AMSTERDAM ZUIDAS
ASSIGNMENT

Railway stations in Europe, and specially those related with the High Speed Train (HST), are embracing greater areas than the building itself. Some of these areas are inadequate for mobility, marginal to urban fabric and unattractive, (in)directly showing social, economical and environmental burdens at several scales. New design approaches are required! This is an opportunity to rethink the station buildings as well as their urban surroundings, balancing their roles as infrastructural nodes and places in the city. To understand how architecture can improve the performances of these spaces in different cultural and physical contexts, Amsterdam Zuidas is chosen as case study. The aim of the MSc3 project is to develop design guidelines for a HST station and its surrounding area. Firstly, researching in groups in order to define theoretical and operative frameworks. And secondly, in groups or individually, testing and improving these frameworks using research by design on a proposal for one of the sites. To support it, lectures by experts on the field will be given, and the location will be visited.

Geographic situation

- **Amsterdam**
  - Capital city of The Netherlands
  - 220 km²
  - 750,000 inhabitants

**Bron:** Afstudeer groep Hybribbuilding zuidas - september 2009
Problem 1: Missing links

The connection to the centre of Amsterdam is weak and needs some links to make the network better between Zuidas and Amsterdam centrum. Beethovenstraat is the most used to Amsterdam centrum.

Beethovenstraat is well connected to the centre of Amsterdam and the Parnasusweg is well connected to Schiphol. To stimulate the connection from the centre of Amsterdam and Schiphol we need to connect the Beethovenstraat with the Parnasusweg well. Also from the Europaplein is the centre of Amsterdam easy to reach. So connecting the central point of Zuidas with that point stimulates the connection to Amsterdam centrum.

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**Image:** Map of Amsterdam with highlighted connections and missing links. The map shows the existing roads and the proposed connections to improve the network. The areas of interest include Zuidas, Amsterdam centrum, and Schiphol, with specific mention of Beethovenstraat and Parnasusweg.
To stimulate the connection north-south and east-west there are some roads needed to add according to Muirits de Hoog. By adding some roads I tried here to make a better network connection.
Most of the functions around the station are private functions. That's one of the reasons that there is not a livable public sphere in that area.
Problem 2: Emptiness

Most of the functions around the train station are private functions. That is one of the reasons why people don’t stay for long time in this area. To give the people a reason to stay in the area we have to place public functions in the central point. Shopping streets and squares as resting / relaxing points are good public functions.
Adding a shopping street in the centre of the area will make the site more livable.
As we see from the weather diagram that almost the half of the year is raining in the Netherlands. So there is need for a roof along the shopping streets to make shopping attractive also in wet weather.

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Source BBC

Shops and horica are good public functions to stimulate the public realm. For an extra function near the train station is a Hotel needed especially for the international travellers.
Problem 3: Lost in space

The dimensions of the buildings and squares are enormous for the human scale. The plinths of the buildings are too high and the materials feel hard for the eyes. That's the next reason why the public space doesn't work well at the Zuidas.
Problem 4: Barriers

The A10 plus the train tracks forms a very large barrier for the connection north-south physical as well as visual. Especially the A10 produce a lot of noise which makes the A10 biggest barrier.
To get rid of the highway barrier and to reduce the noise in all models is the A10 put underground.

No barrier for pedestrian.
No view from train to the surrounding.

Here is a barrier from the train rail
It's now possible to have a view to the surrounding.

Lifting up the train rails some meters above the ground the barrier will then disappear. Also the view from the train get more reach.

Lifting up the train and metro rails some meters above the ground the barrier will then disappear. Also you will get view from the train and metro.
1. Moving the sport facilities to the middle of the university site and creating space for student housing. The sport connects now the university and the student residence.

2. Connecting the Beatrix park with the sport and green at the south side of the Zuidas. Stimulating the connection North-South and creating space for residence.
Traffic
Shopping
Leisure / Relaxing
By making this settings of the public network, it is now possible reaching the public transfer in less than 10 min from any point in the area.
Reach pedestrians from Station Zuid in about 10 minutes.

Pedestrian REACH

1. Street
2. Minervaplein
3. Crossing Stadionweg - Beethovenstraat
4. Beatrixpark
5. Congress Centre RAJ
6. VU Campus

Bron: Afstudeer groep Hybridbuilding zuidas - september 2009

Ahmed Al-Saidi - 1346385
Instructor: Ir. R. Cavallo / E. Alturk
FORM STUDY 1

- connecting the urban fabric
- zigzag placing of towers gives better view and avoid shadow nuisance
Hybrid Building Msc 3 / AR3AUH20 Research by design into the Dutch City / P2 Presentation / 24-06-2010

Ahmed Al-Saidi -1346385   Instructor: Ir. R. Cavallo / E. Alturk

FORM STUDY 2
2 towers on both sides to make the entrance to the high rise area. The central point is a low rise. Doing that to create a stadium effect and getting the focus point.
flat roof

dynamic roof

Acces point to shopping street - dirty warm air

Connecting levels - fresh cold air

The shape of the roof reduce the train noise and gives the dynamic and movements of the important line of the project area.
The height and the place of the high rise towers express the entrance to the high rise area of the Zuidas and to the train station. The low rise towers on the other hand express the connection toward the train station and toward the surroundings.
Ahmed Al-Saidi - 1346385
Instructor: Ir. R. Cavallo / E. Alturk

VIEW OF THE SHOPPING STREET
Transperance stimulate the safety in the stationbuilding also at night
New Trade Fair Milan, Massimiliano Fuksas