

BACK TO THE ZAAAN;

regeneration of industrial area in Kogerveld

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GRADUATION HYBRID BUILDINGS: CITY RENEWAL; WHAT'S NEXT?!

The big urban densification that Zaanstad proposes to build in the coming years brings a lot of attention to this area. This attention could work out for economical and social reasons. Here lies also the opportunity to make a statement and define the question of urban densification to the larger debate of city renewal. On the level of city renewal urban densification than becomes a tool to evolve the idea in to reality.

The main problem of doing a densification assignment is to make an area that people find worth living in. This means that not only you propose a large densification assignment, but also the necessary program to bring public space and supporting functions in to the dwelling area. By bringing these functionalities within the urban densification it could become more alive and people like to live there. The problem of public space and bringing function is to urban densification is also being defined by Claessens and van Velzen in the following quote:

*"Project areas show a large variety of scale. Quite often it concerns area of decent size. But most they stayed in line with the Dutch tradition, this form of urban renewal is primarily perceived as a statement of dwellings, on which the public functions in the form of facilities or public space is 'only' a small part."*¹

Public space and functions as a motivator in to an area can make the dwelling area more lively and active, and as a ultimate result make the densification project a success. Another problem of doing a densification project near a station area is the functioning of the station before and after the proposed project. To get a idea of the importance of the railway and therefore the station it's important to look at the users and how they use it on daily basis.

*"Zaanstad is only 10 minutes with train to Amsterdam. This is a strong point if you want to attract new dwellers, companies, tourists or congresses. But it's also a treat, you don't want to become a overflow area for Amsterdam. Than Zaanstad is becoming a add-on. That's exactly what they don't want. They want their own identity, their own story their own life."*²

This quote by Soeters is of importance for the developers and developments that take place in the Zaanstad area. Strange about this statement is that the Zaanstad has a rich history and therefore a identity and a own life as it is now. History tells us that the area has always been an area of working population. The working population used to work as fisherman in the different water areas around the Zaanstad. This type of working is nowadays not present anymore because the open water connection that used to be there no longer existing. The appearance of the first polders exterminated this type of working. After the period of the fisherman's the first windmills came to the Netherlands and especially to this northern part. The windmills had the ability to cut wood by using the wind and the water levels. This became the new identity for the Zaanstad in the 16th century. In the last decade the identity of the Zaanstad was mainly on the big industrial areas that where around the river. The concentration of activity along the river can be explained form history. Back in the days the river was needed to transport the goods around the area. It was the most important route for the working population. With the appearance of cars and motorized vehicles the river transport was less used. So the roads became the most important traffic routes. Nowadays the buildings along the river are a bit neglected and the industry is surrounded by dwelling areas.³ Soesters has also said something about this;

*"The skyline of the Zaan is changing appearance for the third time in history. First there were the mills, in the 19th century more than thousand, they are all demolished. Then there were the factories, most of them are still standing whether or not rezoned in to apartments, offices or cultural incubator."*⁴

Interesting about this is that he talks about buildings, only mass and volume, not about feeling and ambiance. The project that Soesters would propose would then be a project that is only about making program, dwellings, offices and other square meters. This should be done different, it should be densificated from the idea of livability of the area and not from the dry program itself.

For the municipality of Zaanstad the industrial areas within the current urban fabric is something they would like to change. They want the different industrial areas out of the dwelling areas. This is the first step of the city renewal, but the next step than becomes the infill of these 'empty' industrial areas. There lies a task for architects to propose urban densification projects. It is one thing to remove the industrial functions from the area but the buildings is another aspect, in some cases they are re-usable and give a sort of ambiance to the area. A historical layer within the new dwelling area.

As mentioned earlier the function of the industry changed more than once. From fisherman, to wood windmills, to industry mostly related to food nowadays. This is of relevance for this area it gives a identity. This identity is something that can't demolished because somebody thinks there should be a densification on that site. There should be a interaction between the old and the new. Reserve what is useful and complete it whit new buildings.

A last element of the coming urban densification assignment for the Zaanstad is the way the railway system is going to be integrated in the whole. The railway system became of importance for this area and is also a evolvement of time. It began with the industrial revolution in the Netherlands, that was the start of the train system. It became the new way of transport after they used to use the river as the main transport line. That's also why the railway lies next to the river and close to the buildings on the river bends and the provincial road. Due to the shortage in space between the river and the provincial road they also began building on the other side of the railway and the road which made these elements dividing elements. It splits up the more historical centers of the villages with the newer dwelling areas. It creates a boundary on which the coming densification project should find a answer. The main bulk of the densification projects are located in the direct surroundings of the stations. Therefore its logical that the make use of the current stations, but they should also propose a new situation around the station and within the urban densification. The station provides a way of transport for the people who only live in the Zaanstreek, but work in the bigger metropolitan area of Amsterdam, so commuting is a factor in the theme of the railway and the upcoming reconsideration of the station area.

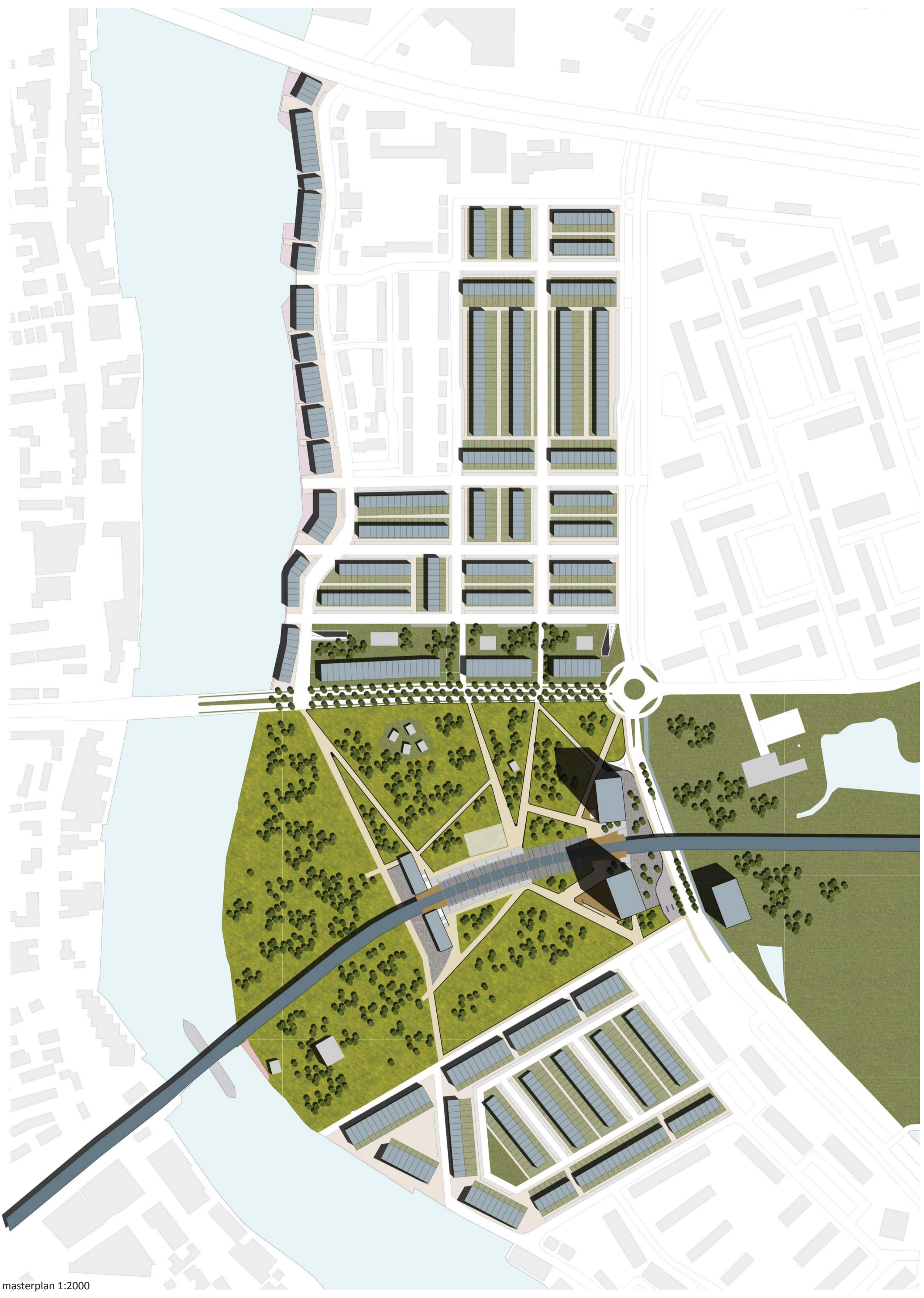
The specific plot I've chosen is around the station of Kogerveld. The choice of the site is based on the elements that are described before. I've categorized them in to four groups, the first category is the connection to the river Zaan, this is a structuring element in the area and therefore of relevance for new densification projects.

The second category is the connection with the railway and the train station, this has relevance with the theme of the studio and the preference of working with the railway as structural element.

The third category that was important while choosing the plot is the connection with industrial areas. The industry is important in the history and the development of the area so therefore it's interesting to use this as a layer in the design.

The last category is the scale of the project, to make a statement project within the larger context of the build environment the project has to have some weight within the densification assignment of Zaanstad. Otherwise it will be lost within the bulk of densification assignments that are already happening in the Netherlands.

To conclude; the main problem is the lack of public space and functions in the general urban densification assignments. Sub problems it this context are; urban densification in itself (morphology and typology wise) necessary public space and functions (city renewal and urban densification) and functionality of the current station or the station after the urban densification (improvement of station area).



PROGRAM				
PARK FUNCTIONS				
bike shop			250	
petting zoo			100	
kiosk			50	
restaurant			50	
observatory			50	
bar			100	
rent a boat			25	
theater			225	
TOWER FUNCTIONS				
shop 1			170	
shop 2			170	
shop 3			225	
shop 4			225	
shop 5			170	
shop 6			170	
library dependance			535	
daycare			535	
offices	2		535	1070
TRANSFERIUM FUNCTIONS				
side platforms				
bus platforms			3	
bike stands			350	
ov bike			50	
taxi pitch				
greenwheels				
PARKING GARAGE				
station parking			250	
tower parking			450	
				700
APARTMENTS TOWER				
		app/ floor	nr. floors	
zaan one		5	26	130
zaan two		5	26	130
zaan three		5	20	100
				360
APARTMENT BLOCKS				
	175		4	
parkingnumber = 1,0			700	700
ROW HOUSING				
	434		1	434
parkingnumber = 1,0			434	
				1834
			proposed	1485
			achieved	1494
AREA				
available ground	180665	m2		
created floor space	155903	m2		
FSI	0,86			
available park area	106350			
park	103275			
created floor space	69750			
FSI	0,66			
available ground	287015			
created floor space	225653			
FSI	0,79			

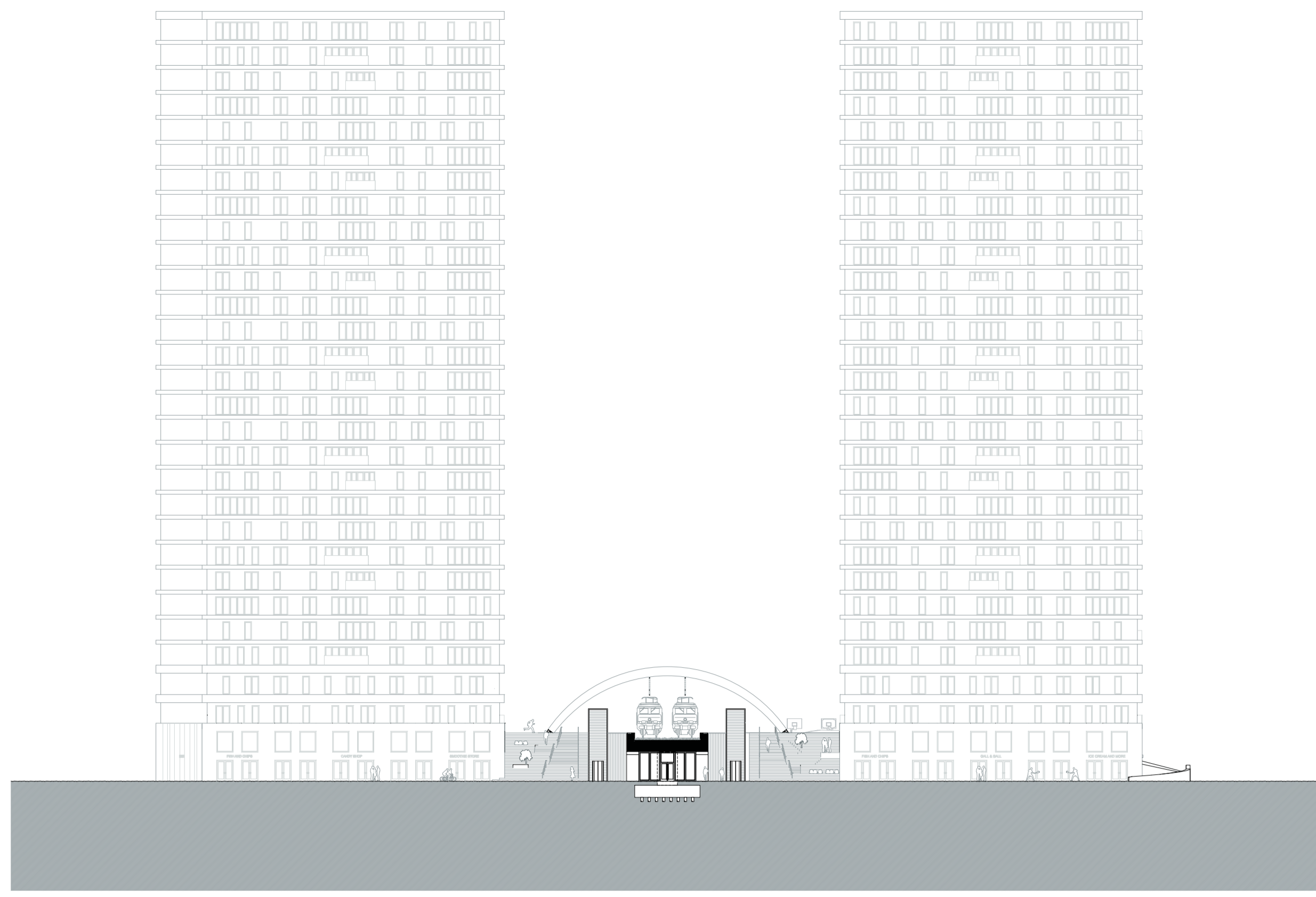
masterplan 1:2000



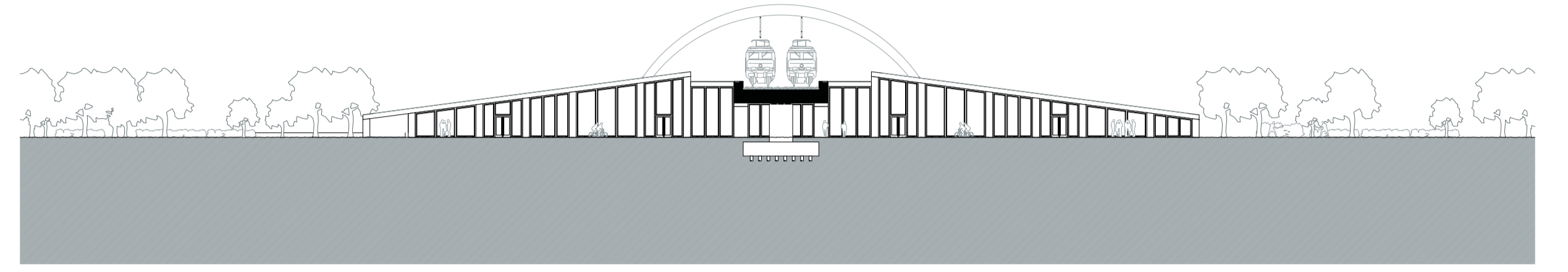
¹ Claessens, F.; Velzen, E. van De actualiteit van het stedelijk project IN: Engel, H.; Claessens, F. (2007) OverHolland 4; Architectonische studies voor de Hollandse stad [Amsterdam] Uitgeverij SUN

² Soeters, S. (2010) Het verhaal van de Zaan, K&N magazine, jg. 28 no. 12 dec. p. 18-20

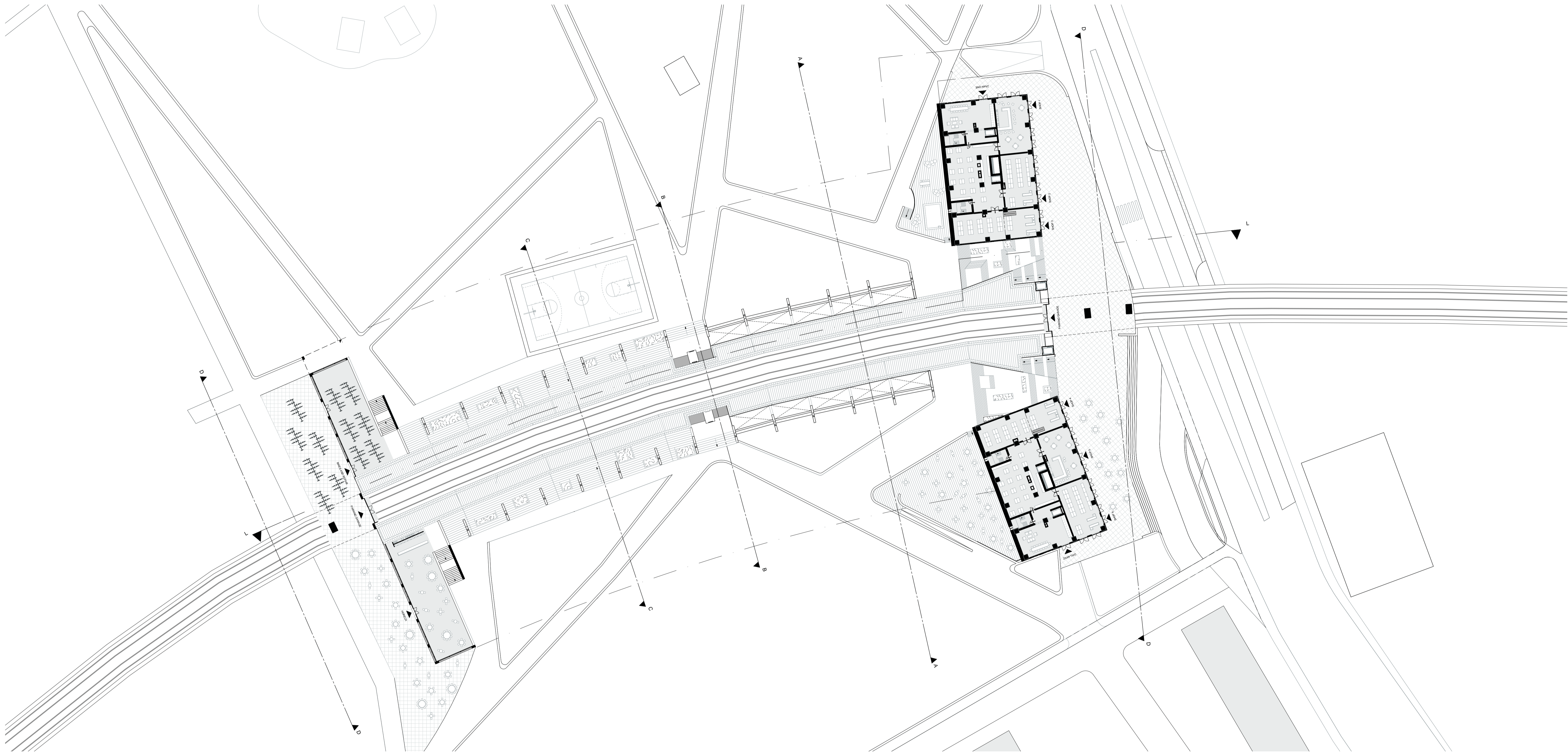
³ Kleij, F. (2003) Zaanstreek; architectuur en stedenbouw 1850-1940 [Zwolle] Waanders Uitgevers p. 5-32



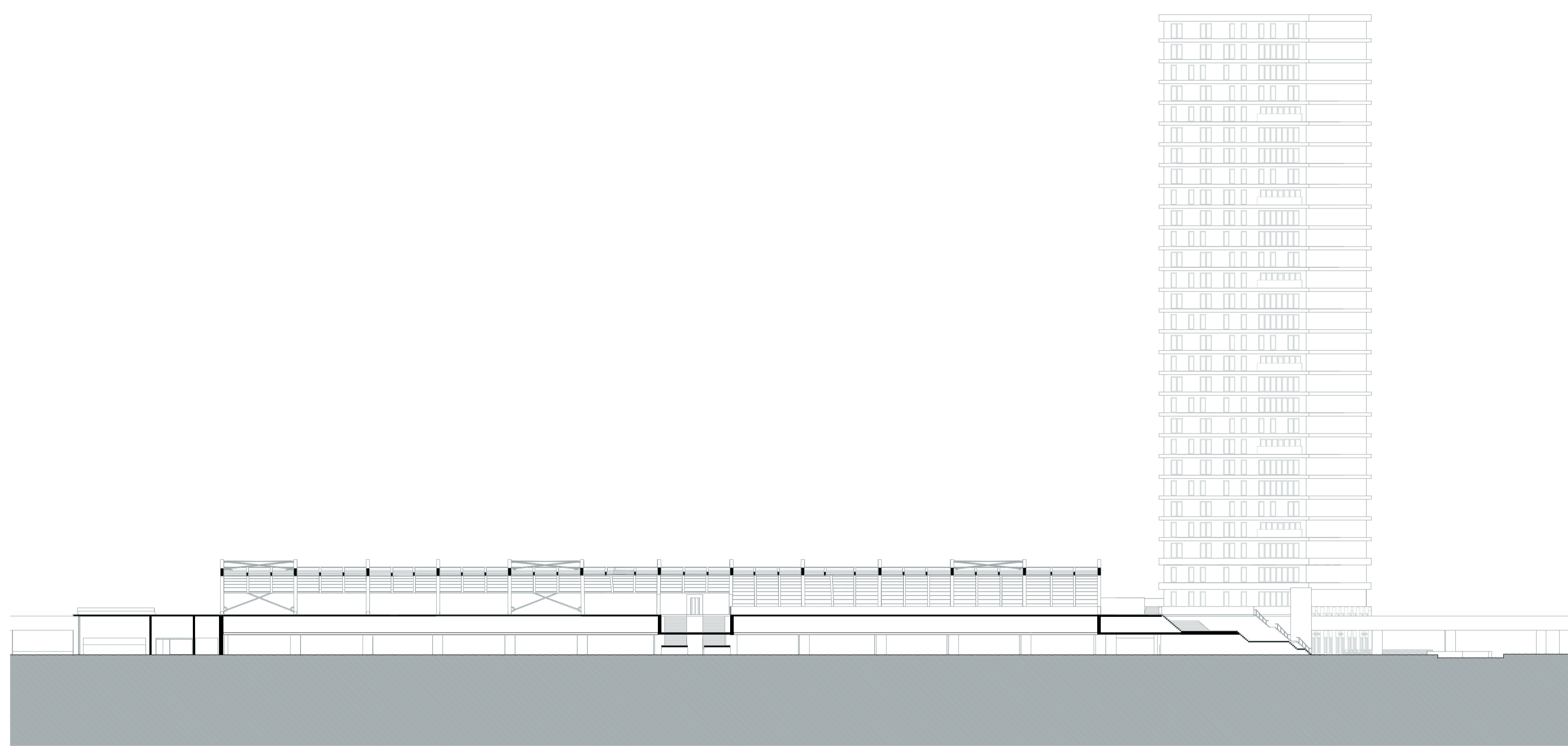
section D-D [left] 1:500



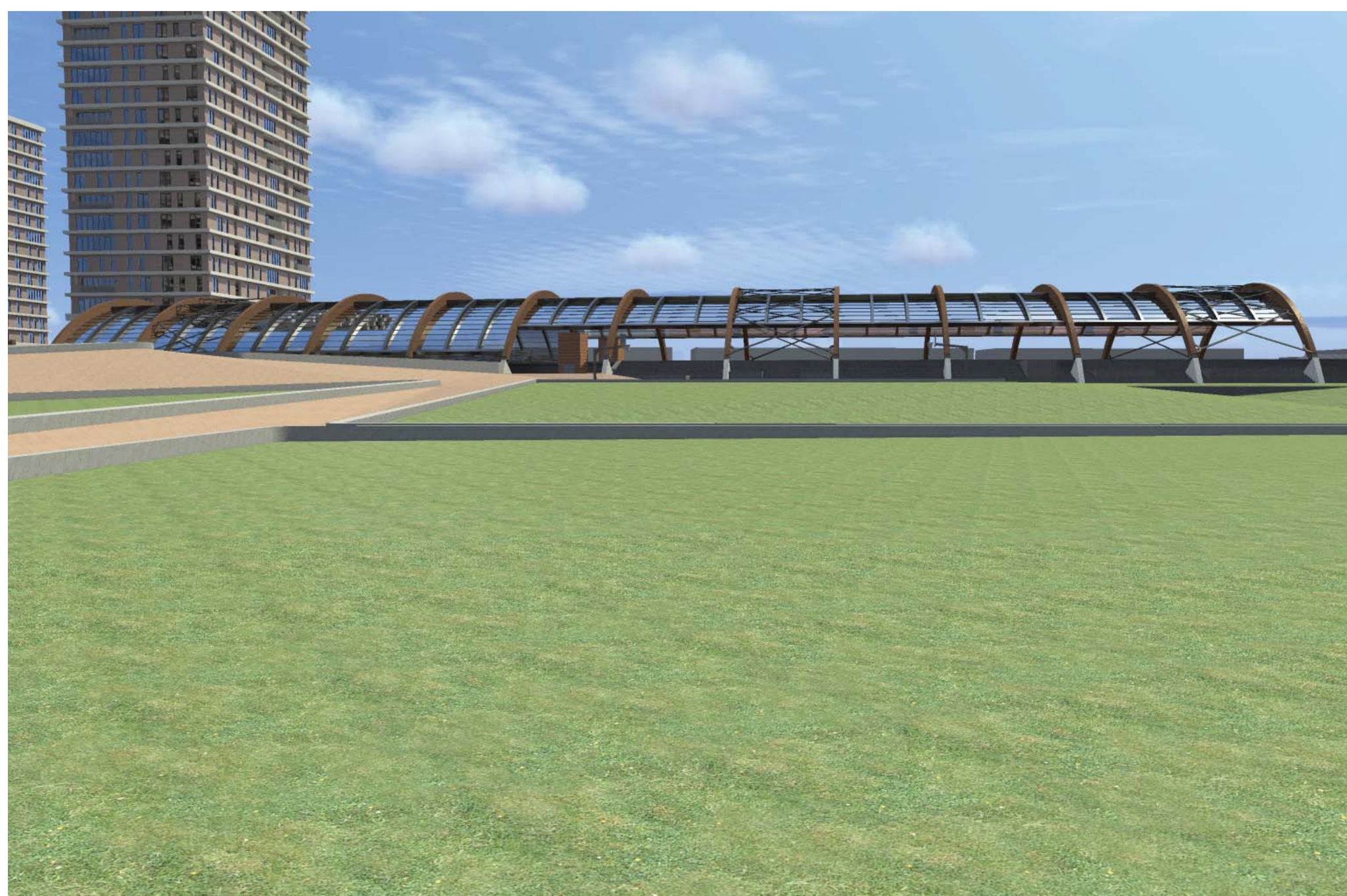
section D-D [right] 1:500

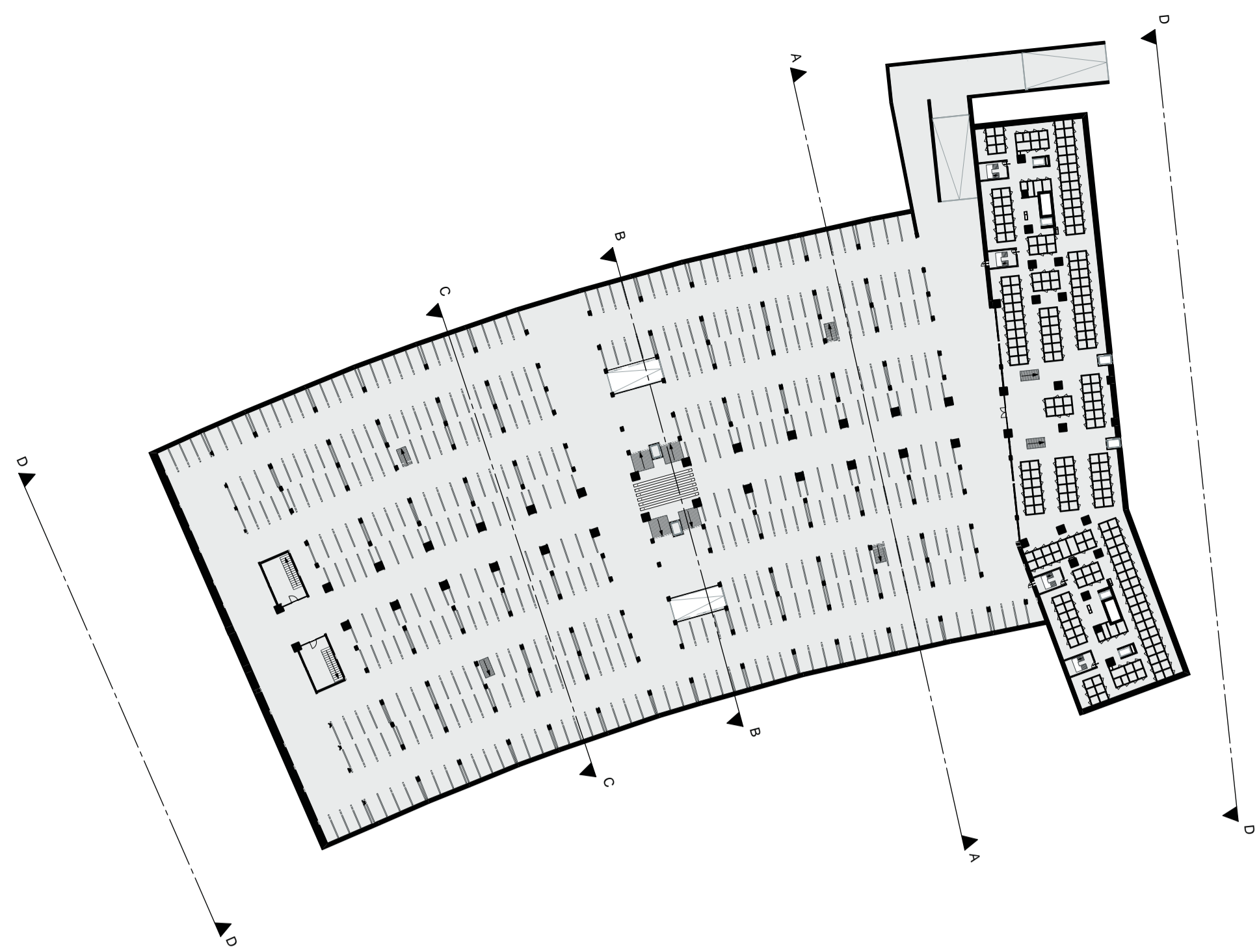


floorplan public space 1:500

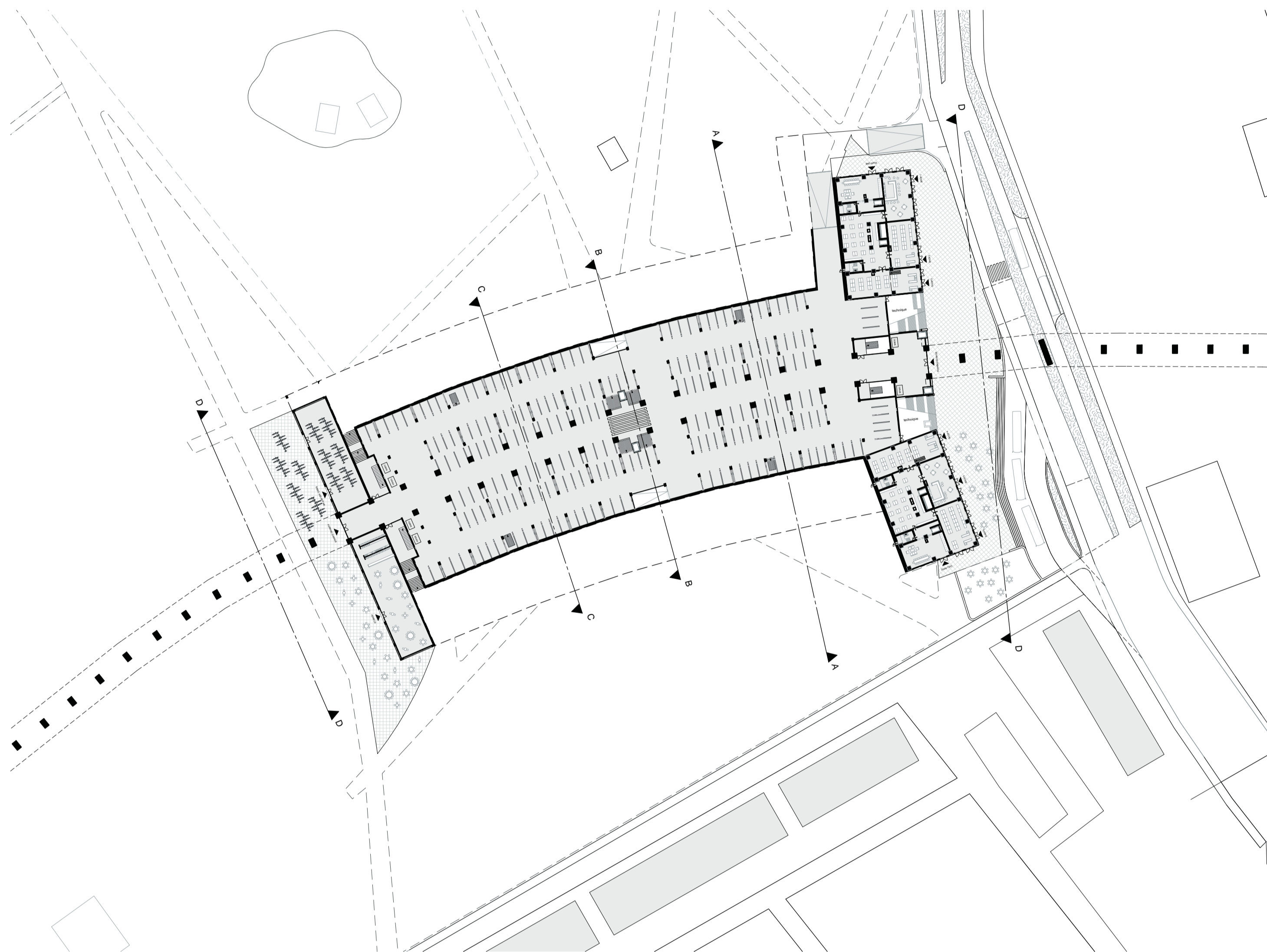


section L-L 1:500

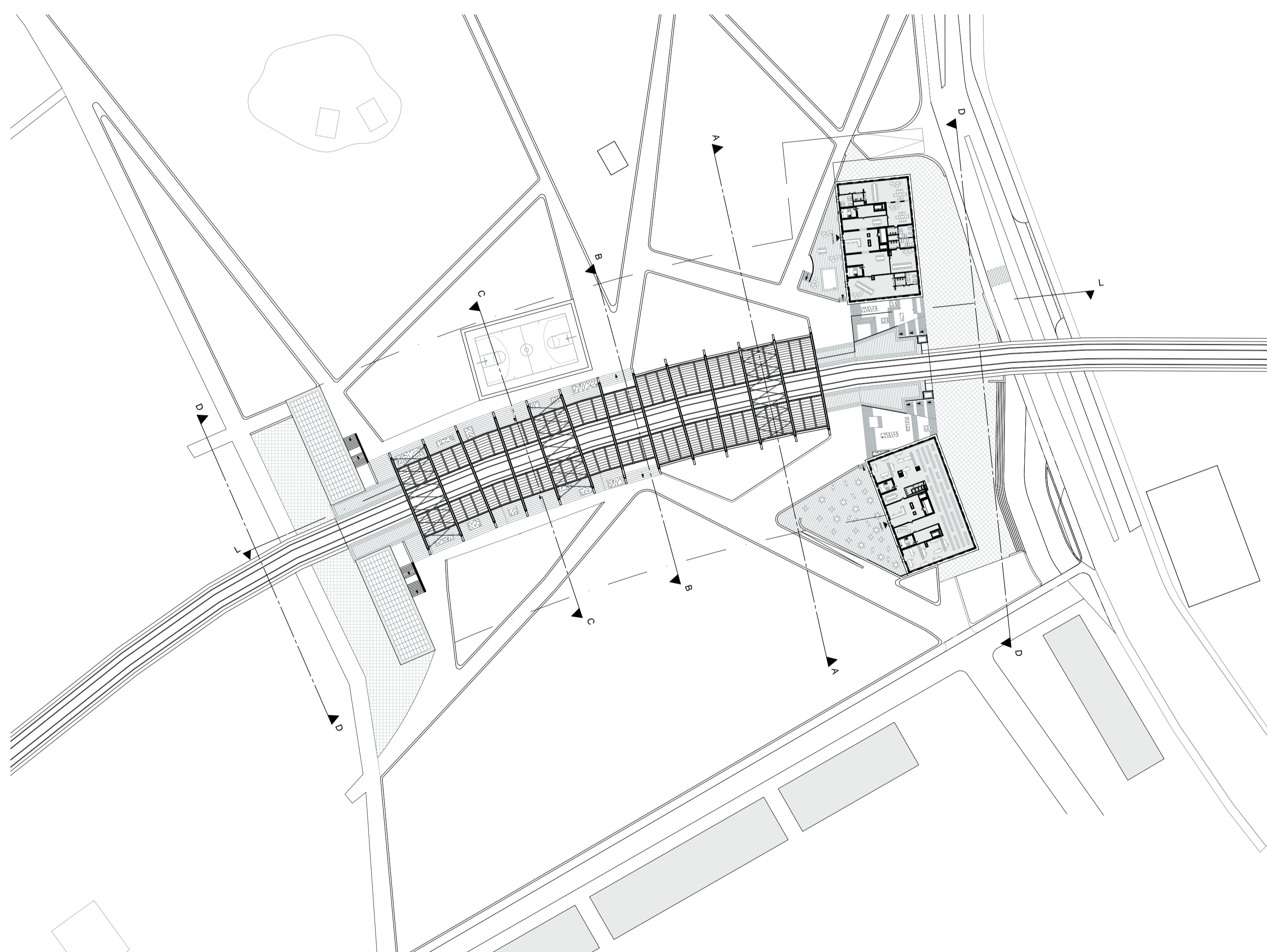




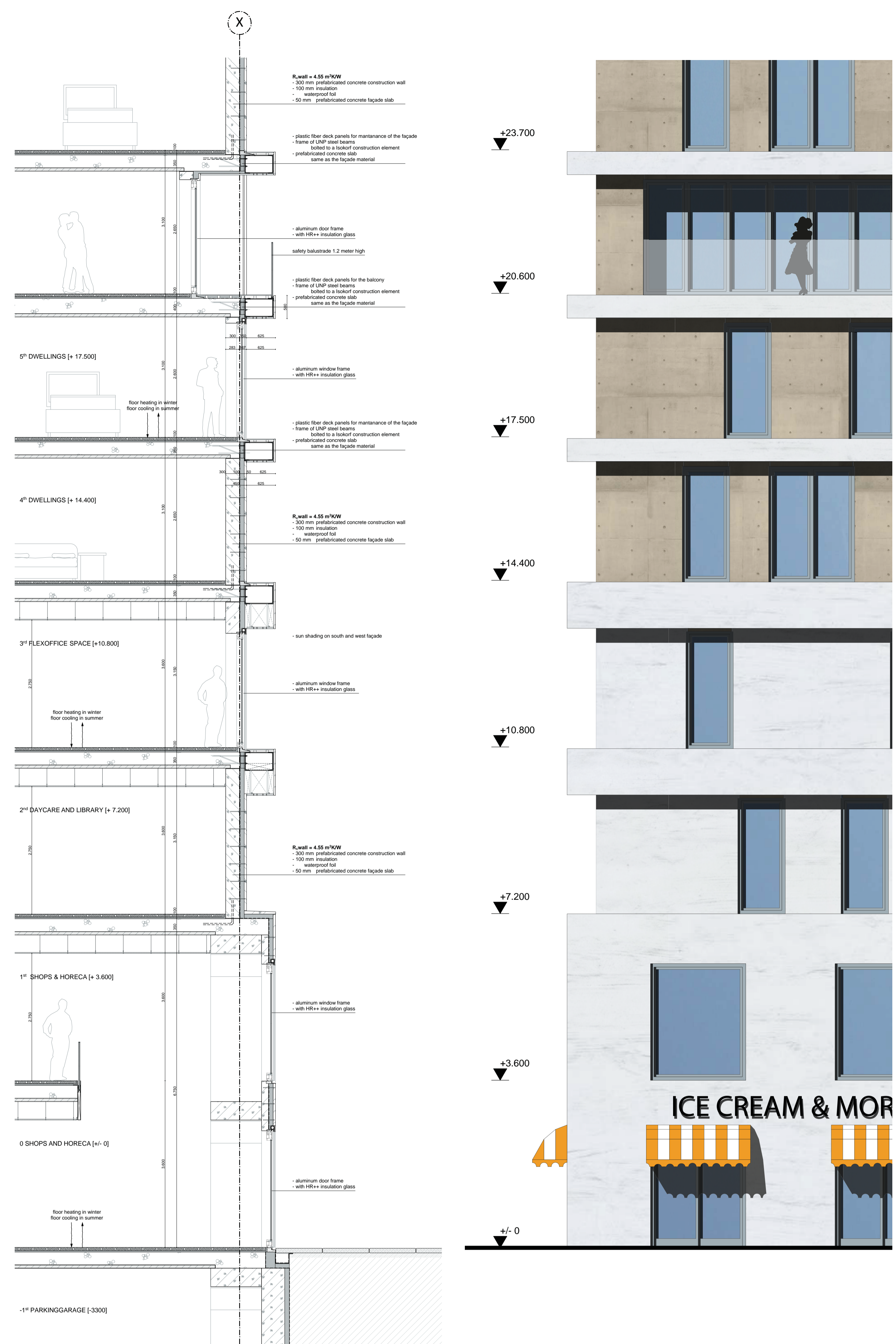
floorplan -1 parking garage 1:1000



floorplan 0 ground floor 1:1000



floorplan 3 daycare, library and roof view station 1:1000

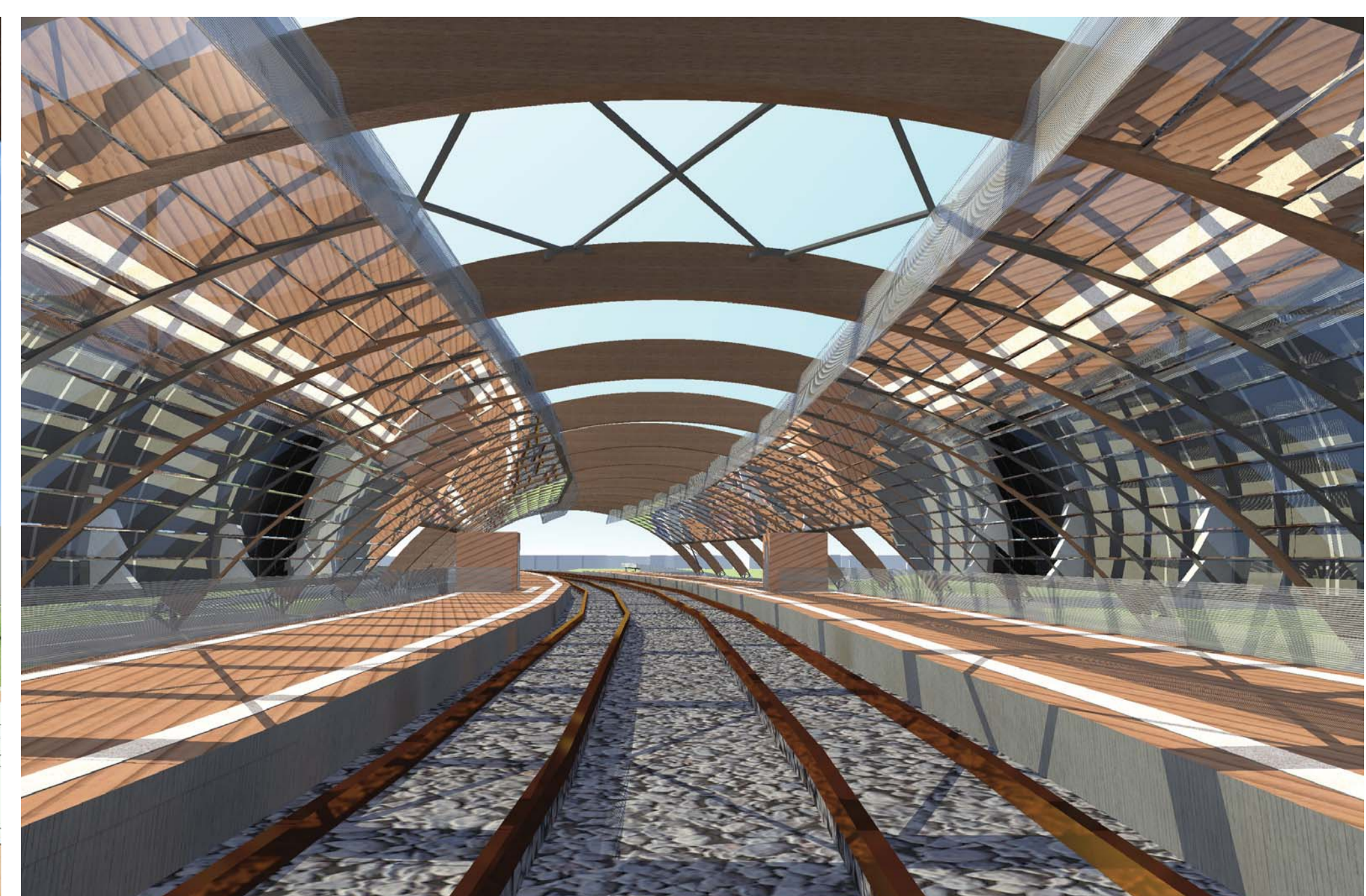
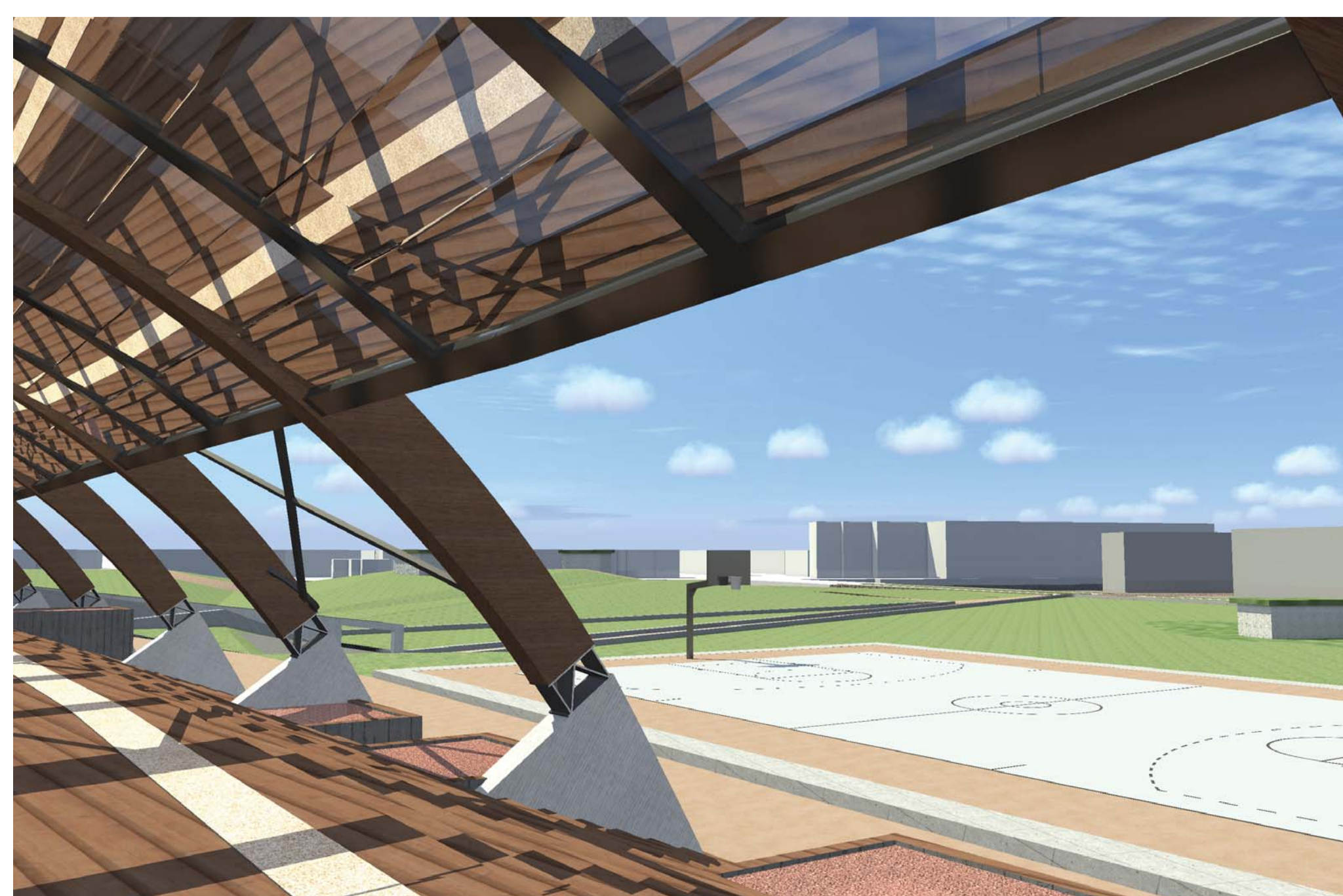
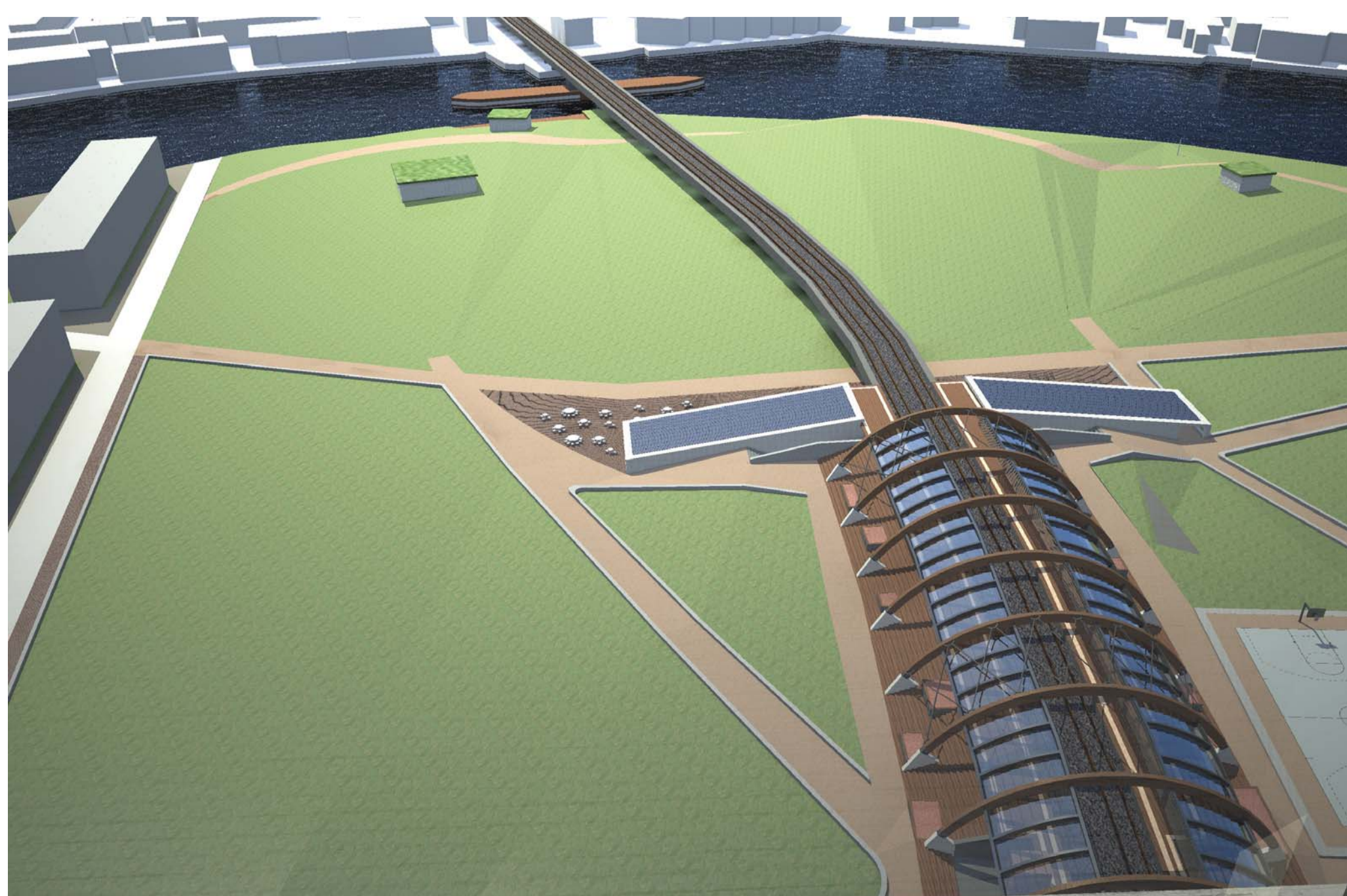
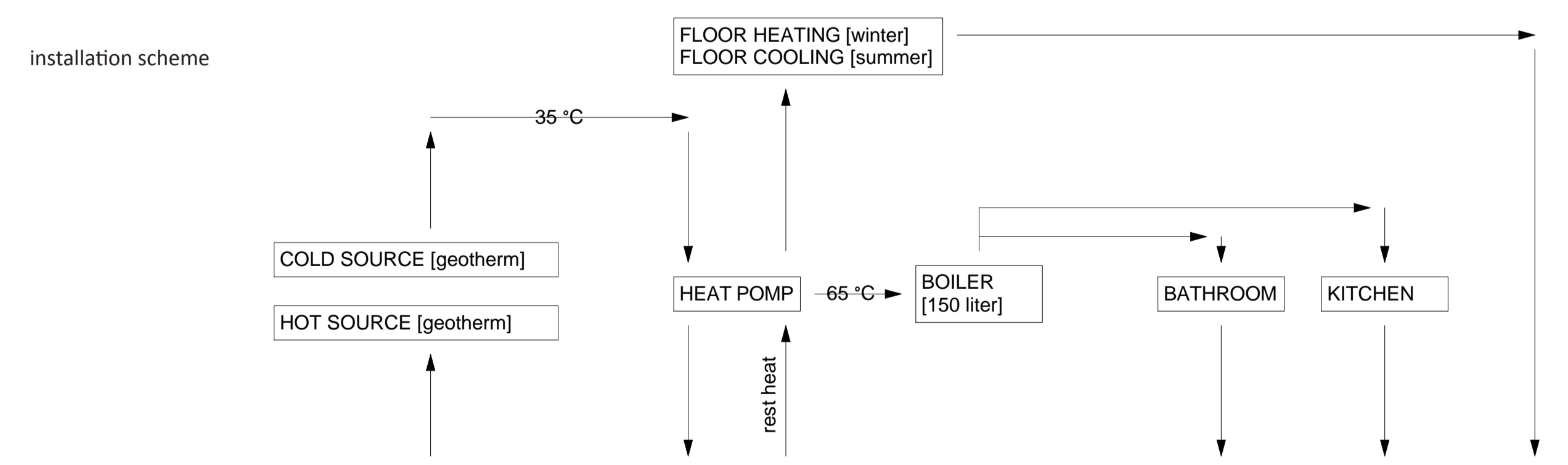


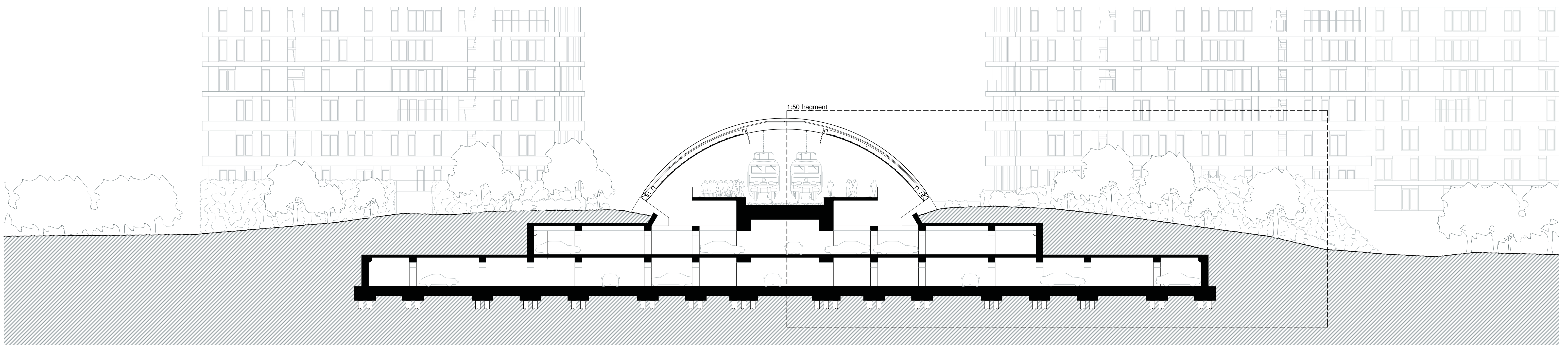
technical section tower 1:50

facade impression tower 1:50

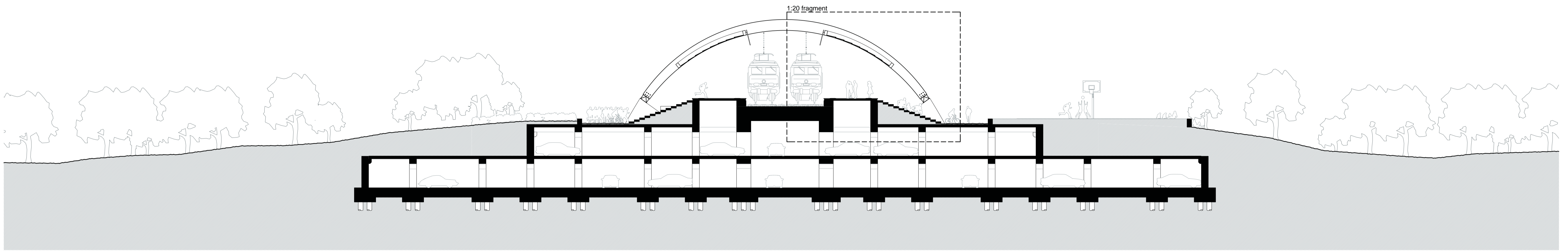


floorplan dwellings tower 1:200

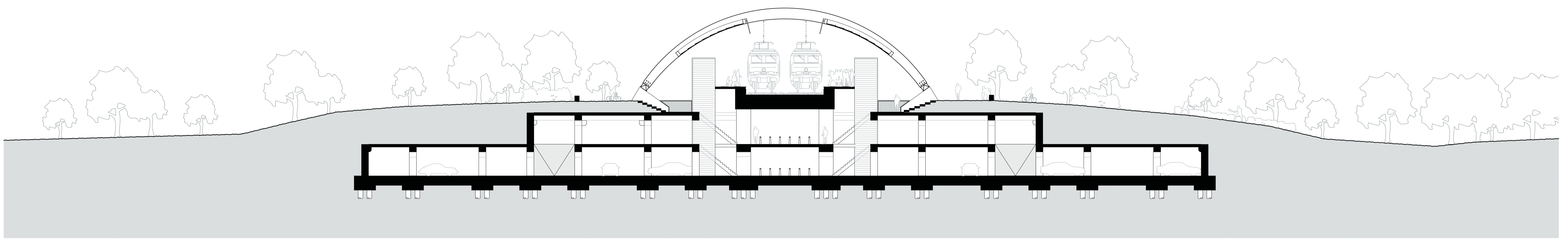




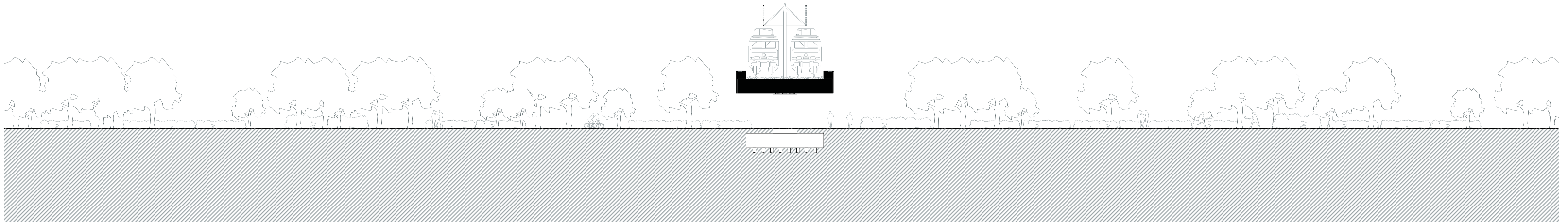
section A-A 1:200



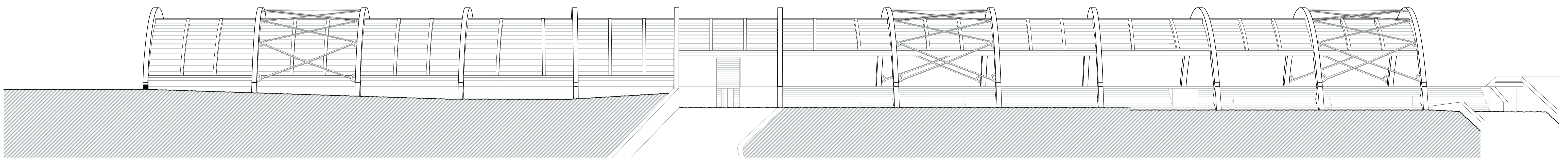
section B-B 1:200



section C-C 1:200



section park 1:200



longitudinal elevation 1:200

