

CP

AMSTERDAM: STAD OP PALEN

P4 REFLECTION



Complex Projects
Graduation studio: AMS MID-CITY

08/12/2017

Erik Stigter
4007492

Tutors
Hrvoje Šmidihen
Stephan Verkuijlen
Luc Willekens

AMSTERDAM: STAD OP PALEN



Project Description

Nederland Actueel headlines: "London like prices in the city Center of Amsterdam, 150.000 euro for fifteen square meter." The rental prices in the city of Amsterdam are becoming extremely expensive. In the rental affordability index of Nested, Amsterdam is listed on the 17th place. And the expectation is that the growth of cities like Amsterdam will only increase in the coming years.

If we take a stroll in the city center of Amsterdam it is surprising how crowded and quiet places exist next to each other. The small streets are used by tourists to get from A to B, while the canal belt is quite calm and used by bikers, cars and people living there. Imagining these streets without the parked cars and a more urban density the streets become a vibrant place.

But it hard to imagine high-rise at the monumental canals of Amsterdam. How can we densify this most desirable piece of Amsterdam and keep it vibrant without harming its historical value?

My answer to this question is to build within the courtyards of the historical building blocks, nearly invisible from the street level. The ground floor of the courtyard is entered true some of the existing buildings. The courtyard becomes a communal space that can be used by the current and future residents. Above this public area, small pods are stacked on a structure of columns. The stacked pods form a scape of private units, mixed with shared units. The columns cover all serving functions, such as installations, staircases and elevator shafts. Between all hexagonal flower there is space left free to let in light and air true the superstructure. The building provides affordable housing by reducing the foot print of dwellings while maintaining high living standards.

GROUP STRATEGY



Identified developments

In order to develop a clear vision on the city of Amsterdam in 2050 research is done on fields where radical developments are expected in the coming decades. These topics are mobility, health and energy. Parallel to these researches observations and mappings on the central district of Amsterdam were conducted.

These activities during the first period of the graduation studio led to the following developments affecting the location: Amsterdam will densify drastically. The demand for housing in the unique city center is enormous and its inhabitants are expected to rise over the million. The way we will move through the city will change. Amsterdam has limited space so it has to be used effectively. This could mean that owning a car won't be a standard, but sharing a collective mobility system could mean a solution to the high demands of mobility. Streets will change and so will the train station change to a more effective and faster way of transportation and transit from one form to the other. Furthermore, the north is very separated from the south. In the coming decades it is reasonable to believe that the way inhabitants commute between north and south will run more smoothly. The barrier that separates these two will also change. The river IJ is now a very infrastructural element, but together with the connection of north and south the connection with the river IJ will also be a potential to be realized. The river could then take part in the city's urban layout instead of merely crossing it as a barrier.

Expected changes in the urban area

The general conclusion of our observations and research on the central district of Amsterdam is that the North Bank of Amsterdam is disconnected with the city center by the railway infrastructure, the big motorway and the river IJ. In our strategy we envision Amsterdam 2050 as a city that has a focus on connecting the city on the human scale. The strategy is expressed in the urban environment in three large-scale interventions. The first one abolishes the barrier of the railway by putting the railway underground. On top a park will connect the central station with the Westerpark and the south-bank with the inner-city. The second and third are the development of the south and north boardwalk. The southern boardwalk will amplify the headland structure by adding new islands and buildings. The sunny-side of the river, the boardwalk on the North, will be like a green



promenade. Giving space for leisure and sport activities. The implementation of these new developments will bring the riverbanks of the IJ closer together.

Furthermore, there will be more space for pedestrians and cyclists and their for more space for green and leisure. Parking space will be banned from the public environment and polluting cars are banned from the city center. The use of public transport and self-driving electric pods will be encouraged.

Icons

The connection with the IJ will be enhanced by some of the group projects and a river walk. Eva and Maruli connect their projects with the south boardwalk by adding public icons to this river walk. Sebastiaan's and Yana's projects are connected with the North Boardwalk focusing on new ways of producing and working appropriate to the strong densification in Buiksloterham and the healthier and more sustainable lifestyle of 2050.

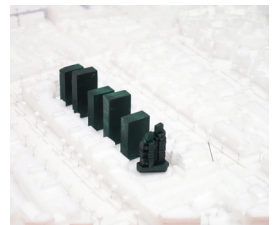
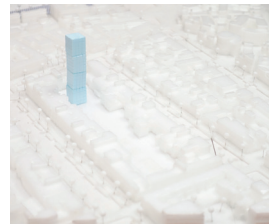
Connectors

Davide and Victor will focus on the physical connections. Davide with a bridge that crosses the IJ, literally connecting the North with the South and reflecting on Amsterdam in the past, present and future. Victor with a project that will restructure the station connecting the city center with the river IJ. An efficient station at the junction of train, metro, bus, tram, car, pods, bicycles and pedestrians.

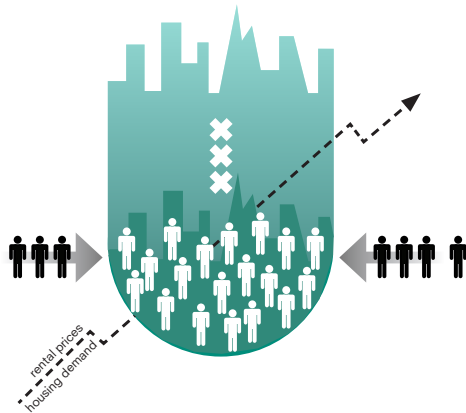
Densification

Amsterdam's North will be in large extent developed by 2050 and the demand for housing near the center will only increase. Nick and Erik (that's me) will focus on the densification of the inner-city. Can we densify the existing city in other ways? Nick will use the vacant space that is created by the ban of parking spaces. His housing project adds a layer of public and shared living to maintain the creative and social appearance of the Jordaan. My project will focus on the deification of the most desired location of Amsterdam, the Amsterdam canals, by building in the courtyards of the existing building blocks. The focus is on affordable housing for single-person households. Efficient micro units and shared spaces make it possible to live in the heart of Amsterdam within a social, healthy and luxurious environment.

STUDIO METHOD



REFLECTION ON RESEARCH AND DESIGN



The relationship between the methodical line of approach of the graduation lab and the method chosen by the student in this framework

The design studio exists of two parts. The first part (P1) has its focus on gathering general information about Amsterdam and architectural tools to tackle problems that are identified in the research. This is done with the group and is tied together in the research book. The second part (P2) has a more personal approach and has its focus on the location and program. In order to inform the program a typology study is done in project related typologies. Further more the project is informed by the group research that was still developing alongside this work. The research gives a broad view on the historical, current and future needs of the city of Amsterdam.

The broad view on Amsterdam that is forced by this research gives the possibility to make a viable project that answers problems that need to be solved in the city of Amsterdam in 2050 and beyond.

The relationship between research and design

My personal research in the studio focused on housing in Amsterdam which informed me on the problems of the current housing market in Amsterdam. One of the problems is that the free rental market in Amsterdam is too small (12%). And this sector also doesn't fit the current and future demand. In 2050 there will be a big pressure on single person households for young potentials and students. They are willing to pay, but they can't afford the normal two-person or family households. Nowadays these groups form co-housing groups in the rental sector. They hire from slumlords (huisjesmelkers) who are pushing the rental prices sky high. In other cases they enter the social housing market when they still have an income that is below the set limit. When they exceed this limit, they stay put.

The free rental market of Amsterdam should grow and change. But in what direction. My follow-up research focused on shared spaces and micro-housing. Micro-housing makes it possible to create efficient and affordable housing for my target group and the sharing of facilities and activities makes it possible to add comfort, luxury and social interaction.

Discuss the ethical issues and dilemma's you may have encountered in doing research, elaborating the design and potential application of the result in practice.

When I started my graduation studio at CP, I had in mind to make a social project that connected seniors and younger people. But by doing the research I came to notice that it was more relevant to just focus on the small single person

households, because of the shortage in affordable housing for young singles.

I think my direction of the health seminar that focused on senior housing gave me a direction in how small units can be combined with shared spaces. These spaces create a more social and comfortable living environment. With the change of perspective I focused more on starters and students, but fit seniors will still be able to live in the building concept.

The flexibility of the infill of the shared spaces gives the concept a flexibility towards the residents. They can have their influence on what happens in these spaces.

Another ethical dilemma is of course my decision to build in the inner courtyards of the monumental canal housing building blocks. In a city as Amsterdam 2050 I think we should rethink the way we use the city. With our vision of getting rid of cars within the inner city it becomes possible to densify the inner city to a city like density. But touching the monumental appearance of the canals is not desirable. That's why I chose to use the inner-courtyards and develop a system that doesn't touch the existing buildings, gives back shared facilities on the groundfloor for the seizure of gardens and reinterprets the use of light shaft from the canal housing typology to bring light and air deep in the interior of the superstructure.

What is the relationship between the graduation project and the wider social, professional and scientific framework, touching upon the transferability of the projects results.

The graduation studio of Complex Projects: AMS Mid Cities works alongside the AMS research institute. At the AMS institute societal organizations, science, education, government and business partners are working tightly together to create solutions for the complex challenges in metropolitan regions like Amsterdam. For current and future problems that cities are facing. Our work reacts on these future problems and makes them tangible. The models, strategies and presentations of these projects could inspire the municipality of Amsterdam and people working at AMS on a possible future for Amsterdam.

