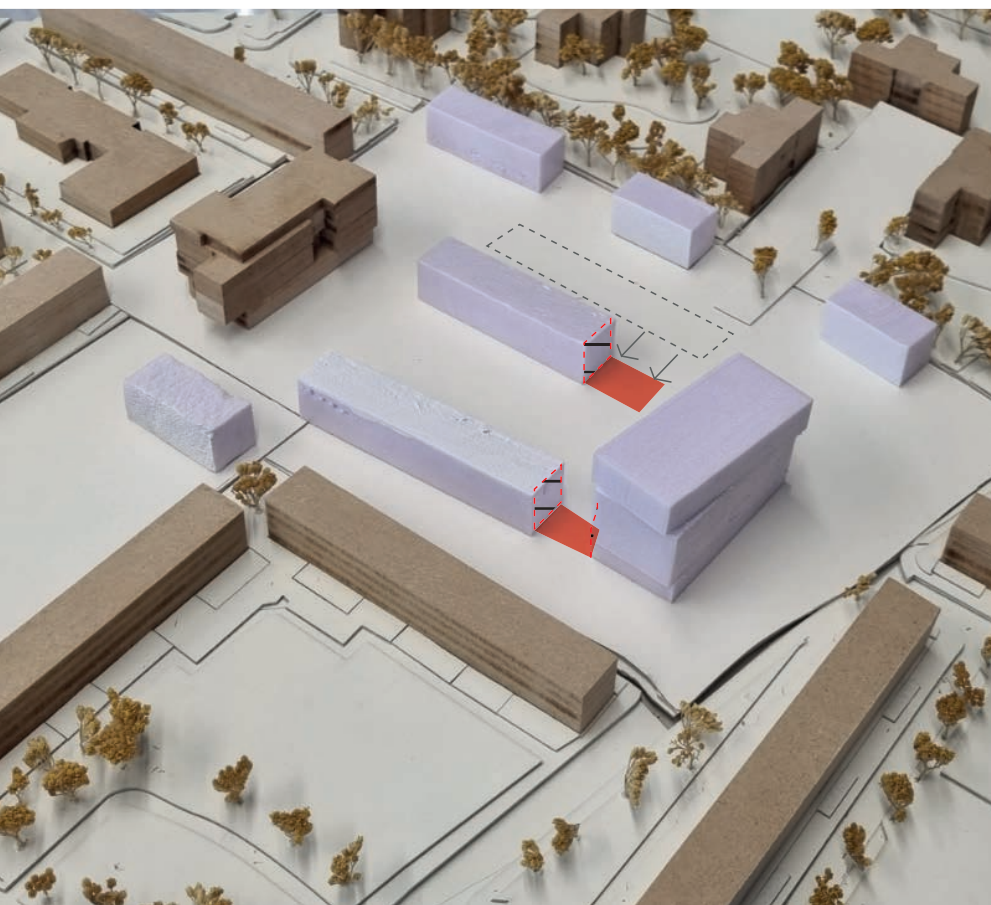
Reduce boundaries of the car

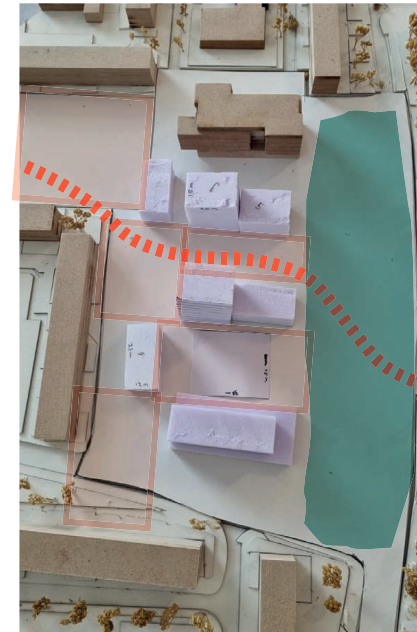
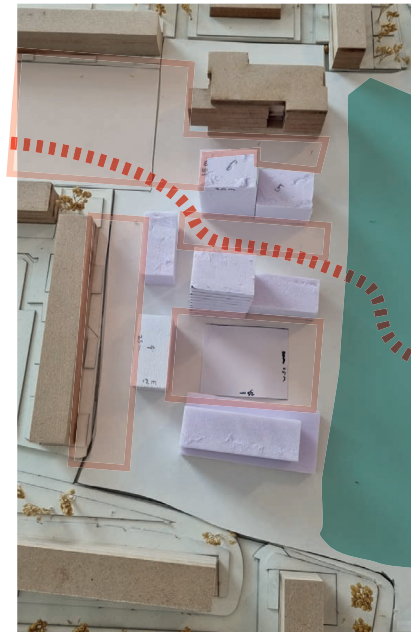
SHARED SPACE ON THE EDGES



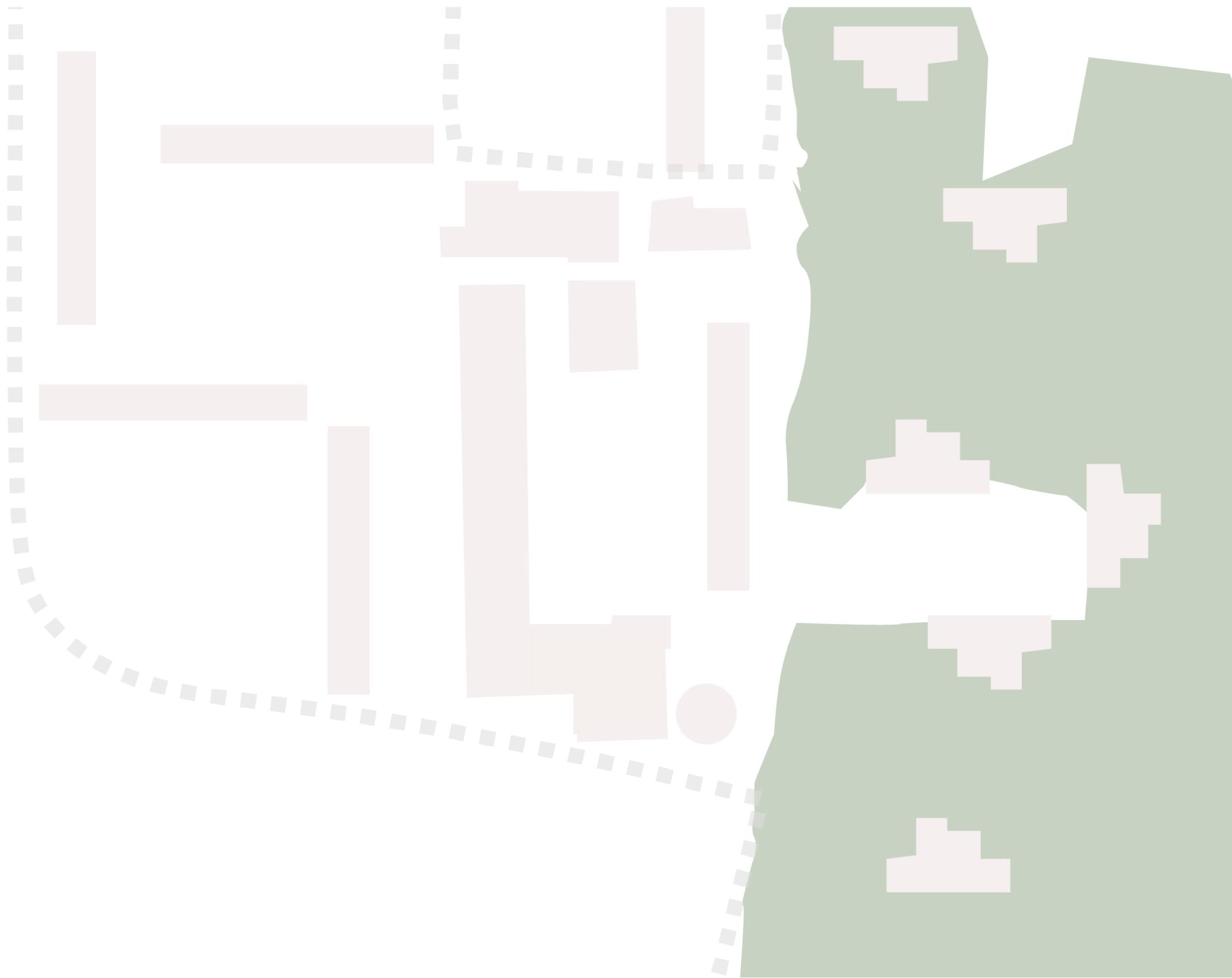
Reduce boundaries of the car & bus

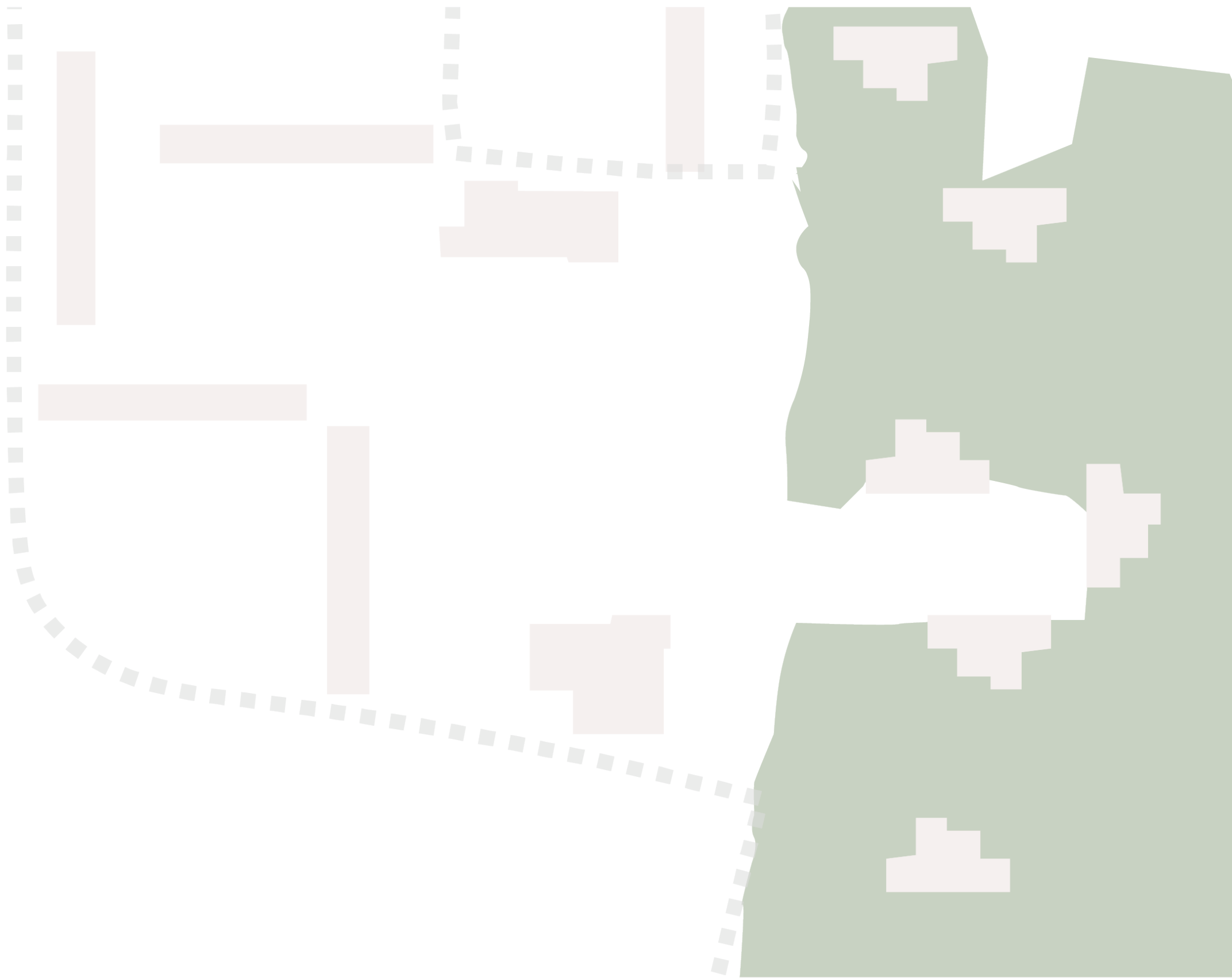


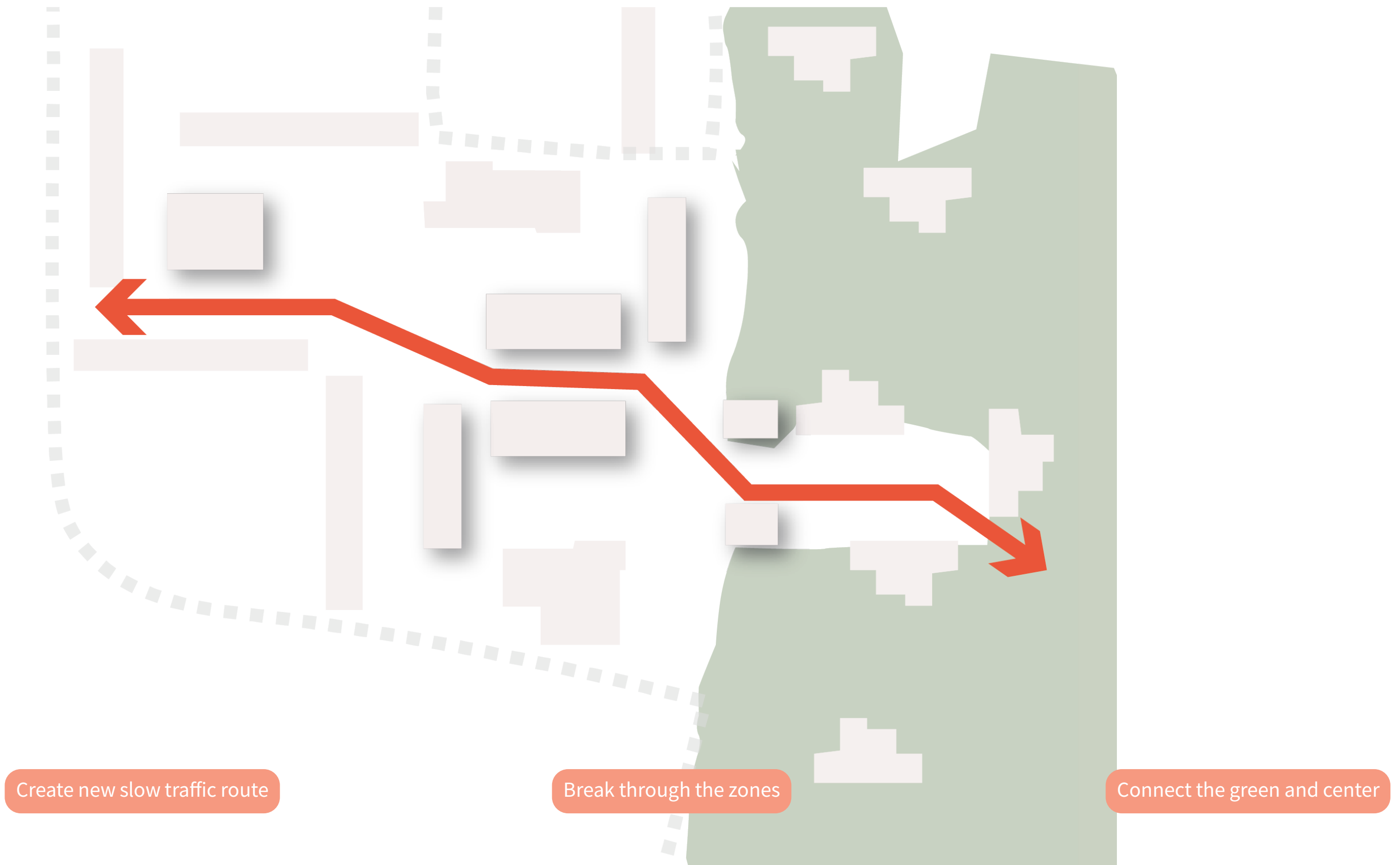


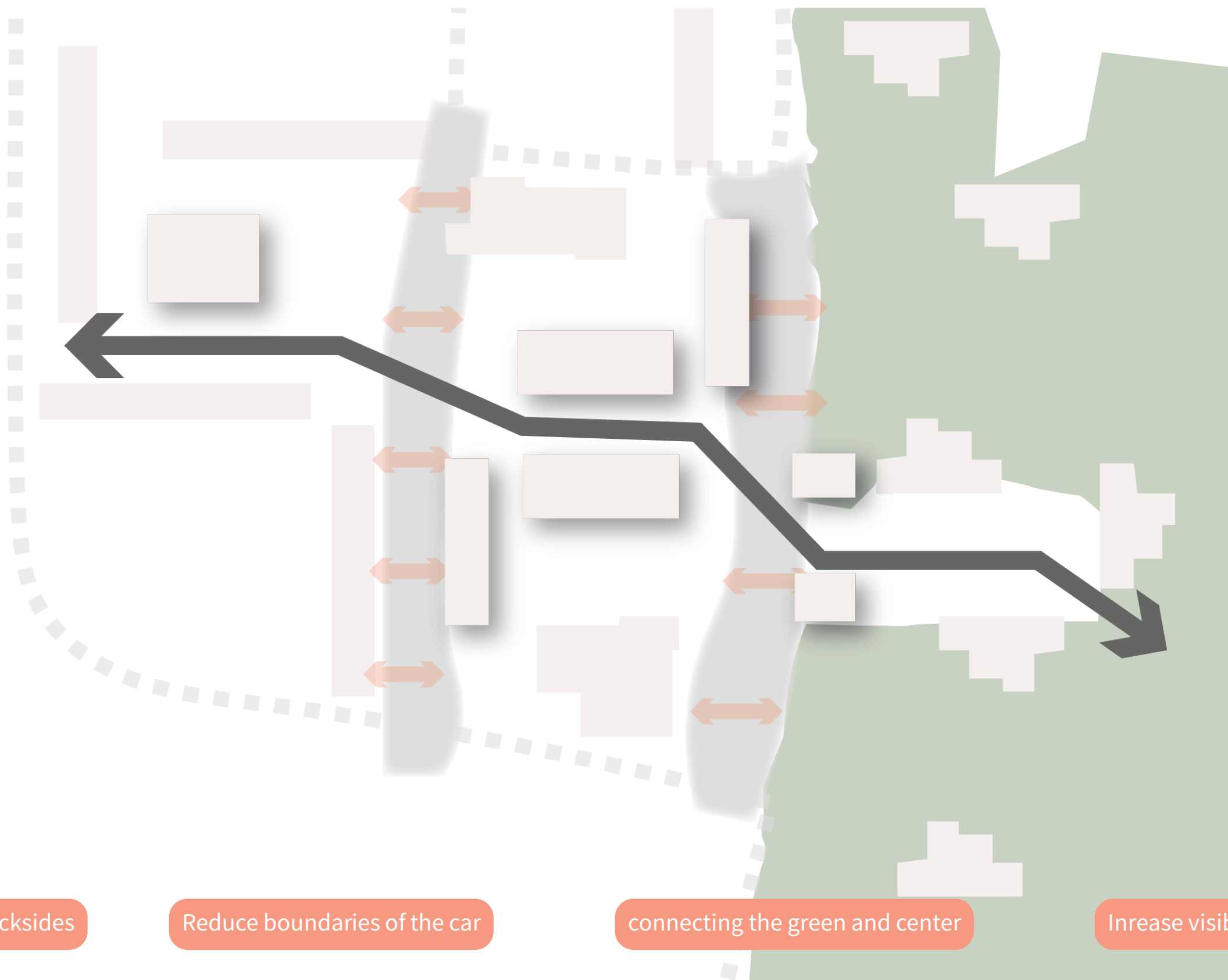


CONTEXT PROBLEM ANALYSIS PROBLEM STATEMENT RESEARCH QUESTIONS SOCIAL COHESION THEN VS NOW FUTURE SCENARIOS DESIGN CONCEPT PROPOSAL CONCLUSION







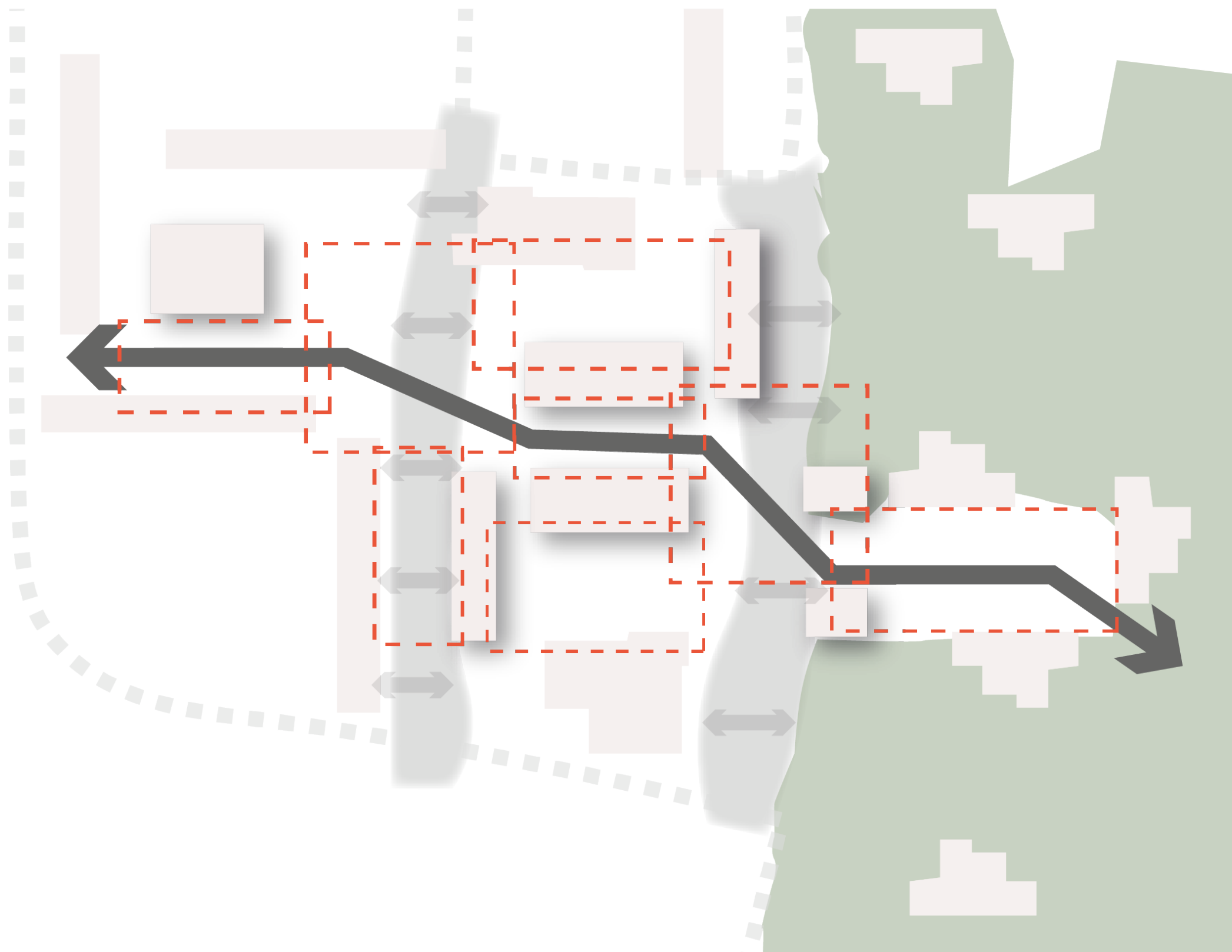


Reduce the backsides

Reduce boundaries of the car

connecting the green and center

Increase visibility from the neighbourhood



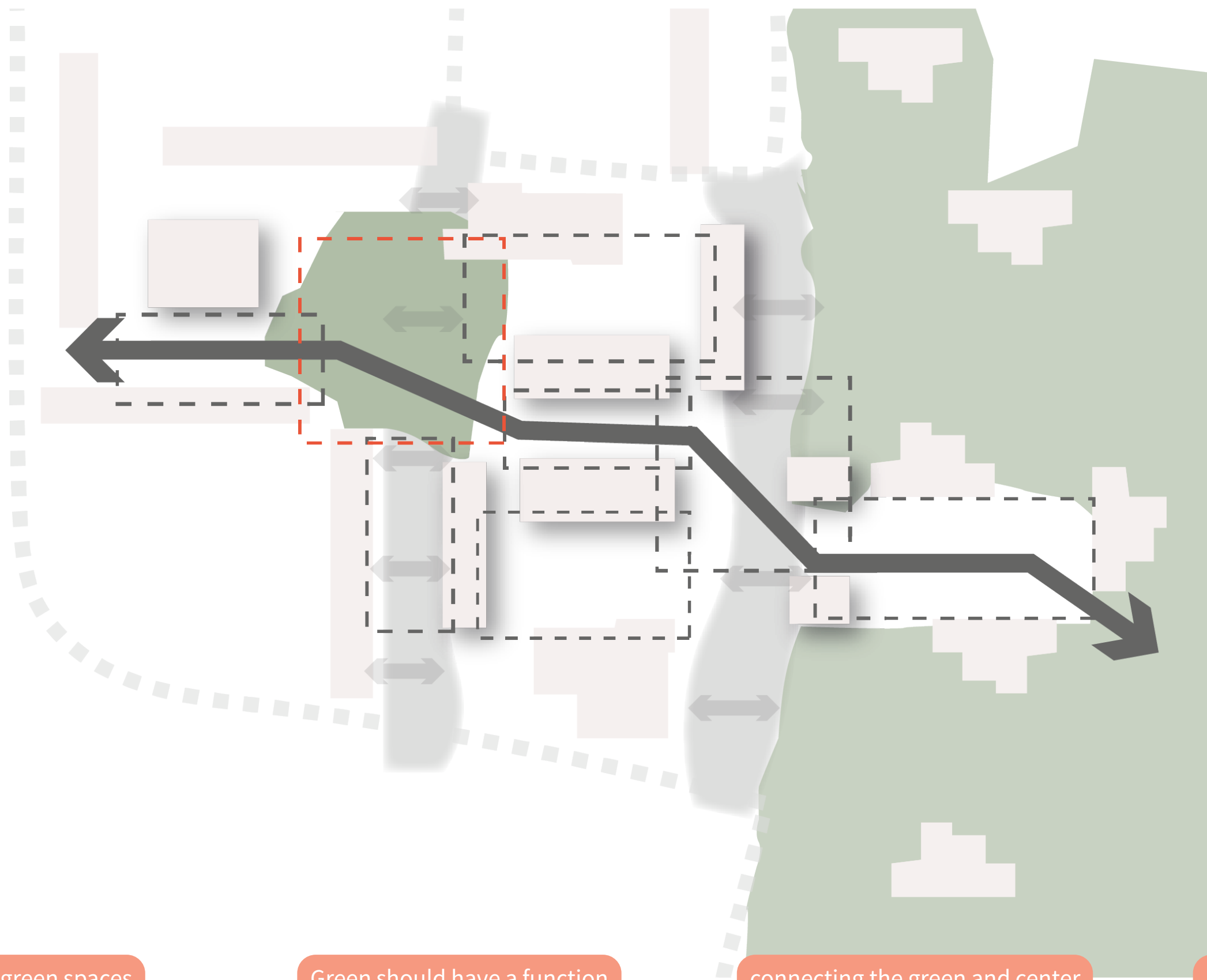
Create different spaces with different identities

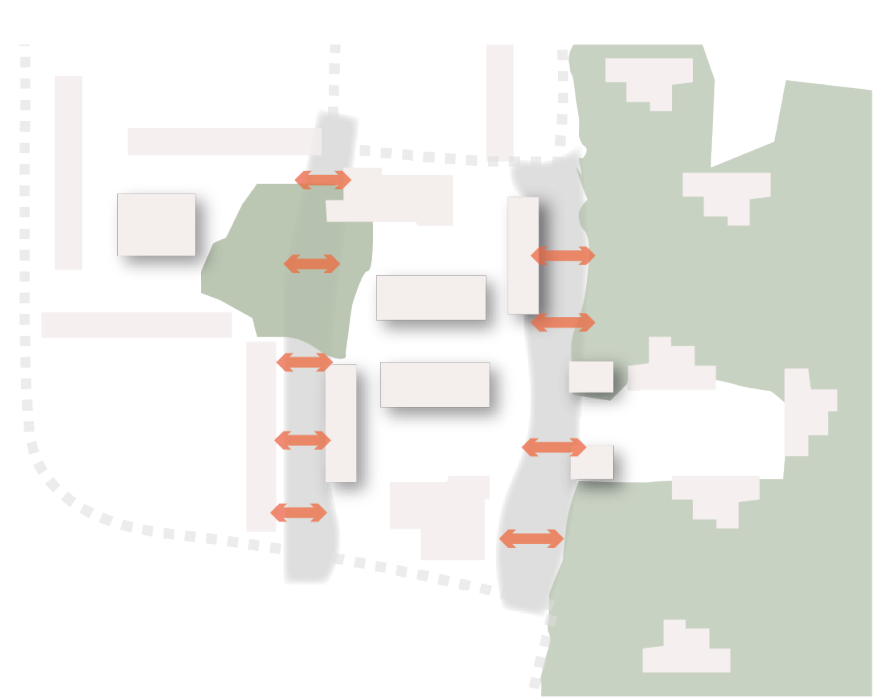
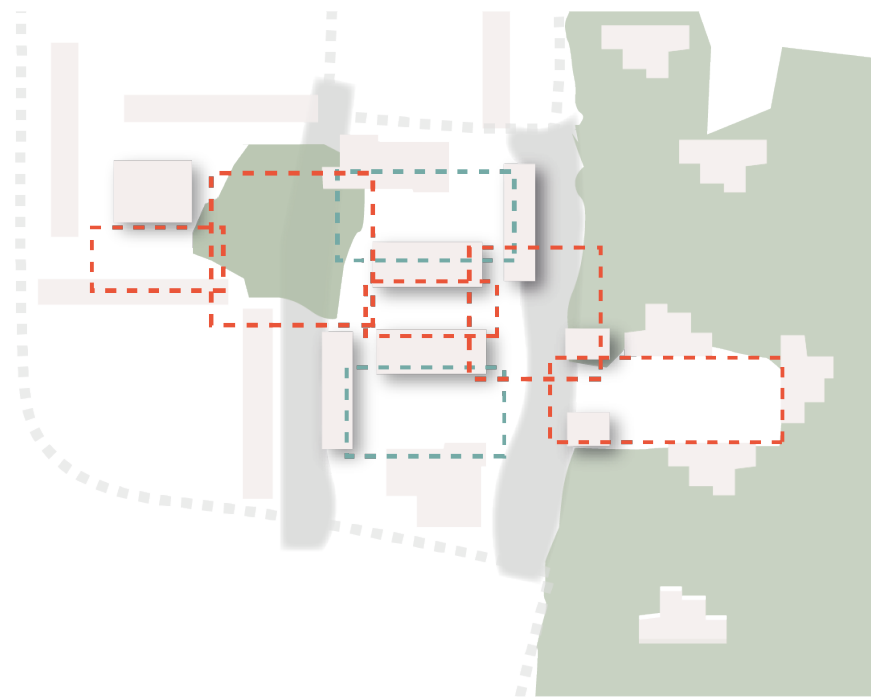
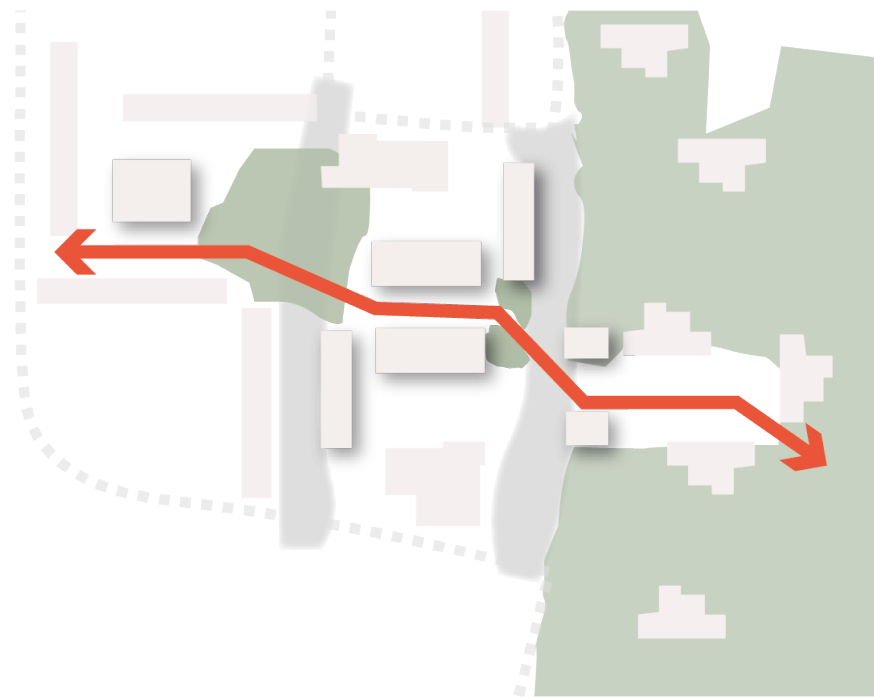
Break through the zones

Create spaces wiht different forms

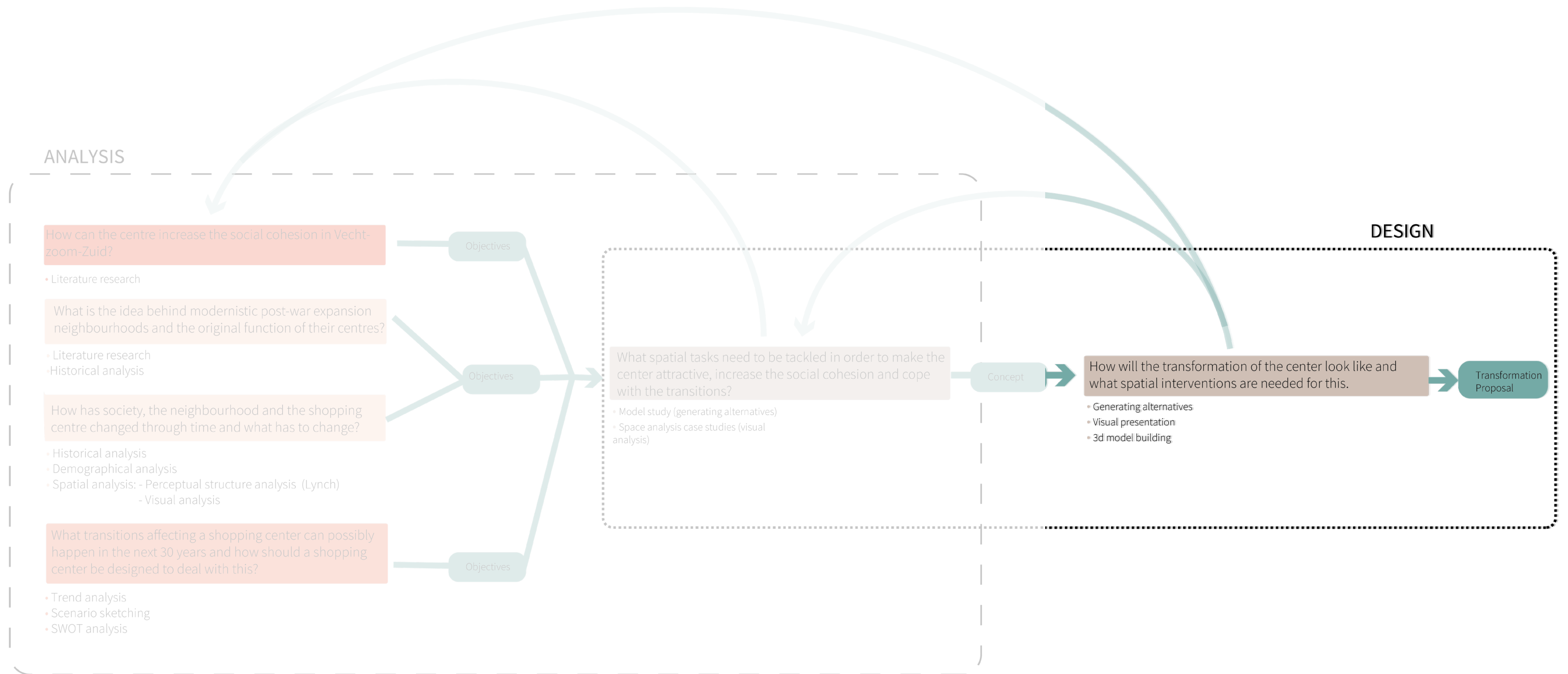
Collective spaces should have clear boundaries

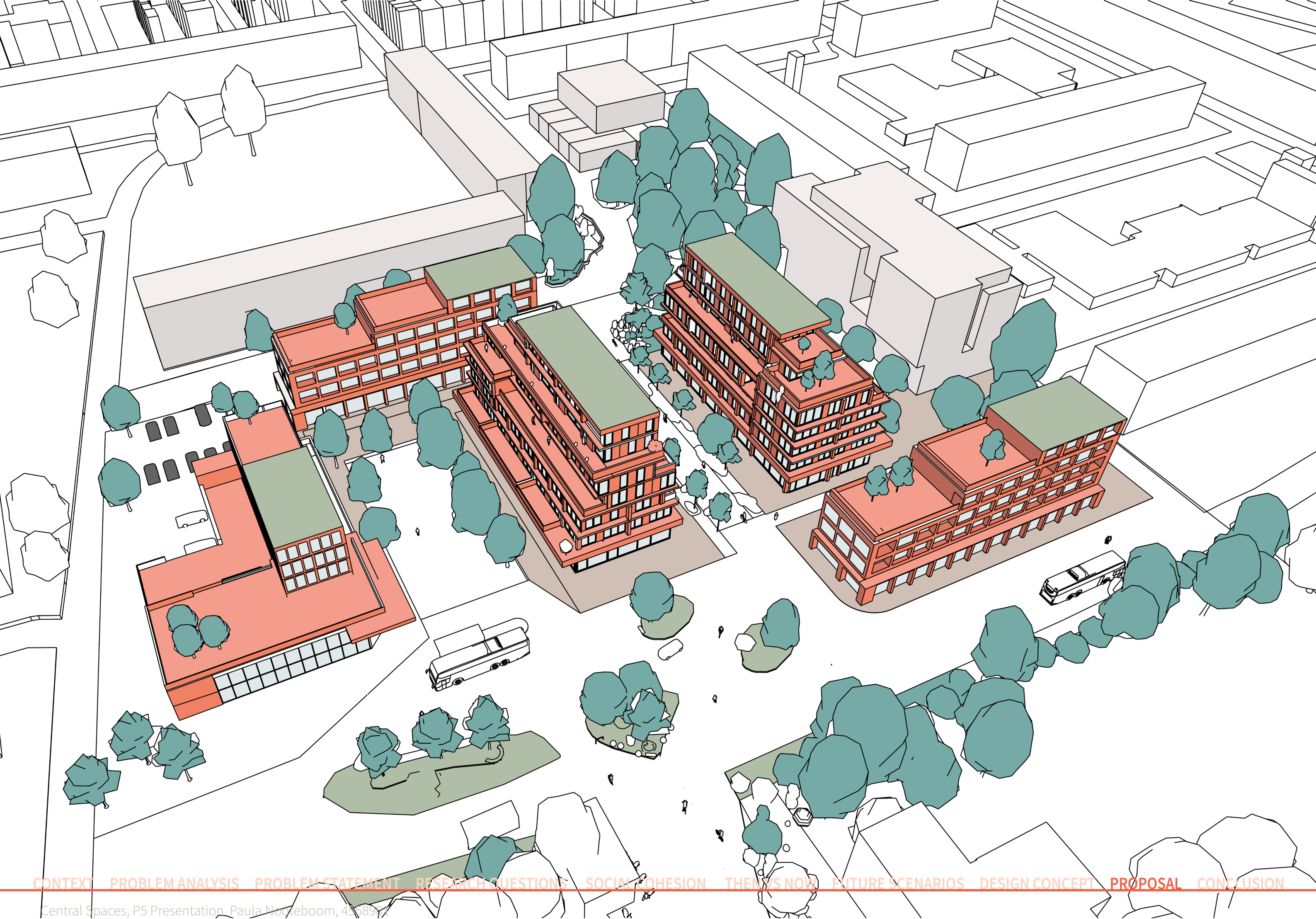
Reduce backsides

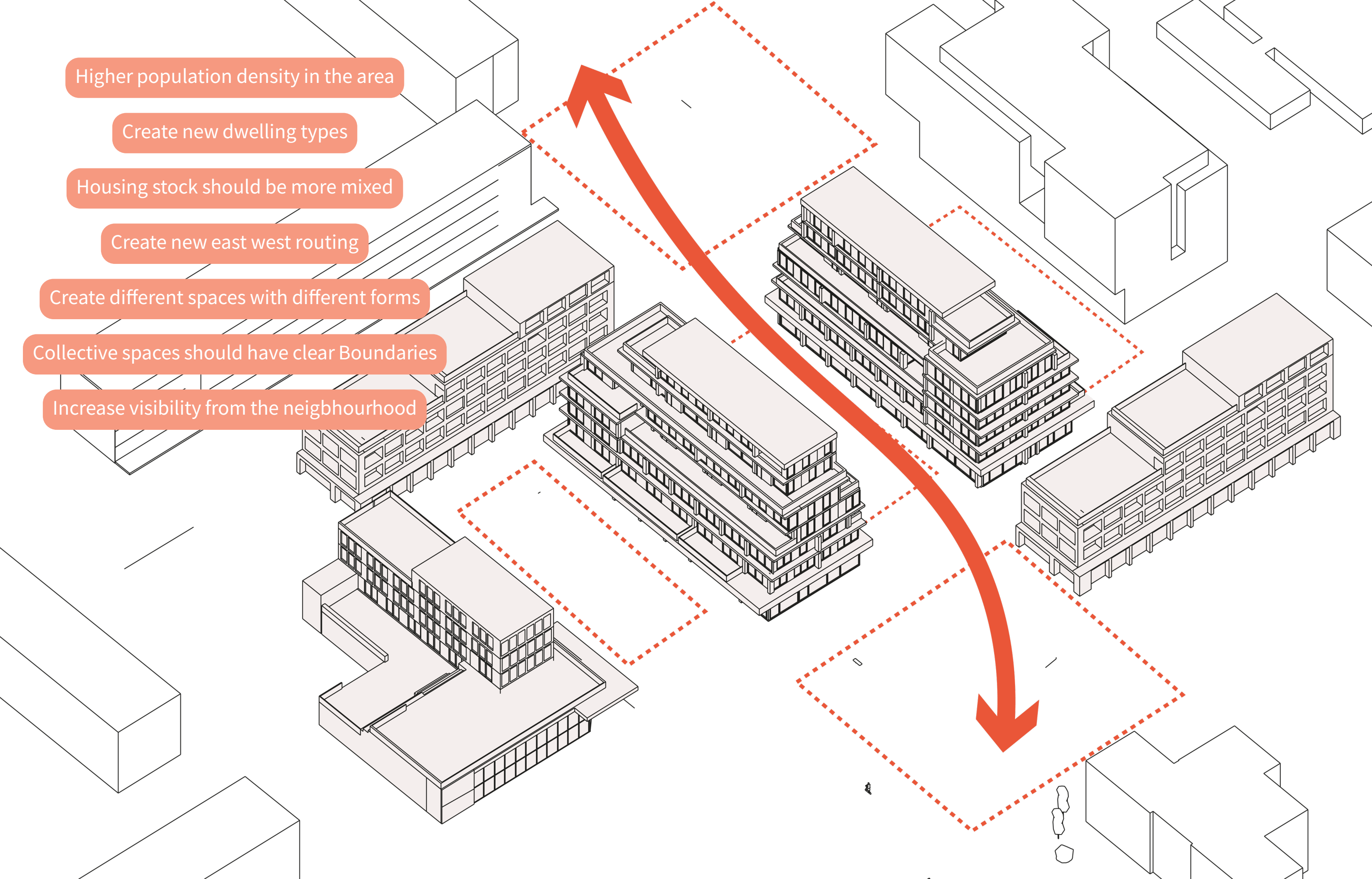




SQ 6: TRANSFORMATION PROPOSAL







Higher population density in the area

Create new dwelling types

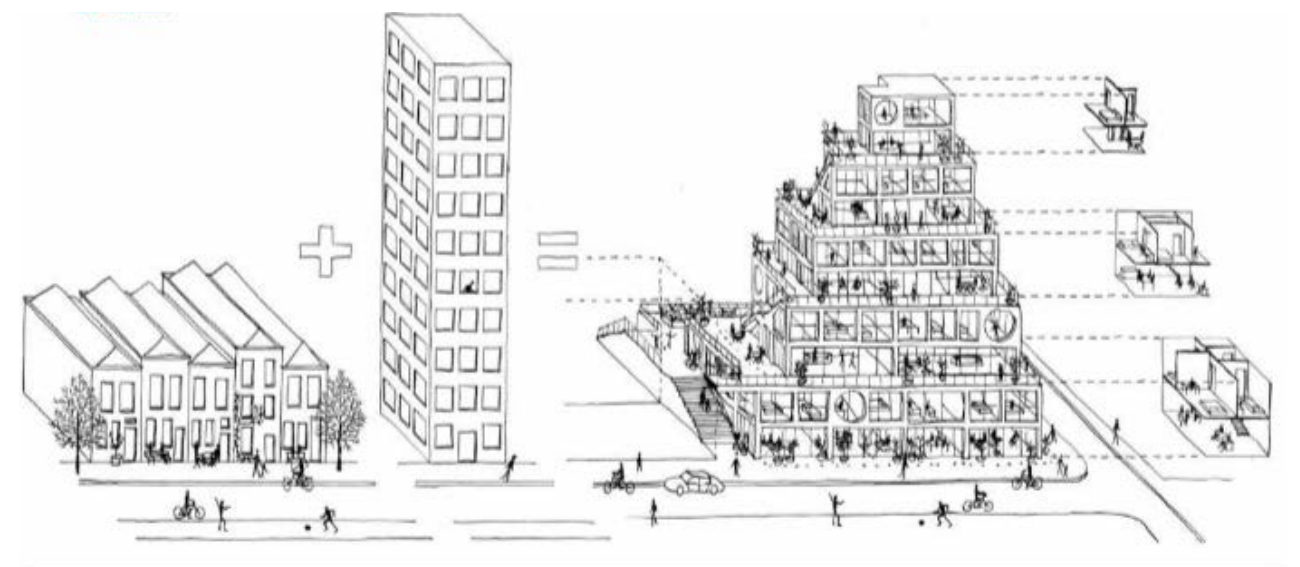
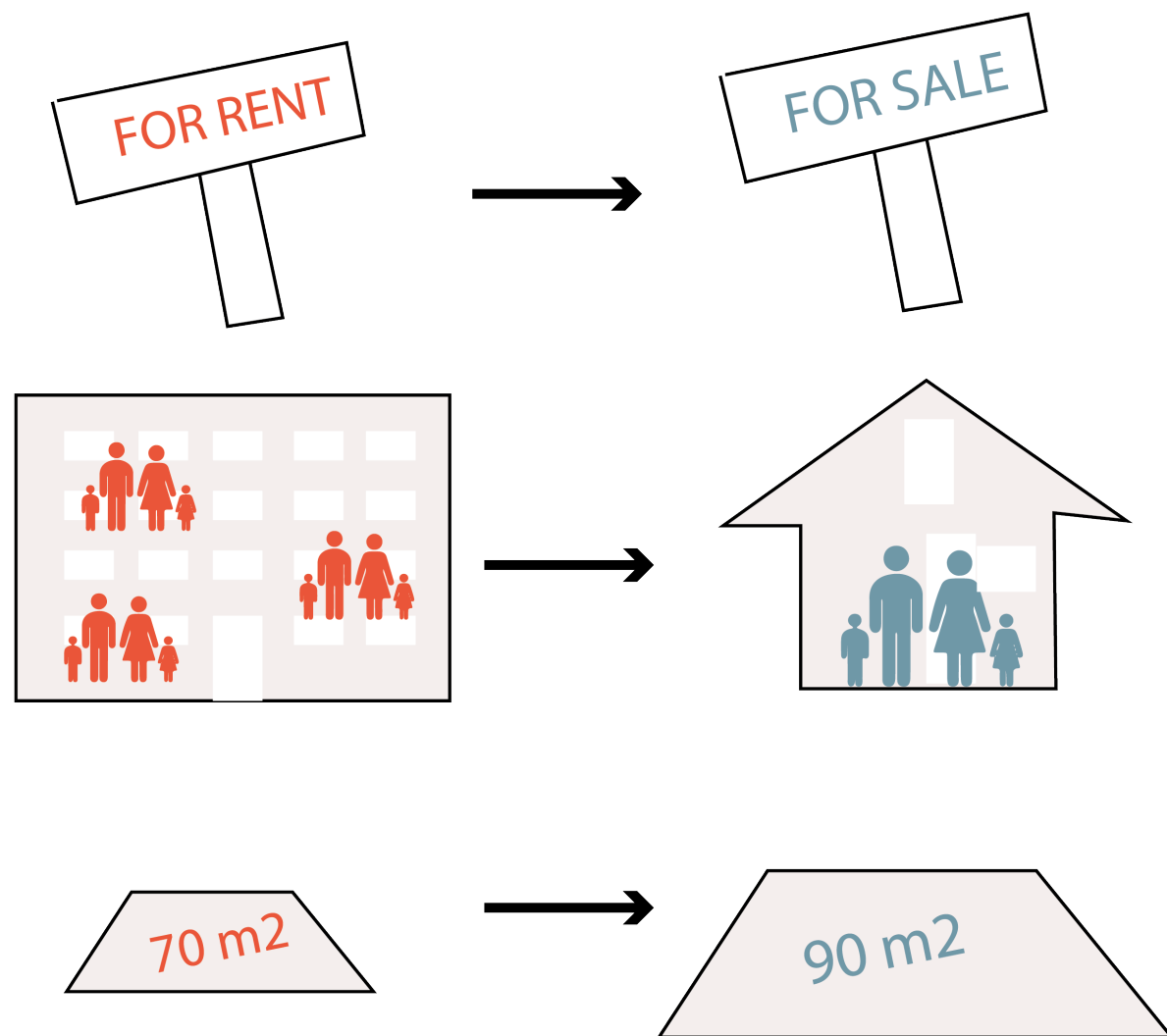
Housing stock should be more mixed

Create new east west routing

Create different spaces with different forms

Collective spaces should have clear Boundaries

Increase visibility from the neighbourhood

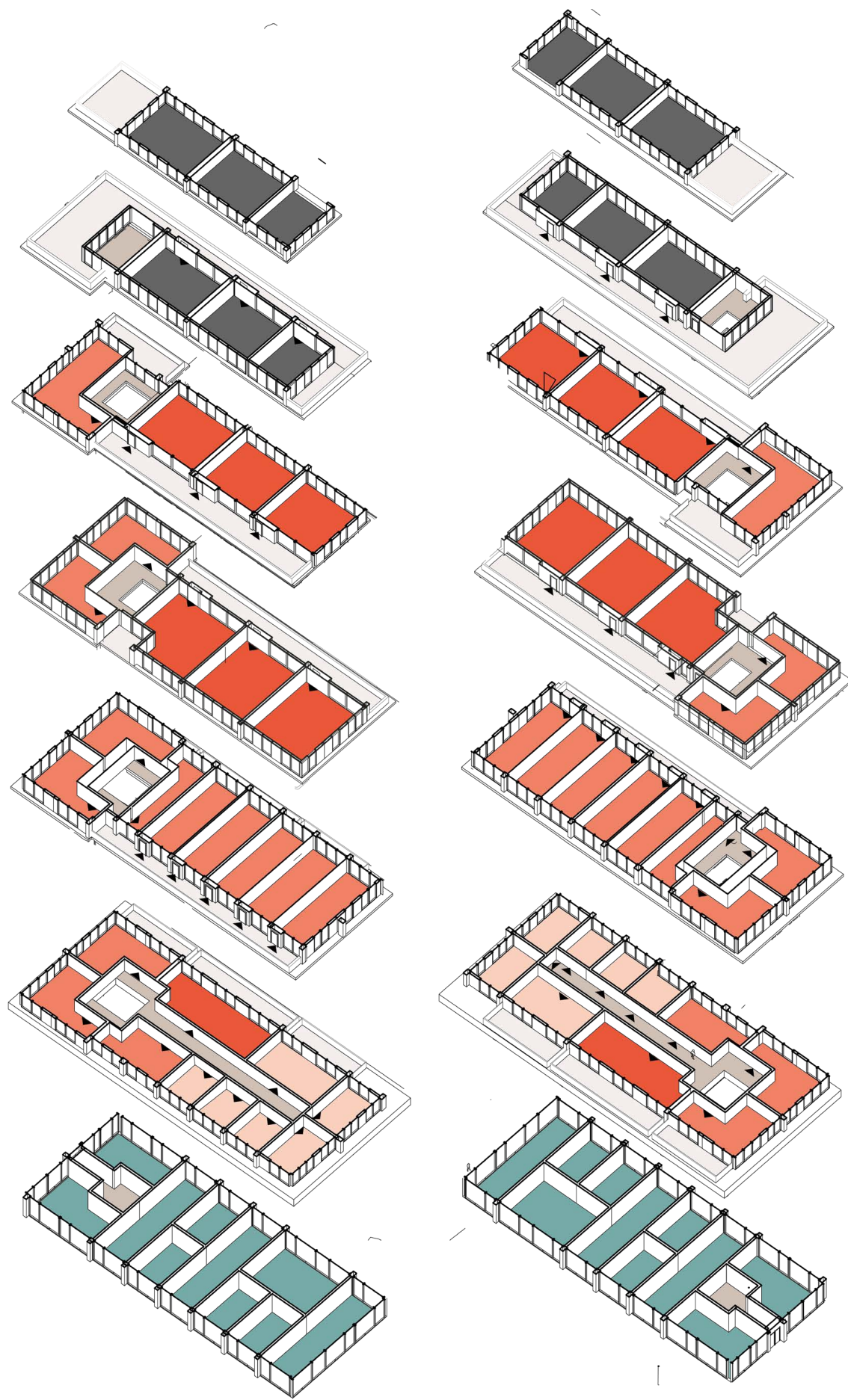


De winnende inzending van de Open Oproep Gezinsappartementen. Elke woning heeft twee verdiepingen en is gelegen aan een 'straat'. Overgenomen van: Boodt & Van Holten (z.d.)

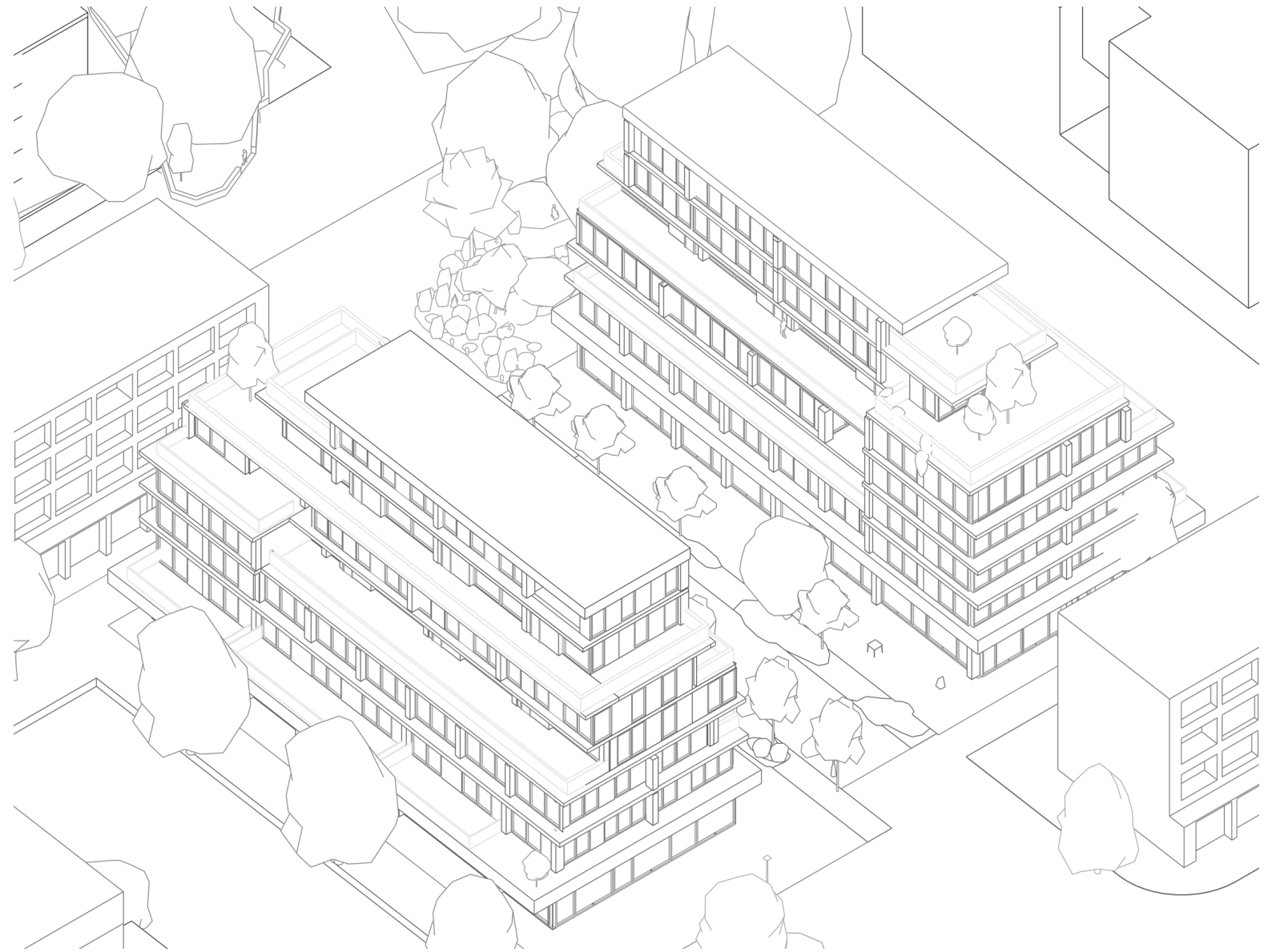
Create new dwelling types for making housing career

Housing stock should be more mixed

Activate Plinth



- Maisonettes
- Apartments 80-100m²
- Apartments 50-70m²
- Studio's 30 - 50 m²
- Flexible space for different functions

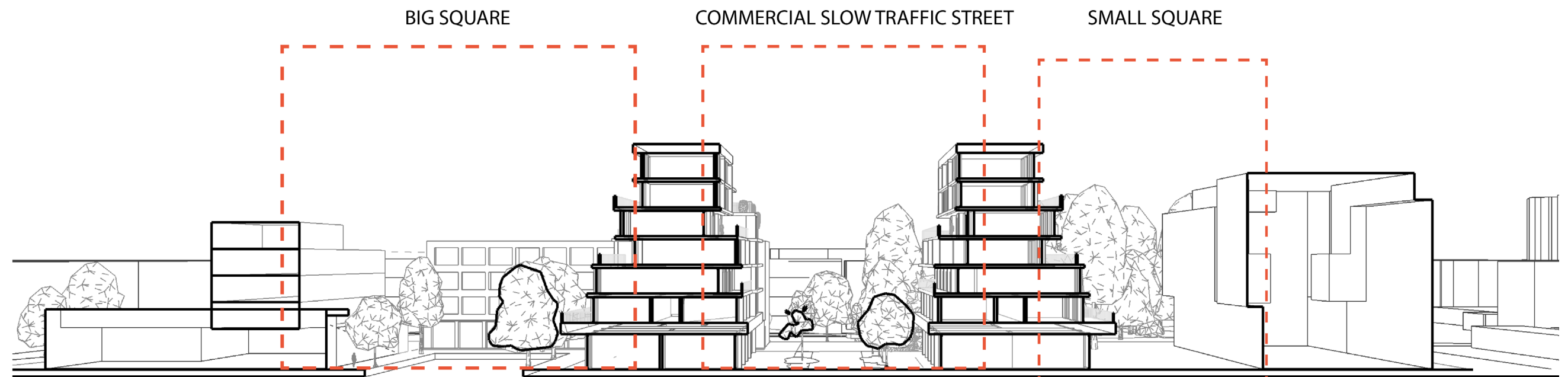




Public plinth

No Backsides

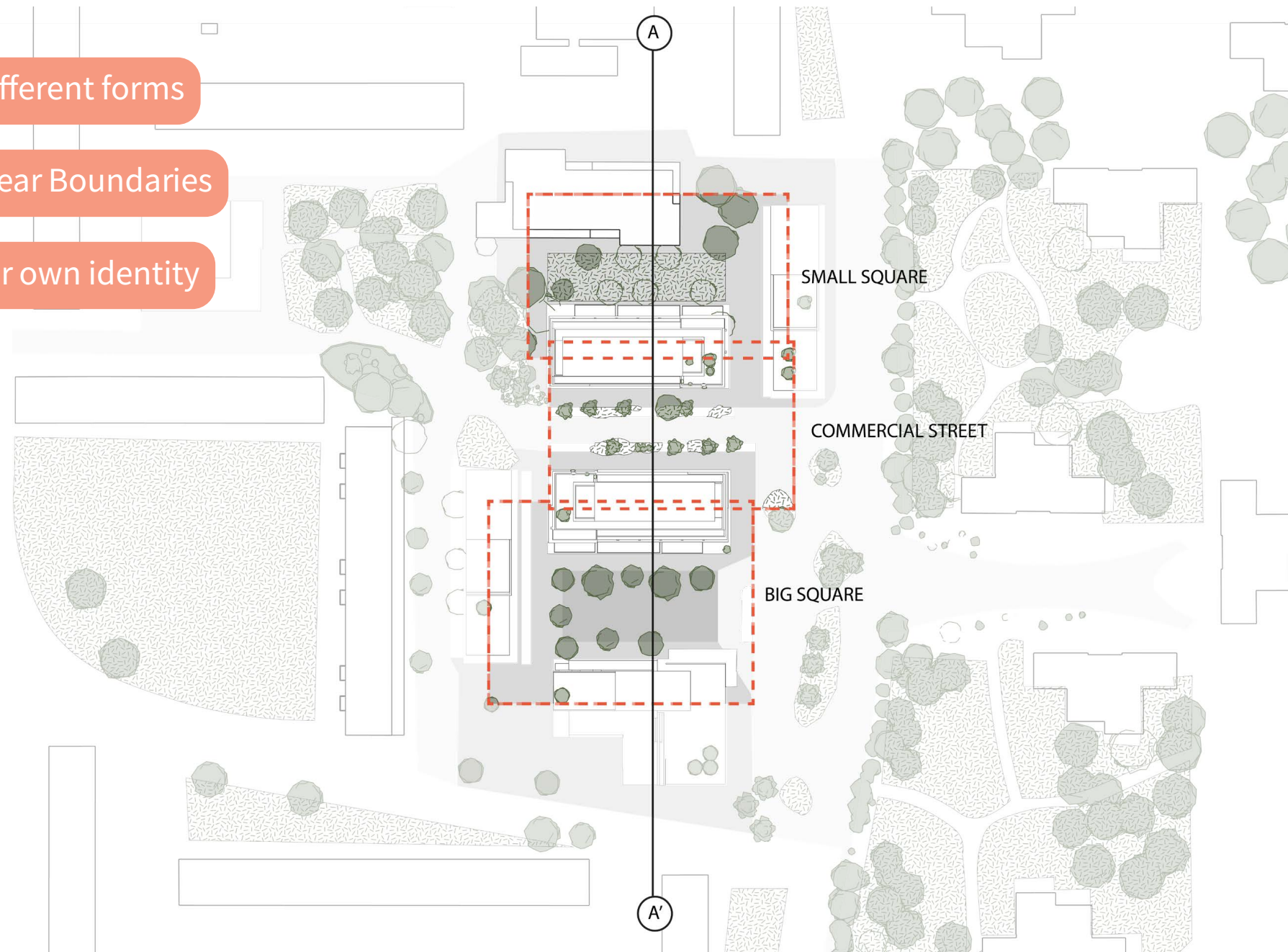
Eyes on the street

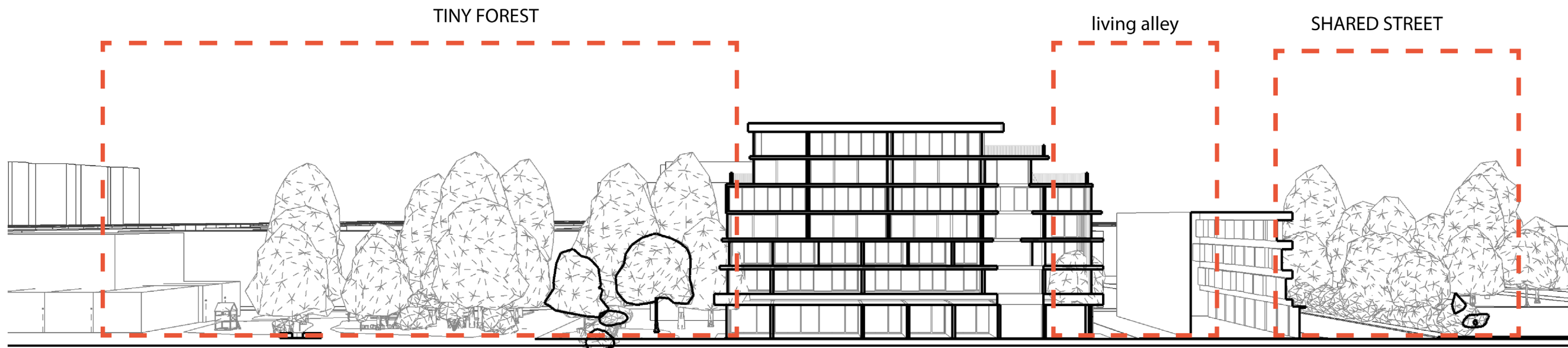


Create different spaces with different forms

Collective spaces should have clear Boundaries

Different parts should have their own identity

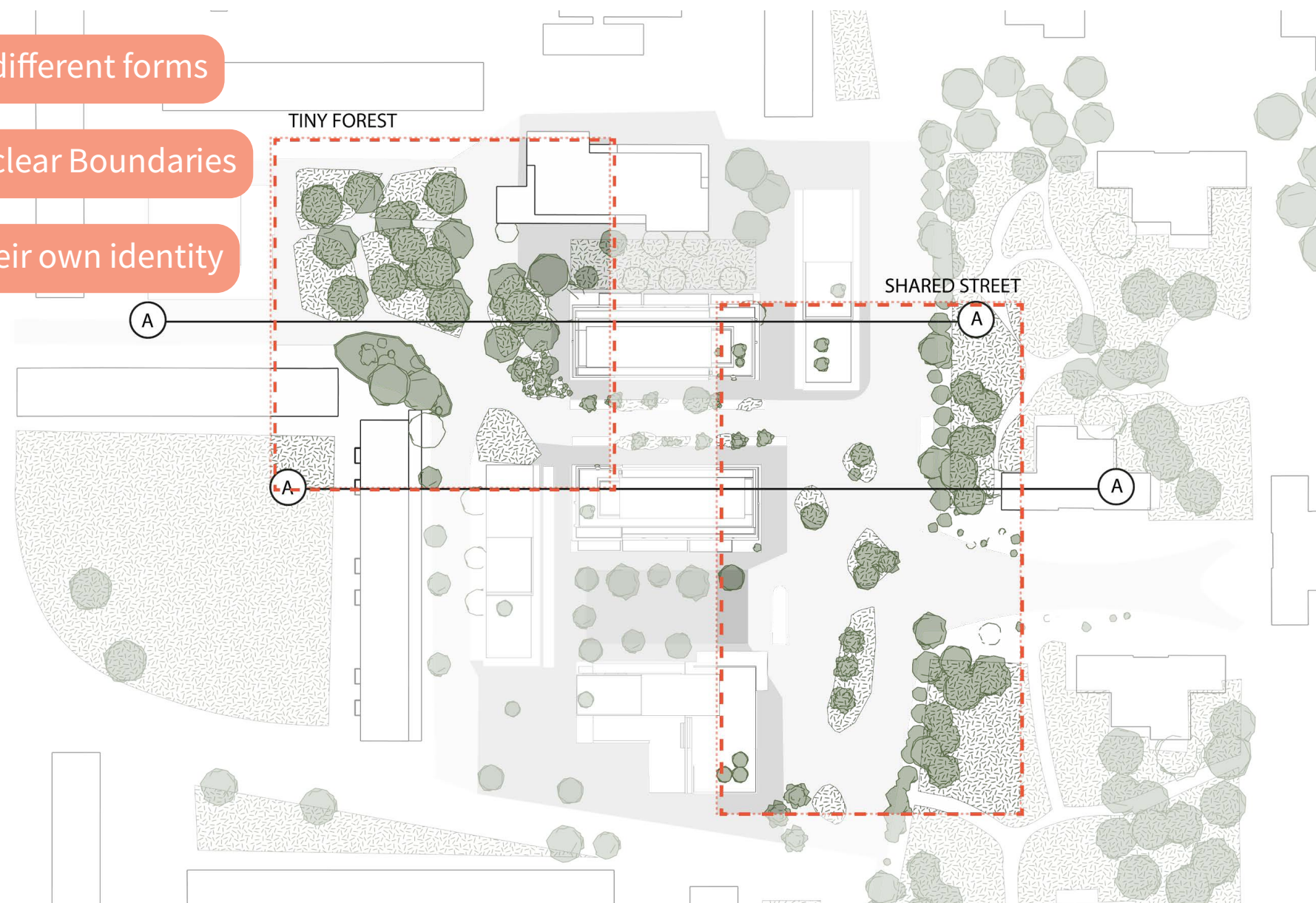




Create different spaces with different forms

Collective spaces should have clear Boundaries

Different parts should have their own identity



Create different spaces with different forms

Collective spaces should have clear Boundaries

Different parts should have their own identity

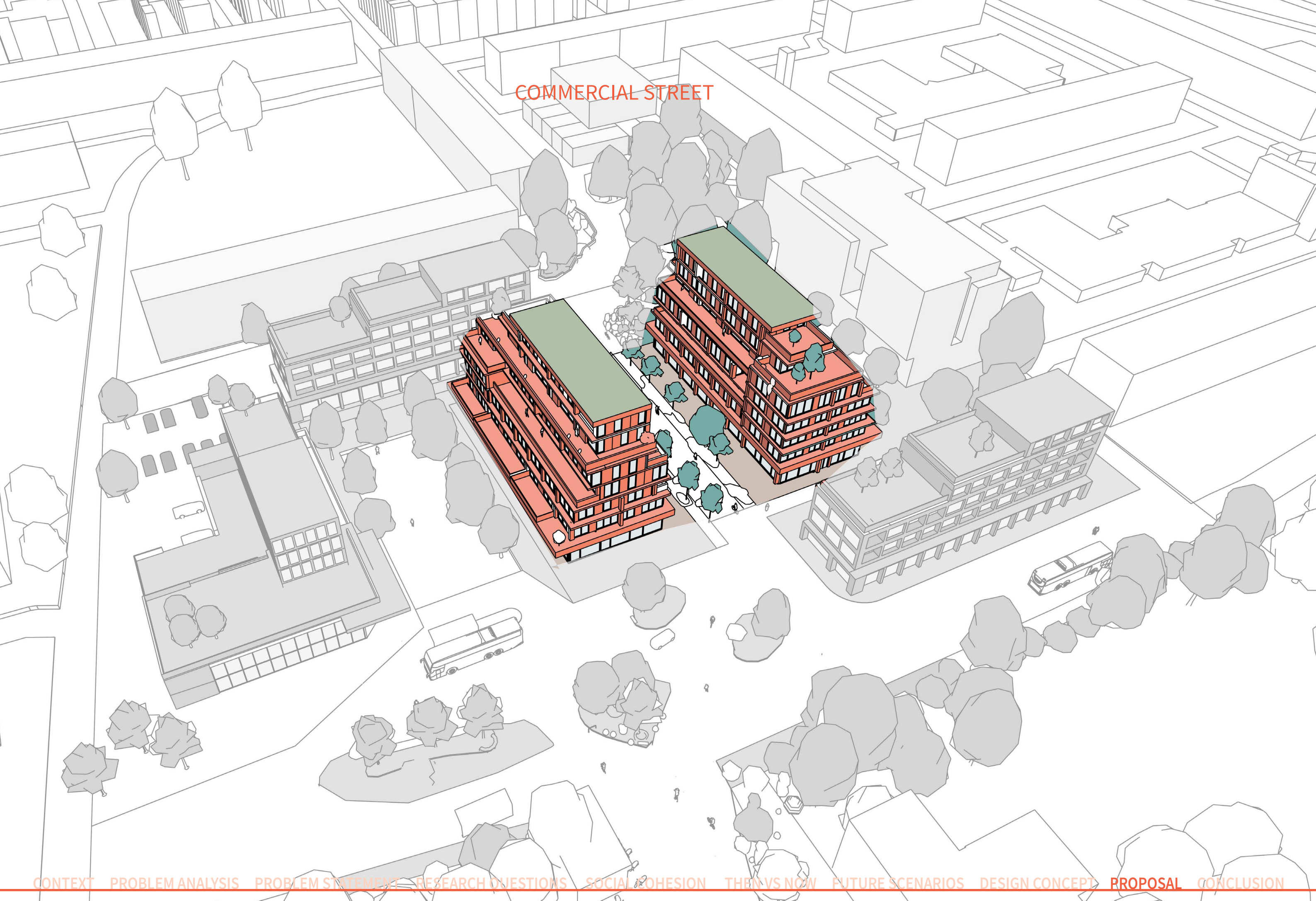
TINY FOREST

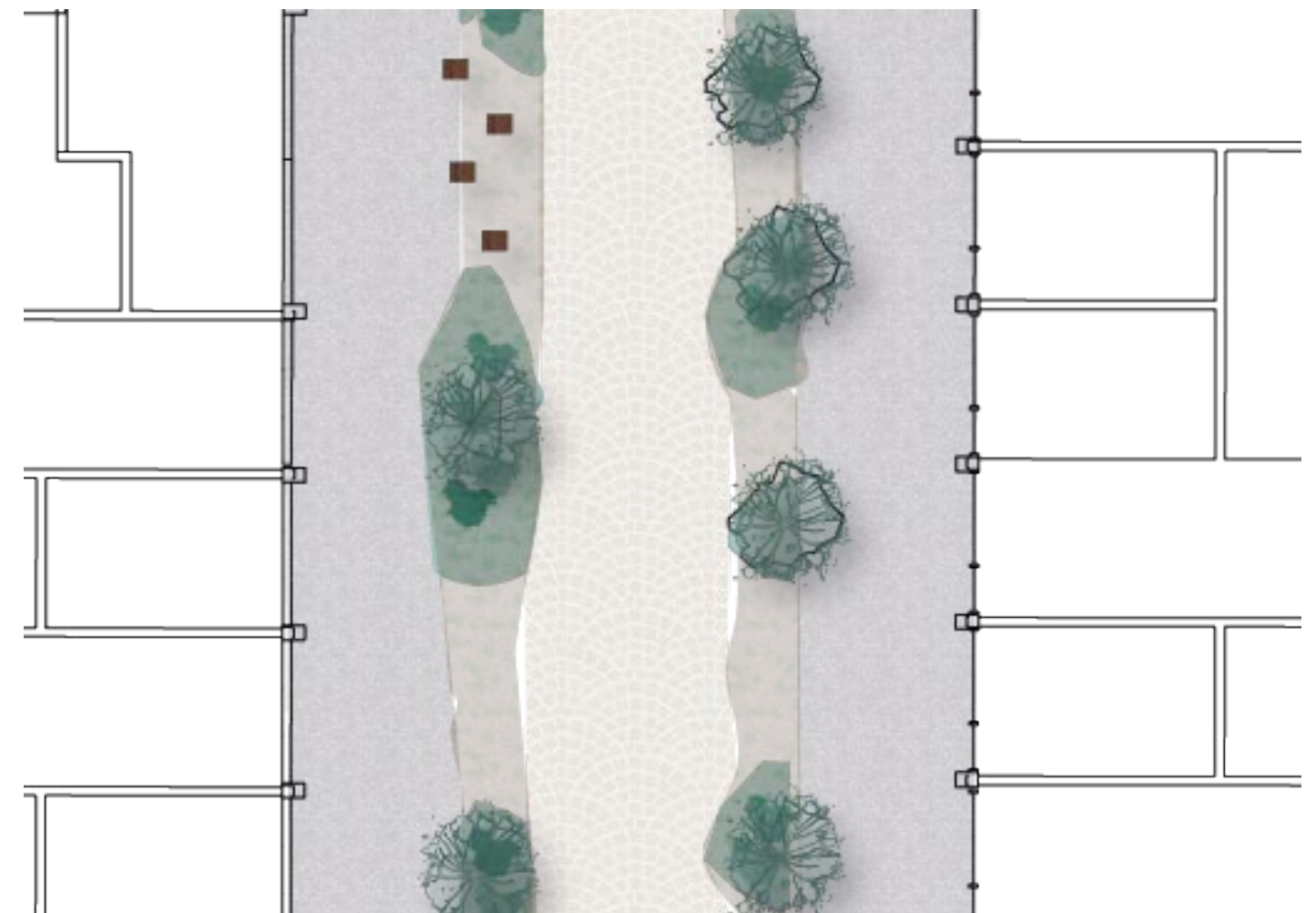
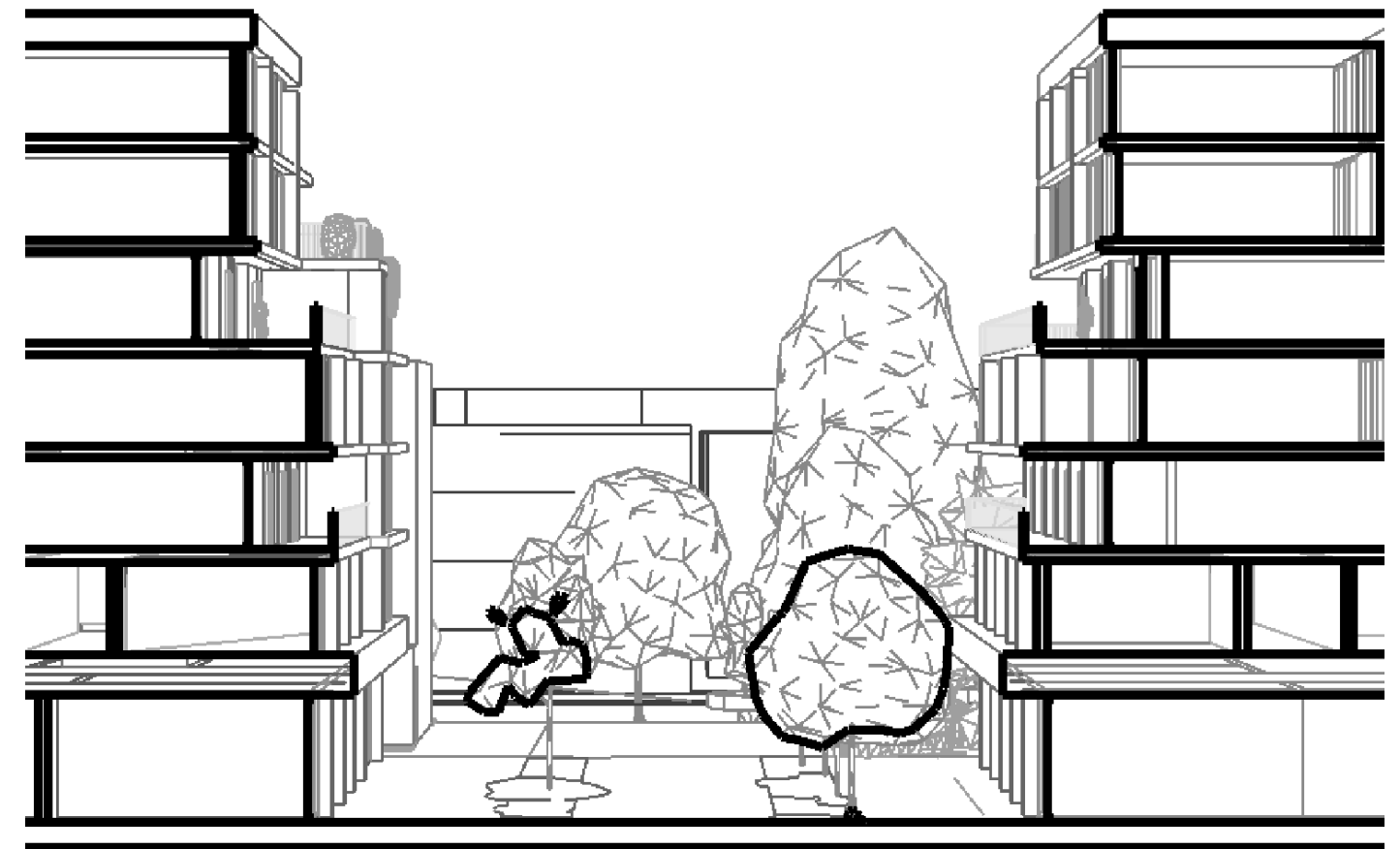
SMALL SQUARE

COMMERCIAL STREET

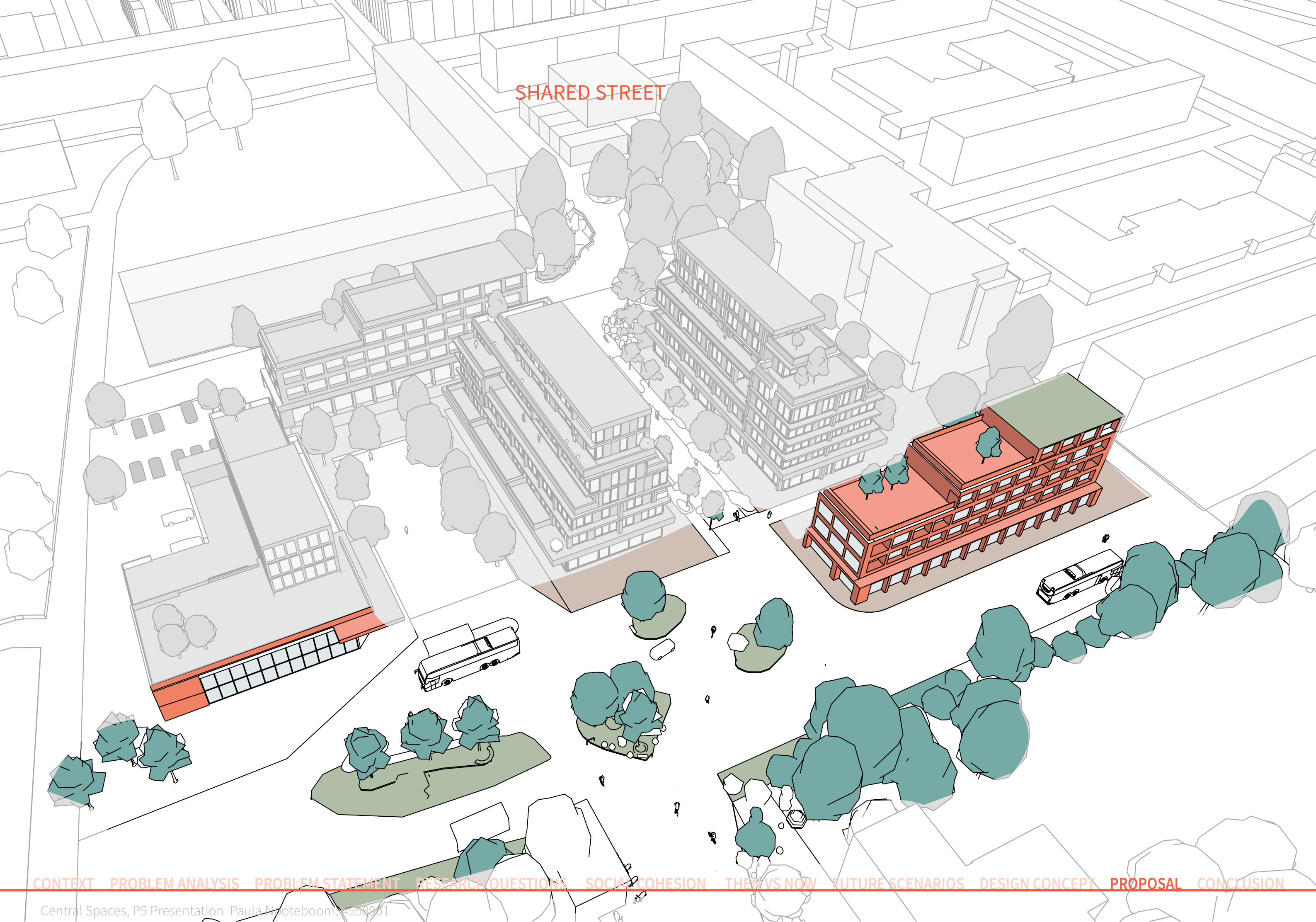
BIG SQUARE

SHARED STREET

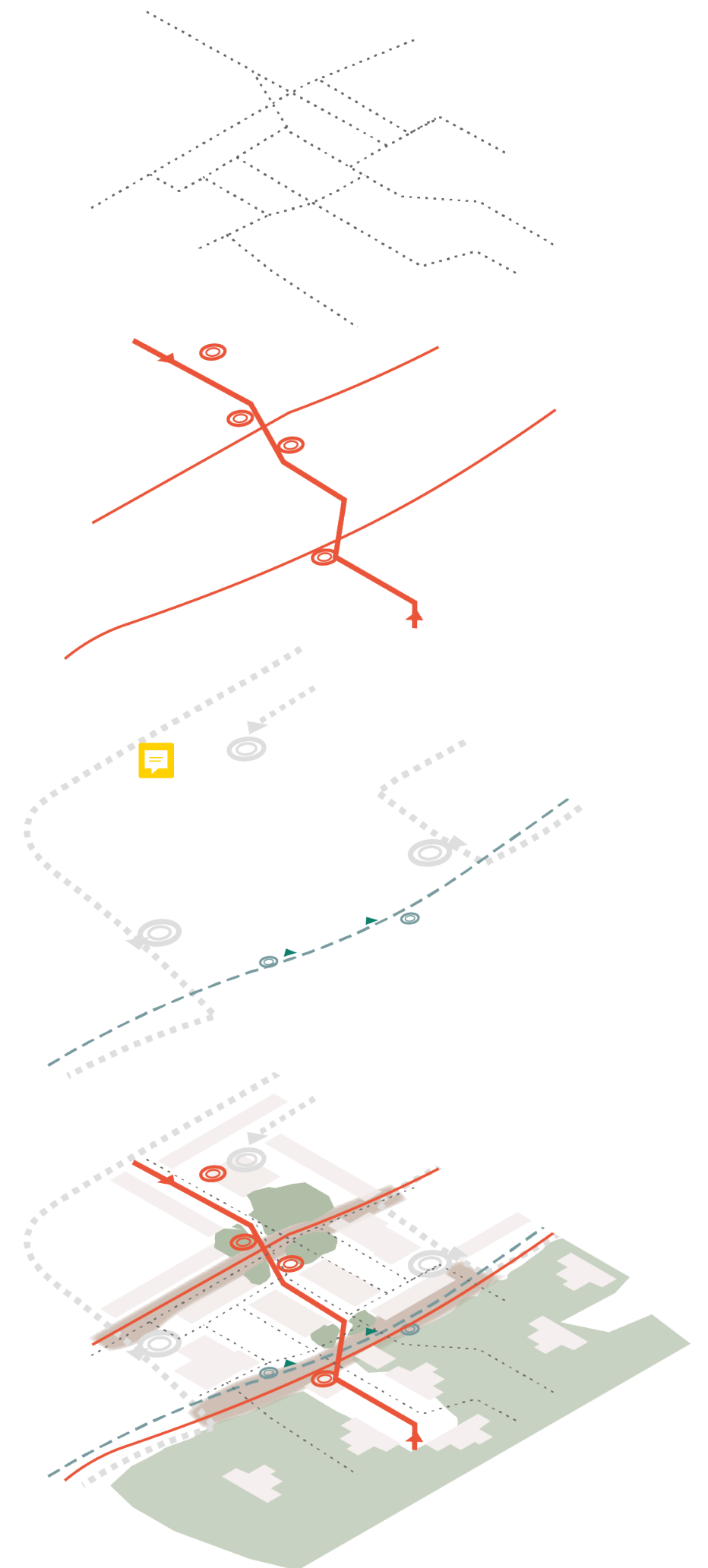
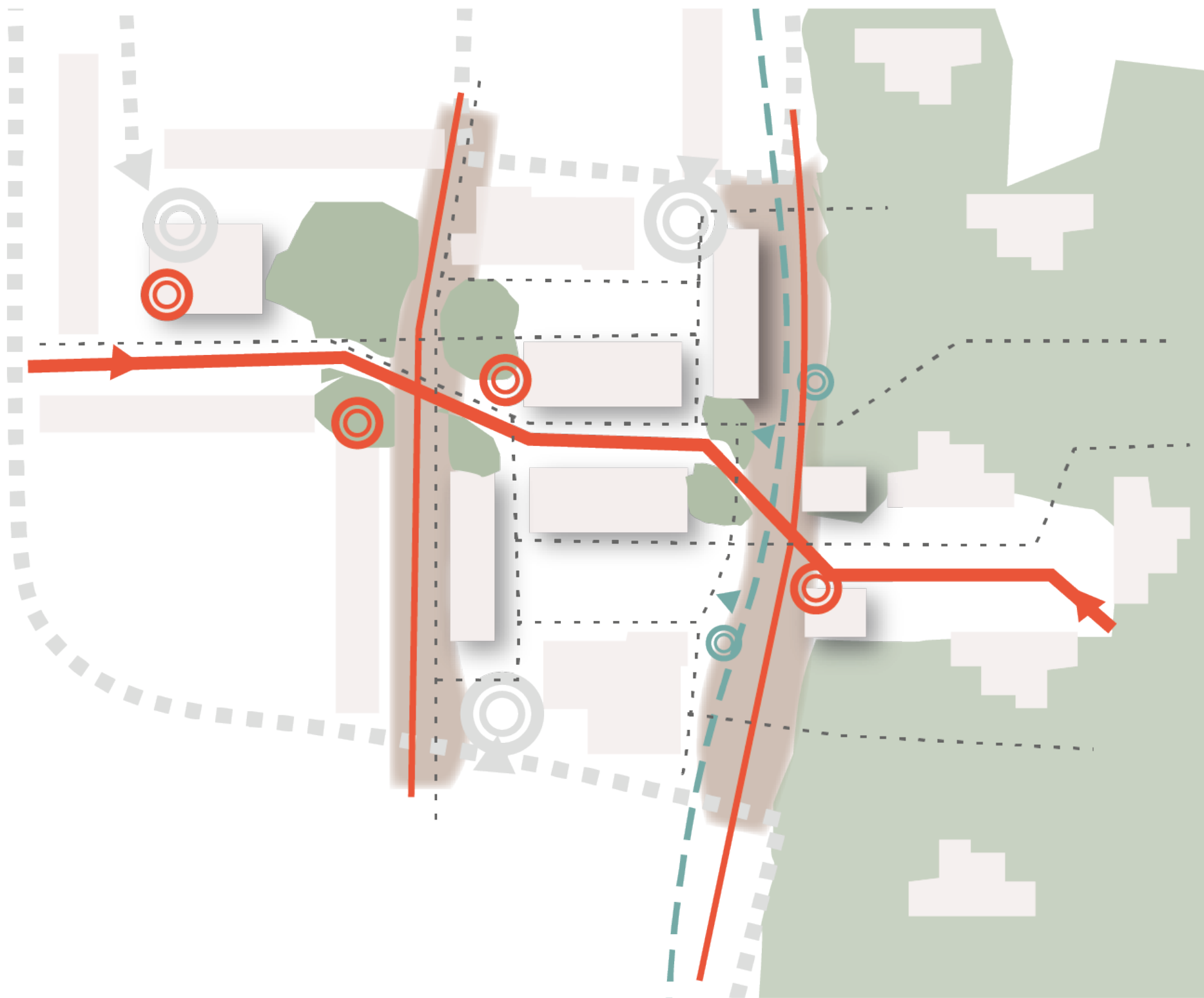


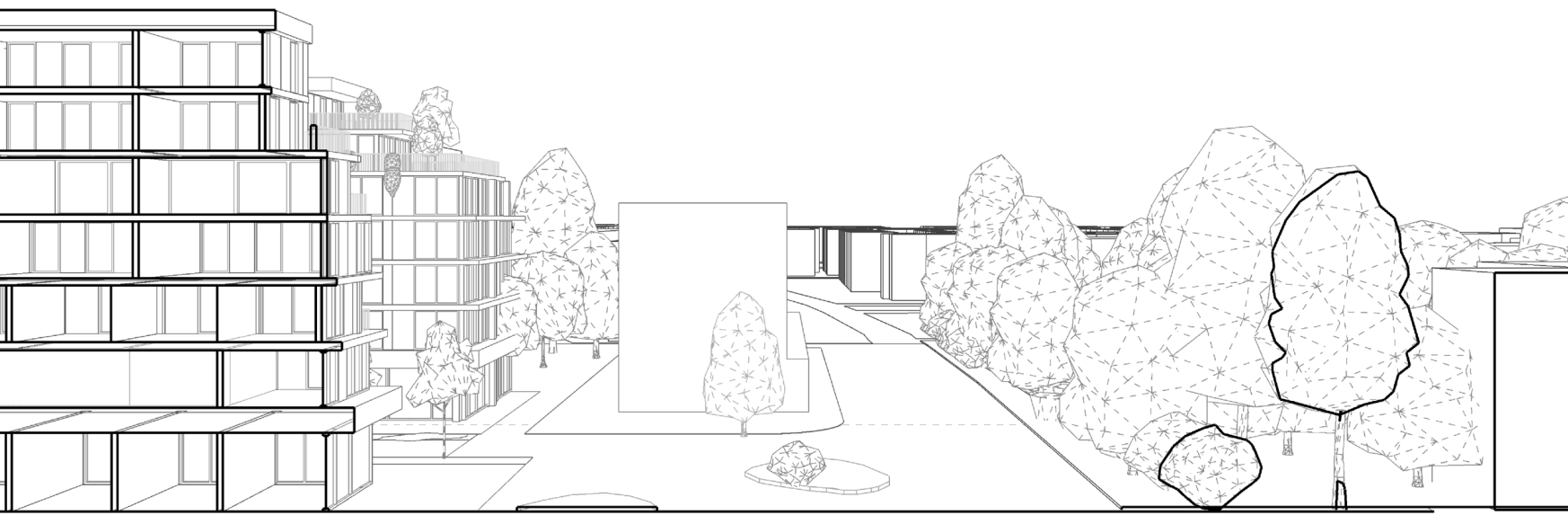


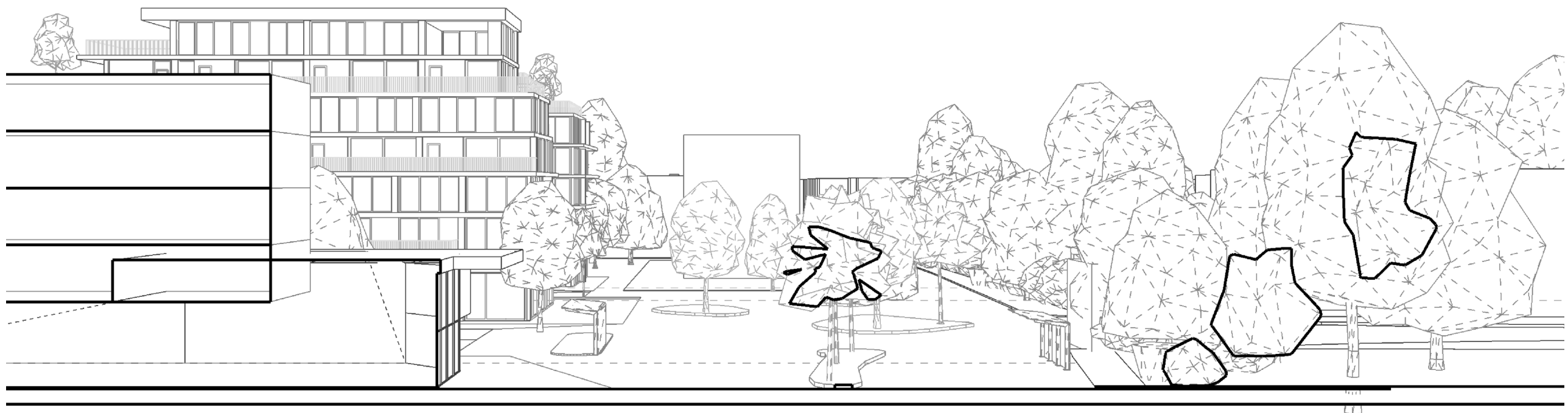




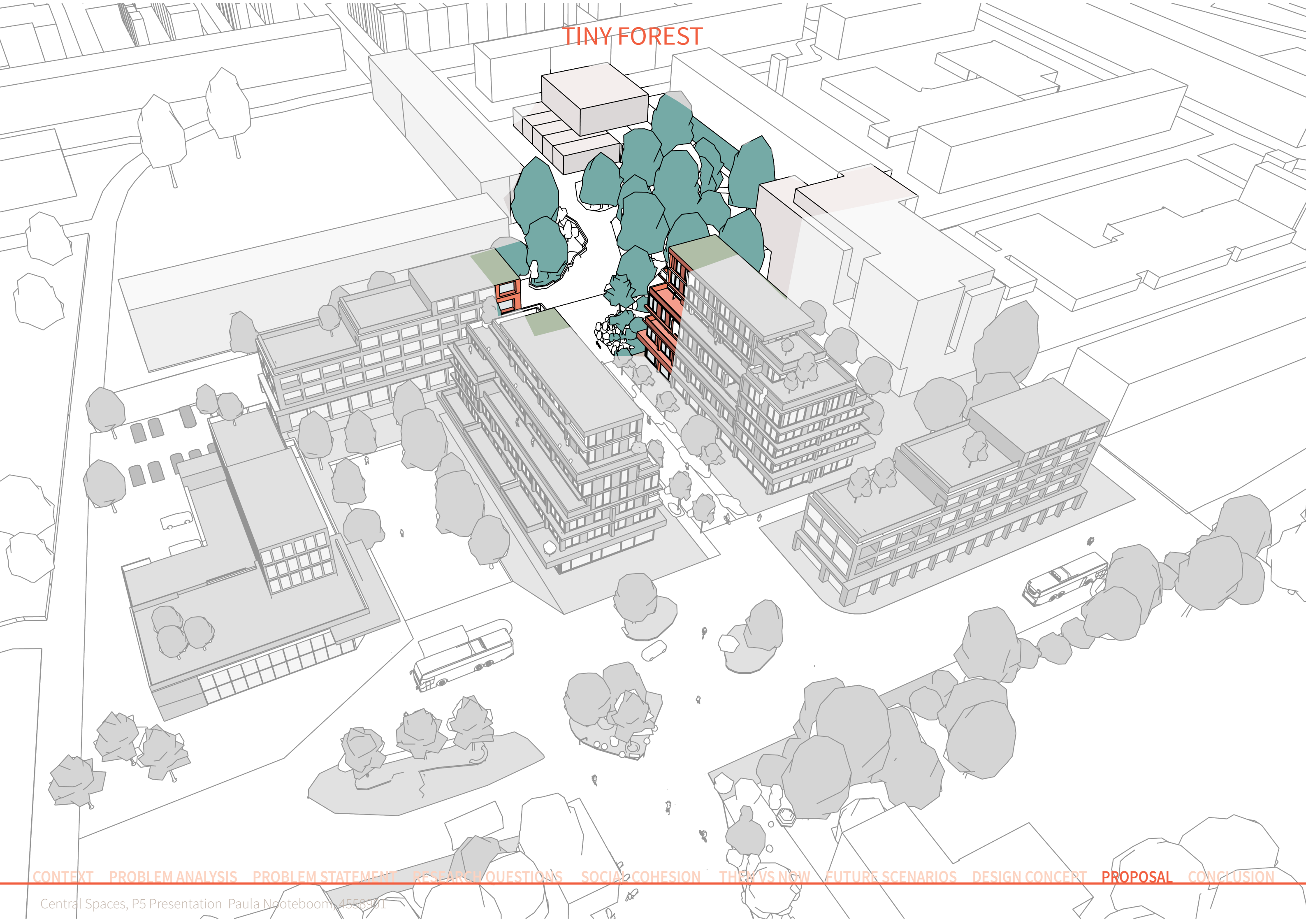
SHARED STREET



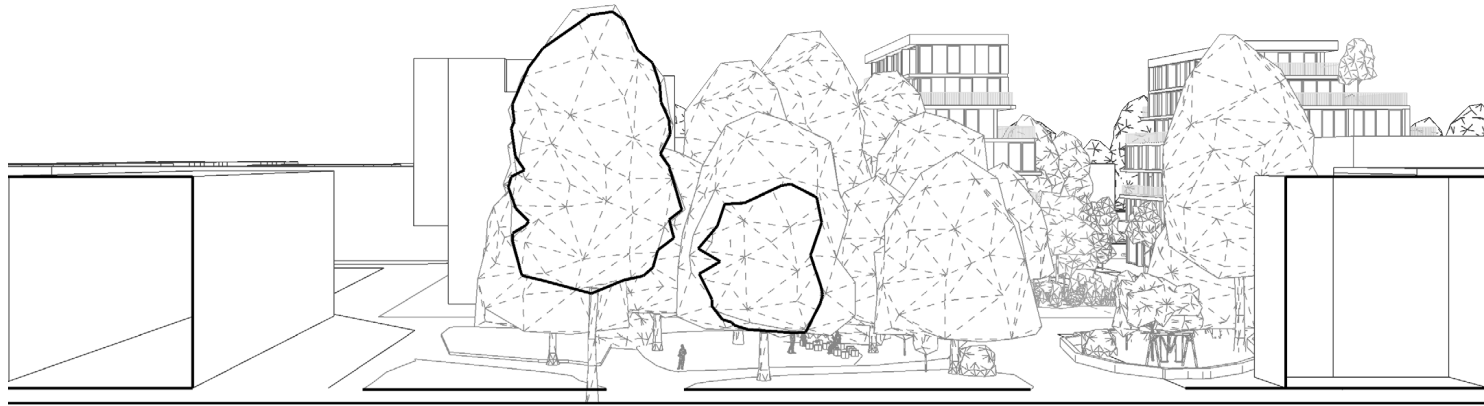




TINY FOREST



TINY FOREST



CONTEXT PROBLEM ANALYSIS PROBLEM STATEMENT RESEARCH QUESTIONS SOCIAL COHESION THEN VS NOW FUTURE SCENARIOS DESIGN CONCEPT **PROPOSAL** CONCLUSION

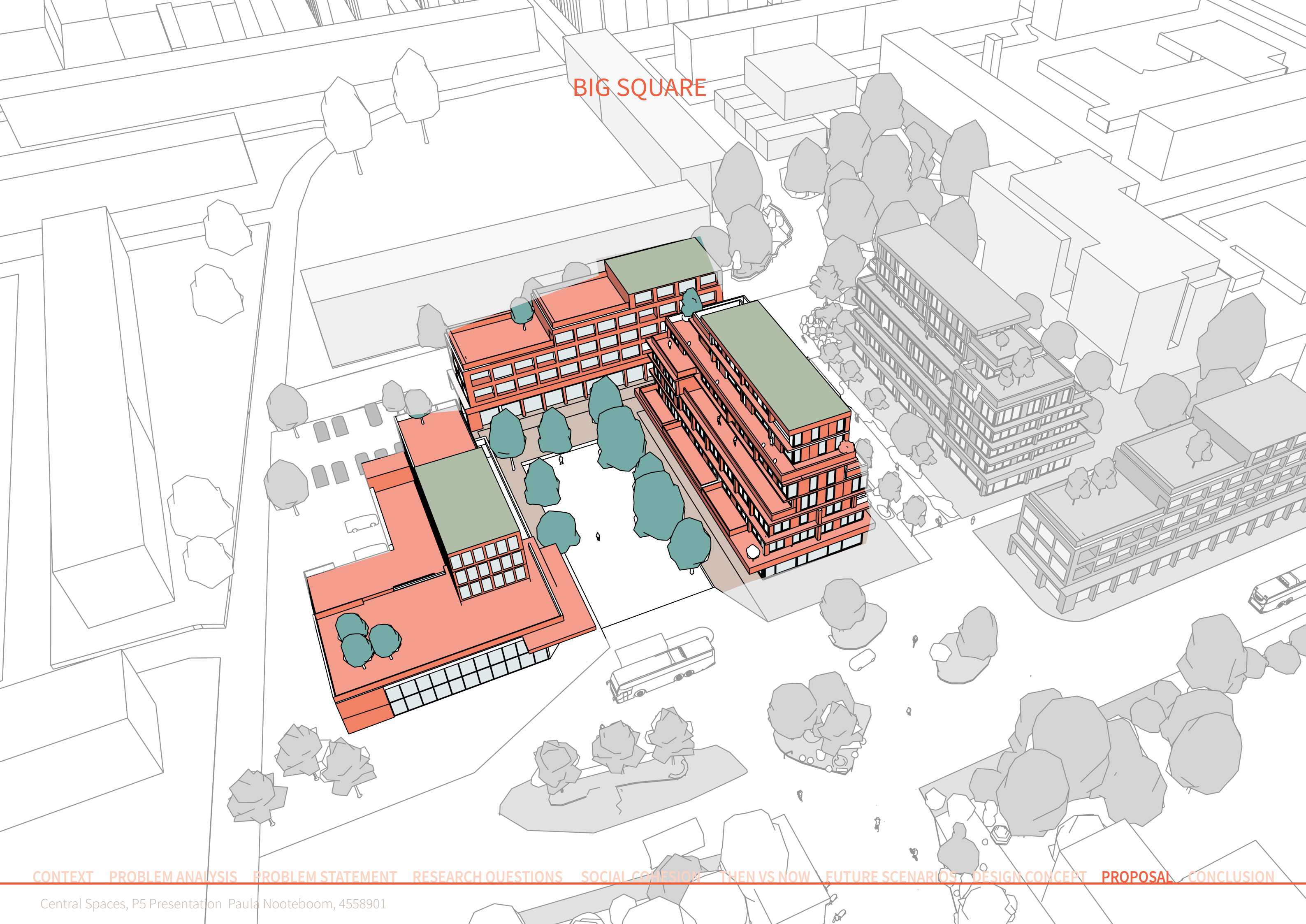
TINY FOREST



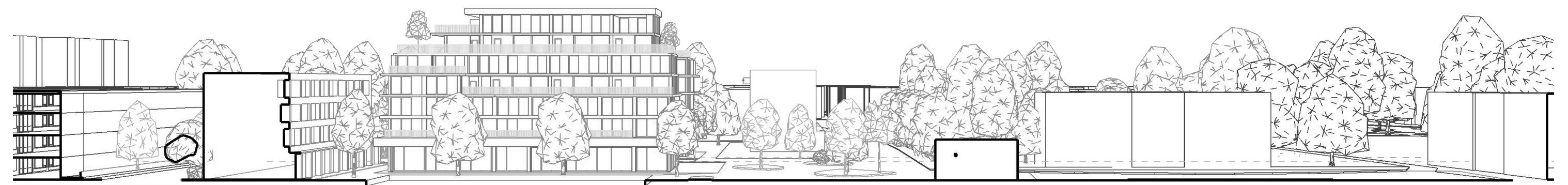
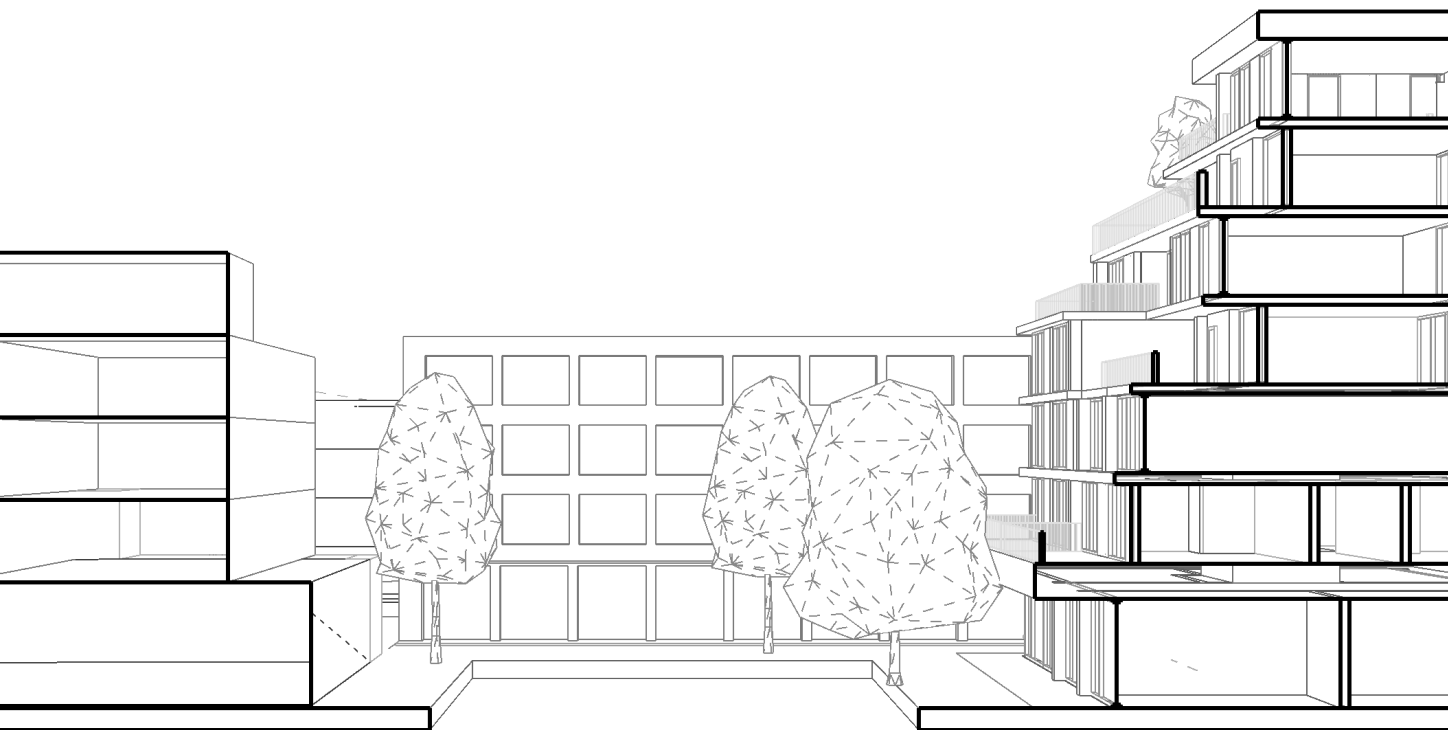
Tiny forest Cremertuin, Source: Instituut voor natuureducatie en duurzaamheid. 2017. Tiny forest-ledere buurt zijn eigen bos..

Tiny forest Bosch van Wijk, Utrecht, Source: Instituut voor natuureducatie en duurzaamheid. 2017. Tiny forest-ledere buurt zijn eigen bos..

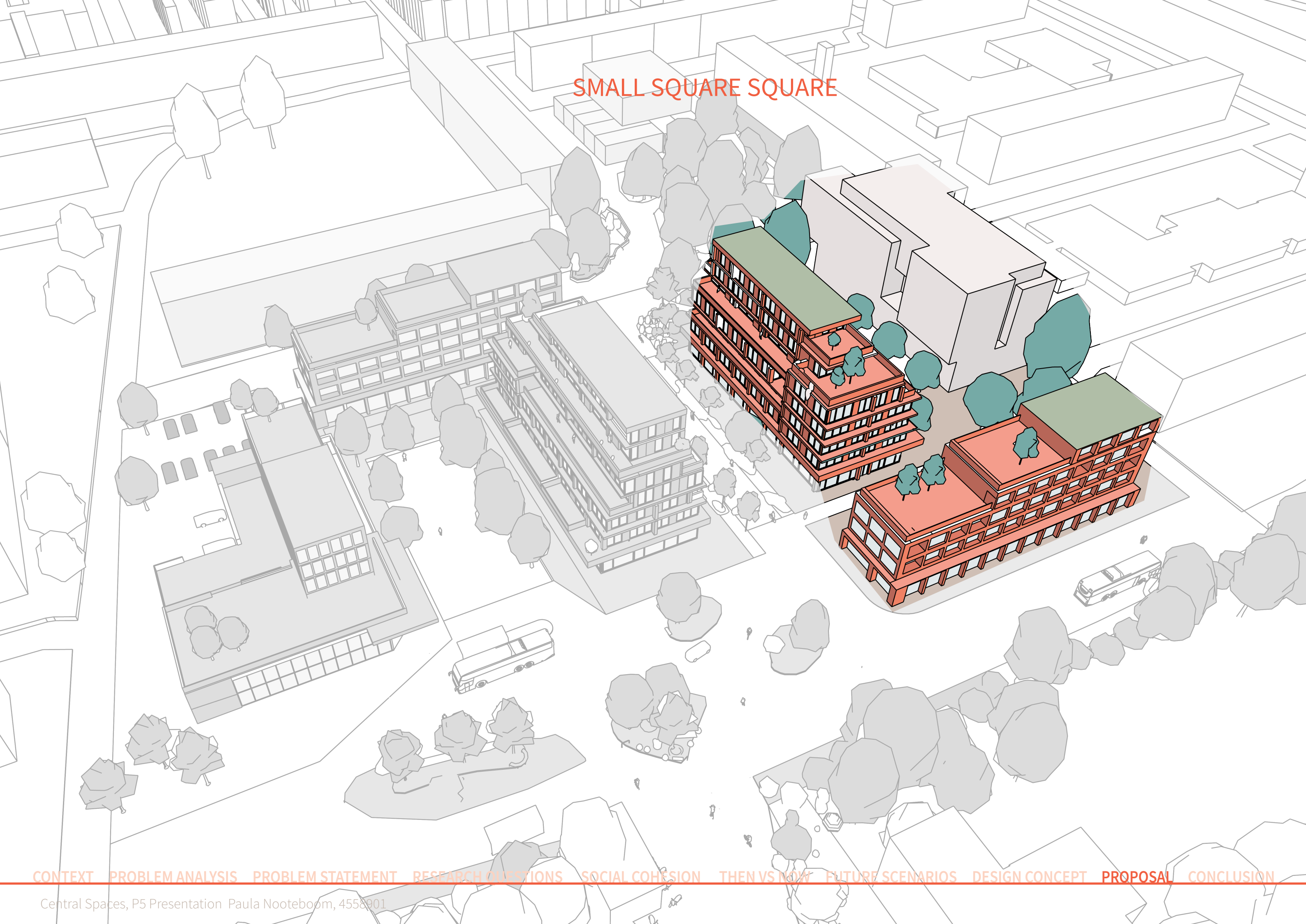
Tiny forest Muziekplein, Utrecht, Source: Instituut voor natuureducatie en duurzaamheid. 2017. Tiny forest-ledere buurt zijn eigen bos..

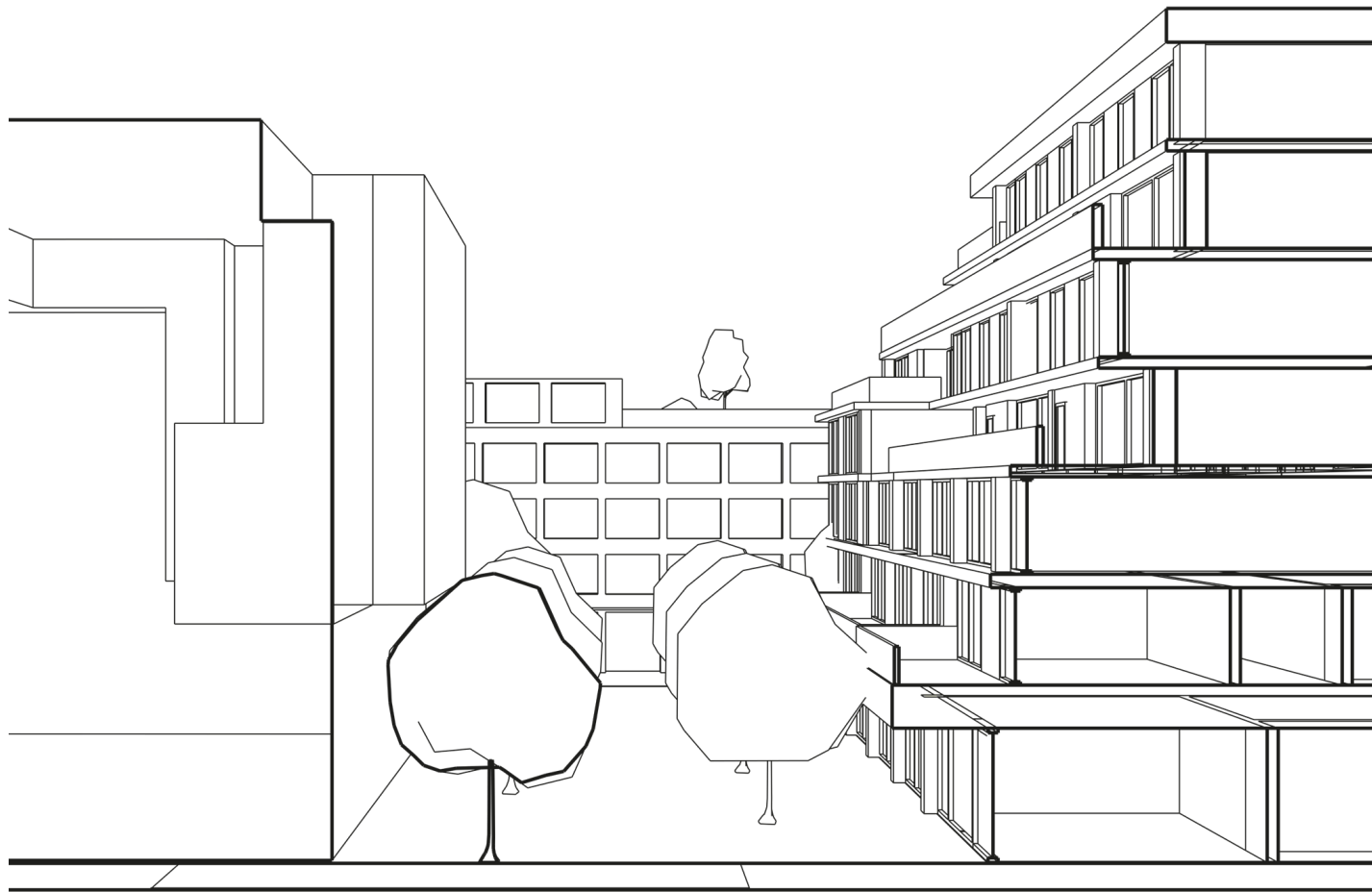


BIG SQUARE



SMALL SQUARE SQUARE









CONCLUSION

ANALYSIS

How can the centre increase the social cohesion in Vecht-zoom-Zuid?

- Literature research

Objectives

- Number of meeting places should be increased by introducing functional green spaces
- The center should be attractive and easily accessible for low threshold meetings
- More housing typologies to increase change of making housing career

What is the idea behind modernistic post-war expansion neighbourhoods and the original function of their centres?

- Literature research
- Historical analysis

Objectives

- Housing should be more mixed and lifecycle compatible
- Amenities should have more functions than just shops
- Collective green spaces should have boundaries
- Green should have a function
- Different spaces within the neighbourhood should have different forms and identities
- boundaries of the car have to be reduced
- Zones have to be broken through
- Visibility of the shopping center has to be increased
- Backsides have to be reduced
- The shopping centre has to be adapted to new ways of shopping

How has society, the neighbourhood and the shopping centre changed through time and what has to change?

- Historical analysis
- Demographical analysis
- Spatial analysis: - Perceptual structure analysis (Lynch)
- Visual analysis

What transitions affecting a shopping center can possibly happen in the next 30 years and how should a shopping center be designed to deal with this?

- Trend analysis
- Scenario sketching
- SWOT analysis

Objectives

- A new slow traffic routing should be created
- Different spaces should have different identities and forms as conditions for multiple interpretations
- The form of the materialised building and spaces should be suitable for multiple functions

What spatial tasks need to be tackled in order to make the center attractive, increase the social cohesion and cope with the transitions?

- Model study (generating alternatives)
- Space analysis case studies (visual analysis)

Concept

- A slow traffic east west connection created by densifying the center.
- Different spaces alongside this connection with different forms and identities
- The edges of the center as new shared public spaces
- Urban green space within the center

How will the transformation of the center look like and what spatial interventions are needed for this.

- Generating alternatives
- Visual presentation
- 3d model building

Transformation Proposal

DESIGN

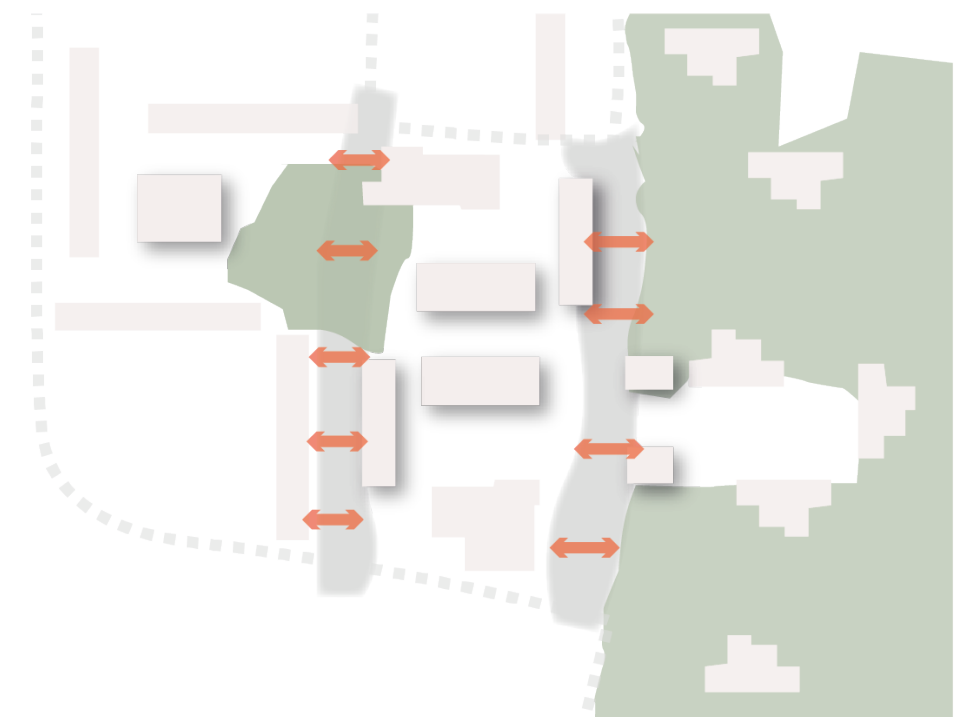
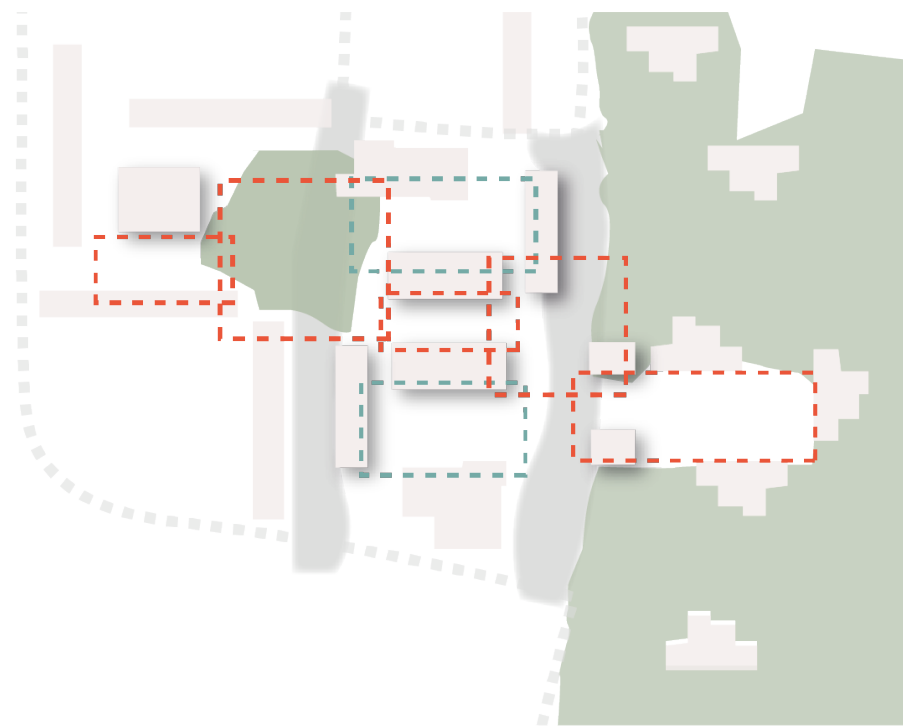
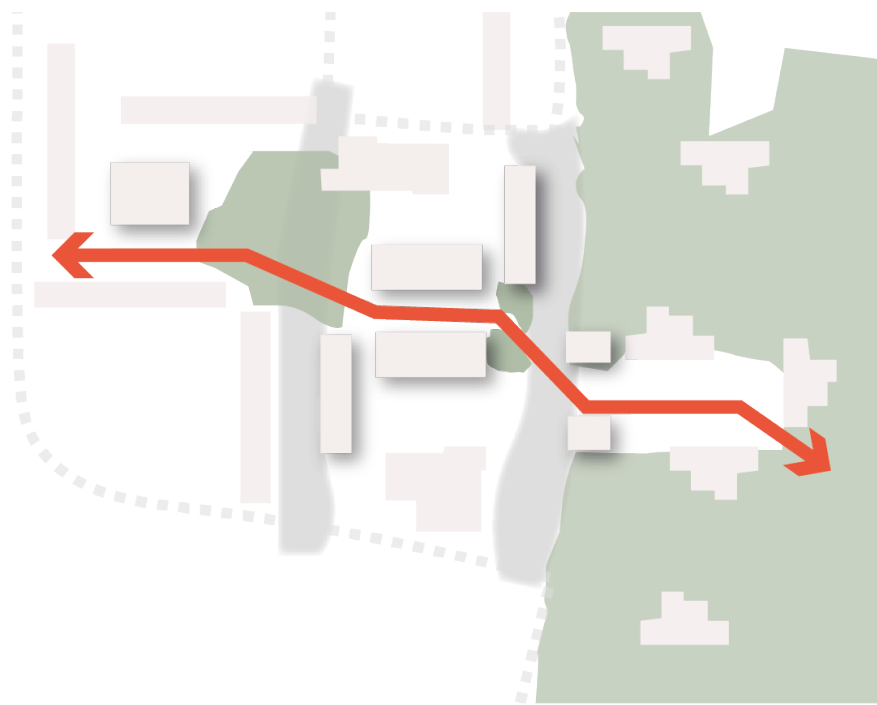
How can modernistic shopping centre the klop in post-war expansion neighbourhood Overvecht be transformed into an attractive center that increases the social cohesion of Vechtzoom Zuid, while coping with transitions affecting shopping centers over the next 30 years?

Create new flexible and accessible collective spaces as a condition for a safe and recognisable heart of the neighbourhood where current and future residents can find a motive to visit and meet each other.

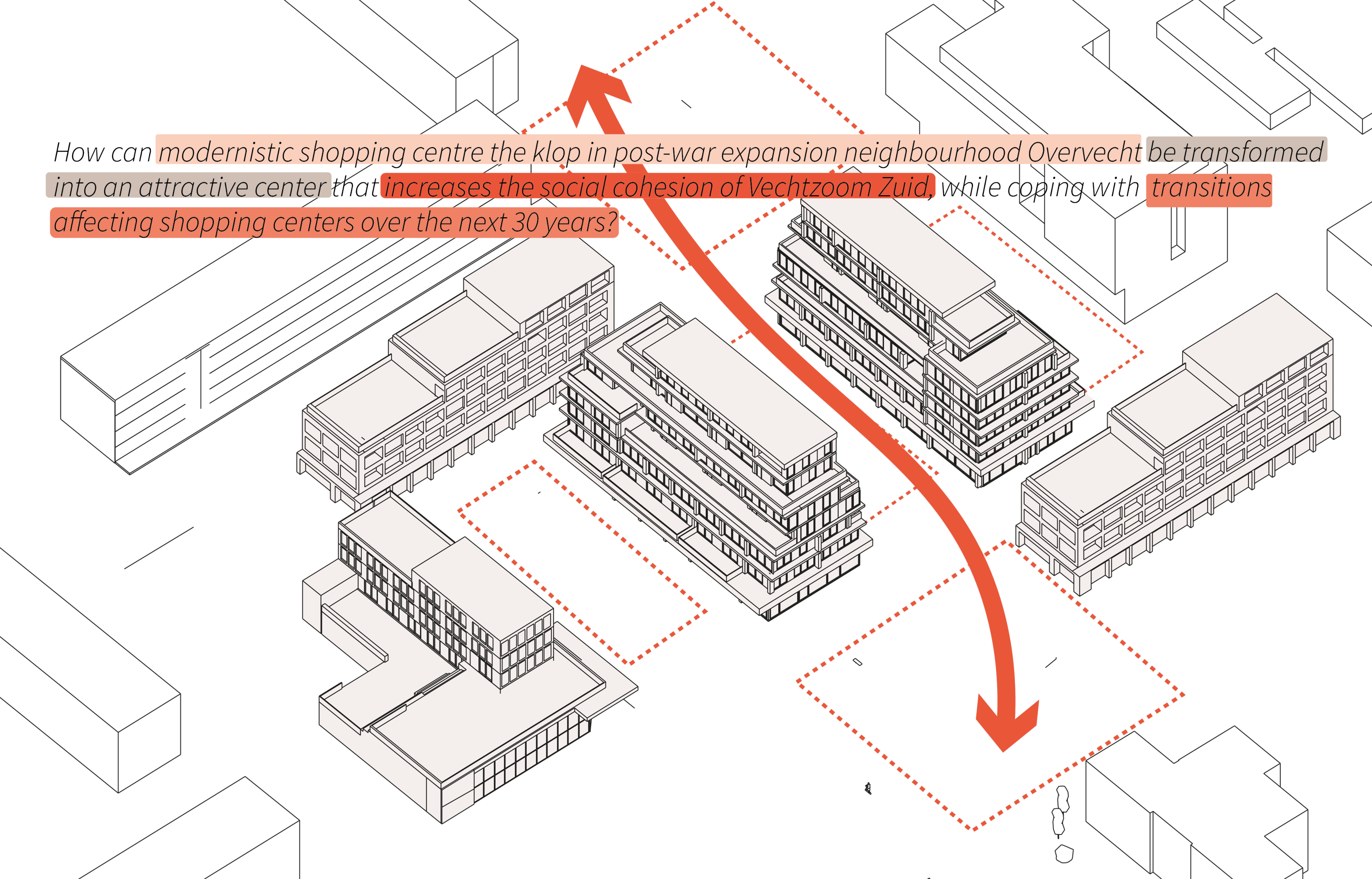
How can modernistic shopping centre the klop in post-war expansion neighbourhood Overvecht be transformed into an attractive center that increases the social cohesion of Vechtzoom Zuid, while coping with transitions affecting shopping centers over the next 30 years?

	Accesible	Recogniseable	Flexible	Pleasant to stay
			 <p>• Multiple smaller buildings with their own lifecycles</p>	
SQ 1	<p>Make going to facilities low treshold</p>	<p>Create new dwelling types to retain social climbers --> recogniseable inhabitants</p> <p>Implement green spaces</p>		<p>Implement green spaces</p> <p>Activate plint</p>
SQ 2 & 3	<p>Break trough the zones</p> <p>Reduce the boundaries of the car</p> <p>Create new slow traffic routing</p>	<p>Increase the visibility from the neighbourhood</p> <p>Reduce the backsides</p> <p>Connect the green and the center</p> <p>Different parts should have their own identity</p>	<p>Housing stock should be more mixed and life cycle compatible</p> <p>Amenities should have more functions than just shops</p>	<p>Collective spaces should have clear boundaries</p> <p>Green should have a function</p>
SQ 4	<p>Create new slow traffic routing</p> <p>Bus stop should be entrance of the center</p>	<p>Create different spaces with different identities as conditions for multiple interpretations</p>	<p>Create a strip of multi interpretable public spaces</p> <p>Create spaces and buildings with different forms as conditions for multiple interpretations</p>	<p>Densify the area</p> <p>Increase the amount of green</p> <p>Solutions for water drainage</p>

How can modernistic shopping centre the klop in post-war expansion neighbourhood Overvecht be transformed into an attractive center that increases the social cohesion of Vechtzoom Zuid, while coping with transitions affecting shopping centers over the next 30 years?



How can modernistic shopping centre the klop in post-war expansion neighbourhood Overvecht be transformed into an attractive center that increases the social cohesion of Vechtzoom Zuid, while coping with transitions affecting shopping centers over the next 30 years?



How can modernistic shopping centre the klop in post-war expansion neighbourhood Overvecht be transformed into an attractive center that increases the social cohesion of Vechtzoom Zuid, while coping with transitions affecting shopping centers over the next 30 years?





Probleemwijk Overvecht: strijd om leefbaarheid én omzet

Rob de Lange 20 nov '20 09:24

De Utrechtse wijk Overvecht staat landelijk bekend als een stuk van de stad waar je beter omheen kunt fietsen. Werkloosheid en criminaliteit vieren hoogtij. Wie dieper kijkt, ziet hoe - vooral allochtone - middenstanders en bewoners iets van de groene wijk proberen te maken. 'Ondernemers hebben als geen ander last van die rotjochies.'



Bewoners en bezoekers van winkelcentrum De Klop. Foto: Roger Cremers voor het FD



▲ Volgens bestuursleden Siddhartha Karaya en Els Wegdam is er in de Utrechtse wijk Overvecht van alles niet pluis. © Erik van 't Woud

In de Utrechtse wijk Overvecht is van alles niet pluis

Woningcorporaties luiden de noodklok over de verloedering van arme wijken. Overvecht is een van die wijken met honderd-en-een problemen waar vooruitgang taai is. We maken een rondgang door de buurt met twee bewoners. „De situatie is nu slechter dan toen we een Vogelaarwijk werden.”

Chris van Mersbergen 03-02-20, 10:22 Laatste update: 03-02-20, 13:19

Rob de Lange (2020) Probleemwijk Overvecht: strijd om leefbaarheid en omzet, in: Financieel dagblad

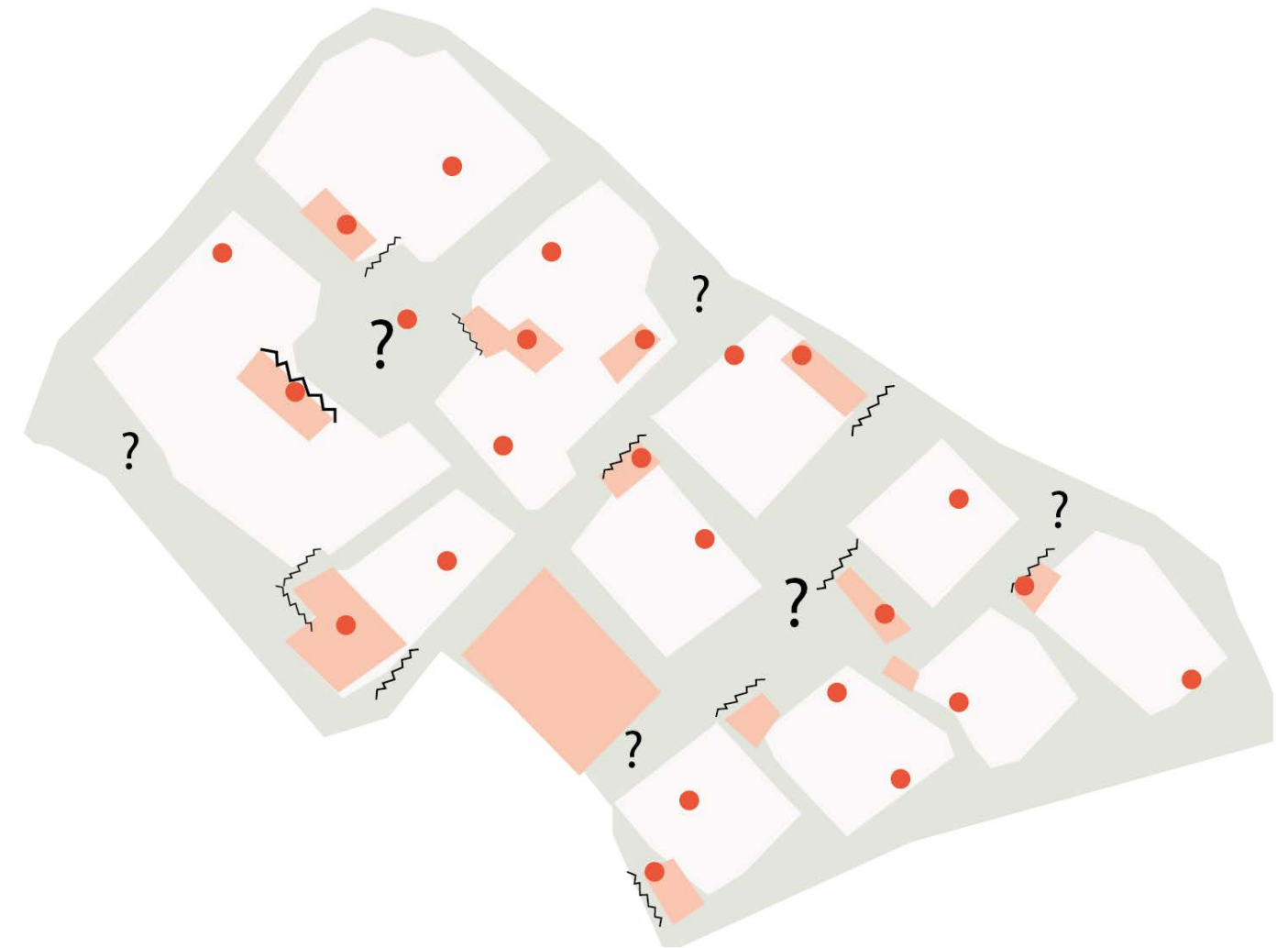
Chris van Mersbergen (2020) In de Utrechtse wijk overvecht is van alles niet pluis in: Algemeen Dagblad

THEN



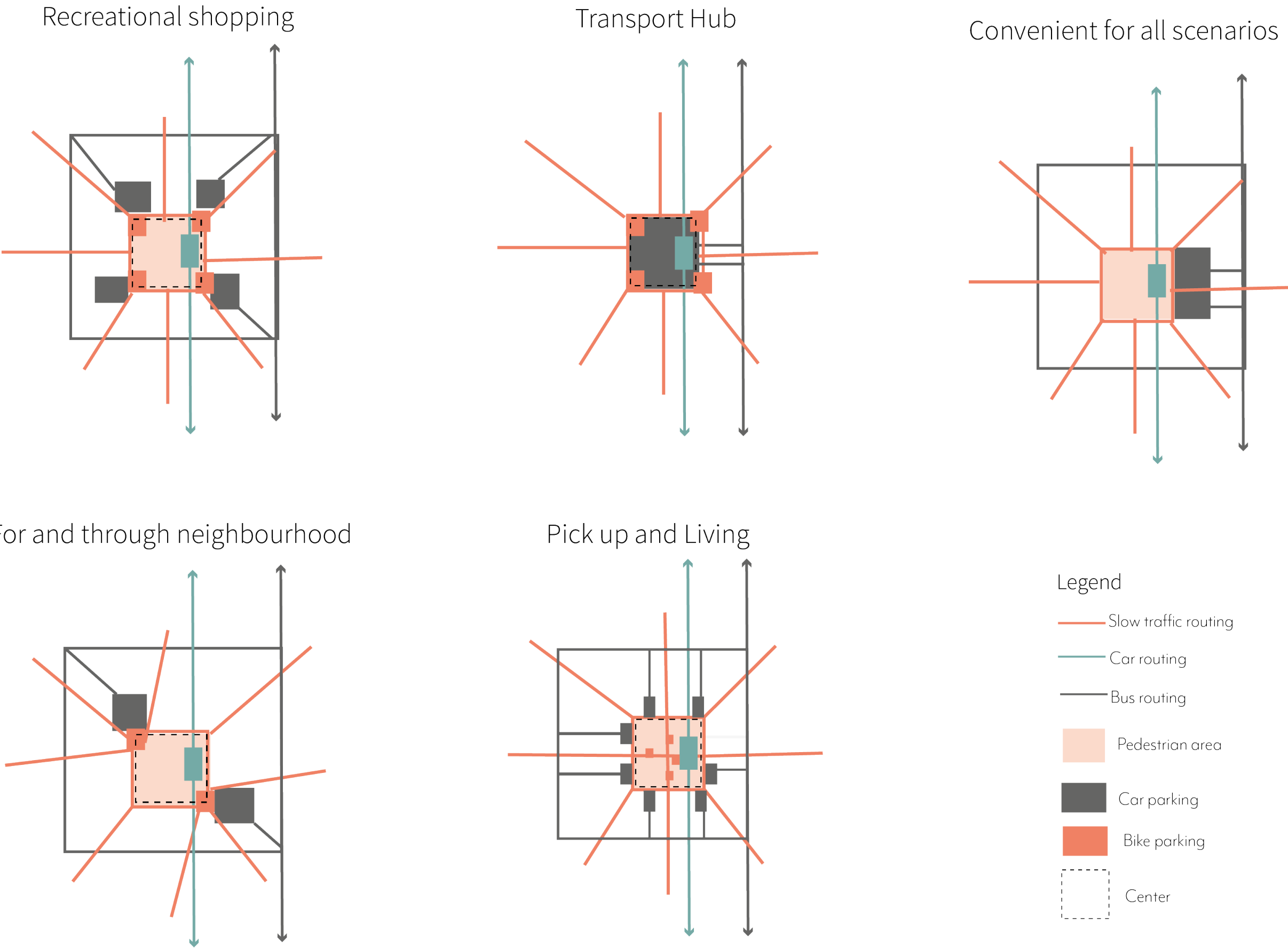
- Amenities situated facing green
- Amenities accessible via green

NOW



- More initiatives and amenities spread out
- Backsides towards the green

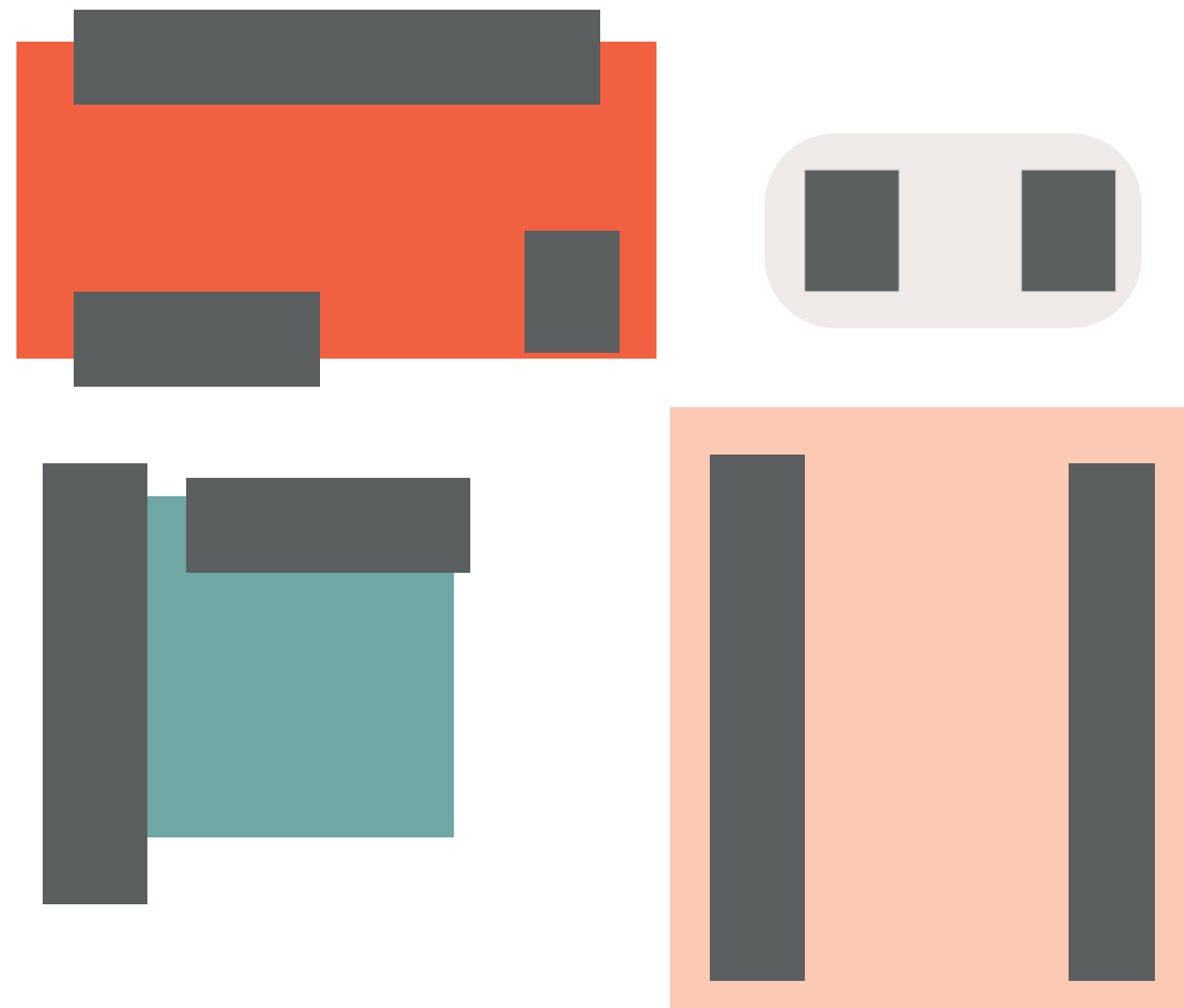
SLOW TRAFFIC ROUTING THAT IS EFFICIENT AND ATTRACTIVE



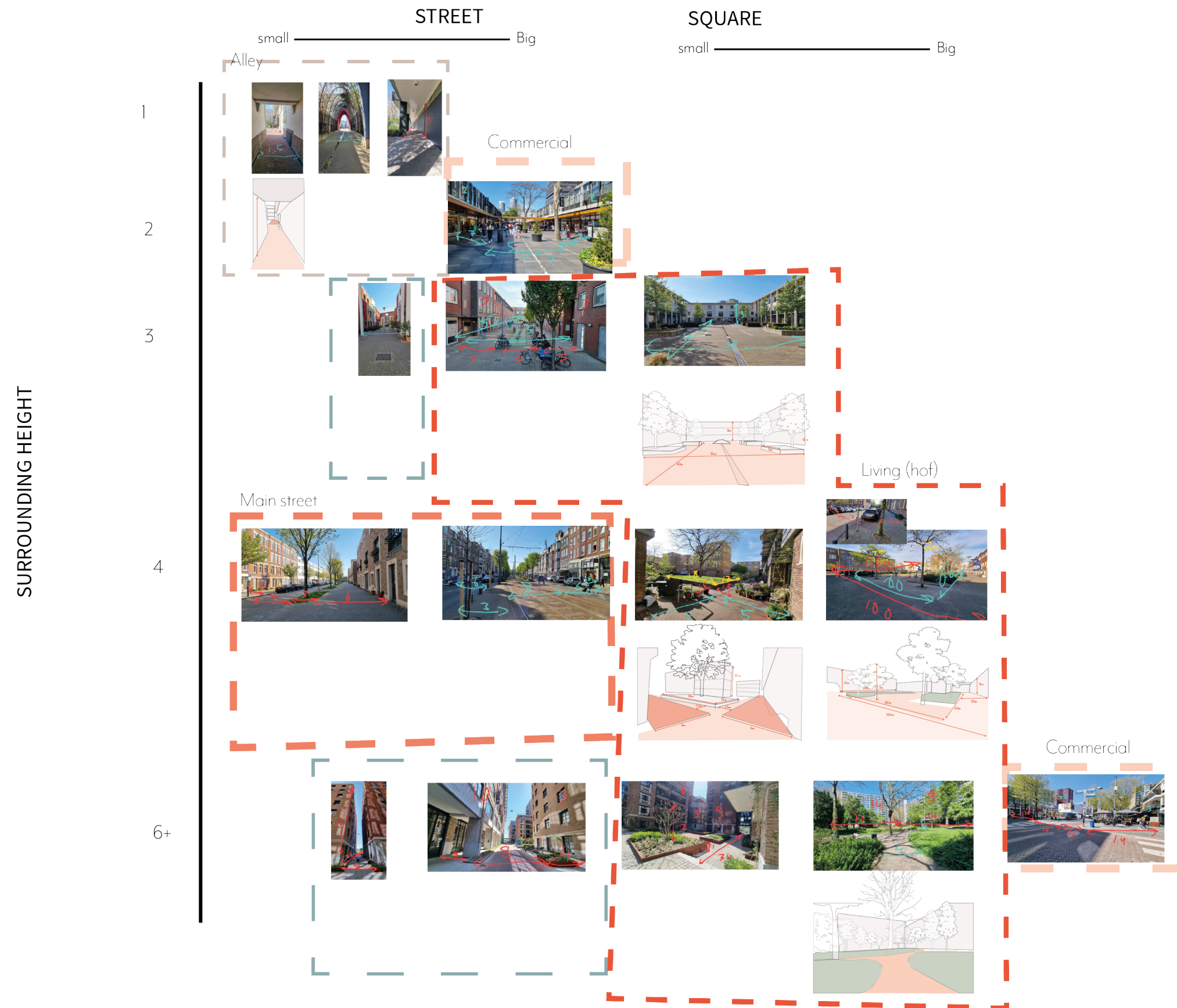
THE BUILDINGS AND PUBLIC SPACE SHOULD BE EASILY
ADAPTABLE INTO OTHER FUNCTIONS



MAKE SPACES WITH DIFFERENT FORMS AND IDENTITIES AS CONDITIONS FOR BOTH SCENARIOS

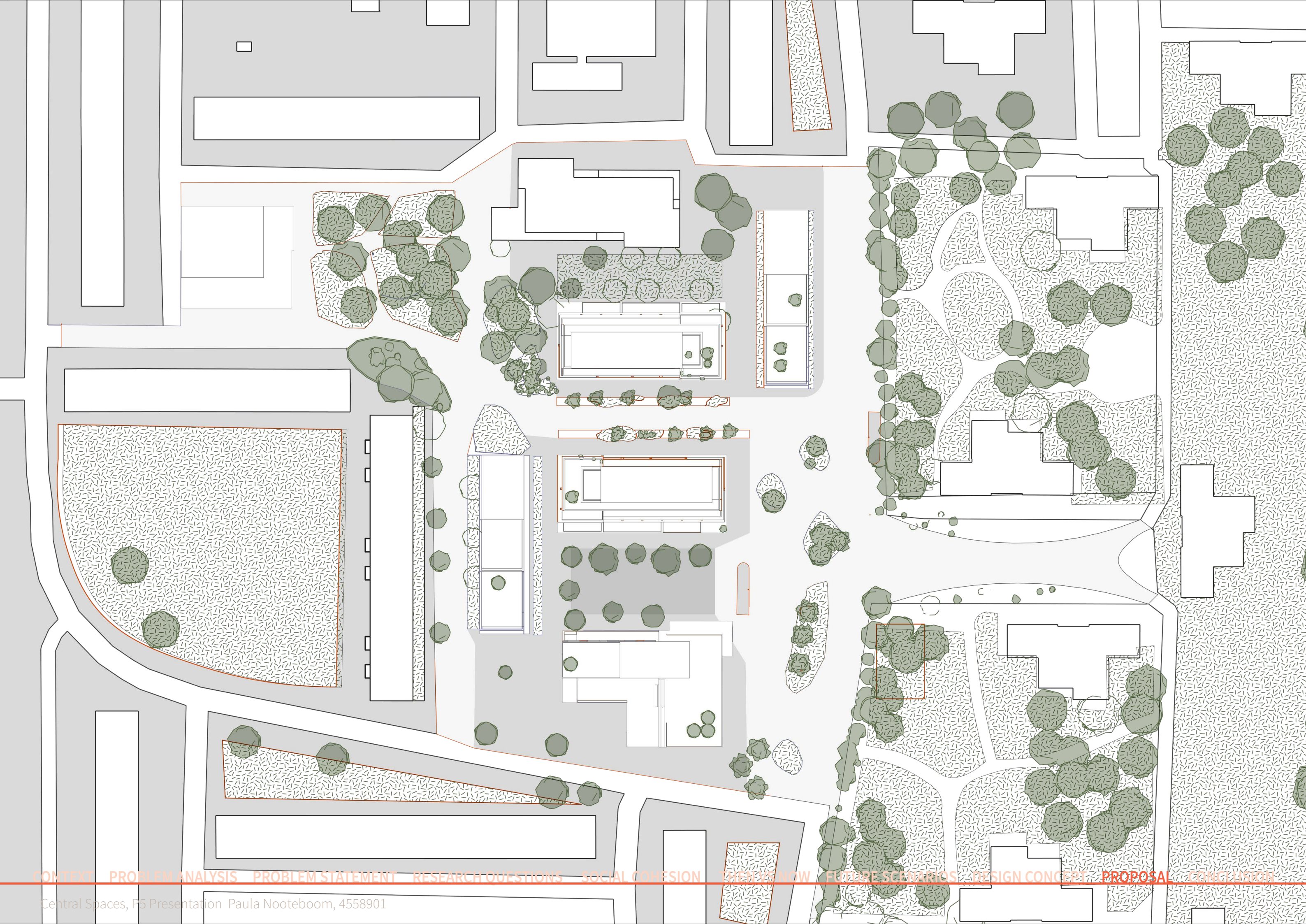


FLEXIBILITY



NEW COLLECTIVE SPACES WITH DIFFERENT CHARACTERISTICS

- 
- Higher population density in the area
 - Create new dwelling types
 - Housing stock should be more mixed
 - Increase visibility to the neighbourhood



CENTRAL CYCLING STREET

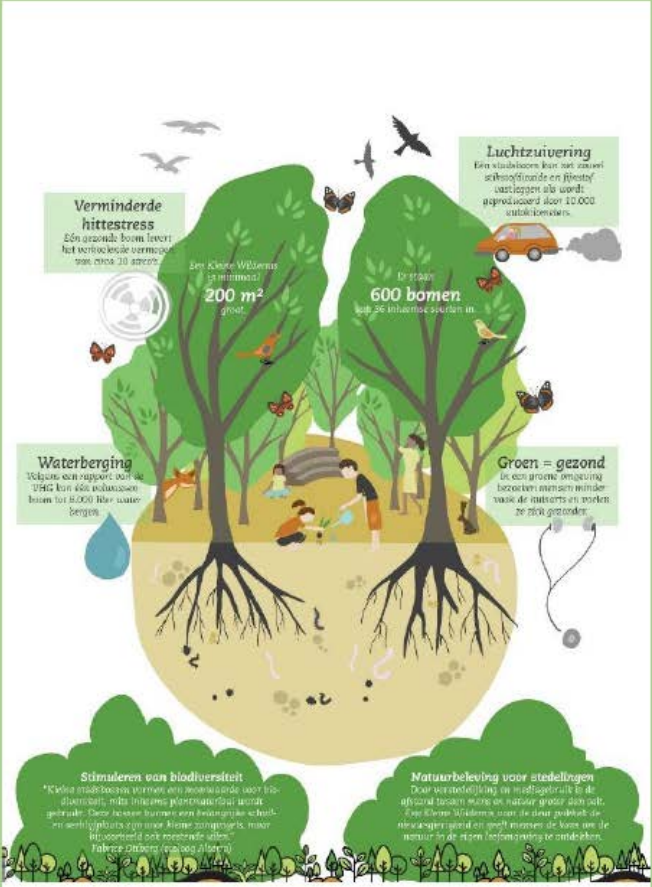


Boodschap: Wat is een Tiny Forest?

Een Tiny Forest is een dichtbegroeid, snelgroeïend, inheems bos ter grootte van een tennisbaan. Dit bos is niet alleen een prettige plek voor vlinders, vogels, bijen en kleine zoogdieren, maar ook voor mensen. Het bos brengt de natuur in de stad dichtbij, en geeft jong en oud de kans om de wildernis in eigen wijk te ontdekken. Kinderen leren in het buitenlokaal over de Nederlandse natuur en buurtbewoners ontmoeten elkaar.

Waarom een Tiny Forest?

- Natuurbeleving voor stedelingen
- Samen in de buurt
- Stimuleren biodiversiteit
- Groen is gezond
- Verminderde hittestress
- Luchtzuivering
- Waterberging



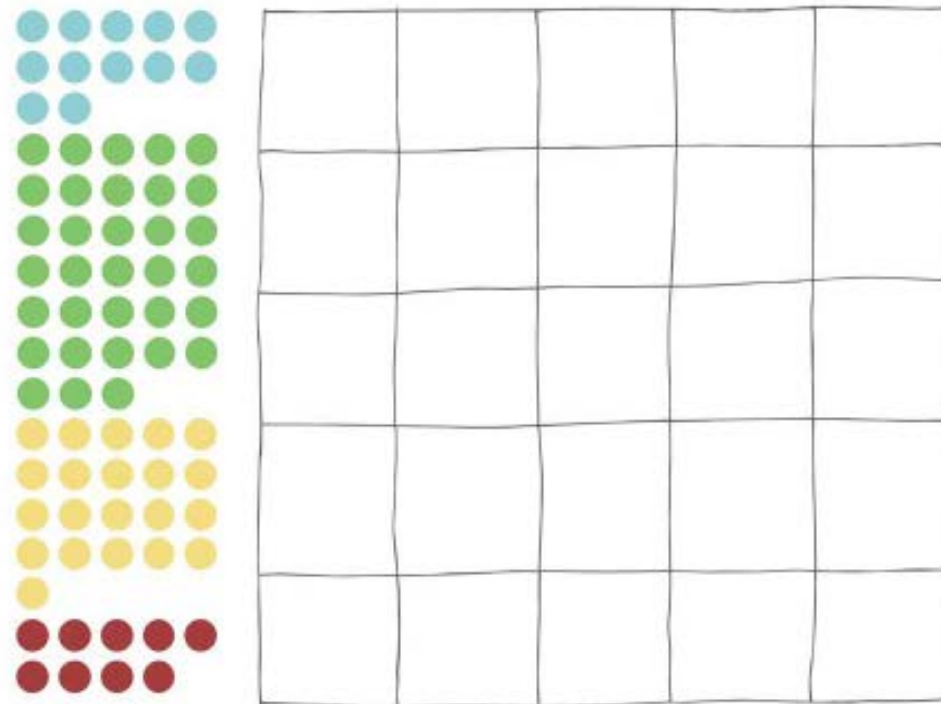
De boodschap per doelgroep

Doelgroep	Doel	Boodschap
Gemeente	Je hebt de gemeente nodig voor contacten in de buurt, voor het vastleggen van een locatie of wellicht voor financiering.	Een Tiny Forest is een ontmoetingsplek voor de buurt, het vergroot de sociale cohesie. Een Tiny Forest stimuleert de biodiversiteit en helpt de stad om klimaatbestendiger te worden.
School of kinderopvang	School enthousiast maken om zich te verbinden aan een Tiny Forest.	Geen les op een smartbord, maar les in een smartbos. Een Tiny Forest is een contextrijke leeromgeving, die alle zintuigen prikkelt. Kinderen leren over seizoenen, leren natuur te verzorgen en planten hun eigen bos aan.
Buurt	De buurt informeren en uiteindelijk enthousiast maken om zo enthousiaste vrijwilligers bij het bos te betrekken.	Een Tiny Forest is een bos van en voor de buurt. Je komt niet alleen in contact met de natuur, maar ook met je buurtgenoten. Want een Tiny Forest maak je samen. Je kiest zelf op welke manier je betrokken bent. Misschien wil je lekker ontspannen in het bos, maar misschien vind je het ook leuk om mee te helpen met planten, beheren van het bos of om alle plant- en diersoorten in kaart te brengen.

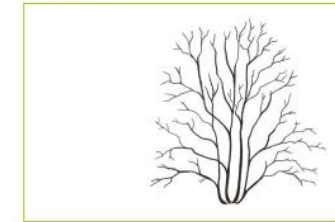


Voorbeeld soortenspreiding Tiny Forest 25 m²

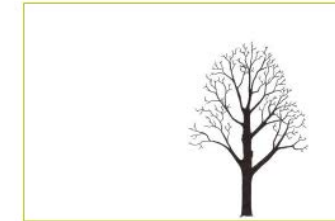
- Kroonlaag 15-20% - 12 stuks
- Sub-bomenlaag 25-30% - 21 stuks
- Bomenlaag 40-50% - 33 stuks
- Heesterlaag 8-12% - 9 stuks



Hazel



Beech

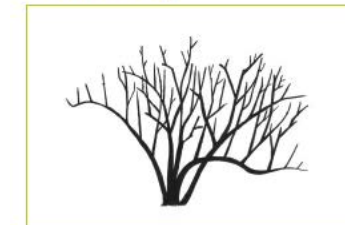


Dandelion



26

Elderberry

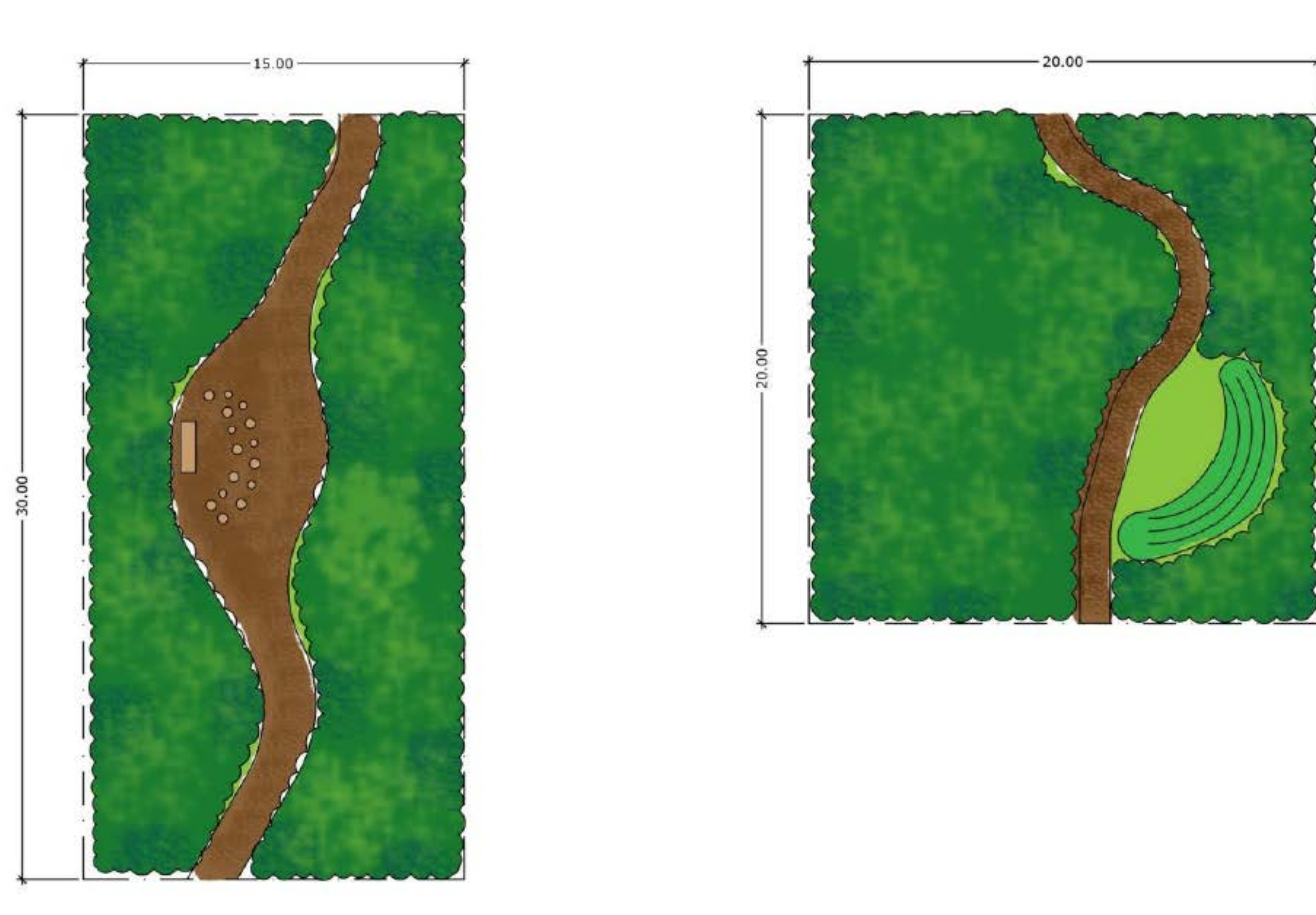


Blackberries or raspberries

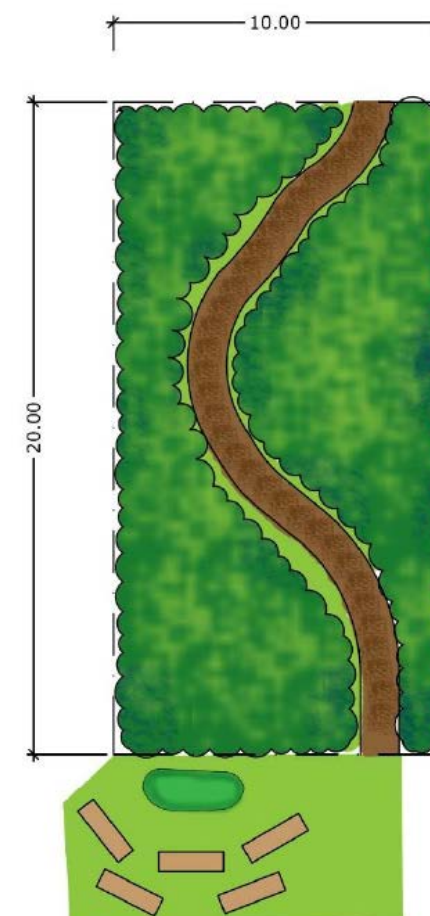


Redcurrant or Blackcurrant

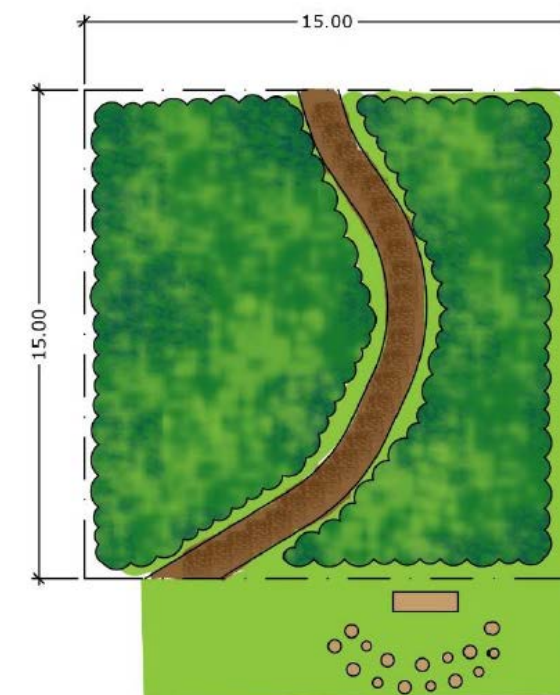




Figuur 2 Voorbeeldontwerpen Tiny Forest 400 m2 met buitenlokaal in het bos

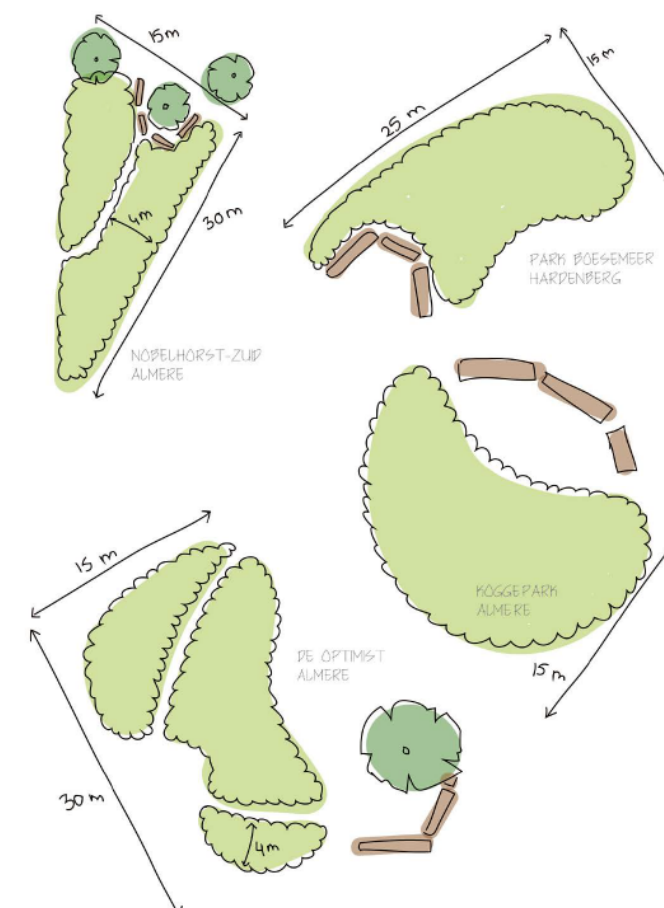


Figuur 1 Voorbeeldontwerpen Tiny Forest 200m2 met buitenlokaal



Beleef de natuur!

Door een Tiny Forest te combineren met speelnatuur of een buurtmoestuin vergroot je de beleefbaarheid. Het Tiny Forest trekt ook bestuivers aan en dat helpt de moestuiniers weer. Met speelnatuur (bijvoorbeeld een wilgentunnel) maak je het bos leuker voor buurtkinderen en ouders. Onderstaande afbeelding laat zien hoe je een Tiny Forest combineert met een buitenlokaal, buurtmoestuin en speelnatuur.





OUTCOME



RUN SHOPPING

- Most efficient routing towards pick up points / shops Online weekly groceries
- Pick up stores are small, storage can be outside the center.
- Public space needs parking spaces, bike parkings
- Infrastructure organised for the deliveries



FUN SHOPPING

- Most attractiver routing towards shops
- Center needs a lot of space for all the other functions combined with shopping
- Tasting, feeling and smelling
- Public space needs sitting places, terraces etc
- Infrastructure focussed on slow traffic