Experience Amsterdam

a positive coexistence between the quality of life and the quality of tourism in Buiksloterham

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PREFACE

In the contemporary society, people have a great amount of spare time. This combined with discount fligths to destinations all over the world made it possible for people to travel. For a wide range of reasons people travel to well-known or more exotic locations.

As a young Dutch man of 24 I have already been to more countries than my grandparents have in their entire life. The facination of other cultures has triggered me to study tourism and its effects on residents for a year. A year that has been full of experiences, which I'm sure will help me in my life after university.

The completion of this thesis would not have been possible without the help and support of a number of people, who deserve my sincerest gratitude. At first, I would like to thank my two mentors, Marta Relats and Luisa Calabrese who helped, inspired and guided me during the graduation process.

I would also like to thank my friends and family, for supporting me throughout my studies and during my graduation year in particular. You have made my time in Delft superb and I could not have whished for any better. Last but not least I would like to thank Christine, for your unrelentless support and love. We have a great adventure ahead of us.

Enjoy reading my graduation thesis!

CONTENT

1 INTRODUCTION

The popularity of Amsterdam is attracting great numbers of people to the city. New residents move to Amsterdam to live, work, recreate and to fulfil dreams. The attractiveness of Amsterdam also attracts an increasing amount of tourists who come to visit tourist highlights and to experience the vibrant city life mainly focused in the city centre (CBS, 2014). The influx of these two groups set the city for a task. The urban tissue has to be able to absorb different groups of users of the city. Both the residents and the tourists have certain spatial demands on the urban fabric. The increase of visitors and residents of the city is creating an imbalance between tourists and residents (Hermanides, 2015; Kroes, 2015). The imbalance leads to irritations between the two groups. This thesis will investigate the spatial impact of this arising problem, and in what way a sustainable future can be possible for Amsterdam as a tourist destination.

The city of Amsterdam tries to release the historic centre of the pressure of the tourist industry. By spreading visitors to other city areas and the region, the city tries to enlarge the city for visitors (Gemeente Amsterdam, 2015b). The northern IJ banks, and Buiksloterham especially, is one of those areas interesting for the attraction of tourists (fig. 1). Its proximity to the cultural and touristic hart of the city presents opportunities for the former harbour area. The area is being transformed to a mixed-use living environment with a dense urban character according to the municipality's spatial development plan (Gemeente Amsterdam, 2011). The future openings of the North/South metro line and two bridges will only increase the importance of the area to the city. However, little is said about the tourist opportunities for the inner city urban extension. Its proximity to the cultural and touristic hart of the city gives opportunities for Buiksloterham to be more than an urban extension plan. The area can be made interesting for tourists as well and function as an alternative or supplement to the city centre. The area has cultural hubs as the NDSM wharf and the EYE film museum, but as a former harbour area it is physically not very attractive. The area is barren and doesn't offer very much protection against local weather circumstances.

The urban extension will give the city opportunities to create an area where both residents and tourists can reside. As stated before do these two groups not automatically go well together. However, in order to function as a space for tourist as well, ways have to be found to create a balance between the two. The spatial structure of Buiksloterham needs to cater both resident and tourist. In order to find a balance, the basic wishes of the two groups will have to be found out. This leads to questions concerning the *quality of life* and the *quality of tourism*. The quality of life concerns the general well-being of and the thriving of human life (Nussbaum & Sen, 1993). The quality of tourism concerns that what motivates people to travel outside their direct surroundings. The urban physical environment will be central in this thesis so quality of life issues and motivations of tourists will be dealt with them accordingly.

Crowd in front of Rijksmuseum (source: Evert Elzinga)

Crowd in the Kalverstraat (source: BNR)

Crowd in the Kalverstraat (source: Martin Mooij)

1.1 PROBLEM STATEMENT

The dispersal of tourists in Amsterdam leads to the opportunity for other places to become attractive for tourists. However, as can be seen in the city centre imbalances arise when residents and tourists make use of the same urban space. With Buiksloterham as a case, a balance needs to be found between the quality of life and the quality of tourism. Summarizing the presented problem field I come to the following problem statement:

THE SPATIAL STRUCTURE AND SPATIAL PROGRAM OF BUIKSLOTERHAM DOES NOT MEET THE DEMANDS OF RESIDENTS AND TOURISTS. A POSITIVE COEXISTENCE OF RESIDENTS AND TOURISTS IN THE PUBLIC SPACE IS NOT SELF-EVIDENT AND IS NOT BEING ADDRESSED IN THE CURRENT TRANSFORMATION OF BUIKSLOTERHAM.
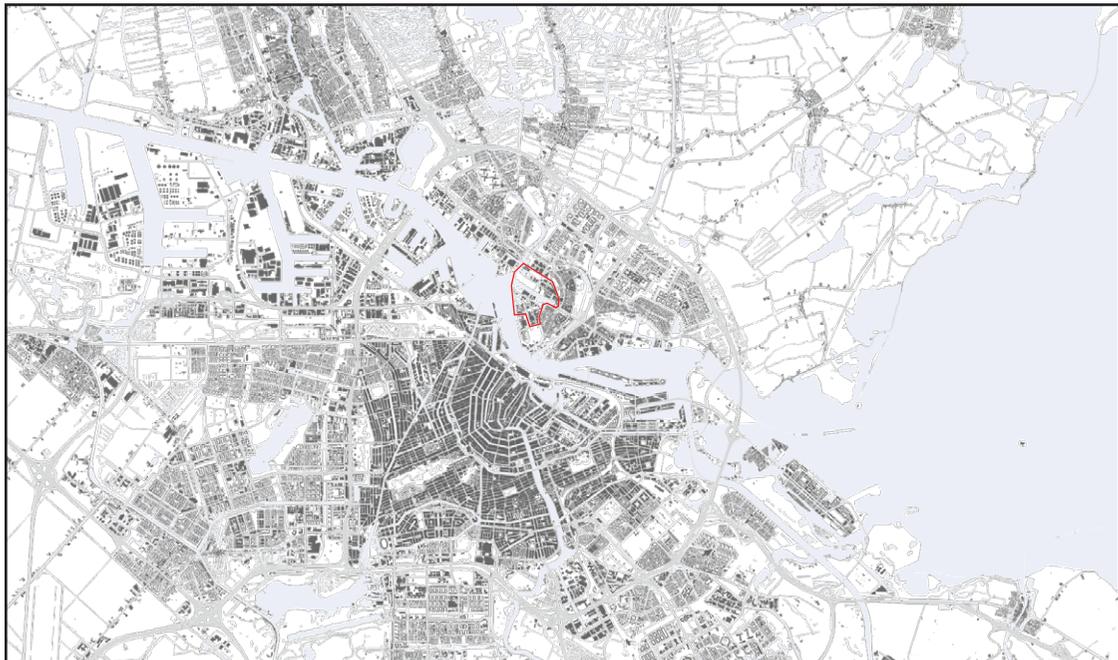
Location of Buiksloterham in Amsterdam (source: Author)

1.2 HYPOTHESIS

THE SPATIAL STRUCTURE OF THE URBAN TISSUE AND ITS PROGRAM CAN CONTRIBUTE TO A POSITIVE COEXISTENCE BETWEEN A QUALITY OF LIFE OF RESIDENTS AND A QUALITY OF TOURISM FOR VISITORS

Vibrant urban life is built upon a complexity of structures. Cities provide safety and exposure, intimacy and anonymity, and cater the expected and the unexpected. Good cities tend to be a balance of reasonably ordered and legible city form, and places of many and varied comings and goings, meetings and transactions (J. Montgomery, 1998). In this thesis will be searched for the means to create city spaces that facilitate the use of both residents and tourists. As mentioned by Montgomery are cities a balance of multiple features that make the rhythm of everyday life possible. The opportunities of the city make it possible for people to flourish and allow room for a balanced life. The search for a balanced life is the base in the eudaimonic approach of happiness through which a meaning of life and self-realisation is focused (Ryan & Deci, 2001). People therefore work towards goals in life that makes life meaningful and gives short- and long-term contentment. The urban tissue can facilitate this according to the previous comments, which results in the hypothesis for this thesis.

1.3 RESEARCH QUESTIONS

As follows from the problem statement, the main goal of this thesis is to find a balance in the urban environment of Buiksloterham that facilitates the use of both residents and tourists to an adequate level. Results can be used to shape the transformation of the northern IJ banks. As mentioned in the definition of the problem field are the quality of life and the quality of tourism of central importance for a solution to the possible imbalance. By finding the very core of the quality of life can be investigated how and where interventions have to take place. The tourist equivalent of the problem will be investigated in a similar way. However, addressing all the qualities would be too much for this thesis. Therefore, the subjects are being specified and limited to be researched.

Quality of life and quality of tourism research is not established in spatial studies. The theory written is therefore not always direct applicable in this thesis. In order to come to spatial solutions for the imbalance, the findings always have to be related to the spatial conditions of the qualitative features. The spatial aspects of the quality of life and quality of tourism will further be investigated. With Buiksloterham as a transformation area, new users, both residents and tourist, have to be attracted. Through typologies of two groups an understanding can be gained to see who can be invited to the former harbour area.

Even though tourism is a world-wide phenomenon the local context is in this case very important. The global trends and history are therefore projected on Amsterdam. Societal trends can be projected into the future to see its effect on urban tourism. Trough rooting a certain kind of tourist attractions of Buiksloterham in the greater whole of the city can the area play a role in the tourist industry of Amsterdam.

Since the aim of the thesis is a balance between residents and tourists overlapping demands are of central importance. Overlapping demands can form

catalysts in the urban process to let the two groups collaborate. The two qualities are being investigated separately from each other to gain a deeper understanding of the topic. However, in the end of the process findings will have to be put together to get new and interesting insights.

THE MAIN RESEARCH QUESTION IS:

HOW CAN THE SPATIAL TRANSFORMATION OF BUIKSLOTERHAM ATTRACT RESIDENTS AND TOURISTS, AND CREATE A POSITIVE COEXISTENCE BETWEEN THEM THROUGH THE QUALITY OF LIFE AND THE QUALITY OF TOURISM?

In order to answer the main research question, the following sub questions are defined:

1   *What is the quality of life in an urban context?*

2   *How can the spatial structure of Buiksloterham   improve the quality of life of local residents?*

3   *What is the quality of tourism in an urban context?*

4   *How can the spatial structure of Buiksloterham enhance the quality of the touristic experience?*

5   *Which global and local trends of tourism can be projected on Amsterdam based on its tourist history?*

6   *Where do spatial opportunities lie for improving the balance between tourists and residents?*

1.4 METHODS

The methodology in this thesis consists of three components; a theoretic, an empirical and a design component (fig. 2). Each sub question uses one or more of those components. The question are divided into the two target groups of this thesis, the residents and the tourist. They will be dealt with separately in relation to each other and outcomes will be combined in the synergy.

The first, third and fourth question will be answered within the theoretical framework. Since the addressed topics in this thesis are from various academic fields, an integration of theory is made to come to a theoretical framework. The arguments drawn together are from the fields of urban design, planning, sociology, philosophy and environmental psychology. In the sub questions concerning the quality of life and the quality of tourism the very base of the phenomenon is sought for. This is done in order to find links and relations between residential

and touristic demands of the urban space. These links form the base and input for the empirical research. The touristic experience that are aimed for has to be rooted in the local atmosphere but cannot neglect the fact that tourism is a world-wide phenomenon. Through a thorough analysis of the history of the tourist industry of Amsterdam a vision for the future is set out. This is done in relation with changes in society that largely affect the tourist industry.

With the theoretical input from the theoretical framework empirical research will be conducted. This will be done through spatial analyses, interviews and case studies. All studies are concentrated on life in public space in order to stimulate the quality of life for the residents and meaningful tourist experiences. Spatial analyses aim for a better understanding of Amsterdam, mainly where and how public life takes place. This will help embedding Buiksloterham in
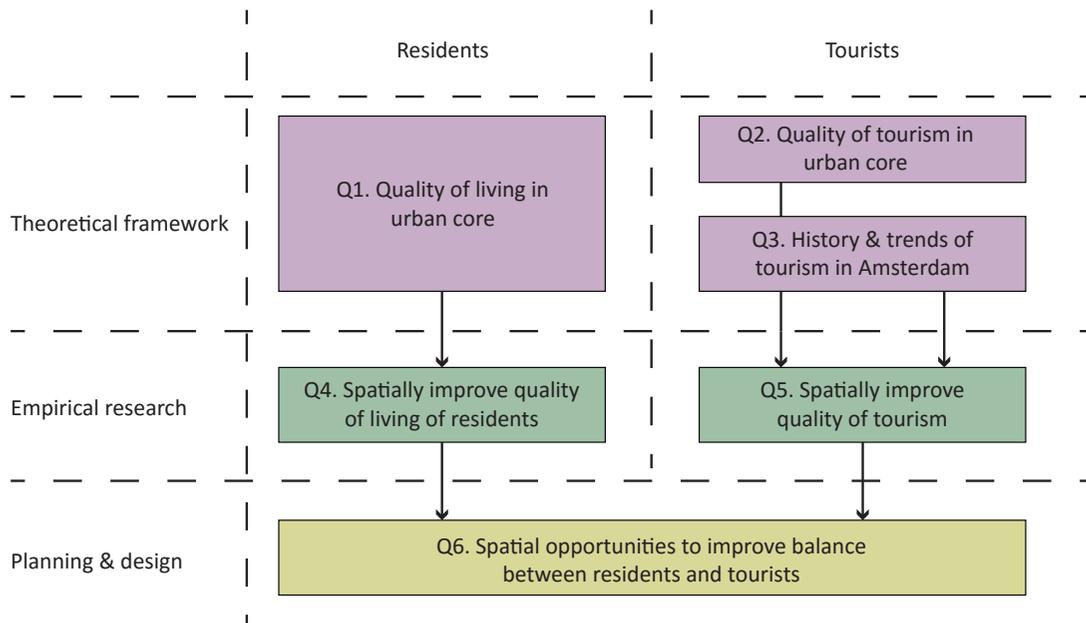
Methodology of thesis (source: Author)

its surroundings and become an integral part of its surroundings. The spatial analyses and mapping the area will also give means to tie the plan to the local context and circumstances (Corner, 1999).

Through interviews conducted with local the local government information will be gathered about current and future plans. This will form valuable input for the design which can amplify local initiatives. As a graduation student of the AMS Institute contacts can be made easily through their extensive network of local partners. This will prove valuable for testing and refining design ideas for Buiksloterham. Buiksloterham is not the first former harbour area that is being transformed, so a lot can be learned from other sites. The Eastern Docklands in Amsterdam will serve as a case to see how the transformation has taken place and how the quality of residents and tourists has been incorporated in public space (Yin, 2013). The Eastern Docklands in Amsterdam has not yet proven to attract tourists other than architecture tourists. Therefore, HafenCity in Hamburg will also serve as a case to find out how a spatial plan can contribute to a distinctive character which serves both residents and visitors.

The last sub question is the synthesis of the other sub questions and is where the actual design process of Buiksloterham takes off. In this sub question the earlier mentioned overlap between residents and tourists will be central in finding a balance between the two groups. Through the design of several extreme scenarios in which either the resident or the tourist is dominant a synergy will be found. This synergy does not aim for a blue print design strategy for Buiksloterham. The aim is to create an organic spatial structure of public spaces in which future changes can be absorbed. A pilot project within the organic urban plan will test and refine the synergy of the actual urban plan. By designing on different scales a richer urban plan can be created which integrates public spaces in Buiksloterham

and in the complete city. Designing is never a linear process so the plans will be continually questioned, revaluated, and redesigned to in order to come to a proper solution. It is therefore both a test and a show case of the integration of the quality of life and qualitative meaningful tourist experiences.

1.5 SOCIETAL AND SCIENTIFIC RELEVANCE

SOCIETAL RELEVANCE

The societal relevance of the thesis comes in multiple ways. The thesis includes residential, touristic and economic relevance.

Residential relevance: Due to the growing tourism industry the city centre of Amsterdam has the danger of becoming a theme park (Hermanides, 2015). By making other areas attractive for tourists the touristic pressure on the city centre will release. This will help maintain and improve the living quality in the historic centre. Design interventions for Buiksloterham aim to create a neighbourhood where human life can thrive. Through enhancing the liveability of public space a virtuous circle will be set in motion. Social encounters in urban spaces enhance the social construction of the sense of place and authenticity. This improves the liveability but also promotes the authenticity which strengthens experiential tourism.

Touristic relevance: In the saturated society of today, people are more trying to achieve meaningful experiences than fulfilling their need for products (Jensen & Aaltonen, 2013). This changes the way urban tourism takes place. It is not so much anymore about visiting all the sites but to experience life in Amsterdam. To experience Amsterdam, tourists will become part of local life. For Buiksloterham the aim is to attract those kind of tourists, who want to participate in local life. With the creation of a neighbourhood where public local life can flourish, tourists will be attracted. The establishment of the new theme of rough urban cultural tourism ads an extra layer for tourists in Amsterdam besides 'Golden Age' cultural heritage tourism and party/drug tourism. It gives the city extra attractiveness for today and future tourists.

Economic relevance: the tourism industry is a growing market in Amsterdam and accounts for 10% of the total amount of jobs. Due to a growing lack of support by its inhabitants it is important for the economy of Amsterdam to find a solution for the arising imbalance. By embedding the tourist market in the local life of inhabitants, support can be created because locals see the economic effects of tourism. Supporting citizens are very important in creating the experiential tourism through which the city of Amsterdam can compete with other cities in the global tourist market.

SCIENTIFIC RELEVANCE

Research has been conducted to the quality of living and the importance of identity to a place (Gehl, 2010; C. Montgomery, 2013) and to urban tourism (Ashworth & Tunbridge, 2001; Dahles, 1998; Jensen, 1999). The link between the residents, who have to welcome the tourists, and the tourists themselves has not often been made. Whit this thesis is aimed to add to this blank space in the academic field. The research will be focussed on the place where residents and tourists encounter each other, in the public space. The spatial demands of both groups are central to design Buiksloterham and facilitate both user groups.

This thesis is a part of the research group Happy Cities. As a part of this research group this thesis will investigate the concept of happiness and quality of life issues from different angles. It seeks for ways to find indicators of happiness that can help formulating a strategic plan and design. Through literature review and empirical research, the essential parameters for a good quality of living and tourism will be obtained.

1.6 ETHICS AND VALUES

This thesis will address some delicate issues. It has to be taken into account that with the investigation and the transformation of the northern IJ banks conflicts will arise. The neighbourhoods surrounding Buiksloterham are so-called *'aandachtswijken'* or focus areas. These areas house relatively economically weak citizens compared to districts direct south of the IJ. The transformation should not only focus on the prosperous but especially on its weaker counterpart. Only through the implementation of can the new transformation be embedded in its surroundings. The inhabitants of Amsterdam are very diverse and the city is more than a place to them, there is something intangible that binds people to the place. These people are very diverse, from the kids who grow up riding in a '*bakfiets'*, to people who work in the harbour to people who make their living as artists or musicians. The aim of the project is to take all citizen groups into account.

This thesis will try to take all users and stakeholders into account in the search for a good quality of living in a touristic area. A lot of money is involved in the tourist industry. In this theses choices will be made, to form a balance between two seemingly non-related issues, revenue of tourism and the quality of living. This is similar to the topic of sex and drugs tourism. It gave Amsterdam a certain identity and people make their living in these businesses. However, it is questionable whether this type of tourism is ethically correct and whether Amsterdam should embrace this. Decisions in this thesis will be made based on what seems to be best for the greater good and will not intend to harm people's lives.

2 AMSTERDAM //
as habitat and tourist destination

2.1 AMSTERDAM AS HABITAT

Compared to other important towns in western part of the Netherlands, Amsterdam is a relatively young city. The earliest settlements were created around a dam in the river Amstel in the 12th century. From the end of the middle ages the city grew and flourished because of trade with the Baltics in the Hanseatic League. Amsterdam ships transported large amounts of grain from the Baltic countries, making Amstedam the granary of Europe.

The influx of prosperous merchants from Antwerp, Hugenots from France and wealthy Jews from Spain and Portugal gave an economic boost to the city. During the Dutch Golden Age in the 17th century the city became the wealthiest city in the world and ships from Amsterdam sailed all over the world. In order to accomodate the growth of the city, the city got expanded with a ring of canals, the Canal District. Amsterdam's prosperity declined in the 18th and the early 19th centuries.

The industrial revolution in the late 19th century led to a great influx of worker migrants from the Dutch countryside into the city of Amsterdam. New extensions were laid out to create housing for the grown population south of the city centre. New neighbourhoods were built south adjacent to the canal district and municipalities lying north of Amsterdam were annexed to the city. The general extension plan of Van Eesteren was the urban plan that shaped the future urban structure of the city.

After the 1960's many families moved out of the city to surrounding towns. With an emphasis on social housing, the city had a relative big amount of inhabitants from the lower social classes. During the 1970's, the number of foreign immigrants grew strongly. The departure of the more prosporous residents to surrounding towns and the influx of less priviledged immigrants led to the image of Amsterdam as a poor city.

In the late 1980's a phase of re-urbanisation started and the economical trend to a service-economy made Amsterdam more attractive for wealthier citizens. Deprived neighbourhoods were renewed to upgrade the quality of the houses and the public space. When many of the harbour activities moved west to new harbour areas, these lands became available for redevelopment. In the 1990's plans were made for the Eastern Docklands and other derelict harbour areas. The city with its high density housing was seen as something that had to be strived for. The vibrant dense urban city turned into the ideal city. The urban transformations are characterised by mixed-use plans and form a new phase in the urban development of Amsterdam.

The city has gained popularity and every year the city receives 10.000 new inhabitants. Not only students and young professionals want to live in the city. Families with kids and the elderly also decide to settle in Amsterdam. The influx of new citizens leads to housing shortages and an increase of the housing prices. This made it hard for people with a low or middle income to find affordable housing. With the vibrant dense urban city still as the ideal living environment new extensions are planned within the boundaries of the municipality.

Buiksloterham is one of those locations, situated north of the city centre. The development is in line with the tradition of harbour transformation carried out in the Eastern Docklands. The new developments aim is to create mixed use areas in which social housing and private dwellings are combined in order to meet the demand for new houses. Since the economic crisis urban development has changed drasticly. During the crisis investement companies could not invest anymore in urban developments. Therefore collectives of residents took over. New developments in Amsterdam are often done in this way, through collective or private residential development. This offers opportunities for designers and residents to create houses and places that really fit the new users.

x 100.000

Inhabitants

Inhabitants in Amsterdam (source: CBS & Gemeente Amsterdam)
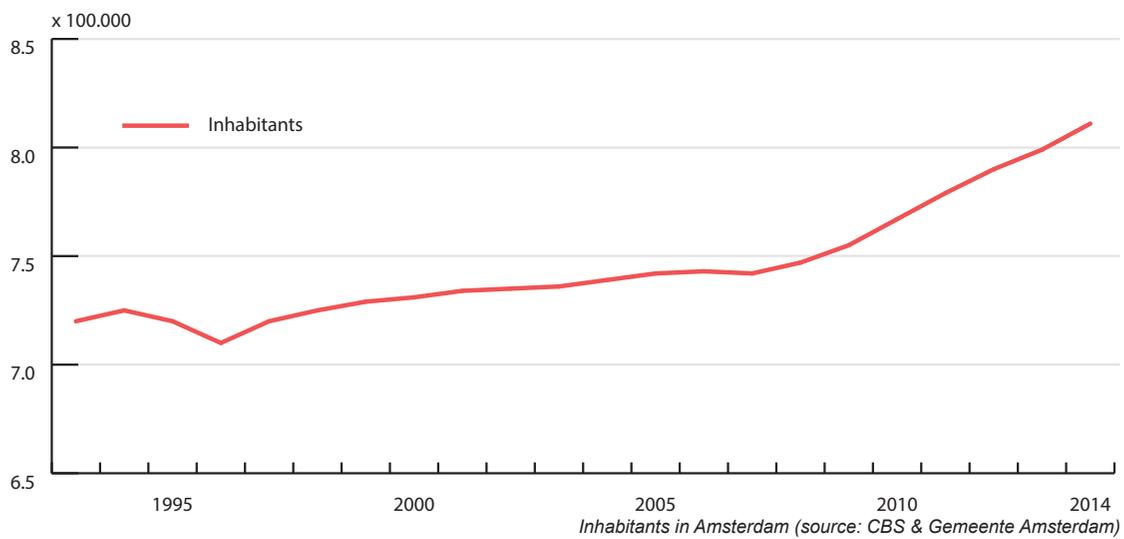
2.2 AMSTERDAM AS TOURIST DESTINATION

Amsterdam has always attracted people from outside the city, due to its harbour activities. The reason to visit for business however, is significantly different than tourism. Tourism in Amsterdam dates back to the grand tour made by young rich nobles and their entourage of Europe between the 16th and 18th century.

The classical sites of France and Italy were the highpoint of the journey but large cities in other countries, like Amsterdam, were also visited (Towner, 1985). The original goal of the grand tour was to broaden the education of noblemen and to improve social graces and etiquette. Another important aspect of the tour was the search for amusement and enjoyment outside their daily life in British aristocracy (Towner, 1985). The tour was very well planned and interactions with people outside their social class didn't exist. With the decrease of the economy in the Netherlands after the golden age, Amsterdam became less popular as a part of the grand tour (Towner, 1985).

The invention of the steam engine during the industrial revolution in the 19th century caused a big shift in tourism in Europe. The new means of transport enabled the increase in carrying capacity but also reduced the cost of travelling. The rise of the middle-class during the industrial revolution also resulted in a large shift in the social class of tourists. Travelling for leisure purposes became available for larger groups of people. A lot of instructional materials and forms of holiday were developed for the middle class holiday needs. Guidebooks and travel literature gave the reader guidance and advice. Karl Baedeker achieved great success as a writer of German guidebooks which contained more than information. The publisher defined which tourist attractions were worth visiting. It caused tourist attractions to become touristic obligations; sightseeing became a must (Gyr, 2010). In 1836, John Murray's publishing house had a similar goal in 1936. The publisher brought out the 'Red Book',

the first guide book to The Netherlands, Belgium and the Rhineland. A new era of inbound tourism in the Netherlands was born.

Travel became more available with the organisation of group holidays, offering an all-inclusive price that reduced the traveller's costs. The group holidays were an innovation of the 1840s with Thomas Cook as the most important pioneer of commercialised mass tourism (Gyr, 2010). After the Second World War, in response to the economic growth, technological progress and an increase of leisure time, tourism became available to all social groups. During the first decades after the war there was a shift to rural areas and tourist resorts (Ashworth & Page, 2011). Cities had become associated with serious tasks as work and government while the retreat to the rural areas was a way to escape this environment. Urban tourism re-emerged in the 80's because of a set of interlinked factors; the need to rehabilitate and diversify the historic centres of towns, a growing consumers' interest in heritage and the growing mobility for whom cities are stop-off points (European Commission, 2000). Cities became more attractive as a short trip destination, which also caused tourism in Amsterdam to grow (fig. 4).

Contemporary tourism in Amsterdam can be divided in two themes: cultural heritage tourism and party/drug tourism (Ashworth & Tunbridge, 2001). The former is based on the history of the 'Golden age'. The latter is a consequence of the youth culture of sexual liberalism and narcotic indulgence which arose in the 70's. These two seemingly counter poles as image of Amsterdam, are a part of the attractiveness of Amsterdam. Guide books like Lonely Planet, Rough Guide and Capitool mention the interweaving of different strands of life which compose the city's charm. The attractiveness has made Amsterdam one of the top destinations of Europe. Tourism has shown a growing number of visitors to Amsterdam (graph). The tourist industry

became economically relevant to the city and host around 10% of all jobs in Amsterdam (Gemeente Amsterdam, 2014).

The amount of tourists visiting is expected to keep growing, just like the world tourism is expected to grow with 3,3% until 2030 (UNWTO, 2011). Modern urban tourism is long understood as a break in work and everyday life in order to do something different. It has been about seeing sights and consuming touristic attractions. As wealth grows, so will the number of choices for consumer goods and emotional experiences. This leads to a society that asks for and needs the stories behind products and services (Jensen, 1999; Jensen & Aaltonen, 2013; Pine & Gilmore, 1998). This led to recent trends in urban tourism that reflect the search for deeper experiences. In the chaptor about the quality of tourism will be further elabortad on tourism as an experience.

Bed nights and arrivals of tourists in Amsterdam (source: CBS & Gemeente Amsterdam)

3 THEORETICAL RESEARCH //
quality of life and quality of tourism

3.1 QUALITY OF LIFE

3.1.1 Quality of life approach

For finding out what the quality of life is, we will look at the base of the quality of life, well-being and happiness. Since ancient times answers to this question have been of two perspectives: the hedonic approach, which focusses on seeking pleasure; and the eudaimonic approach, which focusses on meaning and self-realisation (Ryan & Deci, 2001). However, both perspectives contribute to happiness in different ways (Ryan & Huta, 2009).

In order to pursue happiness the eudaimonic works as a base for one's actions. It can be seen as a deep form of happiness, for example, having social relationships and a satisfying job. It is very much related to daily life. Hedonic happiness on the other hand gives a more short term happiness and can be stronger related to leisure and the activities that come with it. In this chapter, the emphasis will be on the eudaimonic form of well-being.

To fully function as a human being, to get to the eudaimonic state, one has to be able to live according to their capabilities. It's about the realisation of talent and potential, and the feeling that you are able to make the most of your abilities in life. Capabilities and well-being are a well-researched theme in philosophy and psychology (Maslow, 1943; Nussbaum & Sen, 1993; Ryff, 1989). These theories come up with required characteristics for well-being or a happy life, all which is needed for a good life. The two most influential lists of characteristics and capabilities will be discussed next.

Ryff (1989) integrated different perspectives into a model of well-being. She came to six defining characteristics: self-acceptance; positive relations with others; autonomy; environmental mastery; purpose in life and personal growth. Two of these characteristics have a spatial component and are therefore especially relevant for this graduation. *'Positive relations'* with others is one of them. The public space has long been the place for meeting people, therefore the public space should be able to function as a meeting place. The second characteristic is *'Environmental mastery'* which is the individual's ability to choose or create an environment suitable to his or her psychic conditions. One must have the feeling of being in control of its environment.

Nussbaum and Sen (1993) introduced the capability approach. In this approach refers the capability of a person to the freedom it has, to choose its doing and being. This doing and being, also called functioning, varies from elementary matters as being well-nourished and disease free, to more complex doings or beings such as having self-respect, taking part of community life, and so on. Nussbaum (2000) later translated this into a list of ten central human capabilities, what people should be able to do and to be.

Three of those capabilities are especially relevant to this graduation. The first one is called *'Control over one's environment'*. This concerns the right to own property but therefore it also concerns its direct surroundings. It is very similar to Ryff's characteristic of environmental mastery. The next one she called ability of *'Affiliation'*. It covers one's capability of having social relationships on a social bases of self-respect and non-humiliation. The third capability of special interest is *'Play'*, to be able to laugh and enjoy recreational activities.

Even though they have different approaches the two lists of characteristics and capabilities have a lot in common. The control over one's environment are present in both of them. It is closely linked to liveability; when a person lives in a liveable environment it feels more in control over its environment (Van Dorst, 2006). The social relationships as one of the important elements of well-being is also existing in both lists. The capability to play was appears only in the list of Nussbaum, but because of its value to the topic of

this graduation it is mentioned as well. It is the link between tourists and residents since playing often takes places in the public space. The space which is used by both groups.

3.1.2 LIVEABILITY

Urbanism has always had a strong link to liveability. The profession went through a paradigm shift in the beginning of the 20th century in order to mitigate the consequences of the industrial age. Citizens were provided with healthier environments. However, the perception of liveability has changed in the urbanism practise; from Ebenezer Howard's garden cities, based on train transport; the city beautiful movement; to a car-transport oriented approach of the modern movement; towards the contemporary approach based on pedestrians and human scale. Since the urban space needs to promote social encounters, liveability will be dealt with in line with the latter approach.

The liveability of the city is strongly affected by the urban tissue. Jane Jacobs (1961) advocates the importance of diversity and mixture of uses are of key importance to urban success. In her book 'The death and life of great American cities' she argued that modernist planning reject human beings living in a community by layered complexity. With the book, Jacobs inspired a movement in urban planning and design which focuses on social cohesion in urban plans. To come to a good neighbourhood, four pillars are introduced for effective neighbourhood planning: the neighbourhood must serve more than one primary use; most blocks must be short; buildings must be mingled in their age, condition and economic yield; and a dense concentration of people. The idea behind the pillars is that through these pillars, neighbourhoods can govern and protect itself over time and can employ a combination of residential cooperation and financial vitality.

The financial vitality is exactly what she has been criticised at. Many of the neighbourhoods Jacobs tried to preserve, became a victim of their own success and have been gentrified. The praised vibrant city life in the diverse neighbourhoods attracted wealthy people which increased the economic value and pushed out the lower income groups. The social diversity, therefore changed to a mono culture of well-to-do social classes. Jacobs detected this (1961) but she could have never predicted that the long condemned inner cities would attract such an influx of affluent residents. The only way cities can be uphold its diversity on neighbourhood level is through a bigger supply of diverse city streets and neighbourhoods (Jacobs, 1961). In order to preserve or obtain a diverse neighbourhood in all aspects, extra attention needs to be paid to the social diversity when planning for neighbourhoods.

In the spirit of Jane Jacobs, Jan Gehl has focused since the 70's on improving the quality of urban life by centring city design on the pedestrian and cyclist (Gehl, 1987). Gehl promotes design in a human dimension and sets himself apart from the modernist planners and traffic engineers in which the car plays a dominant role. The focus of his theories is the right of people to use the public space designed for human dimensions. The public space needs to invite rather than repel to be able to be 'mastered'. Liveable spaces that are designed for humans instead of cars, give people a stronger feeling of being in charge. According to Gehl (1987) life in the public place is a self-reinforcing process, because something happens because something happens.

Whereas Jacobs' theory is mainly about the larger scale city planning, Gehl's work is a more hands-on approach for designers and planners. Using Copenhagen as a laboratory he studied public life. Outcomes of his studies have been used as a baseline for recommendations on how to improve

the liveability of cities and neighbourhoods. The most important qualitative criteria to come to good functioning city spaces are centred on protection, comfort and delight (Gehl, 2010). The criteria are so natural and self-evident that is hard to argue with them.

Gehl advocates dense living environments, five to six storeys, to come to a compact city which offers a freedom of choice while still having a connection to city life. The density Gehl advocated is one fit for the human scale. However, not all development plans have the human scale at the very base of the development. Large sums of money are involved and competition between cities is shaping the realisation of urban plans. Due to this the human scale seems to be forgotten sometimes. Professor Zef Hemel claims Amsterdam and the Netherlands will only maintain its wealthy position if Amsterdam has the possibility to double in the amount of citizens (Hemel, 2015). Therefore it extreme concentration is needed. The question is however, where the Amsterdam citizen come in into view. Extreme concentration and high density might be good for the competition between cities but it leaves out the base of the competition, human capital. Therefore it is even more important to follow the theories of Jacobs and Gehl and call for diversity and human-scale density.

SOCIAL COHESION
Social relations in public space are created and enhanced by the physical form of the public space. The public space has traditionally been the place where people met and encountered other people. It is where the unexpected and the expected take place. Where one can be intimate or anonymous, together or alone. The social environment of the individual is regarded as essential for the functioning of a neighbourhood or a district (Van Dorst, 2006). Social relationships are in this sense all social ties to a certain locality. It gives people a sense of belonging and creates social cohesion in cities.

It is generally claimed that both social interaction and place attachment can contribute to social cohesion (Maloutas & Pantelidou, 2004). Through the social constructions of the space a sense of place and attachment (a positive emotional bond that develops between groups or individuals and their environment) arises which adds up to social cohesion.

SOCIAL INTERACTIONS
The urban form can facilitate social cohesion by creating space for social interactions. Social interactions with strangers in the public don't take place automatic when there is no obvious reason for it. Most of the time people simply follow the social codes of conduct to avoid colliding with other people (Peters & Buijs, 2010). However, external stimuli can provide a linkage between strangers that leads to social interaction (Lofland, 1998). The arrangement of urban elements in the public space or the presence of amenities and events can draw people together and stimulate human contact. A significant potential for gathering people in public spaces are playful actions (Stevens, 2007). According to Stevens play shows that urban public spaces provide new experiences and produce new social relations. Social relations come not only originate from the interaction between players but also from the spectators. This is the type of stimulus that can provide spontaneous encounters and form a linkage between strangers. Public places that Stevens designate as playground have similarities with the spaces Gehl (2010) points out as important places for liveable cities. It is within boundaries, thresholds, paths, intersections and props that play activities seem to occur. Play however, is by nature creative and unpredictable. So design made for play should not what urban spaces are for but the question what can be done needs to be kept open to allow creative play to occur.

PLACE ATTACHMENT

Social relations do not only occur through social interactions between people, but also has a spatial component. Relations between people and places are important because it connects people other people who also use these spaces (Peters & Buijs, 2010). This can lead to social cohesion because it promotes feelings of familiarity and adds value to a place. Knox (Knox, 2005) states that people become familiar with one another through talking, gestures and with shared experiences of the physical environment such as streets, markets and parks. This leads to people's feelings about their local environment and to the feelings they attach to that place. When this happens the result is a collective and self-conscious attachment to a place build on experiences and memories which forms the identity of the place. In order to reach familiar feelings with a locality and its people the frequency of use is of key importance (Peters & Buijs, 2010). The social cohesion is stimulated trough elements of daily, weekly or seasonal pattern in the usage of places (Knox, 2005). Daily and weekly patterns depend on the amount of routine encounters and shared experiences like taking the same route to work or weekly markets. These patterns of usage in the urban environment help to create a relation with people and the place. Seasonal patterns such as fairs and festivals are more important for the memories associated to the locality. It has an influence on the image of the place in the long run. The rhythms of use depend on areas that are places of routine activities and social interactions. By being permeable the urban form should cater the casual encounters and should facilitate solitary as well as informal social activities (Gehl, 1987).

Important for the social relations within a public space is the feeling of being in control over the interactions. The freedom of choice to encounter other people is just as important as having those encounters. In the urban tissue physical territories exist in which people can control social interactions in varying degrees (Van Dorst, 2006). This goes from the private sphere of the house to the neighbourhood in which the space constitutes a complexity of zones. The complexity comes from a differing in appropriation of the space and the publicness of it. In each zone different social interactions take place and a different attachment occurs. Close to the own residence the control over social encounters will be strongest and one will feel most attached to the place. Further outside the private sphere this feeling will decrease. When the public space can become more part of the private sphere, and social interactions take place through the zones, one can say the urban design has succeeded to create social relationships. Through architecture and urban design the social relationships between people can be embedded in the locality resulting in a vital social neighbourhood.

3.2 QUALITY OF TOURISM

3.2.1 Definition of tourism

Tourism has existed for over a century and since the 1930's governments and the tourist industry have tried to describe the characteristics of the tourist markets (Leiper, 1979). However, there is no agreement on a clear definition. This is due to its complexity and definitions will change according to their purpose and context (Hall & Page, 2006).

The most widely accepted definition is the more or less technical definition of the UNWTO (2014):

'Tourism is a social, cultural and economic phenomenon which entails the movement of people to countries or places outside their usual environment for personal or business/professional purposes.'

Due to its technical approach is the definition primarily useful for statistical, legislative and industrial purposes. For a more sociological approach it is less useful because it doesn't describe the actual phenomenon. It doesn't describe what people are trying to find and experience in their destinations.

Especially because there is no agreement on what tourism is, it is important to take position in order to research the concept of tourism. The position taken within tourism will be discussed in relation to other similar concepts, leisure and recreation. Tourism is closely related to leisure and recreation, and they are generally seen as a set of related and overlapping concepts (Hall & Page, 2006). Leisure is the time over which an individual exercises choice and undertakes activities in a free, voluntary way (Herbert, 1988).Leisure is the residual free time that's left when there is a freedom from obligations such as work and sleep. The free time, leisure time, is the fundamental resource input consumed in tourism and recreation (Leiper, 1979). The relations between leisure, tourism and recreation are shown in figure 3. Leisure can be seen as the overarching theme of recreation and tourism. It is differentiated
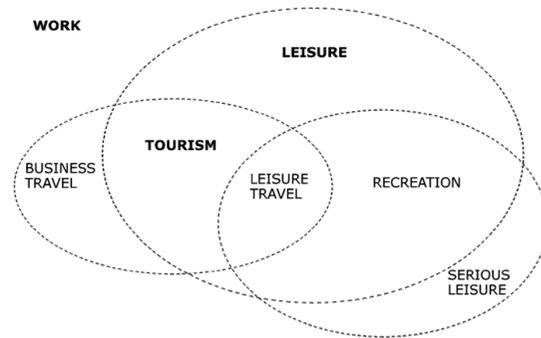
Relation of eisure, tourism and recreation (source: Hall & Page)

job, named serious leisure. When work is the reason for traveling, Hall and Page call it business travel. One of the main differences between recreation and tourism lies in the connection to the original place of residence (Hall & Page, 2006). Recreation takes it place close to home, whereas tourism takes place outside the place of residence.

Even though tourism and recreation by term are very much alike, the research has developed independently.Research in tourism has long had an international economic perspective and research in recreation has had a less commercial and more local focus. The division between recreation and tourism is merging (Hall & Page, 2006). Tourism may be interpreted as only one of a range of choices or styles of recreation expressed through either travel or a temporary short-term change of residence. Especially in the urban context recreational facilities and tourist facilities are overlapping. Due to the multifunctional nature of cities are tourist functions almost never only produced for, or consumed by, tourists but by a whole range of users (Shaw & Williams, 1994). Both tourists and residents make use of restaurants, bars, museums, et cetera. Tourism and recreation are interrelated because their practices often occupy the same shared space. Therefore it is important to come through an overlap between tourism and recreation to come to qualitative tourism. These two can strengthen each other, but one needs to consider the spatial needs for both.

3.2.2 MOTIVATION OF TOURISM

As humans meet their basic needs, they seek for higher needs, for self-actualisation. Or as Aristotle said, to aim for highest human potential possible, happiness. Due to the rise of income, tourism and recreation has become part of our consumer behaviour. Therefore, tourism and recreation became ways to become to a completer human being. The departure from everyday experiences, can lead to the sensation of the sublime, as rapture, fear and fascination (Rundell, 1994). Taking temporarily distance from all reality enables people to feel that they are not part of a routine and recreation and tourism play a role in defining reality and identity (Cohen & Taylor, 1992).

To understand tourism it is important to know that tourists experience their holidays and their destinations in different ways. Several attempts have been made to create typologies of tourists in order to enable policymakers and the tourist industry to match the supply to the demand of different experiences (e.g. Cohen, 1979; Dann, 1999; Gottlieb, 1982). Cohen (1979) was the first to capture the differences between tourists in a typology of five modes of 'experience'. He differentiated tourists in modes that vary in alienation of everyday life and longing for a different place.

An important part of his argument is based on the distinction between the 'centre', the environment of the home society, and the 'centre-out-there', an orientation point situated outside of the home society which can be seen as the destination society. The typology of Cohen is an appropriate typology because of its focus at the phenomenon of tourism rather than the technical terms of tourism.

Cohen's typologies were merely theoretical and have been empirically studied (Lengkeek, 2001) to test, refine and theoretically deepen his work. Based on Cohen's typologies, Lengkeek refined the five modes of experience. The 'centre-out-there' makes place for 'out-there-ness' which applies better for leisure situations where no centres are relevant, but only orientations. The first mode Lengkeek describes is the mode of *'amusement'*, in which the tourist seeks for a carefree separation from the ordinary. The experience it compromises is mainly just having fun. The second form of experience he calls the *'change'* mode, which is a more structural tendency among people, to experience their identity by sometimes breaking loose from their

home society. This experience is used as a stress inducer and to recharge energy. The next mode is *'interest'*. The mode has to do about being informed, having an interest in the authentic 'other out-there'. Experiences from the holiday region come through visiting important sites as well as having a map or travel guide. The fourth mode described is the mode of '*rapture'*. Alienation from the home-society here affects the individual, who makes an effort to rediscover itself in another context. The true authentic reality of the 'other out-there' becomes more important compared to the other modes. The last mode is *'dedication'*, in which the extraordinary becomes the ordinary and the person is absorbed into another culture.

The key characteristics of the 'out-there-ness' and subjective distances from everyday reality, related to tourism and recreation, which Lengkeek and Elands (2012) defined are shown in table 1. The modes of experience have different subjective distances to the destination society. Experiences are built up around several aspects related to the everyday life: time, space, tension of consciousness, physical self and society. The typology can be used as a base for location specific typologies and it covers the

experiences of tourists of the 'out-there-ness' better. When applied to certain locations this scheme with the key characteristics per type can help planning for target groups (Boeschoten, 2010). However, one has to keep in mind that the typology is missing a mode for business travellers. The typologies only seem to aim on the leisure tourists. A sixth experiential mode for business travellers should be added especially in cases of urban tourism. The modes of experiences will form the base for a tourist typology of tourists in Amsterdam. The sixth experiential mode will have to be added to make the typology applicable to the city.

MODE	AMUSEMENT	CHANGE	INTEREST	RAPTURE	DEDICATION
Subjective distance	Close by	Going away from	Going to	Far away	Different world
Tension of consciousness	Fun, ease	Away from stress/ boredom	Imagination	Shock, new awareness unexpected	Immerse
Finite self	Light spirited, sense of continuity	Different mind set	New information	New identity	Appropriation
Sociality	Familiar social groups, own language	Not to be reminded of social claims	Stories	Open to the unknown	Authentic otherness
Time	Short break	Another sense of time	Ever, future, using your time	Unanticipated	Permanent
Space	Familiar symbolic and physical environment	Elsewhere, where exactly	Vistas, gaze	Crossing borders, really different places	Backstage world

Modes of tourism (source: Lengkeek & Elands)

3.2.3 AUTHENTICITY

In order to experience the destination, it needs to hold a certain authenticity. The northern IJ banks do not hold very much authenticity as old docklands. Now the area is going through a transformation process the quest for authenticity will be very relevant. Authenticity can be seen as the original or the attribute of the original (MacCannell, 1976) and the longing for the original in the *Other* is the driving force of tourism. In order to attract tourists to the area a certain form of authenticity needs to be deciphered from the area.

The original as stated by MacCannell comes in various shapes and is not only a tangible representation. Otherwise touristic phenomena like visiting friends or visiting the Olympics could not be authentic. Wang (1999) arguments that the original can also be found in intangible activity related, *existential authenticity.* Within this type of authenticity it is not so much about finding the true authenticity of the destination, but about discovering the true 'self' as Lengkeek (2001) would say. The intangible type of authenticity in cities strongly depend on contact with other people. This can be in different ways, from being among the crowd of a stadium, to being fully participating in local life or to being anonymous in city life. Both tangible and intangible authenticity can be found within all the modes of experience to varying degrees. This depends on the type of holiday and the activities carried out.

The opportunity of having both tangible and intangible authenticity is promising for the development northern IJ banks. The authenticity of the area can be strengthened through the urban design of the place. The belief of a place with an identity of its own caused urban designers to become more interested in authenticity (Hayden, 1995). Within the field of urban design the terms *genius loci* and *sense of place* are more often used than of authenticity, but the concepts are interchangeable. Having a plan embedded in the *genius loci* creates ties to the context and gives the plan a deeper meaning. It strengthens the bond to the place for the residents and visitors. Urban designs obviously have mainly influence on the object related authenticity of a place. However, *sense of place* is often socially constructed and in ordinary places like the northern IJ banks, without important landmarks or symbolic structures, the social construction is especially important (Knox, 2005). Physical places cater urban life and very much affect the social activities that take place there. Urban design can therefore also help creating an *existential authenticity*.

Essential in creating a place embedded in authenticity is the understanding of space for its residents and visitors. Through design, the story of the place needs to be told so residents and visitors get to sense the place. This can be done in multiple levels and through several approaches, such as on an architectural level, a landscape level or an overall area approach. Ouf (2001) discusses another approach which aims for the creation of a sense of place in a small urban nucleus. This is an interesting possibility for the northern IJ banks in Amsterdam since it doesn't have a strong authenticity of its own yet. By creating a small nucleus of authenticity, the area can still contain a lot of freedom for development. With Lynch (1960) in mind, can the image of such a small place reflect on the whole district when it is well embedded in the context. This place can be an urban outdoor space or a stretch of a street with a clear and strong meaning and function. When the meaning corresponds with the authenticity of the space it can reflect on the whole of the northern IJ banks. In this way, the authenticity can be staged or symbolic, but even though it is a 'new' district it doesn't have to feel like such because it shows it ties with the history of the context.

3.3 TYPOLOGIES OF TOURISTS IN AMSTERDAM

The modes of tourism experiences of Elands and Lengkeek can be used as a base for typologies of tourists (Boeschoten, 2010). The typology is made fit for the case Amsterdam based on the themes of tourism in Amsterdam (Ashworth & Tunbridge, 2001) and tourist profiles made by governmental agencies (ATCB, 2012). **Table 2** shows the experiential typology applied on Amsterdam. In comparison with the original typology one mode of experience is added: work. Work is often not present in theories about tourism but as Hall and Page (2006) stated, business is travel certainly a part of tourism. Business tourist see their trips merely as an extension of their daily life. Therefore, the experience of the out-there-ness is almost non-existing and amenities such as restaurants and bars are visited as a part of work meetings. The other tourist types are, from amusement mode to dedication mode: party/drug tourist, mass tourist, cultural tourist, backpacker and educational tourist/ expat.

The historic centre houses amenities for most types of tourists. Party/drug tourists and mass tourists will stay close to their amenities mainly centred in the central district. Cultural tourists look more for locations of the beaten track which leads them out of the canal district to surrounding neighbourhoods.

Backpackers find their accommodation out of the central district and look for unexpected, which is harder to be found in the touristy central area. The educational tourist/expat can be found almost everywhere in the city. This group is looking for the most out-there experience and doesn't need to be close to typical tourist amenities. They come to the city for different reasons. The business tourist doesn't have to come in to the city centre at all. This is because most of the convention centres are located in the outskirts of the city in the Zuidas or at Schiphol.

Through a design exercise the typical neighbourhood square for every type of residents has been designed. Through the research by design more insight is gained in program, requirements of the public space and how they make use of it. A similar exercise will be done for the tourist types to find their requirements of public space.

Amsterdam

Tourists	Business Tourist	Party/Drug Tourist	Mass Tourist	Cultural Tourist	Backpacker	Educational Tourist, Expat

PUBLIC TRANSPORT

RENTAL BIKES

MIXED-USE, MODERN & HISTORICAL BUILDINGS

LOCAL HIP SHOPS

TRADITIONAL BRUIN CAFE

ART GALLERY

HOSTEL

KEK

BIER

WEEKLY MARKET

PUBLIC SPACE TO OBSERVE & MEET LOCALS

SMALL CAFES & RESTAURANTS

TRADITIONAL BRUIN CAFE

Typical square for Backpacker (source: Author)

PUBLIC TRANSPORT

RENTAL BIKES

CULTURAL HISTORICAL & MODERN BUILDINGS

LOCAL HIP SHOPS

HOTEL

KEK

BIER

WEEKLY MARKET WITH DUTCH FOOD

LUSH CITY PARK

GOOD RESTAURANTS & BARS

MUSEUM

MUSEUM

Typical square for Cultural tourist (source: Author)

Typical square for Business Tourist (source: Author)
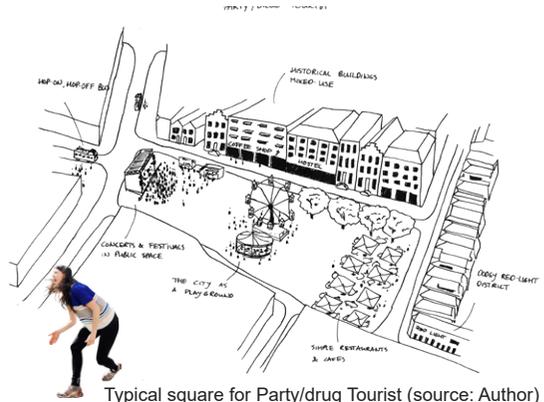
Typical square for Party/drug Tourist (source: Author)
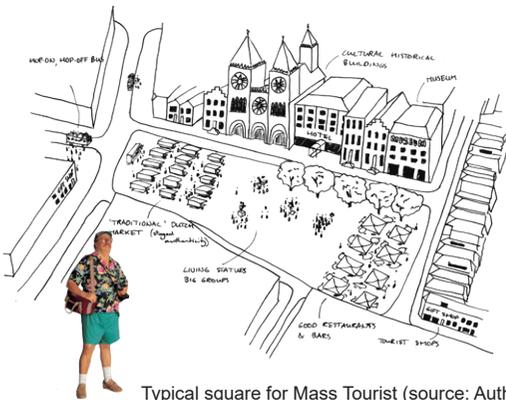
Typical square for Mass Tourist (source: Author)
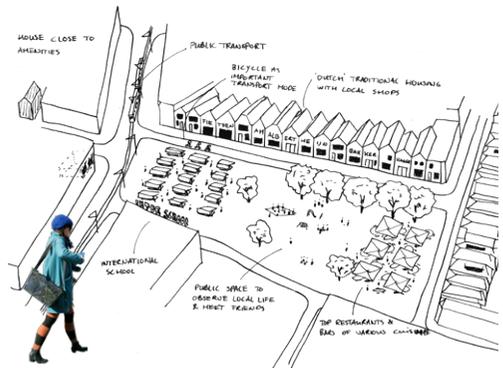
Typical square for Expat / Educational Student (source: Author)

3.4 TYPOLOGY OF RESIDENTS IN AMSTERDAM

In order to find the right residents a typology is made based on the typology of the tourists. Whereas the typology of tourists is based on the 'out-there-ness', the typology of residents is based on the 'here-ness', the connection of the resident to its hometown (TABLEX). Educational tourists and expats are the most 'out-there' of the tourists. However, they are not planning to stay for longer than a few years. This means they do not have the real dedication to be in the 'here', in Amsterdam. The second type of residents are the Tranquil ease seekers, people that live a quit life in the city for its services and comforts. The life of the residents takes mainly place in the private domain. Therefore they do not need to live to close to all the amenities of the city. The next typology is the Ethnic villager. These residents represent a minority in the city and spend their daily life within the community of the minority. The Ethnic villager lives close to its fellow Ethnic villagers and use the public space as an extension of their living room to meet people.

The Urban Villager is born and raised in the city and its friends and family live just around the block. Thy feel a close connection to their neighbourhood or district. Even though they know the city fairly well they have no wish to experience more of the city than their own neighbourhood they live in. The fifth type is the Cosmopolite. The Cosmopolite makes use of all the city has to offer and are not bounded to the neighbourhood they live in. The final type is the Vibrant ease seeker. These residents do not only make use of all the city have to offer but also initiate and organise themselves. They use the public space as a place to meet, to exercise and to relax.

Through a design exercise the typical neighbourhood square for every type of residents has been designed. Through the research by design more insight is gained in program, requirements of the public space and how they make use of it. A similar exercise will be done for the tourist types to find their requirements of public space.

Amsterdam

Resident	Educational tourist, Expat	Tranquil Ease Seeker	Ethnic Villager	Urban Villager	Cosmopolite	Vibrant Ease Seeker

bicycle as most important mode of transport

MIXED-USE, MIXED BUILDING TYPES

CULTURAL FACILITIES

BUTCHER BAKERY

LIBRARY

WEEKLY MARKET

CLOSE TO WORK OR SCHOOL

HIGH QUALITY PUBLIC TRANSPORT

PUBLIC SPACE AS A FREE 'LIVING ROOM' FOR MEETING FRIEND & FAMILY

ALL KIND RESTAURANT CAFES

CORNER SHOPS
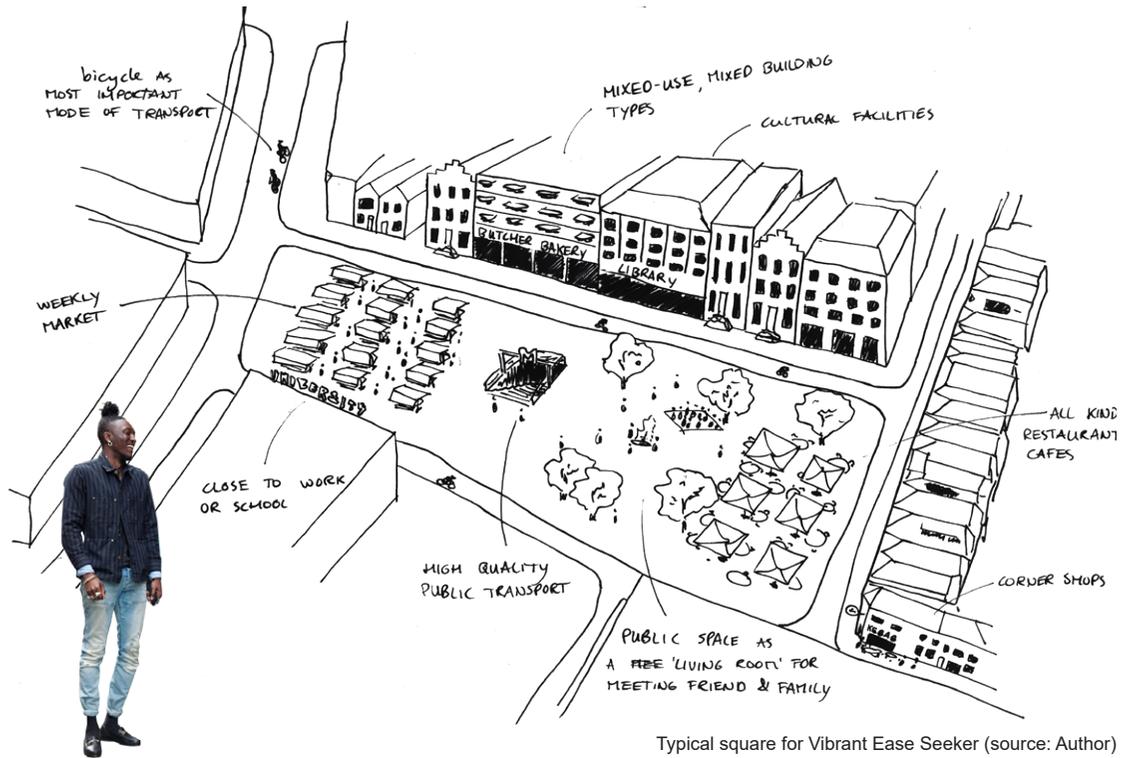
Typical square for Vibrant Ease Seeker (source: Author)

SEMI-DETACHED SPACIOUS HOUSES

CAR AS IMPORTANT MODE OF TRANSPORT

NURSING HOMES FOR THE ELDERLY

DETACHED HOUSE WITH CAR IN FRONT OF THE HOUSE

SCHOOL

PLAYFIELDS FOR CHILDREN

LUSH SAFE NEIGHBOURHOOD PARK
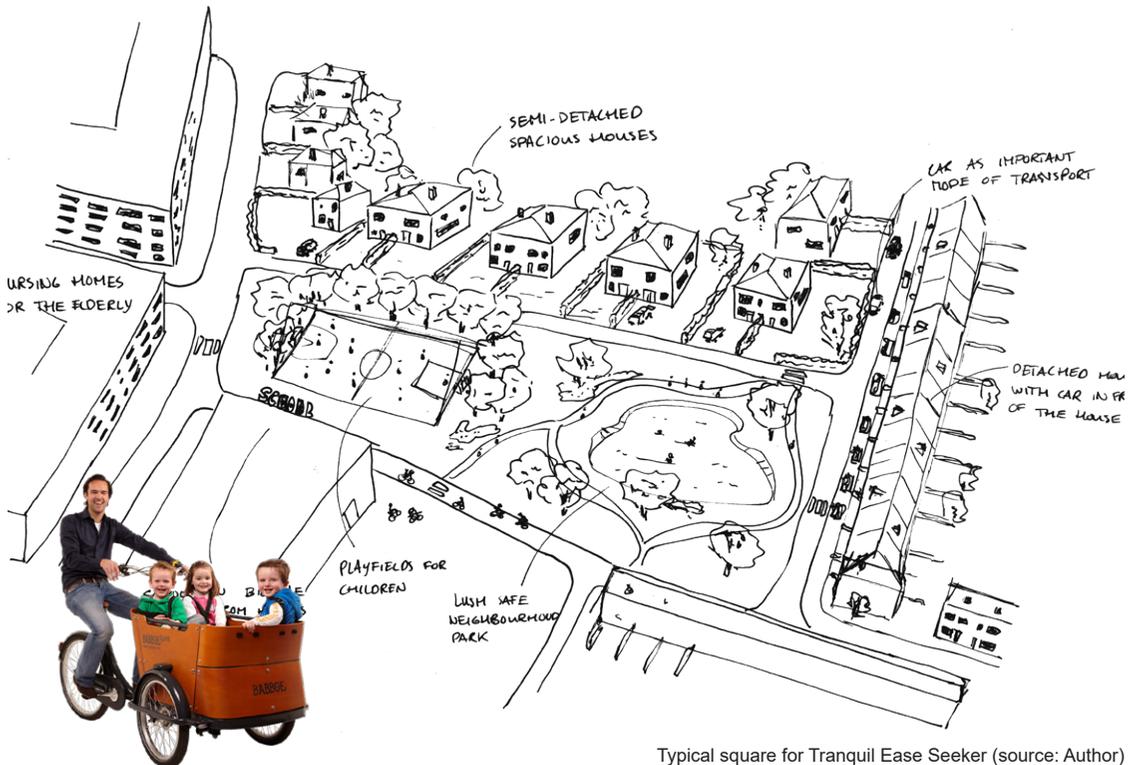
Typical square for Tranquil Ease Seeker (source: Author)
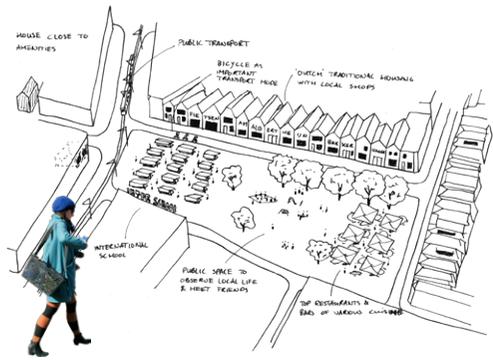
Typical square for Expat / Exchange Student (source: Author)

Typical square for Ethnic Villager (source: Author)
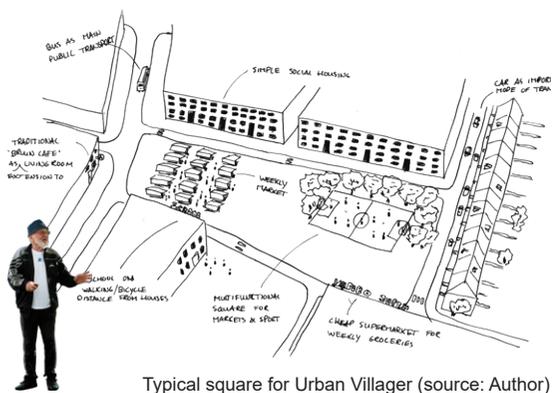
Typical square for Urban Villager (source: Author)
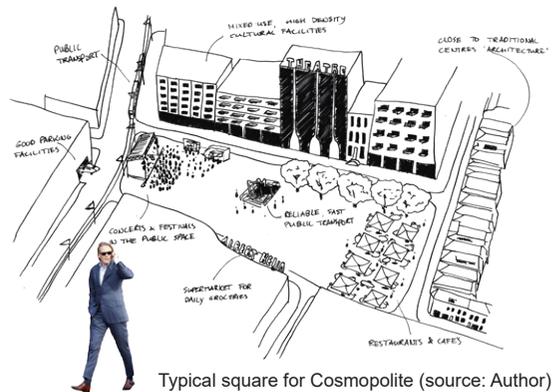
Typical square for Cosmopolite (source: Author)

4 BUIKSLOTERHAM //
investigation of place and users

4.1 HISTORY BUIKSLOTERHAM

Buiksloterham has been briefly introduced in the introduction of this thesis. In this chapter the area will be described more thoroughly.

Situated north of the river IJ, Buiksloterham is separated from the city centre of Amsterdam. The river IJ used to be a sea inlet of the Zuiderzee that grew in size due to rising sea level between 1100 and 1300. A system of dykes was laid out afterwards against the rising water, which created a landscape of spits and bays. The bay *Den Ham*, later Buiksloterham, is situated between the two spits *Nes* and *Volewijck*. The name of Buiksloterham can be traced back to the village *Buiksloot*, situated north of *Den Ham*.

Growth of the city of Amsterdam during the Dutch Golden Age in the 17th century was mainly based on the south bank of the IJ. As a result of dredging the harbours and canals and the construction of new harbours large amounts of polluted silt had to be disposed. The dredged silt was dumped into *Den Ham* and at low tide the bay ran dry. In order to prevent the silt running into the IJ a dam was created in 1832. When the bay was full and did not function as a silt depot, plans were made to create a polder for agricultural use. The polder, called Buiksloterham, was created as a public work to fight unemployment in the city. In the early years of existence the polder flooded every now and then but since the disconnection with the *Zuiderzee* through sluices, this did not happen anymore.

The polder was laid out on a traditional way and accessible through a central road. From the central road the polder Buiksloterham was divided into plots perpendicular on the central road. Until the end of the 19th century the polder was used for agricultural purpose and had six farms on it. The construction of the *Noordzeekanaal* in 1876 made Amsterdam better accessible for ships from oversea. Because of the economic growth, Amsterdam was looking for industrial expansion areas outside its boundaries.

The extension plan for Buiksloterham existed of an industrial harbour area and housing areas. After the transformation process to an industrial area, the polder structure is barely recognisable anymore.

Due to the lack of good infrastructure is took some time before the settlements of industries got started. Industries that settled in Buiksloterham were ship wharfs, petrochemical industries, an airplane factory, waste incinerator and an electricity plant. Attracted by the industrial job opportunities, many people moved to the already crowded city. In Buiksloterham, east of the industrial zone, working class houses were developed. The housing areas were developed following the principles of the garden city movement. Those neighbourhoods received the status of a national conservation area because of its unique urban layout.

The northern IJ banks had a very industrial identity based on its connection to the water. In the 1980's the industrial area lost its focus to the water. The shipbuilding industries moved to new harbours in order to be able to scale up there activities. Amsterdam north got better connected to the southern part of the city through the creation of the IJ tunnel. The new and remaining industries in Buiksloterham focused on road transport and many of the imposing factory buildings were taken down. Only a few characteristic buildings remain these days as relics of the past. In the 1980's plans were made to revitalise the industrial area.

At the turn of the century plans were made to expand the city to the northern IJ banks in order to create housing for the growing population of Amsterdam. This signals the beginning of a new chapter in the existing of Buiksloterham. The city of Amsterdam has a tradition of transforming harbour areas into residential areas. From the 1980's on, derelict harbour areas have been revived into mixed use neighbourhoods with striking architecture and urban plans. Densely stacked apartment blocks, offices

1832 - Bay functions as silt depot for Amsterdam (source: Author)
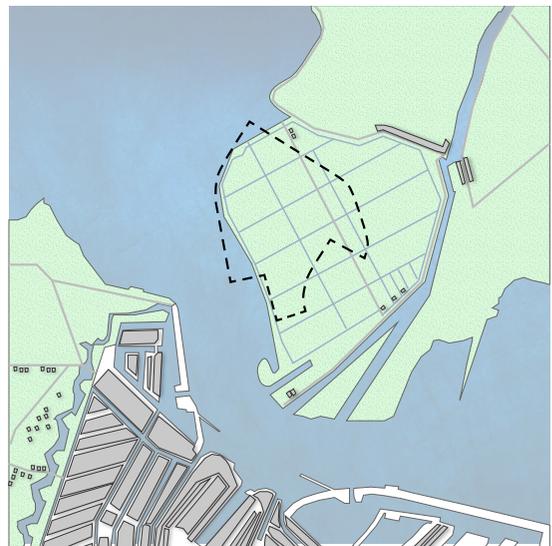
1844 - Bay is drained and used for agricultural purpose (source: Author)

1925 - Polder is turned into a harbour and garden suburb (source: Author)

and businesses have been joined by cultural institutions, restaurants and schools, in a combination of old and new building stock. The repurposing of the harbours is done in line with existing urban patterns in Amsterdam. The transformation of Buiksloterham can be seen as part of this new tradition of transforming the harbour.

Buiksloterham has gone through several transformations that have left their marks in the spatial structure. The area has been dominated by elements that has formed the spirit of the place, the genius loci, both visible and invisible. First of all, a very visible element of the past is the remains of the industrial harbour activities that were focused on the water. The canals, water inlets, the rational road structure and some remaining buildings maintain the atmosphere of the harbour. The other element that hosts the spirit of the place is the Amsterdam tradition of transforming derelict harbour areas into densely built mixed use neighbourhoods. This tradition and its spatial language ties Buiksloterham to the rest of Amsterdam.
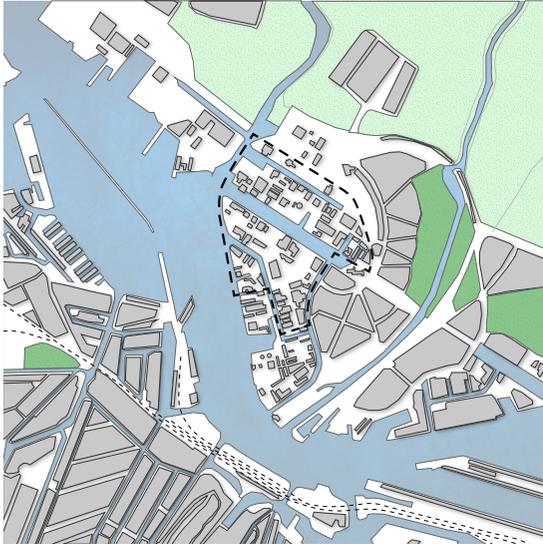
1970 - A focus shift to road transport changes the harbour (source: Author)

2016 - Transformation to a mixed-use neigbourhood (source: Author)

4.2 CURRENT PLANS

In the structure plan for Buiksloterham is described as an urban place for both working and living. An area in which the residential use is dominant, but where also small scale functions are present. The plans have been elaborated into in a Zoning plan (fig. 10). It shows that in the east and in the south the emphasis lies on small scale commercial functions mixed with housing. The north and east are planned to get an emphasis on residential life and services mixed with commercial functions.

The base of the transformation is the intensifying relation with the centre of the city. Through the transformation of surrounding areas Buiksloterham has become closer to the city centre and more attractive for urban dwellers. Through high density housing the goal is to create a base for services like restaurants and cafes. By intensifying the use of building plots densities with an fsi of 2,3 up to 3 are aimed for. The zoning plan aims for 4000 new houses of which ¾ are apartments and the rest of family homes. The connection and relation to the water is a very important element in Buiksloterham and possibilities for water houses are created along the Johan van Hasseltkanaal. The quay along this canal is also supposed to have the majority of public functions like a school a health care centre and hospitality services. It is doubtful if all the public functions should be along a quay. The quay has a dead end and therefore cannot function as centre for all of Buiksloterham. It is more logical to have these central functions along the Ridderspoorweg, which connects different parts of Buiksloterham together. For daily groceries residents will have to go the new shopping area in the Van der Pekbuurt east of Buiksloterham.

The zoning plan aims for a rational urban network of streets, quays, squares and parks. It has a fixed building line that has to represent the former harbour buildings. Buiksloterham is as a part of the norther IJ banks, part of the IJ landscape. The building heights in Buiksloterham complement to the buildings at the surrounding IJ banks of Overhoeks and the NDSM wharf. This means that the building height has to be 30 meters with some possible height accents of 45 to 60 meters. According to the urban vision on Buiksloterham does high-rise have to form a counterweight to the high-rise at Overhoeks and the NDSM wharf. This gives two possibilities for two slim towers of 100 meter opposite of the NDSM wharf.

The quest for a high density in combination with a lot of apartments can very possibly lead to an impersonal streetscape. The zoning plan does not say anything about the need for a human scale in the project. In order to create the wished urban plan that can attract both residents and tourist, this is a very important element. Within the design of Buiksloterham extra attention will be paid to that. The rules laid out in the zoning plan will be critically questioned in the elaboration of the design.

Since the economic downfall in 2008 the development of Buiksloterham is more left to the market with the local government merely in a guiding role. Many plots will be developed by a joint venture of clients and self-built plots are available. This emphasises the character that is aimed for Buiksloterham, a creative diverse area with possibilities to work and live. The design will have to stress these features and combine it with the wishes of tourists that can be attracted to Buiksloterham.

	Bedrijventerrein
	Transformatiegebied werken - wonen
	Transformatiegebied wonen - werken
	Kerngebied wonen
	Waterkavels
	Openbaar groen
	Reservering groene oever
	Openbare kade
	Reservering openbare ruimte
	Cultuurhistorisch waardevolle bebouwing
	Jachthaven
	Drijvend wonen
	Bijzonder programma op het water
	Werkhaven DWR
	Huidige woonbootligplaatsen
	Oevergebruik eigen kavel mogelijk
	Reservering scholen / bijzonder programma
	Stedelijke plint
	Perifiere detailhandel mogelijk
	Verplichte rooilijn
	Uiterste rooilijn
	Kaveldoorsteek
	Inpassing plein
	Beperking bouwhoogte tot 20 meter
	Zone waarbinnen accenten tot 45 meter mogelijk
	Zone waarbinnen accenten tot 60 meter mogelijk
	Accent tot 100 meter
	Brug
	Beweegbare brug
	Reservering aanlanding pont / watertaxi
	Reservering tracé metro
	Plangrens

JANUARI 2007

Structure plan Buiksloterham (source: Gemeente Amsterdam)

47

Sight over Johan van Hasseltkanaal (source: Author)t

Water inlet of the IJ (source: Author)
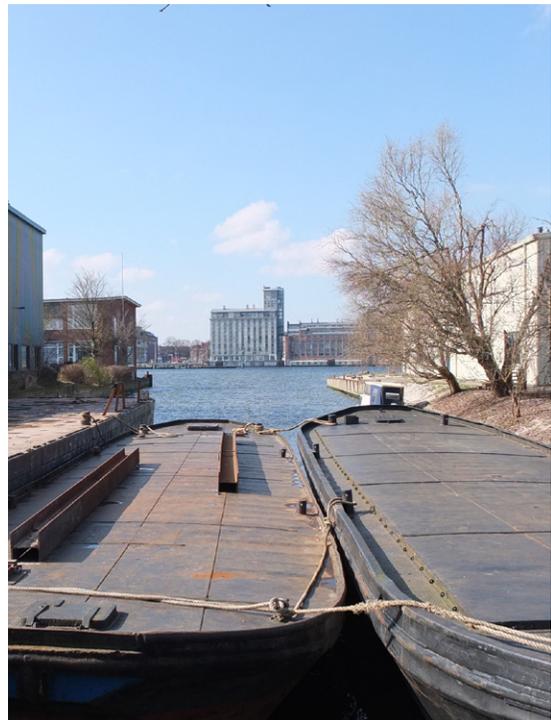
Water inlet of the IJ (source: Author)

4.3 GENIUS LOCI

The design of Buiksloterham will be rooted in the genius loci of the place. Therefore the geniuses are further elaborated in order to get a toolbox to design with.

4.3.1 HARBOUR

The Buiksloterham harbour area is made up of a set of elements that make it a harbour. Many buildings have been demolished and the area has turned its focus from the water to the land but the harbour elements are still visible.

Buiksloterham is accessible on roads on the middle of land. In this way, all plots can be both accessed over land and water. Buildings along the access road are often set back to give way for parking spaces on the plot. This creates a staggered building line. Along the canals, buildings reach until the ends of the plots. On plot level some industries had a harbour inlet perpendicular to the canals. These inlets were used to unload ships or for the maintenance of the ships. They now form sight axes to the canals. Since every industry had its own access to water no public quays are present in Buiksloterham. This makes it impossible to experience the very base of every harbour, its connection to the water.

4.3.2 URBAN REDEVELOPMENT OF HARBOUR AREAS

Buiksloterham is not the first former industrial harbour area in Amsterdam that is being repurposed. In the 1980's IJplein has been transformed to a residential area by OMA of Rem Koolhaas. In the 1990's and at the turn of the century the *Oostelijk Havengebied* and *Westerdok* were transformed into dense urban mixed-use areas. Through the transformations of these areas the city has aimed to embrace the derelict harbour areas. Since the redevelopment of Buiksloterham is in line of transformations, much can be learnt from the following examples.
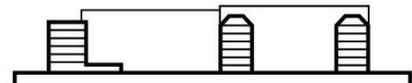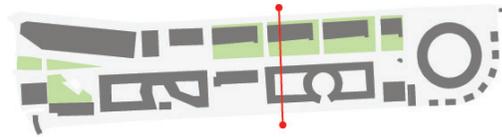
KNSM-eiland - Plan and section (source: Author)
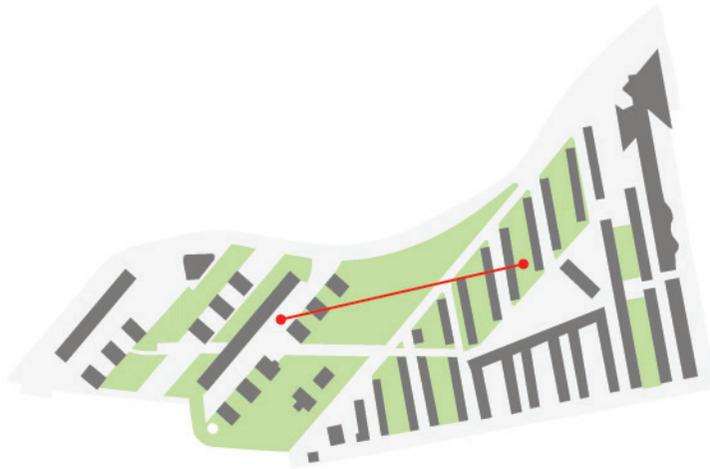
IJplein - Plan and section (source: Author)

KNSM-EILAND
Architect: Jo Coenen
FSI: 1,8
100 houses/hectare

Pireaus building at KNSM-eiland (source: Author)

The KNSM-eiland is the first of the *Oostelijk Havengebied* that got transformed. The plan for KNSM-eiland is based on the monumental city expansions made by Berlage in the 19th century. Along a boulevard big building blocks represent the scale of the former harbour warehouses of which some are maintained. Within the monumental urban lay-out the architecture functions as a supporting structure to uphold the monumentality. Commercial functions are situated at the entrance of the area and along the south quay shops and cafes form the backdrop of a lively quay. The area consists almost only of apartments and a few villas at the end of the peninsula.

IJPLEIN
Architect: OMA
FSI: -
86 houses/hectare

IJplein (source: Author)

The transformation in Amsterdam North was regarded as a tabula rasa exercise. Of the former harbour structure nothing is kept. The scale of the plan responds to the garden city neighbourhoods north of IJplein. The buildings are situated perpendicular to the river IJ to create a maximum relation to the water.

The area is built around a cinematic experience of movement through different spaces. The area is built as modernistic composition of buildings and open spaces. The area is very mono-functional and mainly consists of social housing in apartments and more luxurious urban villas.

JAVA-EILAND
Architect: Sjoerd Soeters
FSI: 1,4
100 houses/hectare

Canal at Java-eiland (source: Author)

Java-eiland is situated west of the KNSM-eiland and got its inspiration from the seventeenth century canals of Amsterdam. On the peninsula five building blocks are created, divided by small canals.. The building block is designed by different architects within the rules of the urban plan. This creates a diverse streetscape in which the buildings are obedient to the urban plan. The peninsula is regarded as a landscape and in order to break up the big scale, small landscape interventions signal the end and entrances of building blocks. Through height differences the observer is led through different 'rooms' in the urban plan. In order to achieve a high density of houses buildings at the outside of the block are high (5-8 storeys) and correspond with the openness of the water. The canal houses along the dividing canals have a smaller scale corresponding to the width of those streets. At the entrance of the area and at the corners of building blocks commercial functions are situated.

BORNEO-SPORENBURG
Architect: West8
FSI: 1,5
100 houses/hectare

View over Borneo-Sporenburg (source: West8)

The base of the for Borneo-Sporenburg was the idea to create all dwellings with the front door at the street with the highest density as possible. In a workshop architecture companies designed multiple possibilities. Along the long streets the streetscape is rather repetitive. Three enormous building blocks with apartments are strategically situated in the plan and are the exceptions in rigid structure. Their size contrasts with the small scale of the houses make the long streets feel more compact and human. The blocks also helped gained the aimed amount of houses per hectare. Because cars are parked on the plot of the house, the streets have become the public spaces for the residents. Self-built houses turned out successful and remind of the Amsterdam canal district and brings variety to the streetscape. Commercial public functions are situated at the entrance to the area.
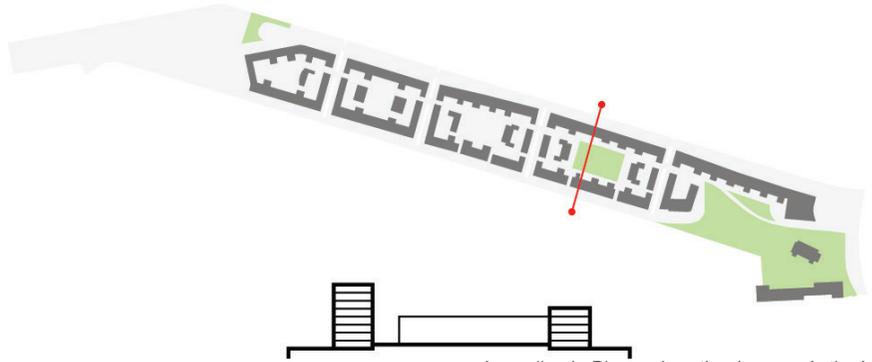
Java-eiland - Plan and section (source: Author)
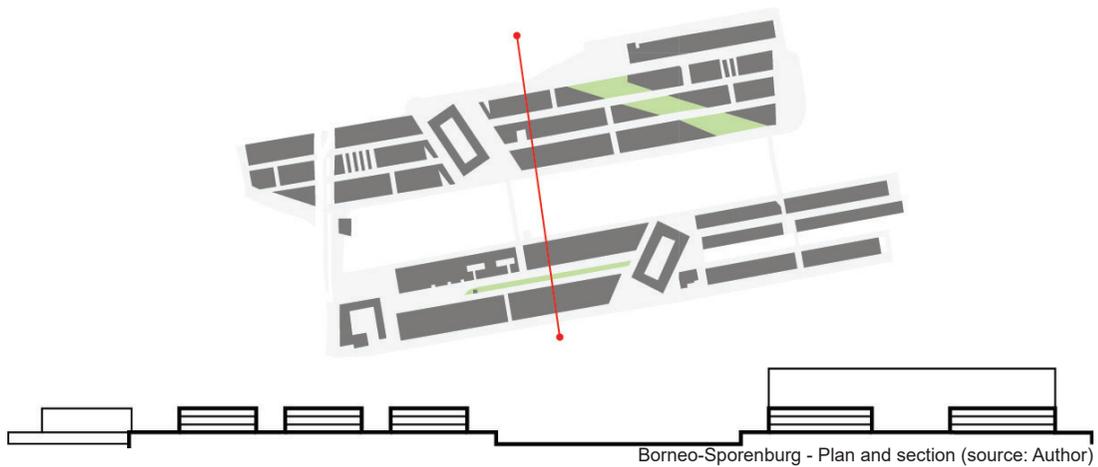
Borneo-Sporenburg - Plan and section (source: Author)
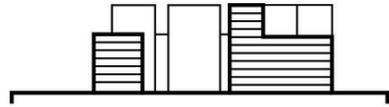
Westerdok - Plan and section (source: Author)

WESTERDOK
Architect: OD205 architectuur
FSI: 3,0
328 houses/hectare

Quay at Westerdok (source: OD205 architectuur)

West of the central station of Amsterdam this area has the highest density of all plans. The strip is divided into four building blocks divided by narrow streets. Each block is designed in a collaboration with different architecture companies. This made it possible to create a variety of buildings while keeping the quality of the courtyards and public space acceptable. Due to the high-rise of the blocks however, the courtyards lack liveability due to shadows of the bigger buildings. Westerdok consists of a great variety of dwellings. At the east side of the area the height of the buildings (ten floors) respond to the scale of the IJ. At the west side the buildings are less high, and the high buildings are set back within the courtyard. Therefore they do not dominate the streetscape. Commercial functions are situated at the eastern road and smaller shops and cafes are situated at the west quay.

4.4 RESIDENTS TO BUIKSLOTERHAM

Buiksloterham is an area in transformation and therefore does not have many residents yet. It is important what people live in Buiksloterham when it comes to attract tourists. Therefore a certain type of residents have to be attracted to Buiksloterham. A type of resident that makes it possible for tourists to enjoy public life and that are willing to welcome visitors in their neighbourhood.

As an industrial area in transformation, Buiksloterham does not have the physical attraction which the city centre of Amsterdam has. There are different ways to attract tourist anyway. Through three scenarios for Buiksloterham will be investigated what is possible to attract tourists. It is very important to see which type of tourists fit together with the residents that are assigned for Buiksloterham.

4.4.1 TYPES OF RESIDENTS

The transformation of Buiksloterham has already gotten started. Some industrial activities have left Buiksloterham to leave fenced brownfield areas. Building activities are starting to take place which causes a busy vibe in the area. The informality of the unfinished character of Buiksloterham is something that attracts people and functions. Within the area there are four second hand shops and several hardware stores to emphasise this character. The vibe of change in Buiksloterham attracts different kind of users. Some brownfield areas are changed into creative hubs cleansing the subsoil in a natural way. It is the informality and the rough atmosphere that attracts Vibrant ease seekers to Buiksloterham. On plot for self-built homes they have the chance to build their own house and set up activities with neighbours. The self-built family homes also attract Tranquil ease seekers. The housing shortages in Amsterdam make it hard to find family homes within the city. Therefore these houses in Buiksloterham attract young families that settle in Buiksloterham.

In order to have create a lively neighbourhood with a strong social cohesion the right types of residents
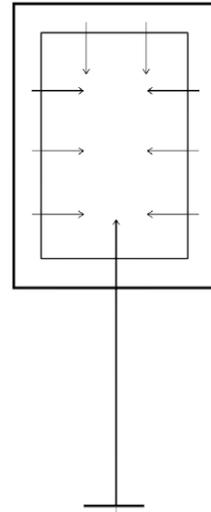
Characteristics *Hofje* (Source: Wilms Floet)

have to be attracted. Types that complement each other in the social network of the neighbourhood. Three types of residents will have to be addressed especially: Vibrant ease seekers, Tranquil ease seekers and Ethnic villagers.

The informality and the roughness of Buiksloterham attracts the Vibrant ease seeker in the start-up phase of the area. This type is important for the initiation of events with neighbours. The creative informality is a strong feature of Buiksloterham so this will be kept interested in Buiksloterham to keep the area lively and vibrant. The area should therefore not be too polished and should keep some of the 'creation atmosphere' in Buiksloterham. Otherwise this type will move on to other neighbourhoods that are being transformed. The peace and quiet of Amsterdam Noord attracts Tranquil ease seekers. The location of Buiksloterham is ideal for this type of residents, situated on bike ride distance from the city centre with all its services. Tranquil ease seekers, often families with kids, can be seen as the base of social life on street level. Kids are catalysts for their parents to meet other people.

In order to attract those people to Buiksloterham these residents need to have the ability to withdraw from the busy outside world. Ethnic villager use the public space as an extension of their living room, which enhance the liveliness of the public space. As local entrepreneurs Ethnic villagers help creating a local economy in which people can meet each other. Since a shopping centre is not planned for Buiksloterham, smaller individual shops will have to function as catalysts of local life.

4.4.2 LIVEABILITY & SOCIAL COHESION
A good quality of life in Buiksloterham has be created through liveability and social cohesion as found in the research. Important elements concerning Buiksloterham will be shortly addressed and further elaborated in the description of the design.

Described in the research, liveability concerns among others diversity, protection, comfort and delight. Protection is extra relevant in the case of Buiksloterham; protection against the environmental circumstances. Situated along the IJ

In order to create a community feeling in the newly built area the right types of residents are being addressed. As described in the research, social interactions and place identity are essential for social cohesion. The urban structure has to offer opportunities to interact but also to withdraw from social interactions. Therefore, the urban plan has to have a transition of spaces reaching from private to public. A good building typology for this type of transitions are closed building blocks. This building typology, in Dutch called *Hofje,* exists in the centre of Amsterdam and dates back to the middle ages. The courtyards function as an oasis in the city for its residents and as a pleasant surprise for visitors (Wilms Floet, 2014). Entrances are often will hidden in the street.

The building block will functions as a small community within Buiksloterham. The residents from this courtyard can withdraw themselves to the safety of the courtyard or get out in the open to public spaces. This choice makes the residents more aware of their choice to meet new people and are therefore more open to meet strangers if they go out to public spaces.

4.5 TOURISTS TO BUIKSLOTERHAM

In order to investigate which types tourists can be attracted to Buiksloterham four scenarios have been created. These scenarios are extreme examples focussed on that one occasion only. In the design, the knowledge gained from this exercise can be used to make Buiksloterham attractive to several types of tourists. A combination of scenarios is a possibility to make it appealing to a variety of visitors.

4.5.1 TOURIST SCENARIOS
• Architectural Buiksloterham
CULTURAL TOURISTS & MASS TOURIST
Within this scenario top architects of the world will be selected to design architectural masterpieces in Buiksloterham. Within the rational grid of streets architects will get architectural freedom to design interesting architecture that calls for discussion and admiration. Through a combination of programming and appealing public space a cluster of contemporary architecture will be created. This has the potential to attract Cultural tourists interested in architecture and Mass tourist interested in the new next thing. The area will get attention like Rotterdam has got after the construction of the Markthal and the Sydney with its Opera House.

Tourists in this scenario will not create a lot of nuisance in Buiksloterham as long as the amount of people visiting the area does not grow too much. This depends very much on the attractiveness of the buildings and when the building are being realised. If the realisation of the buildings is spread out over time, the stream of tourists will also be spread over time. This will also mean that not all areas in Buiksloterham will experience the same intensity of visitors so liveability for its residents can be maintained.

• Active Buiksloterham
PARTY/DRUG TOURIST & BACKPACKER
This scenario turns Buiksloterham into a playground for its visitors. Activities are unfolded on water and

land. In the canals water-skiing is possible and in harbour baths can be swum in the IJ. Kayaks can be rented to discover Amsterdam and luxurious yachts can dock in the harbour. The buildings are all connected through climbing trails and from the highest tops of buildings can be zip-lined. The area consists of bars, restaurants and clubs to keep the active visitors in the night as well. In order to be able to compete with the centre of Amsterdam, the hospitality services will get a lot of freedom to organise events and activities.

Buiksloterham as a playground for its visitors obviously creates nuisance for the residents. Especially the freedom for nightlife does not co-operate with the night's rest. Activities that only happen during the day might not create as much nuisance and can increase the liveability of Buiksloterham when, residents also make use of the facilities. Collaboration with residents is in this case very important and initiators should preferably also live in the area to gain more understanding.

• Cultural Buiksloterham
CULTURAL TOURIST & BACKPACKER
In this scenario Buiksloterham offers opportunities for a large variety of artists, galleries, antique shops, theatres & music venues. This creates a creative atmosphere that attracts tourists coming for cultural experiences and the creative scene. It can build upon the creative identity Amsterdam Noord has got because of the artists and events at the NDSM wharf. A collaboration with NDSM will proof fruitful to form a large artistic hub in the north of Amsterdam. The architecture and public spaces will have to embrace the existing rough atmosphere at the NDSM to link the areas to each other.

Cultural Buiksloterham is very interesting for the creative class and attracts people that believe in co-creation. This works very well with Vibrant ease seekers whom also have organising qualities. In this way a very pro-active collaboration between

residents and visitors lie ahead. The other residential types, especially the Tranquil ease seekers do not wish for so many events and activities on their doorstep. It causes nuisance for the people who wish peace and quiet. However, if the activities are clustered to decrease the inconvenience of the visitors to the area.

The scenarios 'Active Buiksloterham' and 'Cultural Buiksloterham' have the the most potential of the three described scenarios. The program for the tourists of these scenarios won't only be for the visitors but can be used by tourists and residents alike. 'Architectural Buiksloterham' can be an interesting option and one should strive for high qaulity architecture developments. But when it becomes 'the new next thing' there will always be another new thing to draw the attention away, so this scenario is rather temporary.

LIVEABILITY

A positive coexistence between
residents and tourists is possible when:

residents experience a strong place identity & feel
attached to their living environment and community
residents and tourists benefit from each other

SOCIAL COHESION

AUTHENTICITY
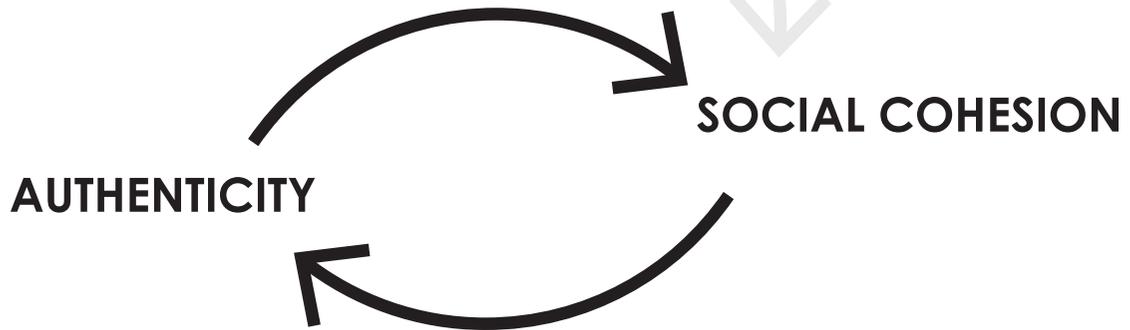
Positive coexistence between residents and tourists (source: Author)

4.6 COEXISTENCE OF RESIDENTS AND TOURISTS

The residents form the base of the area and will have to welcome with incoming visitors. Therefore, it is important that tourist that will be attracted to Buiksloterham fit in the profile with the residents: Tranquil Ease Seeker, Ethnic Villager and Vibrant Ease Seeker.   Tourists that are going to be attracted have to have comparable interests as these residents. This helps creating a positive coexistence of residents and tourists. Positive resident attitudes and behaviours can add to the appeal of the area on the basis of authenticity and a welcoming attitude (Willliam & Lawson, 2001). Tourists that come to Buiksloterham to experience the intangible authenticity of the place, local public life. When residents feel attached to the place they live in and identify themselves with it, they have a more positive attitude towards tourists (S. Wang & Xu, 2015). The positive attitude towards tourists occurs as well when residents benefit from the tourist (S. Wang & Xu, 2015). When the residents welcome them friendly, tourists will feel welcome. Only in this way meaningful qualitative tourism is possible in Buiksloterham.

The type of residents that are going to be attracted to Buiksloterham will help enhancing the liveability and social cohesion in their new living environment. They will use the city and its public space as a place to meet, to exercise and to relax. Tourists will have to be able to take part in that to experience the local life, the intangible authenticity. Through this and programming and activities tourists can be attracted to Buiksloterham.

For tourists, not only the intangible authenticity is important. Through the built environment they have to have the feeling that they are in Amsterdam. This is important for the tangible authenticity. This comes from the genius loci of the place which is besides the industrial harbour area of Buiksloterham, the urban structure of Amsterdam. The design of Buiksloterham should therefore be rooted in urban history of Amsterdam; the history of canals, quays, narrow alleyways, building blocks, court yards and monumental building plans.

From all scenarios elements can be used to attract tourists as long as it does not diminish the liveability of the residents. Tourist that have the most in common with the assigned residents are Cultural tourists, Backpackers & Party/Drug Tourists. Other types of tourists can be attracted as well as shown in the scenarios but is not preferred. Elements of scenarios for the other types can be applied though, as long as the liveability for the residents is kept into account. Through the intangible authenticity of public Amsterdam life and the urban structure inspired by Amsterdam's urban history visitors can truly experience Amsterdam.

5 BUIKSLOTERHAM //
design intervention

5.1 NOORDERBOCHT

Former waste incinerator Buiksloterham (source: Geelen)

The transformation of Buiksloterham is not unfolded step by step, within the boundaries of the rigid road system. For several plots in the zoning plan, designs have been made. For this graduation an area is chosen within Buiksloterham for which no design exist yet. The area is called NoorderBocht, named after its situation in the former bay (also called 'Bocht' in Dutch). NoorderBocht offers the most opportunities to create a neighbourhood in which a positive coexistence can be created between residents and tourists. Its situated in the west of Buiksloterham next to the NDSM wharf, a popular cultural attraction in Amsterdam North.

The canal at the south offers many opportunities for both residents and tourist to create a lively neighbourhood. *NoorderBocht* will make use of the appeal of NDSM during its development. At the east it is bordered by the Ridderspoorweg, the main access road of Buiksloterham. In the north it ends at the small park with adjacent to it plots with self-built homes and the Papaverkanaal.

Energy plants and waste incinerators ones set the scene of this place. Nowadays the plots in *NoorderBocht* are almost all without buildings. The existing buildings are former warehouses without much architectural value. Only the former transformer station of a power plant has architectural value and has importance as a relic of the past.

Old transformer station (source: Author)

Location of NoorderBocht (source: Author)

5.1.1 ACCESSIBILITY AMSTERDAM NORTH

The city centre of Amsterdam is the main attraction point for tourists. Visitors to Buiksloterham will therefore primarily come from that direction. Tourists in Amsterdam rely mainly on public transport and discover the city by foot. In order to make the crossing over the IJ the existing ferries are a good way of transport from the tourist perspective. It fits very good in the image of Amsterdam as a water city. Several ferry routes cross the IJ during day and night. Ferry leave from the Central Station, Java-Eiland and from the Pontsteiger, a new icon along the IJ (fig X). A new metro line will be completed in 2017 connecting the north of Amsterdam to the southern part of the city which will greatly improve the accessibility.
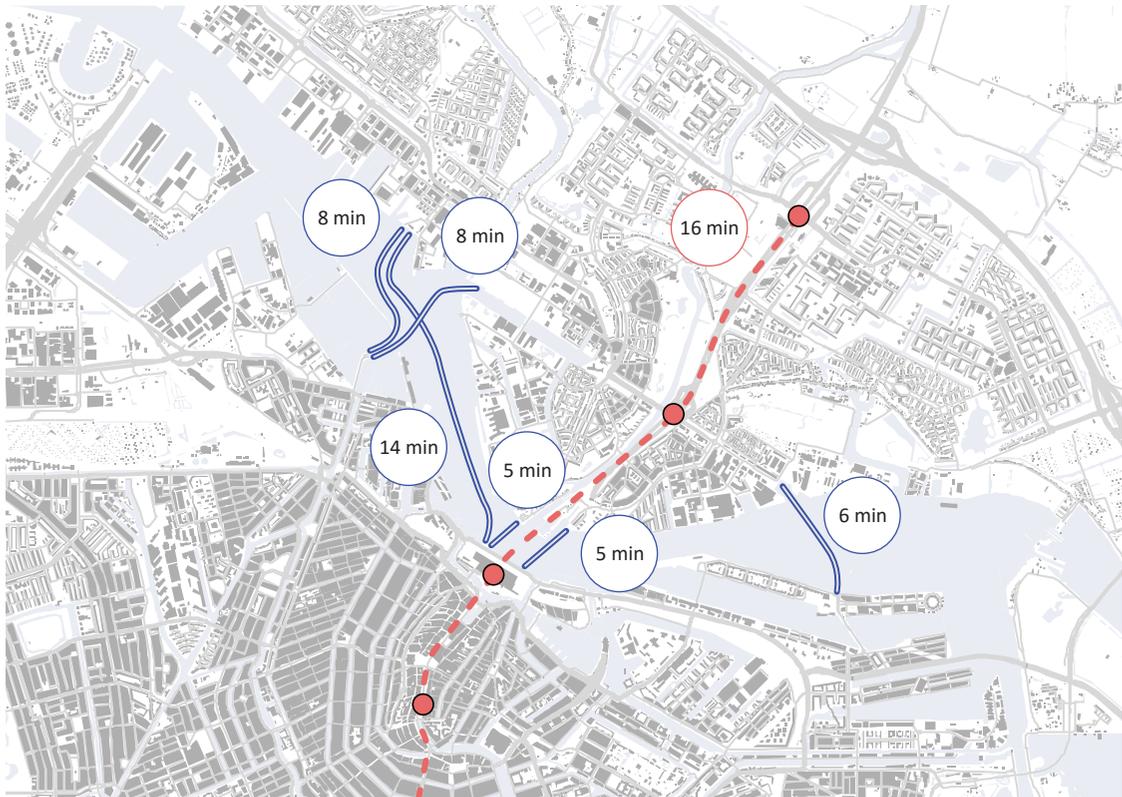
Accessibility Amsterdam North (source: Author)

5.1.2 ACCESSIBILITY NOORDERBOCHT

From the Amsterdam central station there are several routes to NoorderBocht in Buiksloterham. neighbourhood (fig X). With the ferries and the metro the crossing over the IJ can be made with connecting routes to NoorderBocht by foot or by bike. By foot distance differ from 18 to 28 minutes. Distances by bike are shorter from 7 to 16 minutes. The current ferry stop at Buiksloterham is being replaces to the area of NoorderBocht since that will be the main attraction point of Buiksloterham. This ferry route leads from the iconic Pontsteiger building to the edge of NoorderBocht. Its connection to the Central Station is less good than other ferries that leave from the Station. However, it is expected that NoorderBocht can attract residents from the south bank of the IJ in the new development area Houthavens. For these people Buiksloterham can be the area to which they go if they want to spend their spare time.
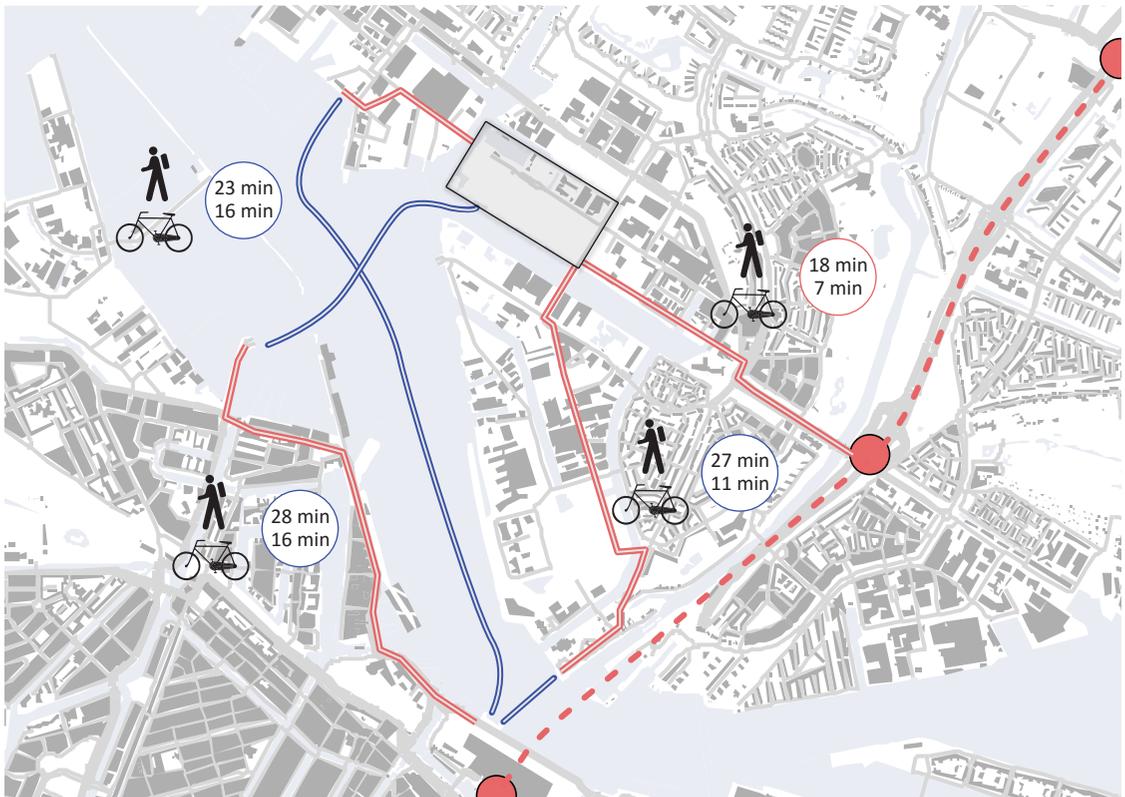
Accessibility of NoorderBocht (source: Author)

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Building blocks (source: Author)
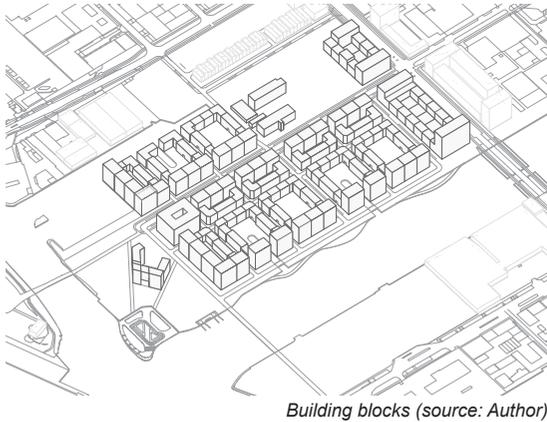
Courtyards (source: Author)

5.2.1 BUILDING BLOCKS

Without little internal leads for development the area will react to its surrounding streets, water and buildings. The Ridderspoorweg, which functions as the main access road of Buiksloterham is designed as a monumental boulevard. The buildings alongside it form the façade of it. Therefore, the buildings in *NoorderBocht* along this boulevard are mirrored to the buildings on the other side. A connection from north of *NoorderBocht* is created by extending the road along the transformer station to the *Johan van Hasseltkanaal*. A new bridge for slow traffic is planned crossing the canal to the southern part of Buiksloterham. This will improve the accessibility of both *NoorderBocht* and the southern part of Buiksloterham with a ferry stop.
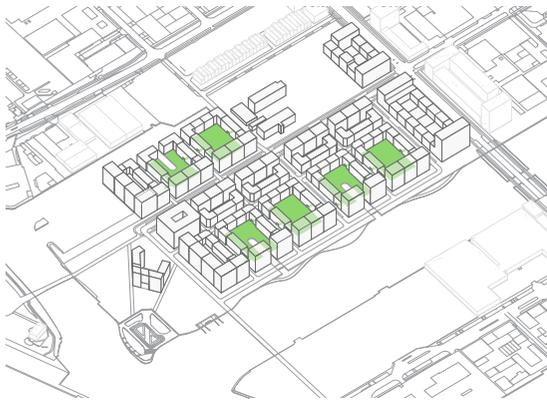
Between the inner and outer connections, big building plots are formed. In the research was concluded that the preferred building typology for Buiksloterham is the building block with courtyard. The courtyard functions as a shared private space. This building typology, in Dutch called *Hofje,* exists in the centre of Amsterdam and dates back to the middle ages. The courtyards function as an oasis in the city for its residents and as a pleasant surprise for visitors.

The densities for the building plots stated in the zoning plan are high. It differs from a FSI of 2,5 to 3,0 in *NoorderBocht.* In order to find the right size and density for the building blocks a model study and a reference study is carried out. For the courtyard it is important not to be too big nor too small with a fair amount of sunlight. The southern building blocks are the biggest and have courtyards that function as inner parks. The other courtyards are smaller and are mainly to get natural light within the apartments of those buildings blocks. The differentiation in width of roads between the building blocks indicate the differentiation in use and importance of those roads. The building plots turned out to have densities ranging from a FSI of 2,6 to 3,1.

The building blocks are divided into smaller buildings that will be designed by different architects to create variation in the building façade. The buildings at the side of the southern and western building blocks have a height of seven storeys. This is the optimal height to relate it to the open waterscape while keeping it in a human scale. These buildings will have to emphasise a verticality opposing the horizontality of the canal. The buildings at the inside are three to four storeys that fit better in the scale of the small streets between the building blocks. The buildings at the northern side relate to the scale of the road there and are five to six storeys. At the head of the strip of building blocks a single tower of ten to fifteen storeys is rotated as an exception in the rhythm of the building blocks. Situated in an open urban field it relates to the buildings at the NDSM wharf.
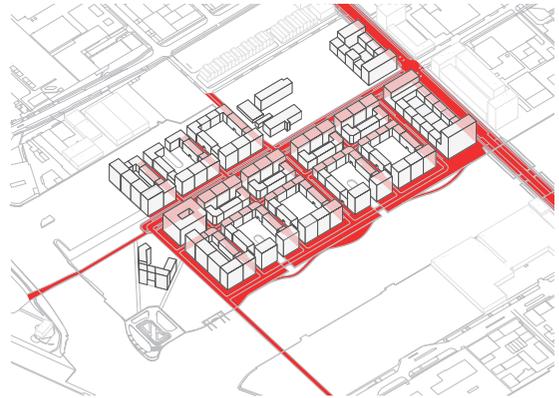
Streets and quay (source: Author)
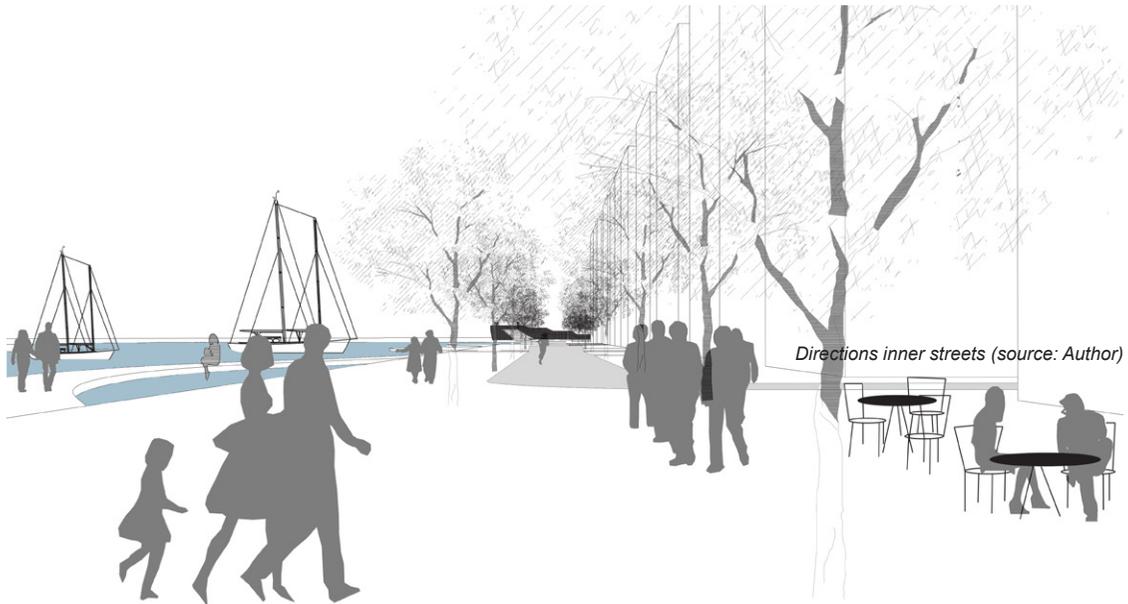
Directions inner streets (source: Author)
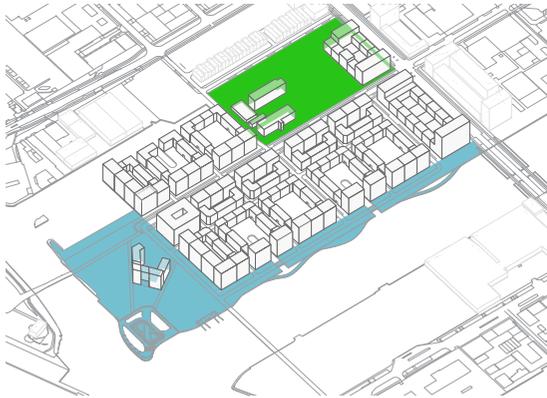
Quay and park (source: Author)

Directions within courtyards (source: Author)

5.2.2 PUBLIC SPACES

In *NoorderBocht* two mayor public spaces will be created. Around the former transformer station a public space will be designed that will function as the public living room of the neighbourhood. It ties together *NoorderBocht* and the self-built houses north of it. The transformer station will be converted into a centre for the neighbourhood with office spaces, galleries and shops. The square has possibilities for markets, children playground, public meetings and small cultural events. The other public space in *NoorderBocht* is the quay at the south and the square with the island on the west side. These spaces are more outward directed to attract visitors from outside the neighbourhood. At the quay boats can dock and restaurants and cafes can be settled. In order to diminish the hard border with the canal, platforms are designed into the water. Around the *Steigereiland* at the west harbour baths are designed to really get in contact with the water. The island will get an architectural viewing platform to end the quay. People can climb the rotated building and zip-line from it to the viewing platform.

The courtyards within the building blocks are private shared spaces for its residents but have entrances for the public at strategic points. These entrances are narrow passages and indicate a transition to private space. The entrances are opposite of each other in courtyards without water inlet and are assymmetrical in the closed courtyards.

5.2.3 STREETSCAPES

NoorderBocht consists of a variation of streetscapes. The area is bordered and intersected by boulevards, has streets connecting the different parts and alleys between the building blocks. The inner connecting streets have a width of 20 meter. This allows functions in the ground floor to extend to outdoors on the sidewalk, which improves the liveliness of the street. Parallel parking is possible here alternated with trees.

The alleys are ten meter wide and have no parking possibilities. At the place where the alleys meet into crossings, the corners of the buildings are cut off to create little squares. The alleys themselves widen halfway. This forms a room in the narrow alleyway. The sequence of rooms and squares bring variation into the ordered building blocks.

This is also done at the quays. Two harbour inlets, inspired by other inlets in Buiksloterham, divide the quay in three parts of 140 meter. The bridges crossing the water are smaller than the quay which makes the different parts of the quay rooms in the urban space. The harbour inlets break through two building blocks letting the water into those courtyards.
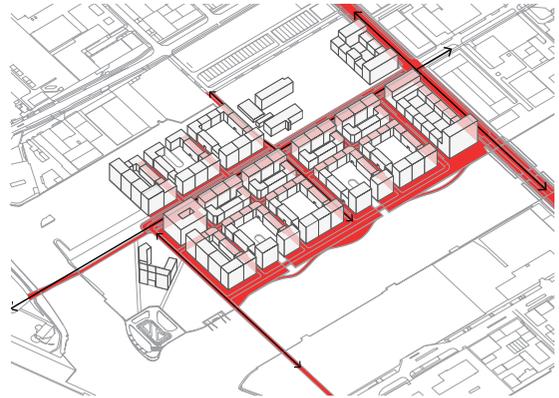
Directions connecting streets (source: Author)
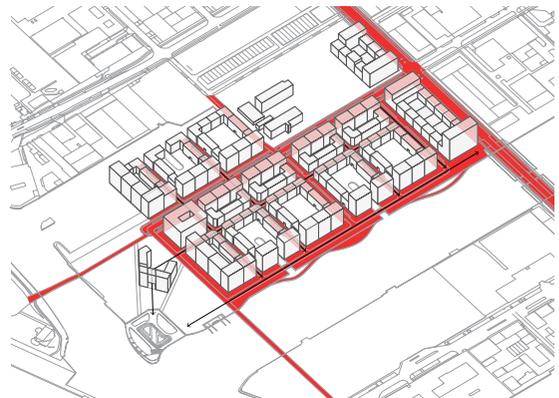
Directions inner streets (source: Author)
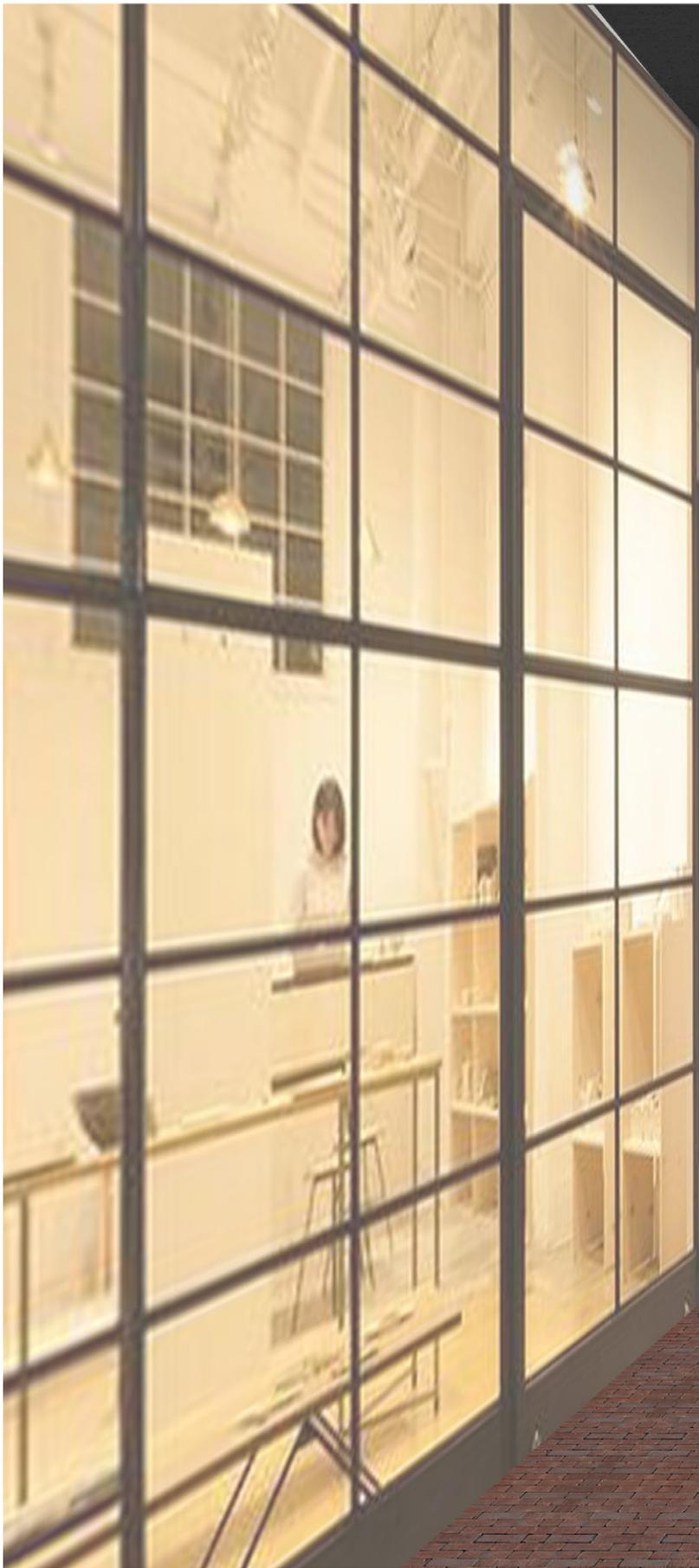
5.3 DESIGN PRINCIPLES OF BUILDING BLOCKS

The buildings in NoorderBocht are divided into five different types of building blocks. Each types has its own set of design principles for architects.

Type A are the building blocks situated at the edges of the plan. Type B are the building blocks with courtyards and type C are the building blocks at the central street. Building D is situated in line with the building of type D at the central street. Building E is the rotated building at the head of NoorderBocht. Building blocks are divided into smaller building plots. These plots will be developed through collectives of people with an architect. This has to lead to a great variety of facades. In order to create unity in the streetscape the developer has to follow the guidelines of the design principles.
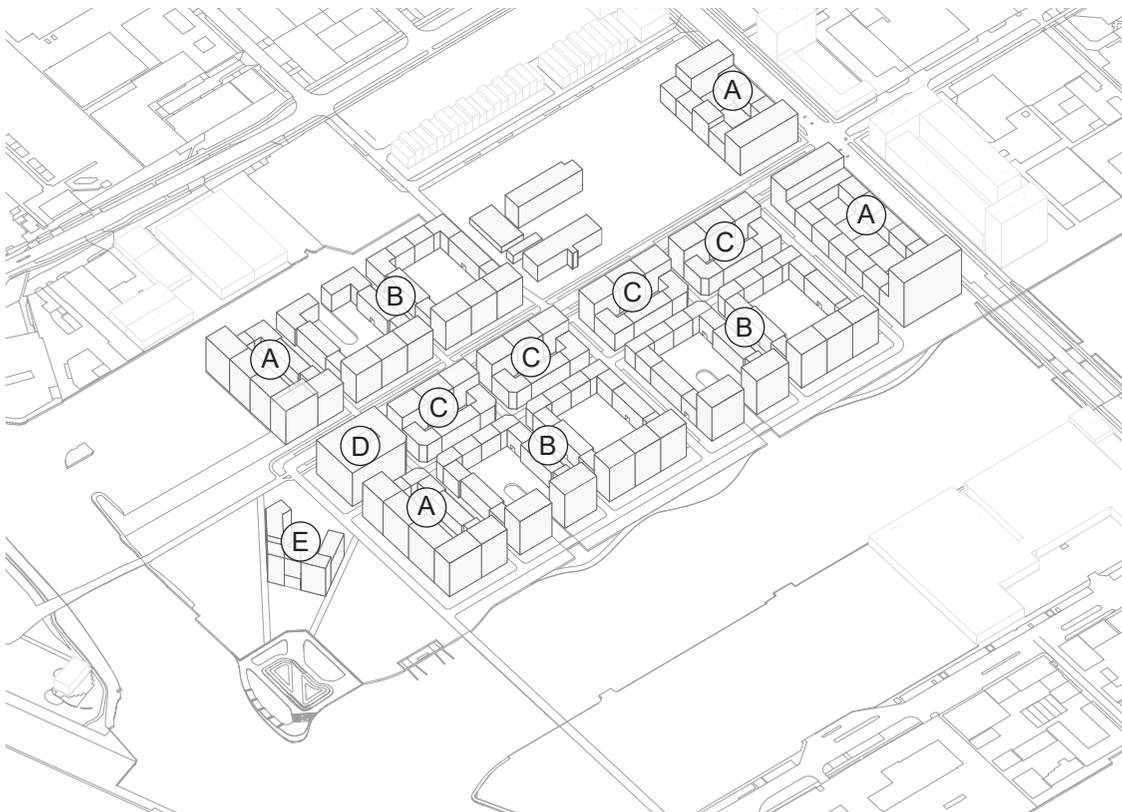
Five different types of building blocks (source: Author)

BUILDING BLOCK A

The building block A is situated at four places in the urban plan for NoorderBocht. They all slightly vary as can be seen in the FIG X. In general the building block A is an elongated building block which consists of higher buildings at the end of the block and a lower middle. The block is divided in multiple building plot that have to be developed by different building groups. The facade has to be materialised in bricks or timber.

The building at the end of the strip located at the central street has a height of 22 to 25 meter with a ground floor (plint) of 5 meter. The design of the plint has to follow a rhythm of transparant and closed facade elements. The building located at the quay has a height of 40 meter and the buildings at the square have a height of 30 meter. The plint is 5 meter as well.

The lower middle blocks are 15 meter high and have a plint of 4.5 meter. Parking has to be dealt within the block. The courtyard is elevated on top of the parking and can be developed as the building group wishes.

Entrance to the buildings have to be situated at the street.

Reference building block with raised courtyard (source: Superlofts)
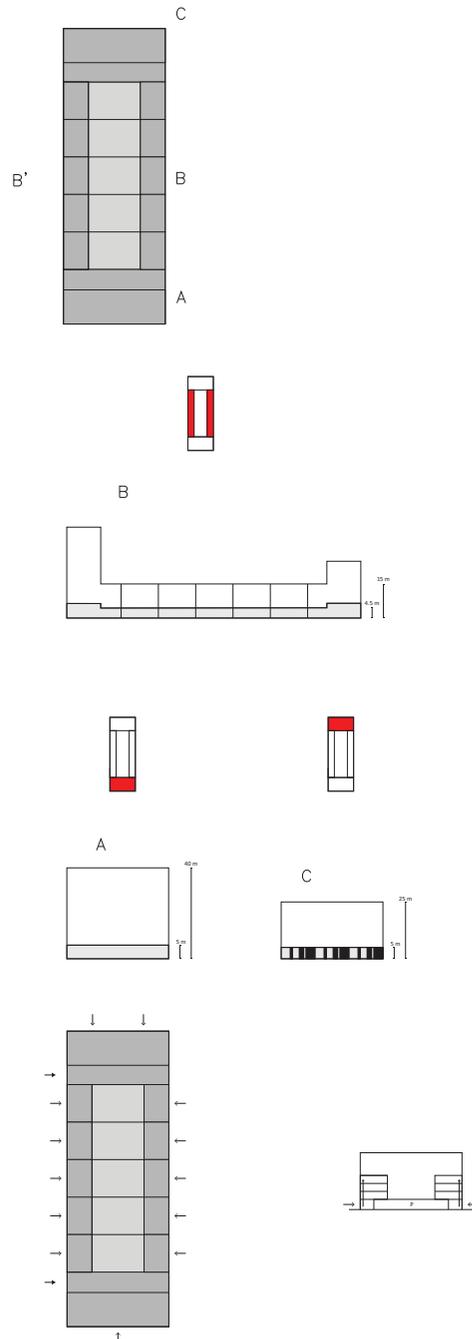
Design principles building block A (source: Author)

BUILDING BLOCK B

The building block B is situated at three places in the urban plan for NoorderBocht. The blocks have a water inlet or are entirely closed with an inner courtyard. The courtyard is private but accesible to the public. The block consist of higher buildings at one side and lower at the other side. The block is divided in multiple plots that have to be developed by different building groups. The facade has to be materialised in bricks or timber.

The buildings along the quay have a heigt of 27 to 30 meter with a plint of 5 meter. Buildings along the central street have a heigt of 22 to 25 meter and a plint of 5 meter. The design of the plint has to follow a rhythm of transparent and closed facade elements.

The lower buildings have a building height of 15 meter with a plint of 4.5 meter. Housing units at the first floor are two-sided and have to entrances, one at the street and one at the inner courtyard. The rest of the housing units have to be accessed from within the courtyard.

The courtyard has two entrances on two sides of 4 x 4 meter. The courtyards with water inlet are asymmetrical and the others are opposite of each other. The position of the entrances leads to a architectural promenade through NoorderBocht.

Reference of inner courtyard (source: Author)
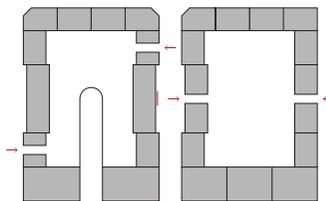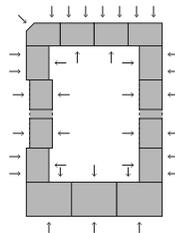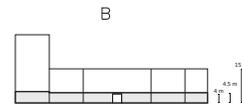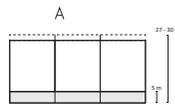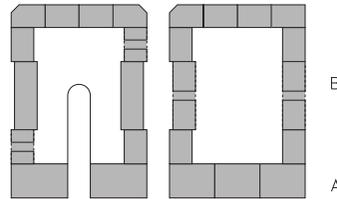
Design building block B (source: Author)

BUILDING BLOCK C

The building block C is situated at four places in the urban plan for NoorderBocht. The block consists of higher buildings at one side and lower buildings at the other side. The block is divided in multiple plots that have to be developed by different building groups. The facade has to be materialised in bricks or timber.

The high buildings along the central street have a height of 22 to 25 meter with a plint of 5 meter. The design of this plint has to follow a rhythm of transparent and closed facade elements.

The lower buildings have a height of 10 meter with a plint of 5 meter. These buildings are low to allow light into the central raised courtyard. Parking has to be dealt within the block. The courtyard is elevated on top of the parking and can be developed as the building group wishes.

Entrances to the buildings have to be situated at the surrounding streets.
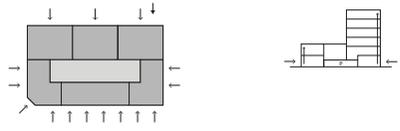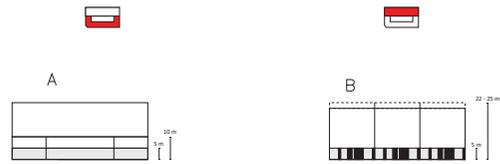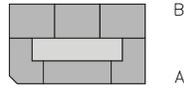
Design building block C (source: Author)

Reference Haarlemmerplein (source: Van Gameren)

BUILDING BLOCK D

The building block D is situated ones in the urban plan for NoorderBocht. It lies in line wiht the building blocks. The block consists of one single building that will have to be developed by one building group.

On top of the building a rooftop terrace is placed. The building is one unity but the terrace has to be designed as a seperate architectural element. The facade has to be materialised in bricks or timber. The vertical access point to the rooftop terrace has to be a visible element in the facade.

The building has a height of 30 meter and at places with the rooftop terrace it has a height of 33 meter. The plint has a height of 5 meter. The facade of the plint facing the central street has to follow a rhythm of transparent and closed facade elements.

Entrances to the building have to be situated at the central street and at the square to the west.

Design building block D (source: Author)
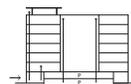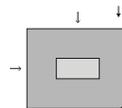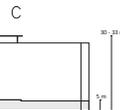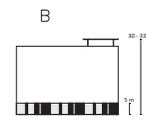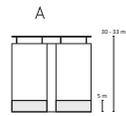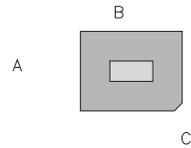
BUILDING BLOCK E

The building block E is situated at the square in the western part of the plan for NoorderBocht. The building is rotated in relation to the other building blocks of the plan. It is a half-open building block that has to guide the sight lines from the neigbourhood to the harbour bath through its shape and a passage in the building. The block consists of one single building of different heigths. The building is situated at the place where ones the waste incinerator of Amsterdam stood. As a link to this past building block E has to have the rough ruin-like atmosphere of a former industrial complex.

The building height is lowest at the south side of the building to allow light in the open courtyard. The height of the building here is 20 meter. At the west side the building reaches a height of 25 meter. The passage in the building is 10 x 10 meter. The northern side of the building has a height of 30 meter. The plint has a height of 5 meter around the building.

Entrances to the building have to be situated at the centre of the square.
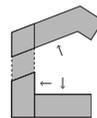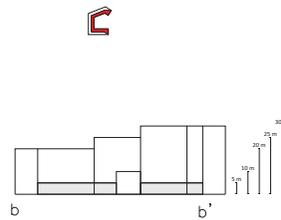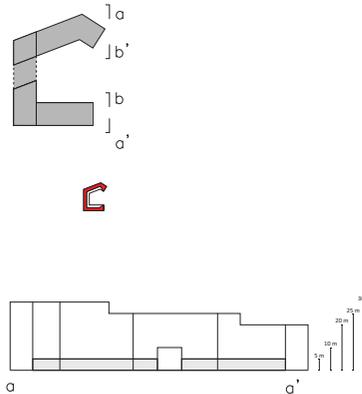
Design building block E (source: Author)

Fromer waste incinerator Amsterdam North (source: Geelen)

Transformed industrial complex by Ricardo Bofil (source: Carbonel)

5.4 PROGRAMMATIC PRINCIPLES BUILDING BLOCKS

The buildings in NoorderBocht are divided into five different types of building blocks. Each types has its own set of programmatic principles for architects.

Type A are the building blocks situated at the edges of the plan. Type B are the building blocks with courtyards and type C are the building blocks at the central street. Building D is situated in line with the building of type D at the central street. Building E is the rotated building at the head of NoorderBocht. Building blocks are divided into smaller building plots. These plots will be developed through collectives of people with an architect.

NoorderBocht has to offer program that creates a lively streetscape with functions in the plint. The program of NoorderBocht is going to follow the established tourism scenarios, Actice Buiksloterham and Cultural Buiksloterham. With these scenarios it has to attract the Cultural Tourist, Backpacker and Pary/Durg Tourists.

The focus of the program for NoorderBocht is to make the extraordinary of the tourist the ordinay of the resident. The program is never focussed on tourists only but has to form a part of lives of the residents as well.

The building plots offer opportunities for residents to also create a autonomous unit in their house. These units can be used as studios, ateliers, offices space. As autonomous units the studios have the possibility to be subletted on online platforms like Airbnb.
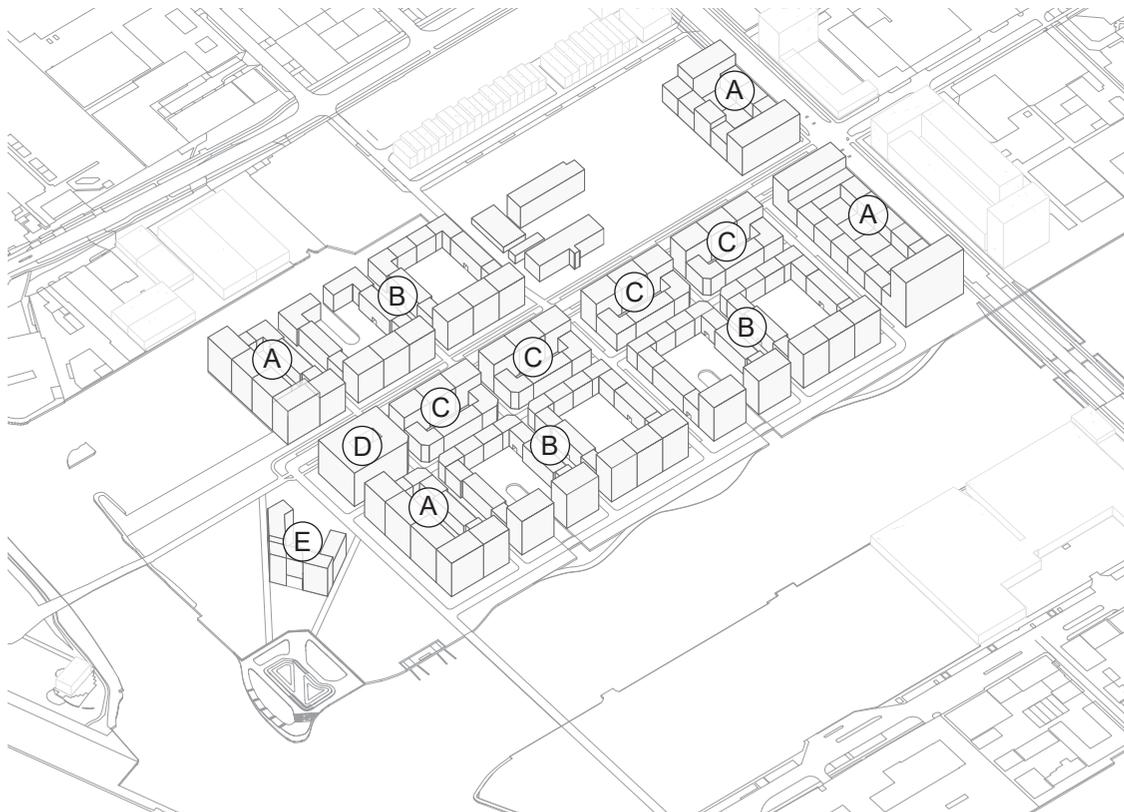
Five different types of building blocks (source: Author)

BUILDING BLOCK A

In building block A cultural and recreative program is situated at the heads of the building block. The middle part of the block does not have to be developed with cultural and recreative program if the market is not ready. When opportunities arise to develop the middle part of the block for this type of program it can be done in two ways.

A possibility is to have cultural and recreative program in the plint. The rest of the building block is in this case only accessible for its residents.

In the other possibility the first floor is also part of the cultural and recreative functions. This offers opportunities to use the courtyards in these functions.
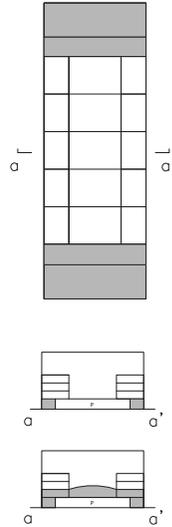
Program principles building block A (source: Author)

BUILDING BLOCK B

In building block B cultural and recreative functions are spread over the blocks. In the buildings along the quay big scale functions are possible like hotels, restaurants and shops. In the lower buildings smaller cultural and recreative functions are situated in the plint at the entrances of the courtyards as a program of exposure along the courtyard paths.

Program principles building block B (source: Author)

A minimum amount of cultural and recreative program at the quay side is at least one plint developed with this type of function. Located at the end of the building block the quay will get a public function every 120 meter.

A minimum amount of smaller program in the lower buildings concern at least one entrance to the courtyards.
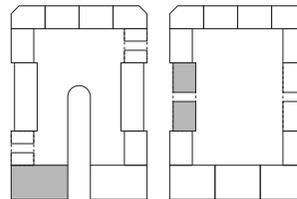
BUILDING BLOCK C

In building block C cultural and recreative functions are situated at the side of the central street. A minimum amount of of this is at least one plint of a building developed with this type of function. Located at the end of the building block the central street will get a public function every 120 meter.
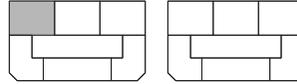
Program principles building block C (source: Author)

BUILDING BLOCK D

In the building block D a restaurant or cafe is situated at the corner of the corner of the central street and the square. At the top floor a rooftop terrace is situated looking out over the sqaure and the IJ to the west and the landscape of roofs and courtyards to the east.
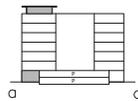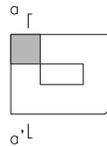
Program principles building block D (source: Author)

BUILDING BLOCK E

In the building block E cultural and recreative functions are situated everywhere on the ground floor. At the roof of the building a welness centre is situated in relation to the harbour bath.
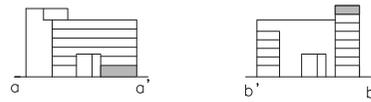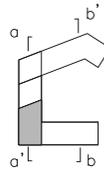
Program principles building block E (source: Author)

PROGRAM HOUSING

On each building plot the collective building groups can together with the future residents create the wished configuration of appartments. This makes the housing stock in NoorderBocht very diverse. A great variety of housing types like lofts, penthouses, appartments and ordinary row houses. The otherwise ordinary building block gets a strong variety. Residents have a great deal of freedom to design the configuration of their house in the participatory process. Examples of this type of development can be found in the projects of Superlofts in Amsterdam, Utrecht and Delft.

It offers opportunities for people to also create a autonomous unit in their house. These units can be used as studios, ateliers, offices space. As autonomous units the studios have the possibility to be subletted on online platforms like Airbnb.


building plot

building plot
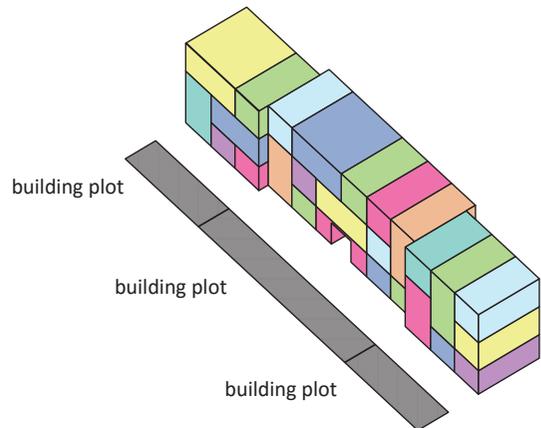
building plot

Possible housing units on building plots (source: Author)

1:800 ↑ N
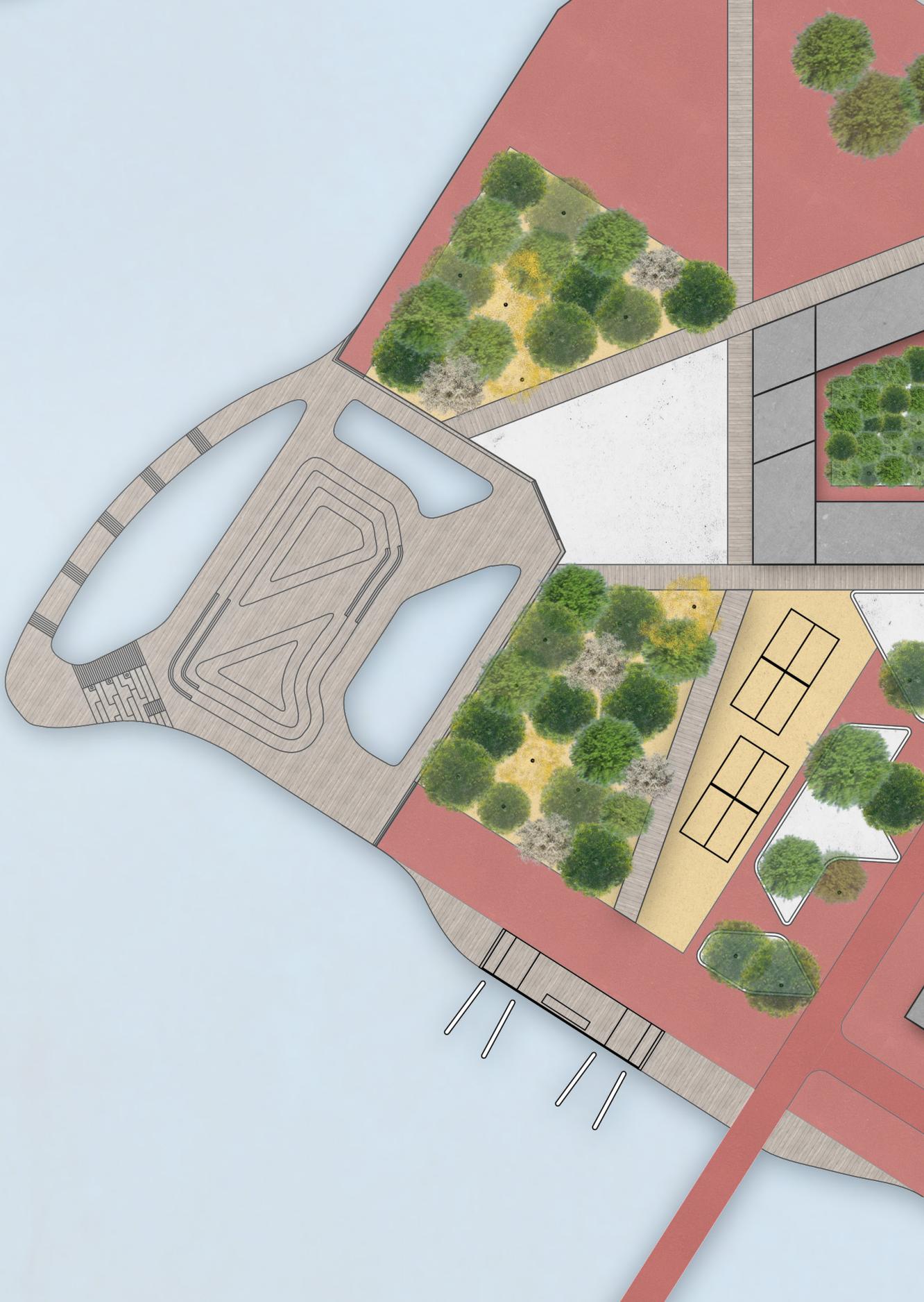
5.5 HARBOUR BATH & FERRY STATION

5.5.1 Design description

At the west side of NoorderBocht, where people get on and off the ferry the emphasis lies on leisure. It is the place of NoorderBocht that will be most appealing to spend free time for residents and tourists alike.

When entering NoorderBocht by ferry a timber wave rolling ashore is the first thing one sees. A harbour bath lies prominent at the head of the boulevard. The boulevard stretches out towards the west, where boats are moored. The harbour bath makes it possible to take a refreshing dip and dive into the water. Three pools of different depts allows people of all age groups to play in the water. The harbour bath stretches out in the water where a five meter high viewing platform offers sights accros the IJ. It also offers the opportunity for true daredevils to jump into the water. The harbour bath has a wooden surface and the organic shape embraces the baths. Its height at the west side protects the sunbathers against the prevelant westerly winds. The wooden surface provides ample space for people to sit, play and rest.

An urban beach surrounds the harbour bath. It is possible to play beach volleybal in the sand. Birch trees in different shades of green and white provide shade and form a contrast with the open harbour bath. At the rough building, that looks like a modern ruin, people can climb on the facade and zip line down to the ground again. At the top of the building a spa is situated to make it possible to enjoy the water all year round. The building is shaped in such a way that it invites people to investigate the rest of NooderBocht. From the neighbourhood itself the buiding guides the sight axis towards the viewing platform at the harbour bath.

STREET PAVEMENT
DUTCH BRICK STONE,
AMSTERDAM STYLE

TIMBER AZOBE

SIDEWALK PAVEMENT
DUTCH BRICK STONE,
AMSTERDAM STYLE

SAND

CURB STONE
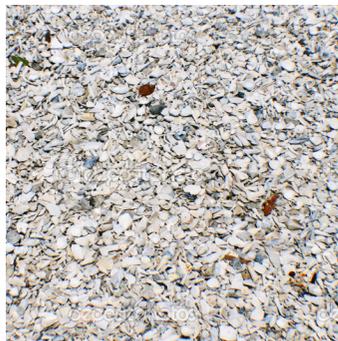
SHELLS

5.5.2 MATERIAL LIBRARY

Among the trees in NoorderBocht are the birch trees especially prominent. A variety of tree sorts should be used to create a green and flourishing atmosphere all year round. Elm, cherry, apple, maple and platanus could be among these.

Maple tree (source: Author)

White birch tree (source: Author)

6 CONCLUSIONS //
conclusion, reflection & literature

6.1 CONCLUSION

This thesis set of from the problem observed with the current spatial structure and spatial program that does not need the demands of residents and tourists. With the research question as guide lines asnwers are given ont this matter. In this chapter the answers to the sub questions are summarized in an overview. The research question and sub question are:

HOW CAN THE SPATIAL TRANSFORMATION OF BUIKSLOTERHAM ATTRACT RESIDENTS AND TOURISTS, AND CREATE A POSITIVE COEXISTENCE BETWEEN THEM THROUGH THE QUALITY OF LIFE AND THE QUALITY OF TOURISM?

1   *What is the quality of life in an urban context?*

2   *How can the spatial structure of Buiksloterham improve the quality of life of local residents?*

3   *What is the quality of tourism in an urban context?*

4   *How can the spatial structure of Buiksloterham enhance the quality of the touristic experience?*

5   *Which global and local trends of tourism can be projected on Amsterdam based on its tourist history?*

6   *Where do spatial opportunities lie for improving the balance between tourists and residents?*

1. WHAT IS THE QUALITY OF LIFE IN AN URBAN CONTEXT?

To fully function as a human being, to get to the eudaimonic state, one has to be able to live according to their capabilities. It's about the realisation of talent and potential, and the feeling that you are able to make the most of your abilities in life. Capabilities and well-being are a well-researched theme in philosophy and psychology (Maslow, 1943; Nussbaum & Sen, 1993; Ryff, 1989). These theories come up with required characteristics for well-being or a happy life, all which is needed for a good life.

Even though they have different approaches the two lists of characteristics and capabilities have a lot in common. The control over one's environment are present in both of them. It is closely linked to liveability; when a person lives in a liveable environment it feels more in control over its environment. The social relationships as one of the important elements of well-being is also existing in both lists and is essential for social cohesion in a living environment. Social relations in public space are created and enhanced by the physical form of the public space. Through the physical form of the public space and the program in it social interactions and place attachment are enhanced. The capability to play is mentioned as well. It is the link between tourists and residents since playing often takes places in the public space. The space which is used by both groups.

2. HOW CAN THE SPATIAL STRUCTURE OF BUIKSLOTERHAM IMPROVE THE QUALITY OF LIFE OF LOCAL RESIDENTS?

A good quality of life in Buiksloterham has be created through liveability and social cohesion as found in the research. Important elements concerning Buiksloterham will be shortly addressed and further elaborated in the description of the design.

Described in the research, liveability concerns among others diversity, protection, comfort and delight. Protection is extra relevant in the case of Buiksloterham; protection against the environmental circumstances and pollution. The polluted subsoil is a serious issue in Buiksloterham. The ground is polluted since it is used at a silt depot in the 19th century and the industrial activities afterwards. This laid to mobile and immobile pollution that has to be dealt with when being transformed. The mobile pollution has potential danger for the groundwater. There are different ways of cleaning the polluted subsoil. Since the invisible pollution is such a big part of the identity of Buiksloterham, it has to be shown in the design for Buiksloterham.

In order to create a community feeling in the newly built area the right types of residents are being addressed. As described in the research, social interactions and place identity are essential for social cohesion. The urban structure has to offer opportunities to interact but also to withdraw from social interactions. Therefore, the urban plan has to have a transitions of spaces reaching from private to public. A good building typology for this type of transitions are closed building blocks. Within the building block, the courtyard functions as a shared private space. The building block functions as a small community within Buiksloterham. The residents from this courtyard can withdraw themselves to the safety of the courtyard or get out in the open to public spaces. This choice makes the residents more aware of their choice to meet new people and are therefore more open to meet strangers if they go out to public spaces.

3. WHAT IS THE QUALITY OF TOURISM IN AN URBAN CONTEXT?

As humans meet their basic needs, they seek for higher needs, for self-actualisation. Or as Aristotle said, to aim for highest human potential possible, happiness. Due to the rise of income, tourism and recreation has become part of our consumer

behaviour. Therefore, tourism and recreation became ways to become to a completer human being. The departure from everyday experiences, can lead to the sensation of the sublime, as rapture, fear and fascination (Rundell, 1994). Taking temporarily distance from all reality enables people to feel that they are not part of a routine and recreation and tourism play a role in defining reality and identity (Cohen & Taylor, 1992).

To understand tourism it is important to know that tourists experience their holidays and their destinations in different ways. In order to experience the destination, it needs to hold a certain authenticity. The northern IJ banks do not hold very much authenticity as old docklands. Now the area is going through a transformation process the quest for authenticity will be very relevant. Authenticity can be seen as the original or the attribute of the original (MacCannell, 1976) and the longing for the original in the *Other* is the driving force of tourism. In order to attract tourists to the area a certain form of authenticity needs to be deciphered from the area.

The original as stated by MacCannell comes in various shapes and is not only a tangible representation. The intangible type of authenticity in cities strongly depend on contact with other people. This can be in different ways, from being among the crowd of a stadium, to being fully participating in local life or to being anonymous in city life. Both tangible and intangible authenticity can be found within all the modes of experience to varying degrees. This depends on the type of holiday and the activities carried out.

4. HOW CAN THE SPATIAL STRUCTURE OF BUIKSLOTERHAM ENHANCE THE QUALITY OF THE TOURISTIC EXPERIENCE?
Within the field of urban design the terms *genius loci* and *sense of place* are more often used than of authenticity, but the concepts are interchangeable. Having a plan embedded in the *genius loci* creates

ties to the context and gives the plan a deeper meaning. It strengthens the bond to the place for the residents and visitors. Urban designs obviously have mainly influence on the object related authenticity of a place. However, *sense of place* is often socially constructed and in ordinary places like the northern IJ banks, without important landmarks or symbolic structures, the social construction is especially important (Knox, 2005). Physical places cater urban life and very much affect the social activities that take place there. Urban design can therefore also help creating authenticity.

5. WHICH GLOBAL AND LOCAL TRENDS OF TOURISM CAN BE PROJECTED ON AMSTERDAM BASED ON ITS TOURIST HISTORY?
Amsterdam has always attracted people from outside the city, due to its harbour activities. The reason to visit for business however, is significantly different than tourism. Tourism in Amsterdam dates back to the grand tour made by young rich nobles and their entourage of Europe between the 16th and 18th century.

Contemporary tourism in Amsterdam can be divided in two themes: cultural heritage tourism and party/drug tourism (Ashworth & Tunbridge, 2001). The former is based on the history of the 'Golden age'. The latter is a consequence of the youth culture of sexual liberalism and narcotic indulgence which arose in the 70's. These two seemingly counter poles as image of Amsterdam, are a part of the attractiveness of Amsterdam. Guide books like Lonely Planet, Rough Guide and Capitool mention the interweaving of different strands of life which compose the city's charm. The attractiveness has made Amsterdam one of the top destinations of Europe. Tourism has shown a growing number of visitors to Amsterdam (graph). The tourist industry became economically relevant to the city and host around 10% of all jobs in Amsterdam (Gemeente Amsterdam, 2014).

The amount of tourists visiting is expected to keep growing, just like the world tourism is expected to grow with 3,3% until 2030 (UNWTO, 2011). Modern urban tourism is long understood as a break in work and everyday life in order to do something different. It has been about seeing sights and consuming touristic attractions. As wealth grows, so will the number of choices for consumer goods and emotional experiences. This leads to a society that asks for and needs the stories behind products and services (Jensen, 1999; Jensen & Aaltonen, 2013; Pine & Gilmore, 1998). This led to recent trends in urban tourism that reflect the search for deeper experiences. In the chaptor about the quality of tourism will be further elabortad on tourism as an experience.

6. *WHERE DO SPATIAL OPPORTUNITIES LIE FOR IMPROVING THE BALANCE BETWEEN TOURISTS AND RESIDENTS?*

The residents form the base of the area and will have to welcome with incoming visitors. Therefore, it is important that tourist that will be attracted to Buiksloterham fit in the profile with the residents: Tranquil Ease Seeker, Ethnic Villager and Vibrant Ease Seeker. Tourists that are going to be attracted have to have comparable interests as these residents. This helps creating a positive coexistence of residents and tourists. Positive resident attitudes and behaviours can add to the appeal of the area on the basis of authenticity and a welcoming attitude (Willliam & Lawson, 2001). Tourists that come to Buiksloterham to experience the intangible authenticity of the place, local public life. When residents feel attached to the place they live in and identify themselves with it, they have a more positive attitude towards tourists (S. Wang & Xu, 2015). The positive attitude towards tourists occurs as well when residents benefit from the tourist (S. Wang & Xu, 2015). When the residents welcome them friendly, tourists will feel welcome. Only in this way meaningful qualitative tourism is possible in Buiksloterham.

6.2 REFLECTION

OBJECTIVE OF THESIS
In the graduation thesis, solutions are sought for the crowdedness in the city of Amsterdam. The increasing popularity of the city attracts both new residents and visitors. New extensions are being proposed to deal with the need for housing. With the results of this thesis a link is made between the needs of housing for new residents and an attractive area for tourists. The goal is to create a positive coexistence between those two groups through creative urban planning and design. The focus area of this thesis is Buiksloterham, a derelict industrial harbour north of the historic centre of Amsterdam. Buiksloterham is being transformed into a mixed-use neighbourhood, however without tourism as an important role in the transformation process.

This thesis is part of the Happy Cities graduation studio. Therefore extra attention is being paid to the aspect of happiness in urban design. Happiness is the starting point of the research to the requirements of residents and tourists in the transformation of Buiksloterham. From the theoretical research three essential themes have been derived for a positive coexistence between residents and tourists in Amsterdam; liveability, social cohesion and authenticity. In order to find out which residents and tourists can be attracted to Buiksloterham typologies of residents and tourists have been made. In the third phase of the graduation process, links have been made from research to design. In the last phase of the process towards the P4 presentation, the design is further carried out. Conclusions from the research and the site analysis form essential input for the design.

TRANSITION FROM RESEARCH TO DESIGN
A swift transition from research to design has been realised by making the typologies spatial. For every type a typical square has been designed with the spatial features essential for that type. These features take shape in architectural form, degree of privacy, program, mode of transport and activities in the public space. Through this research by design exercise, a further understanding is gained in the spatial requirements of the types. Since these designed squares are merely fictional squares they are not routed in Buiksloterham. However, the exercise will help in later stages of the design when it is more clear what types of residents and tourists will be addressed.

A historical analysis and site visits have given understanding of the genius loci of Buiksloterham. The area is characterised by the physical form of the harbour and the pollution former activities have caused. A new chapter in Buiksloterham is the transformation. Transforming harbour areas has a long standing tradition in Amsterdam since the 1980's. Therefore, the transformation of Buiksloterham has to be seen in that line of development. Analyses of the three themes of Buiksloterham; harbour, pollution and transformations in Amsterdam, have provided insights in a possible future for the area. They have proven to be useful tools for rooting the design in Buiksloterham and Amsterdam.

DEVELOPMENT OF DESIGN
The conclusions from the research and the site analysis have been turned into a spatial toolbox to design with. Since Buiksloterham is already in transformation a site without plans has been chosen to elaborate on in the design. The site is named NoorderBocht. Information on occurring transformations were planned to be retrieved through interviews with local actors. Due to personal relational setbacks no time was left during the process to arrange this. Instead of local actors, the website of the municipality concerning Buiksloterham is used as a source (Gemeente Amsterdam, 2016). The website gives an oversight of plans for Buiksloterham in their different development stages. The site is made to provide information and arouse interest at potential investors. Since the information is provided by the municipality, it is assumed to be correct and up to date.

The part of Buiksloterham in which the design is be elaborated on is also chosen for its opportunities for a positive coexistence between residents and tourists. The site is planned to be mainly residential and is situated next to the NDSM wharf. In this way Buiksloterham can join in with the existing attractiveness of that area. Since future tourists will merely be visitors of Buiksloterham the emphasis in the design is on creating an area for the residents. They formed the starting point in the design. Requirements of tourists in the design of NoorderBocht are kept in mind with all decisions that are made.

The planned density of NoorderBocht according to the zoning plan are very high, FSI 2,4 - 3. In order to achieve a qualitative neighbourhood model studies are done. Through the studies, the desired building configuration and building types are found. Building blocks with inner courtyards turned out to be the best building form in order to reach a density and fulfilling requirements of residents found in the research. However, not all courtyards are big enough to form qualitative open spaces to stay in. These courtyards are made to let natural light in the houses of the building block. Residents from these blocks can make use of the several public spaces that are designed.

The tourist scenarios that are created for NoorderBocht have proven useful input for the design. All scenarios directed different types of tourists and several aspects of them could be used in different parts of design. In this way NoorderBocht is not dependent on one type of tourist for its success. However, this causes the touristic image to be rather diffuse. In order to be successful in attracting tourists, this has to be elaborated. This can be done through a clustering of different types of touristic program and the way it is advertised towards tourists.

7 LITERATURE

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