P2 report
The Lassie factory; a hyrbid foodcenter in the Zaanstreek
Preface

The following publication contain the provisional results of an ongoing research endeavours for the Msc3 graduation studio of Hybrid Buildings. This graduation studio is part of the faculty of Architecture of Delft University of Technology. The main topic of this report will be a plea for the reuse of industrial heritage and its influence for urban regeneration within the architectural discourse of architectural conservation. A well-grounded problem statement followed by clear formulated research questions will eventually be tackled by research and design. The content of this graduation project will result in a design of an existing factory that lost its function and will be reused for a new purpose. The formation of this design derives from an intensive research and literature related theory where methods will be adopted and applied in the design project.
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1.0 INTRODUCTION
1.0 Introduction

1.1 Introduction of the general course contents

The graduation studio of Hybrid Buildings focuses on how architectural interventions can activate and contribute to the process of urban transformation. Territorial and urban infrastructures, urban analysis and scenarios, programmatic and typological hybrids and the mutation of the built environment form the input for architectural thinking and design. In this framework design as well as research must be seen as an opportunity to strategically involve our discipline in the regeneration and redevelopment of urban areas.

The students work on urban areas with interesting potential not yet or not fully exploited. The areas of investigation, although well located in the city, are often inadequate in terms of public space, sometimes disconnected to urban fabric and therefore frequently unattractive. The aim of the studio is to understand how architecture, by reacting on the physical as well as the cultural context, can improve the performances of these spaces. During the MSc3 students develop design guidelines for the area wherein a building proposal can be formulated and worked out. The activities will be organized in two steps. First research activities in groups in order to define theoretical and operative frameworks. And secondly, by testing and improving the formulated ideas, developing a preliminary design proposal within the given urban scenario in groups or individually. The design research of the studio is supported with the seminars Architecture and Urban Analysis as well as the Architectural Research seminar.1

The Masters programme Hybrid Buildings studies design methods, typologies and architectural languages that have the power to anticipate the contemporary urban networks. Attention is focused on urban transformation in Dutch cities where large-scale buildings have to be realized that can accommodate complex and changing programs. The relationship between urban transformation and the change of building typology is studied by means of architectural studies. In addition, the possibilities of transformation of urban areas in Dutch cities is investigated by means of design studies, city, history, and a theory of architecture.2

1.2 Introduction of the hybrid building as the answer for urban regeneration

Hybrid Buildings are receiving increasing attention in contemporary architectural debates and practices, showing the attempt to escape the traditional but arid binomial form-function by addressing buildings with multiple performances. They combine different programs into a ‘hybrid’ whole and show new ways of organizing space. Therefore, rather than looking for mere programmatic solutions, hybrid buildings offer up to date answers to our way of living, working and entertaining. The scope of the program is to bring up different combinations of types of space, functions and constructive systems in order to create opportunities for alternative social and urban dynamics.3

Hybrid buildings are distinguishable from most building types because of the complex combination and intertwining of different functions, types of space and constructive systems. They open up the possibility of creating a network of new relationships and connections and by doing so they play on the culture of changing coalitions between a range of social functions and organizations. Hybrid buildings generate room for any unpredictable changes – the unplanned element – and housing requirements.4

Personally I think that this hybridism is the key for revitalizing an urban area. I expect that this need of hybridism will even extrapolate in the very near future due to the fact that a hybrid has the power to reach a large public and can react on the needs of society. This is why I want to stress the possibilities of the so-called ‘hybrid’ building and its influence on the urban fabric.

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1.0 Introduction

1.3 Introduction of the graduationstudio ‘The Zaanlijn; an urban artefact in the Zaanstreek’

The studio ‘The Zaanlijn; an urban artefact in the Zaanstreek’ is a sequel of the earlier studies made by Henk Engel and Arnout de Waajier in the report 22 stationslocations in Hollands Noorderkwartier commissioned by the province Noord-Holland. The assignment was to deliver maps from the stations locations regarding the densification around public transport nodes in the province Noord Holland. The maps are constructed according a certain developed method called ‘Randstad Holland in kaart’. The method is especially focusing to reveal the developments regarding the network of Dutch cities. The main conclusions of the report are: since approximately 1970 a tendency of declination of the housing occupation and the declination of inhabitants pro hectare around public transport nodes is raising. Although the prospect is that the need of dwellings in the Zaanstreek will raise in the near future.\(^5\)

From the study of Engel and de Waajier it become clear that not only the determination for the chances of investing in developments of urban activities are important, also investments in station locations that on forehand doesn’t seem to have so many opportunities are going to be developed for the purpose of the accessibility and the improvement of the public transport. In that sense, densification, improvement and the accessibility around all the station areas should be stimulated and maybe it is even necessary to add new stations in between. The goal of the studio is to study the possibilities to improve and densify around the station areas in the Zaanstreek. Zaandam-Kogerveld, Koog Bloemwijk, Koog Zaandijk, Wormerveer, Krommenie-Assendelft and two possible hypothetical stations are the stations where it is about. The main conclusions are the starting points of the studio and will be stressed and explored even further. The graduation studio set the goal - with the help of the outcome of the report of Engel and de Waajier - to study possible intervention locations around the station areas that can either lead to densification or improvement of the stations. Within a radius of 800 meter the student is requested to formulate his own design assignment. The distance of 800 meter is equal with approximately a seven-minute walk. Three groups made three different masterplans for the entire Zaanlijn, the student should pick one and defend his choices with a good argumentation. Special attention is paid to the significant building patters and the existing cultural heritage that is present. Those can be points of departure for further developments around the station areas. Especially the maintenance and reuse of industrial heritage is for the Zaanstreek of explicit interest. This is an important factor that truly determines the identity of the region.

\(^5\) Summary of the conclusion distracted from the report Engel, H. J. and de Waajier, D. A; 22 Stationslocations in Hollands Noorderkwartier. (Delft, TU Delft 2010)
1.4 Introduction of the region Zaanstreek

The region Zaanstreek is an agglomeration of the municipalities Zaanstad, Wormerland and Oostzaan. The region has a rich and unique history with specific characteristics what results in a strong distinguishable identity. This identity is for example determined by the employment along the river the Zaan, the open air museum ‘the Zaanse schans’ the cultural landscape, the intensive mix of living and working, the richness of cultural- and industrial heritage and the social strong- and relatively safe neighbourhoods. The region is a true work city where living and working coexist next to each other. The food production and the craftsmanship of the region are traditionally the driving forces of the economy.

Zaanstad has almost 147.000 inhabitants and is very close to the capital city Amsterdam.\(^6\) The region is very well located due to closeness of big traffic nodes, the harbours of Amsterdam, the Northseacanal and in just 20 minutes you are at the Amsterdam Airport Schiphol.\(^7\) The Zaanstreek is as close from Amsterdam central as the new living district IJburg. Ten trains an our running to- and from Amsterdam and within only 18 minutes you are in the village Wormerveer.\(^8\) The train track is originally constructed around the year 1860. In that time the train track most of the time only serves to travel people instead of the transport of goods. The transport of goods still continues via boats on the river. In the 20th century the provincial road N203 is planned and function as an important regional connector over land between north and south. The road runs parallel to the river and the train track. The three infrastructural elements - that runs parallel to each other - forms nowadays a barrier between east and west. The problem of the barrier started when the municipality started decided in the seven- and eighties to build westwards of the train track.

As said before, the region has a long and rich history. To understand a bit more of this history the following phrases are dedicated for clarification of the origin of the cultural historical landscape. The river the Zaan is the true vein of the Zaanstreek. Between the 17th and 18th century this is where the first industrial area of Europe was born. Hundreds of mills and dockyards settled along the river the Zaan. They stand right next to the small-scale houses of the employees where the backyards directly stand to the water and with their front facing the dike. Ever since the dikes were built, the expansions of the houses were planned along paths- and small canals that run perpendicular to the dikes. Originally this functioned as the connection between the dikes and the mills in the field. Along these paths the typical wooden houses found their origin. The riverbanks, the dikes and the paths- and small canals that runs perpendicular to the dikes, forms together a morphological pattern that determines the character of the whole region.

Due to the beginning of the steam era around the 19th century another expansion of the industry was started. Solid industrial complexes made out of brick rise directly along the water and turns into a big contrast with the small-scale, low wooden houses. Ever since, the relation with the water decreases because of these privatized big industries that stand along the water and claim the waterfront. The water landscape petrified, gradually the city turns her back towards the Zaan. Also the water paths perpendicular to the dikes turns into streets where more houses were built. This is how the villages gradually grew to each other. Around the sixties of the twentieth century a lot of factories moved elsewhere, most of the time the factories moved to the Northseacanal. In the nineties of the twentieth century the abandoned factory complexes were rediscovered by investors as potential dwelling areas and therefore these areas become part of the public domain again. Also the municipality of Zaanstad become aware of the richness of their cultural history along the river and the numerous of industrial heritage. This awareness translates into the first redevelopments of the riverbanks to popular living areas.

Who nowadays sail over the Zaan, experience an exiting contrast of factory complexes, 19th century industrial monuments, typical small-scale wooden houses and the open polder landscape. At one moment you pass dense building blocks along the river, followed by open green fields. This authentic Dutch cultural landscape provides unique opportunities for development of characterfull living- and working areas to the water.\(^9\)

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6 Gemeente Zaanstad; Zaan/IJ; ambities an mogelijkheden (2011)
7 ibid.
8 ibid.
9 Translated from Gemeente Zaanstad; Zaan/IJ; ambities an mogelijkheden (2011)
2.0 PROBLEM STATEMENT
2.0 Problem statement

2.1 Structure of the research

The sections 2, 3, 4 and 5 of the research are basically affecting each other. The order of the sections in this report will be a consistent, logical consequence of each others outcome. Although the order of sections seem to be a linear process, in practice it turned out that the process went back and forth. The research can be distinguished in two main phases that are related to each other but require their own approach of research. The first phase of the research will be about the general characteristics and problematics of the Zaanstreek. The second phase of the research will go more deeply into the research of the site-specific research questions that are formulated for the design assignment. The formulated site-specific research questions already lead to a certain direction. It shouldn’t be misunderstood that the formulation of the site-specific research questions came out of the blue but rather as the result of an intensive analytical exploration of the Zaanstreek. The formulation of the site-specific research questions can be considered as a phase in the process that is derived from all the information that is gathered during the previous phases in the process. These two phases runs parallel in each section and will be clarified by argumentation, analysis and design.

2.2 General problem statement

As already mentioned in the previous section, the Zaanstreek has a long and rich history. The historical identity of the region is still perceivable. To discover what exactly determine this historical identity a research to the main structuring elements of the entire Zaanstreek should illuminate what this is. First central research question in this report is: what are the main structuring elements that determine the unique identity of the Zaanstreek?

The main assignment of this studio is the densification and the improvement of the station locations along the entire Zaanlijn to solve the issue of urban declination in the Zaanstreek. Due to the scale of the region and the limited time to come up with a new masterplan that copes with densification, of special interest is than how to approach this assignment. This result in the second research question: how to set up a masterplan of densification for an entire region on an abstract and analytical level?

2.3 Hypothesis

The historical identity of the Zaanstreek is close connected with the industrial developments of the region. The from origin positioned factories along the Zaan are still an important source of employment in the region but cause also a lot of wriction with the surrounded living areas. The industrial heritage along the river has some quite unique and characterful buildings that are worthwhile for future development. Since approximately 1990 there is already a re-interest for the qualities along the Zaan and her cultural heritage.10 A lot of attention goes out to the industrial monuments where the industries make place for qualitative appartments. Due to the strict environmental requirements and the need for densification around the station area, the assumption is that the industry should unavoidably move elsewhere. This provides some unique possibilities for the redevelopment of the industrial heritage and the additional waterfront.
2.0 Problem statement

2.4 Site specific problem statement

The last few years a lot of future visions and developments around the Zaanstreek were – and still is - going on. The region is apparently searching for new impulses to put the Zaanstreek back on the map. Around 2000 the municipality came up with a masterplan called ‘Inverdan’. This masterplan for the centre of Zaandam should give the entire region a new impulse. A renewed shopping centre, a cinema, a hotel and many dwellings should do the job and is currently in construction. The plan brings a lot of discussion and passed several times the media. Especially the discussion around the outspoken architectural language of the new hotel and town hall is what cause the discussion. I do agree with the municipality that the region should have a new impulse but I’m not convinced that this is the right way to do it. The architecture of masterplan ‘Inverdan’ should refer to the historical identity of the Zaanstreek and contain many ‘original’ details. I really doubt the honesty of this gesture.

Does this really refer to the historical identity of the Zaanstreek? Robert Venturi classifies this embodiment of iconography in his book Learning from Las Vegas as a ‘decorated shed’. To me the real historical identity is embodied in the already existing urban artefacts. The industrial heritage along the river really determines the image of the riverbank and at the same time the unique identity of the Zaanstreek. The industrial monuments are generally scattered along the river the Zaan. Nevertheless, there can some clusters of industrial milestones pointed out that determine the spirit and identity of the place. One of these industrial milestones are positioned around the station area Wormerveer, on the opposite side of the river there a series of warehouses are present. Some of them are already reused, others are still in use. To understand how this place is evolved trough history the following site specific research question is formulated: What are the characteristics of the station location of intervention and how did it evolve trough history to its current state?

The potential design location around the station of Wormerveer should fulfil three important criteria, the site should be an industrial area that contain some industrial monuments that can be reused and the site should be positioned along the water to stress the potentials of the water. These criteria derive from the urge to give a new meaning to the existing historical identity where industry was and still is of major importance. So the choice of location depends on these criteria and not on the magnitude of problematics. This is also emphasized in the report of H. Engel and A. de Waajier, they also proclaim that every station area should be improved no matter what the exact problematics are. It could be stated than that the choice of a location around any station area is justifiable. Though the choice of location should be clearly justified. The personal requirements mentioned above, personal preference and interest is what brought me to the design location of the Lassie terrain in Wormer that meets the mentioned requirements.

The secondary research question that directly appears is: What is the current state of the industrial heritage and what is already known about it? Off course not every industrial building has the same value and should be preserved. Essential by the decision to preserve industrial heritage are the criteria where these are based. To be more precise the following research question applies: Why is the industrial monument worthwhile to preserve and what is the exact quality then of the architectural object?
Image | Current situation of town hall (soetersvaneidonk.nl)

Image | Photoshoped interpretation of the architectural gesture of the town hall
2.0 Problem statement

2.5 Additional questions

In the above mentioned phrases about the introduction of the Zaanstreek it become clear that the history of the industry takes an important position for the regional identity of the place. The identity of the region was even so known that ships traveled from all over the world to the Zaanstreek for the products they produced. The food production - where the region is so notorious from - was initially produced by mills and later on replaced by factories. What was characteristic for that time was the strong relation between the industry and her inhabitants. Most of the time the employees of the factories were the inhabitants of the environment and lived in worker houses in the near surrounding. Nevertheless, during the history of the Zaanstreek she gradually lost the relation between her inhabitants and the industry. Nowadays living and industry (working) within the Zaanstreek still exist, but separately. They become two separate entities instead of a mixed entity as it used to be. This graduation project attempts to heal the relation between the inhabitants and their environment and will have meaning on a local/regional scale. An additional question would be: how can the relation between the industrial sites and the inhabitants be restored?

The proposed solution of densification to stop urban declination can in itself be a proper solution. An additional question will be - if with the come of so many new inhabitants - the region will be a vital enough? Does the region have enough facilities to offer the new inhabitants attractive public spaces, facilities and programme? The last additional question will be: Can the quality of living be maintained by densifying every possible location or is something more desired?

What is quite typical for the region is the contrast between small-scale housing and the big solid industrial buildings. Most of the factories are composed out of several simple volumes. They gradually grew by adding new volumes to the existing factory what results in big sculptural compositions. Between the factories sightlines towards the water are provided but public waterfronts are very rare and are only positioned next to special locations such as bridges, locks and public buildings. The few public places that are located next to the water are most of the time used as trafficroad or parking. Due to the strict environmental requirements and the need for densification around the station area, the function of the industry should unavoidably move elsewhere. This provides some unique possibilities for the redevelopment of the industrial heritage and the additional waterfront. This brings us to the second additional question: how can the industrial heritage turned into meaningful public areas?
3.0 METHODS AND TECHNIQUES
3.0 Methods and techniques

The following section Methods and Techniques will be a description of the methods and techniques that are utilised during the research and design process of the project. The purpose of this section is to explain how the research questions which are formulated in the previous section, are approached and which methods are therefore used to unravel and tackle the research question. Also this section has the distinction between a more general phase and the site-specific phase.

3.1 Methods utilised for the general research questions

From the previous section we can basically distinguish two main assignments that should tackle the general research questions. First research question was: what are the main structuring elements that determine the unique identity of the Zaanstreek? The third research question can be added and solved within one research. The third research question is: what is the current functional character of the industry and can it stay in case of densification around the station areas? The research that is done is truly an urban analysis. Goal of this analysis is to map the structural elements that give the Zaanstreek its unique identity. By mapping water, nature, industrial areas, monuments, provincial roads, highways, cross-connections and railway stations, it should become clear what the elements are that make together the composition of the region. The above-mentioned criteria to determine the structuring elements, are selected on the themes scale - in terms of length, height, size, amount – and the theme of temporality in terms of time- and lifespan.

For instance, the historical ribbons in the Zaanstreek are a structural element due to its length. Each individual dwelling may change over time but the ribbon itself will survive for several decades and sometimes even centuries. Another structural element selected for its scale only for a total other reason, are the landmarks in the area. Due to their height they become important structural elements for orientation. The applied method can be placed in the epistemes typology and phenomenology. Typology due to the classification of elements and phenomenology because of the theme of perception. In that sense the theory of Kevin Lynch in his book The Image of the City where he also deals with the perception of landmarks as orientationpoints are truly applicable for this method.

Industrial areas were already one of the criteria where the main structural elements were selected on. And indeed, the industry is very dominant in the area. Especially along the water there are very big industrial sites that occupy many open space of the urban tissue. To tackle the question what the functional character is of the industry, a precise analysis to the origin of the function of the industries is done. To establish such an analysis there are actually two sources of input. One is the observation of the group and the second is the data that is gathered. The output of the input are maps where only the information is transferred in the drawing. By mapping the functional character of the industry it becomes clear that the majority operates in the foodindustry. Later in the process it turns out that this was an important discovery that directs the main concept. For the decision whether the industry can stay or move in the case of the densification around the station areas, only data is collected that should demonstrate the taken position. The criteria are selected regarding environmental issues such as noise, smell and soil pollution. The source of the data is required by the maps of the municipality of Zaanstad.

To tackle the second research question: how to set up a masterplan of densification for an entire region on an abstract and analytical level, an abstract study and a masterplan for densification in the Zaanstreek are made to cope with this issue. The main assignment of the abstract study to densification is to densify an area of 600x500 meter with 1000 dwellings with an average of 40 dwellings pro hectare. The only context that there is, is a zone in the middle of 100 meter wide that is reserved for infrastructural purposes. The methods that are utilised for this assignment are a combination of a few. The first studies that are made are realty typological studies to possible buildingtypologies that fulfil the need of 40 dwellings pro hectare. Slabs, single houses, ribbons etc. are tested to reach the numbers of 1000 dwellings. Each typology has its own numbers in terms of FSI, GSI and OSR and results in diverge urban models. These were just dry calculations of the possible typologies. For the assignment itself we as a group decided to use the phenomena of the scenario.
3.0 Methods and techniques

The scenario can be a really strong instrument to direct a powerful concept. The office of Rem Koolhaas use this instrument very often to make their ideas clear. The scenario started with the position of the trainstation in relation with its context. The ‘kam’, ‘heart’ and ‘barrier’ scenarios were the basis of the plans. For the elaboration of the three scenarios we assembled a toolbox that we used to make decisions, order the design and be clear of what we were doing. The tools or urban elements to design the scenarios are: network, districts, islands, parcels and building typologies. By studying precedents and literature we were able to recognize some similarities and this is how we were able to select the tools for our toolbox.

The outcomes of the abstract study are very fruitful for the following assignment of designing a masterplan for the densification of the Zaanlijn. Again the scenario and the calculations were the basis of the devision of dwellings over the different station locations. The only difference with the abstract study is that the method really is applied on a context. Therefore we gave some architectural guidelines that should be taken into account in case of any intervention in one of the selected locations of the masterplan. The methods used for the abstract study and the masterplan stresses very much the episteme of typology and partly the episteme of phenomenology due to the fact that there are some guidelines formulated that determine the eventual perception of the place.

3.2 Methods utilised for the site-specific research questions

After the more general analysis where some startingpoints were found that are elaborated further, a deliberately choice of the design location of the Lassie factory in Wormer is made. Besides, the formulation of clear specific research questions can from now on be adressed. The research questions are: What are the characteristics of the station location of intervention and how did it evolve through history to its current state? To tackle this question, basically the same approach made with the urban analysis of the entire Zaanstreek can be applied only more specific on the things you want to discover in detail. The second research question is: What is the current state of the industrial heritage and what is already known about it?

Dealing with industrial heritage is dealing with something what is already present. Important for the selection of the methods is that the main goal should be to gather as much as information as possible about the existing situation. Observing is one of the most effective methods for the understanding of the current situation. Besides, by observing you’ll discover how the area is actually being used by the people. I am in the advantage that my house looks directly to the Lassie factory and therefore is really easy to visit the site several times. Also the inside of the factory is observed and explored due to an appointment with the director of the factory. Another useful method to use to gather information is interviewing related parties. Examples of parties that areinterviewed are: the users, the home architect of the factory and the municipality. A proper documentation of the existing situation is almost essential for the further design process. This really set the base where will be continued on. Map and documentate the state as it is know but also how the building historically is developed.

The last site-specific research question is: Why is the industrial monument worthwhile to preserve and what is the exact quality then of the architectural object? The former government architect Tjeerd Dijkstra wrote a book called Architectonische kwaliteit; een notitie over architectuurbeleid and can be considered as an attempt to define architectural quality. He selected five criteria to determine architectural quality. The criteria he writes about are form, function and construction, object and context, clarity and complexity, associative meaning and asrchitectural devices. I used the theory of this book to turn into a method for the determination of the architectural quality of the existing buildings. The method is used to set up some secondary research questions around the criteria. It eventually results in an analysis of the existing buildings. Essential to mention is that the final result is an interpretation of the theory and not an application of the theory. For the analysis of the criteria the techniques of Roger H. Clark and Michael Pause in their book Precedents in architecture, analytical diagrams formative ideas and partis and Francis D.K. Ching in the book Architecture, form,space and order are carfully studied and in some cases applied.
4.0 ANALYSIS AND ARGUMENTATION
Structuring elements

Legend
- Water
- Nature
- Industrial area
- Monument
- Provincial road
- Highway
- Cross connection
- Railway
4.1 Urban analysis of the region

4.1.1 Urban analysis - theme 5, main structuring elements

Goal of this analysis is to map the structural elements that give the Zaanstreek its unique identity. By mapping water, nature, industrial areas, monuments, provincial roads, highways, cross-connections and railway stations, it should become clear what the elements are that make together the composition of the region. The above mentioned criteria to determine the structuring elements, are selected on the themes scale - in terms of length, height, size, amount – and the theme of temporality in terms of time- and lifespan.

The map on the left side gives a clear overview of the structural elements all together. The right additional schemes are an abstraction of the gathered data. Highlighted is the built area of the entire region, the historical ribbons and the landmarks.
4.1 Urban analysis of the region

4.1.2 Functional character of the Zaan

Industrial areas were already one of the criteria where the main structural elements were selected on. And indeed, the industry is very dominant in the area. Especially along the water there are very big industrial sites that occupy many open space of the urban tissue. To tackle the question what the functional character is of the industry, a precise analysis to the origin of the function of the industries is done. The map on the left gives an overview of the functions of the industries. Almost any industrial area positioned along the water seems to operate in the food production.

As said before the industries gradually occupied the waterfront. In the map right in the bottom it can be seen that there aren’t many public waterfronts anymore. The map above it visualizes the network right next to the water. The historical ribbons that are one of the main structural elements are apparently also very important roads that connect north to south.
4.1 Urban analysis of the region

4.2.3 Environmental consequences of the industry

The industry in the region has a dominant position that truly determines the character of the Zaanstreek. Due to the fact that the assignment is to densify the entire region, the position of the industry is questioned. Will the function of the industry still be as dominant as it is, can the existing and desired quality of living be maintained with the presence of the industry in the station areas? The maps left of this page show the environmental consequences of the industry. The map on the left illustrate the inconvenience of smell in the near surroundings. The map in the bottom illustrate the inconvenience of sound. Both maps are required from data of the municipality of Zaanstad.
Conceptual scheme of the kam scenario

Start situation

Network
4.2 Abstract typological study

4.2.1 Studio Assignment
The main assignment of the abstract study was to densify an area of 600x500 meter with 1000 dwellings with an average of 40 dwellings pro hectare. The only context that there is, is a zone in the middle of 100 meter wide that is reserved for infrastructural purposes.

4.2.2 Kam scenario
In the case of the kam scenario, the role of the station was to extend the station with a kam structure into the surrounded neighbourhood. The kam structure was inspired on the historical morphology of the Zaanstreek. Instead of water as was the case in the Zaanstreek, we decided that roads were more useful for the connection of the neighbourhood and station.
Image | Conceptual scheme of the heart scenario

Image | Start situation

Image | Network
4.2 Abstract typological study

4.2.3 Heart scenario

In case of the heart scenario the station had a more central role. Around the station programme was added to create a small village centre where the inhabitants of the village can profit from. Local program such as a supermarket, a kindergarten and some commercial functions should do the job. Due to the fact that the station has a more central position, the two fields next to the station area are exactly the same. None of them are more dominant than the other. Around the centre the amount of dwellings raise and fade out towards the borders.
Image | 1  Conceptual scheme of the barrier scenario

Image | Start situation

Image | Network
4.2 Abstract typological study

4.2.4 Barrier scenario

In the previous two scenarios the achievement for the position of the stations was to connect the neighbourhood with the station. In this scenario the complete opposite is established. Instead of solving the problem of the barrier, this scenario enforce the idea of a barrier. The idea is that the barrier isn’t a negative fact but that it can be turned into something positive. By increasing the wideness of the station platform and adding program to it, the role of the platform can transform into a street where local program is complementary. Both sides of the station can profit from this barrier.
4.3 Collective masterplan

4.3.1 Masterplan 2

In the masterplan groups should make a collective masterplan of the Zaanlijn. We have stated that in order to improve the usefulness of the ‘Zaanlijn’, all existing station areas and the two hypothetical station areas need urban densification. The general assumption is that with a housing density of 40 dwelling pro hectare in each station area the ‘Zaanlijn’ will reach its former usefulness.11 This means an average of 1000 extra dwellings per area so in total 7000 dwellings along the entire Zaanlijn. The groups should determine in which locations densification is possible (presumed demolishing of the existing building stock is allowed only in the present industrial areas). Goal is to explore per chosen location(s) different spatial models of dwellings by using the results of assignment II.12

The graduation studio set the goal - with the help of the outcome of the report of Engel and de Waaijer - to study possible intervention location around the station areas that can either lead to densification or improvement of the stations.13 Within a radius of 800 meter the student is requested to formulate his own design assignment. The distance of 800 meter is equal with approximately a seven-minute walk. Three groups made three different masterplans for the entire Zaanlijn, the student should pick one and defend his choices with a good argumentation.

Together with, Arthur Cuber, Patriek Duisdecker, George Kramer, Maria Selkou Maarten Timmermans, Harm jan Velten and Rick Zwerver we are responsible for masterplan 2.

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12 ibid.
13 Engel, H. J. and de Waaijer, D. A; 22 Stationslocaties in Hollands Noorderkwartier. (Delft, TU Delft 2010)
Abstraction of all the potential densification areas

Map of all the potential densification areas
<table>
<thead>
<tr>
<th>Scenario</th>
<th>Total</th>
<th>20 Dwellings/ha</th>
<th>40 Dwellings/ha</th>
<th>60 Dwellings/ha</th>
<th>80 Dwellings/ha</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Empty</td>
<td></td>
<td>43,8</td>
<td>71,9</td>
<td>14,5</td>
<td>40,6</td>
<td>3,2</td>
</tr>
<tr>
<td>Industrial area</td>
<td></td>
<td>4,0</td>
<td>55,2</td>
<td>12,4</td>
<td>28,6</td>
<td>3,0</td>
</tr>
<tr>
<td>Sport</td>
<td></td>
<td>64,0</td>
<td>54,2</td>
<td>13,2</td>
<td>28,6</td>
<td>3,0</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>152,2</td>
<td>136,5</td>
<td>40,1</td>
<td>94,8</td>
<td>6,2</td>
</tr>
</tbody>
</table>

Data: 20 Dwellings/ha
- Empty: 43,8
- Industrial area: 4,0
- Sport: 64,0
- Total: 152,2

Data: 40 Dwellings/ha
- Empty: 54,2
- Industrial area: 55,2
- Sport: 136,5
- Total: 206,9

Data: 60 Dwellings/ha
- Empty: 132,4
- Industrial area: 124,4
- Sport: 40,1
- Total: 297,9

Data: 80 Dwellings/ha
- Empty: 28,6
- Industrial area: 28,6
- Sport: 30,1
- Total: 87,3

Data: Total
- Empty: 152,2
- Industrial area: 636,2
- Sport: 152,2
- Total: 3,2

Additional data:
- Empty: 71,9
- Industrial area: 14,5
- Sport: 40,6
- Total: 3,2

20 Dwellings/ha:
- Empty: 43,8
- Industrial area: 4,0
- Sport: 64,0
- Total: 152,2

40 Dwellings/ha:
- Empty: 54,2
- Industrial area: 55,2
- Sport: 136,5
- Total: 206,9

60 Dwellings/ha:
- Empty: 132,4
- Industrial area: 124,4
- Sport: 40,1
- Total: 297,9

80 Dwellings/ha:
- Empty: 28,6
- Industrial area: 28,6
- Sport: 30,1
- Total: 87,3

Total (deleted):
- Empty: 43,787
- Industrial area: 552,130
- Sport: 718,720
- Total: 24,450

Data: 20 Dwellings/ha
- Empty: 43,787
- Industrial area: 552,130
- Sport: 718,720
- Total: 24,450

Data: 40 Dwellings/ha
- Empty: 71,872
- Industrial area: 1,437,400
- Sport: 2,900,000
- Total: 4,876

Data: 60 Dwellings/ha
- Empty: 145,200
- Industrial area: 4,522,000
- Sport: 9,000,000
- Total: 2,301

Data: 80 Dwellings/ha
- Empty: 405,725
- Industrial area: 9,090,000
- Sport: 18,000,000
- Total: 5,123

Data: Total (deleted)
- Empty: 3,128,000
- Industrial area: 6,000,000
- Sport: 12,000,000
- Total: 24,450

Data: 20 Dwellings/ha
- Empty: 43,787
- Industrial area: 552,130
- Sport: 718,720
- Total: 24,450

Data: 40 Dwellings/ha
- Empty: 71,872
- Industrial area: 1,437,400
- Sport: 2,900,000
- Total: 4,876

Data: 60 Dwellings/ha
- Empty: 145,200
- Industrial area: 4,522,000
- Sport: 9,000,000
- Total: 2,301

Data: 80 Dwellings/ha
- Empty: 405,725
- Industrial area: 9,090,000
- Sport: 18,000,000
- Total: 5,123
4.3 Collective masterplan

4.3.2 Approach

The previous maps illustrate all the potential plots that can be densified. Industrial areas, empty plots and sport fields are distinguished for possible densification. Red is representative for the empty plots, blue for the industry and green for the sport fields. The chart on the left page gives an overview of the amounts of dwellings with some simple calculations. Again the scenario was a useful instrument that we also used for this assignment.

The red, blue and green rows in the first part of the chart are the calculations of the total square meters of each potential plot for all the station areas. The vertical cells are the amounts for each station. Eventually the total square meters are the input for the scenarios. The second part of the chart with all the grey tones illustrate calculations of four possible scenarios 1) densify all the plots 2) densify all the empty plots + the industrial plots 3) densify all the empty plots 4) densify all the industrial plots. Within these four scenarios we also tested the possibilities of increasement and decreasement of the densification. From 20 dwellings pro hectare up to even 80 dwellings pro hectare. The last part show the calculations of the plots that are excluded from densification due to special exceptions. A selection for the desired density for each station area is made in an agreement and is illustrated in the last part of this chart.
TOTAL AMOUNT OF DWELLINGS
ALONG THE ZAANLIJN

includes: empty plots
sportfields
industrial areas

Krommenie-Assendelft  43.8 ha.
20 d/ha = 876
40 d/ha = 1751
60 d/ha = 2627
80 d/ha = 3503

Hypothetical station 1  71.9 ha.
20 d/ha = 1437
40 d/ha = 2874
60 d/ha = 4312
80 d/ha = 5750

Wormerveer  14.5 ha.
20 d/ha = 290
40 d/ha = 581
60 d/ha = 871
80 d/ha = 1162

Koog-Zaandijk  40.6 ha.
20 d/ha = 811
40 d/ha = 1623
60 d/ha = 2434
80 d/ha = 3246

Koog-Bloemwijk  3.2 ha.
20 d/ha = 64
40 d/ha = 127
60 d/ha = 191
80 d/ha = 254

Zaandam-Kogerveld  52.5 ha.
20 d/ha = 489
40 d/ha = 978
60 d/ha = 1467
80 d/ha = 1956

Hypothetical station 2  24.5 ha.
20 d/ha = 1051
40 d/ha = 2102
60 d/ha = 3153
80 d/ha = 4204

TOTAL AMOUNT OF DWELLINGS
ALONG THE ZAANLIJN
includes: empty plots
sportfields
industrial areas

20 d/ha = 5018
40 d/ha = 10037
60 d/ha = 15055
80 d/ha = 20074
TOTAL AMOUNT OF DWELLINGS ALONG THE ZAANLIJN

includes: empty plots industrial areas
excludes: sportfields

20 d/ha = 4293
40 d/ha = 8585
60 d/ha = 12878
80 d/ha = 17171

Hypothetical station 1  71.9 ha.
20 d/ha = 1309
40 d/ha = 2619
60 d/ha = 3928
80 d/ha = 5237

Hypothetical station 2  24.5 ha.
20 d/ha = 489
40 d/ha = 978
60 d/ha = 1467
80 d/ha = 1956

Wormerveer  14.5 ha.
20 d/ha = 248
40 d/ha = 497
60 d/ha = 745
80 d/ha = 994

Krommenie-Assendelft  43.8 ha.
20 d/ha = 876
40 d/ha = 1751
60 d/ha = 2627
80 d/ha = 3503

Koog-Zaandijk  40.6 ha.
20 d/ha = 609
40 d/ha = 1217
60 d/ha = 1826
80 d/ha = 2435

Koog-Bloemwijk  3.2 ha.
20 d/ha = 64
40 d/ha = 127
60 d/ha = 191
80 d/ha = 254

Zaandam-Kogerveld  52.5 ha.
20 d/ha = 698
40 d/ha = 1396
60 d/ha = 2094
80 d/ha = 2792

ANALYSIS AND ARGUMENTATION
TOTAL AMOUNT OF DWELLINGS
ALONG THE ZAANLIJN

includes: empty plots
excludes: sportfields, industrial areas

Krommenie-Assendelft 43.8 ha.
20 d/ha = 876
40 d/ha = 1751
60 d/ha = 2627
80 d/ha = 3503

Hypothetical station 1 71.9 ha.
20 d/ha = 298
40 d/ha = 597
60 d/ha = 895
80 d/ha = 1194

Wormerveer 14.5 ha.
20 d/ha = 36
40 d/ha = 72
60 d/ha = 108
80 d/ha = 144

Koog-Zaandijk 40.6 ha.
20 d/ha = 132
40 d/ha = 264
60 d/ha = 395
80 d/ha = 527

Koog-Bloemwijk 3.2 ha.
20 d/ha = 9
40 d/ha = 18
60 d/ha = 28
80 d/ha = 37

Zaandam-Kogerveld 52.5 ha.
20 d/ha = 320
40 d/ha = 640
60 d/ha = 960
80 d/ha = 1280

Hypothetical station 2 24.5 ha.
20 d/ha = 255
40 d/ha = 510
60 d/ha = 765
80 d/ha = 1020

TOTAL: 375.525 M2 = 37 HA.
37 X 40 d/ha. = 1480 DWELLINGS
TOTAL AMOUNT OF DWELLINGS ALONG THE ZAANLIJN

includes: industrial areas
excludes: sportfields empty plots

20 d/ha = 2367
40 d/ha = 4733
60 d/ha = 7100
80 d/ha = 9466
CURRENT DENSITY

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>22.2</td>
<td>25</td>
<td>18.4</td>
<td>23.9</td>
<td>27.6</td>
</tr>
<tr>
<td></td>
<td>29.6</td>
<td>15.3</td>
<td>24.5</td>
<td>14.9</td>
<td>26</td>
</tr>
</tbody>
</table>

HOUSES PER STATION AREA

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Krommenie-Assendelft</td>
<td>43 ha.</td>
</tr>
<tr>
<td>Hypothetical station 1</td>
<td>55.2 ha.</td>
</tr>
<tr>
<td>Wormerveer</td>
<td>12.4 ha.</td>
</tr>
<tr>
<td>Koog-Zaandijk</td>
<td>24.8 ha.</td>
</tr>
<tr>
<td>Koog-Bloemwijk</td>
<td>3 ha.</td>
</tr>
<tr>
<td>Zaandam-Kogerveld</td>
<td>33.1 ha.</td>
</tr>
<tr>
<td>Hypothetical station 2</td>
<td>9.9 ha.</td>
</tr>
</tbody>
</table>

DESIRED DENSITY

<p>| | | | | | |</p>
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<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>60</td>
<td>80</td>
<td>60</td>
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<td>20</td>
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<tr>
<td></td>
<td>80</td>
<td>40</td>
<td>20</td>
<td>80</td>
<td>60</td>
</tr>
</tbody>
</table>

Image | Scheme of the current density

Image | Scheme of the desired density

Image | Scheme of the total amount of dwellings (scenario 5)
4.3 Collective masterplan

4.3.3 Desired density

A selection of the desired density for each station area is made in an agreement and is illustrated on the left page with the green bubbles. The numbers in it illustrate the amount of dwellings pro hectare. Next to the bubbles the existing density numbers are mentioned. The scheme in the bottom on the left page show the total amount of dwellings for each station area and is composed with the last definitive scenario. Scenario 5 is the outcome and combination of exceptions and previous mentioned scenarios. An example, we as a group stated that the sport is of such importance for the villages that they definitely should be kept.

The chart on this page show the differences in numbers of each scenario in comparison with the minimal density of 7000 dwellings in total.

<table>
<thead>
<tr>
<th>SCENARIO</th>
<th>INCLUDES</th>
<th>20 D/HA.</th>
<th>40 D/HA.</th>
<th>60 D/HA.</th>
<th>80 D/HA.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>empty plots sportfields industrial areas</td>
<td>5018</td>
<td>10037</td>
<td>15055</td>
<td>20074</td>
</tr>
<tr>
<td>difference 7000</td>
<td></td>
<td>-1982</td>
<td>+3037</td>
<td>+8055</td>
<td>+13074</td>
</tr>
<tr>
<td>2</td>
<td>empty plots industrial areas</td>
<td>4293</td>
<td>8585</td>
<td>12878</td>
<td>17171</td>
</tr>
<tr>
<td>difference 7000</td>
<td></td>
<td>-2707</td>
<td>+1585</td>
<td>+5878</td>
<td>+10171</td>
</tr>
<tr>
<td>difference sc. 1</td>
<td></td>
<td>-725</td>
<td>-1452</td>
<td>-2177</td>
<td>-2903</td>
</tr>
<tr>
<td>3</td>
<td>empty plots</td>
<td>1926</td>
<td>3852</td>
<td>5778</td>
<td>7704</td>
</tr>
<tr>
<td>difference 7000</td>
<td></td>
<td>-5074</td>
<td>-3148</td>
<td>-1222</td>
<td>+704</td>
</tr>
<tr>
<td>difference sc. 1</td>
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<td>-6185</td>
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<td>-12370</td>
</tr>
<tr>
<td>4</td>
<td>industrial areas</td>
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<td>4733</td>
<td>7100</td>
<td>9466</td>
</tr>
<tr>
<td>difference 7000</td>
<td></td>
<td>-4633</td>
<td>-2267</td>
<td>+100</td>
<td>+2466</td>
</tr>
<tr>
<td>difference sc. 1</td>
<td></td>
<td>-2651</td>
<td>-5304</td>
<td>-7955</td>
<td>-10608</td>
</tr>
</tbody>
</table>
4.3 Collective masterplan

4.3.4 Scenario 5

On the left page the conclusion map is represented and is based on scenario 5. Scenario 5 is composed due to the determination of the qualities, weaknesses and opportunities. The outcome is used to decide which plots should be developed and which desired density is desired.

The right schemes are supportive abstractions. With the demarcation of the prospective developments and the total amounts for each station area and plots.
Benefit from the existing water qualities

Benefit from the existing green qualities

Heal existing urban pattern for connection

Historical buildings as qualitative urban artifacts

Historical ribbons as structural elements for connection

Benefit from the existing sportareas to attract people

Improve the main east-west connection

Continuing the buildingscale along the river
4.3 **Collective masterplan**

4.3.5 **Architectural guidelines**
Already noticed in the conclusion map are the qualities, weaknesses and opportunities for each station area. We as a group discovered that there are some shared values and characteristics that count for the entire region. With the architectural guidelines that are illustrated on the left page, we set some shared values that should be maintained when intervening in one of the locations in this masterplan.
4.4 Urban analysis of station location Wormerveer

4.4.1 Station location Wormerveer as location of intervention.

The industrial heritage along the river really determines the image of the riverbank and at the same time the unique identity of the Zaanstreek. The industrial monuments are generally scattered along the river the Zaan. Nevertheless, there can some clusters of industrial milestones pointed out that determine the spirit and identity of the place. One of these industrial milestones are positioned around the station area Wormerveer. The potential design location within the station of Wormerveer should fulfill three important criteria, the site should be an industrial area that contain some industrial monuments that can be reused and the site should be positioned along the water to stress the potentials of the water. These criteria are a selection of the architectural guidelines made during the collective masterplan. The personal requirements mentioned above, personal preference and interest is what brought me to the design location of the Lassie terrain in Wormer that meets the mentioned requirements.

4.4.2 History of the village Wormerveer


In het begin van de 16e eeuw was 't Saen gegroeid tot een kleine handels- en visserijplaats die behoefde aan een eigen gebedshuis. In 1503 kregen de inwoners toestemming voor het bouwen van een eigen rooms katholieke kapel; dit jaar wordt dan ook aangehouden als de officiële stichtingsdatum van het dorp. In 1536 kreeg Wormerveer haar eerste (meel) molen. Daarnaast ontstond in deze periode de stijfselmakerij in het dorp. Beide ondernemingen kunnen gezien worden als de eerste, plaatselijke industriële activiteiten. In 1574 werd het gehele dorp, evenals grote delen van de buurgemeentes in de streek, verwoest door de Spanjaarden. De inwoners die gevliecht waren en zich schuil hadden gehouden in de uitgestrekte rieltelden, keerden na deze catastrofe terug en begonnen met de wederopbouw. In 1586 werd in omgeving van het veer een meelmolen gebouwd terwijl drie jaar later de in 1574 verwoeste meelmolen werd herbouwd. Ook de stijfselmakerij werd weer opgezet. Vanaf begin 1600 had het droogmaken van de grote Noord Hollandse meren grote gevolgen voor Wormerveer.


In de 20e eeuw kwam de grafische industrie sterk op waaruit o.a. de gerenommeerde bedrijven Meijer en Mercurius ontstonden. Hoewel veel van de genoemde industrie is verdwenen of in multinationals is opgegaan is in Wormerveer nog steeds veel industrie te vinden. Molens telt Wormerveer al lang niet meer; in 1930 verbrandde 't Jonge Vool, de laatste oliemolen in het dorp. Overige resten van de omvangrijke 17e en 18e eeuwse handel in industrie bestaan.
4.4 Urban analysis of station location Wormerveer

4.4.3 Historical development of Wormerveer

BOUWKUNDIG

De bovenstaande cirkels geven de bouwkundige groei weer in Wormerveer over een periode van ruim 250 jaar. Het begon met de voor de Zaanstreek zo kenmerkende lint bebouwing welk zich concentreerde rond de veer over de Zaan en de belangrijkste gebouwen in het gebied. In de periode van 1850-1910 heeft voornamelijk de industrie een aanzienlijke groei doorgemaakt. Daarna was er sprake van een meer landinwaardse verdichting in de vorm van eenvoudige arbeiderswoningen. Ten slotte is de nieuwe industriële ontstaan en is het onderbroken oude lint van industrie aan de Zaan, gedeeltelijk ingevuld met vier woontorens.

Verder is het merkwaardig te noemen dat beide dorpen een verschillende manier van groei hebben doorgemaakt. Wormerveer concentrateerde zich voornamelijk (in de begin jaren) als lintbouwing langs de Zaan en Wormer groeide juist vanaf het binnenland naar de Zaan toe. Dit zijn aspecten die met de economische welvaart te maken hebben.
Image | Map of the public transport around the station area

Image | Functions around the station area
4.4 Urban analysis of station location Wormerveer

4.4.5 Functional character

De bedrijven langs de Zaan hadden geen eigen spoorwegaansluiting. Mogelijke verklaring is dat de bedrijven te klein waren voor een eigen spoorwegaansluiting, te ver van de spoorweg lagen of te weinig gebruik maakten van het spoorvervoer.

De Zaanse stations hadden hun eigen goederenemplacement met goederenloodsen en laad- en losperrons. Bij de goederenemplacementen van de stations Zaandam en Koog-Zaandijk was er een rechtstreekse overslag mogelijk op binnenvaarschepen. Vanaf de goederenloodsen vertrokken veel bodediensten naar de bedrijven om goederen te brengen en te halen.

De enige losplaats aan de Zaan was in Wormerveer. In 1898 heeft de HIJSM (Hollandsche IJzeren Spoorweg-Maatschappij) een verbindingsspoor gemaakt naar de Zaan. Voor het station was een draaischijf en door een paard werden goederenwagens over een rails door de Spoorstraat (de huidige Stationsstraat) naar de Zaanweg getrokken waar er een tweede draaischijf was. Van deze draaischijf konden de wagens naar de spoorwegpier of twee losporen aan de Zaanweg. Bij een van deze losporen was een hijskraan.

Image | Historical photo of the Zaan (hwwormerveer.nl)

Image | Historical photo of the Zaan (hwwormerveer.nl)

Image | Historical photo of the Zaan (hwwormerveer.nl)

Image | Abstract impression of the current situation
Map of the green structure
4.5 Site specific analysis of Lassie terrain in Wormer

4.5.1 Lassie terrain in Wormer

The industrial activities along the Zaan increased enormously thanks to the new Northseacanal in 1877. The Zaanstreek was ever since - seen from the Northsea - good to reach for transportation of wood, rice and grain. Especially the rice- and groat husking grew enormously at the end of the 19th century. This resulted to the intensification of factories and warehouses along the river the Zaan.\(^{14}\) The Lassie factory in Wormer is such an example of a rice factory with characterful warehouses along the river. The village Wormer is not being part of the municipality of Zaanstad but the municipality of Wormerland. The division is exactly in the middle of the river the Zaan. The names on the warehouses refer to the countries where the goods were imported from. The warehouses truly determine the image of the riverbanks of Wormer. The factory is still in use but due to the fictitious assignment of densification around the station areas the industry should be replaced for the enhancement of the quality of the living areas. In 1893 the brothers Albert and Jacob Adriaan Laan decided to start up their own rice factory. With the acquisition of some parcels along the Veerdijk in Wormer they came in possession of the already existing warehouse Koningsbergen. They initiated to husk rice what eventually will be sold. Behind this existing warehouse they decided to built the new rice factory. The first machines to husk rice were driven by steam. This is where the current Lassie factory in Wormer found its origin. In the 18th and 19th century groat was a common food source for society. Until 1950 groat and oat were the most important products that were made by Lassie. In 1954 the name Lassie was introduced. Due to the fact the factory started to sell their products internationally the name should be catchy and easy to announce. Therefore Lassie is chosen what is actually a pet name for a girl. Nowadays approximately 60 people work at the Lassie factory.\(^{15}\) In former times this was even more but due to the automatization process it become more efficient. Another consequence of this process is that most of the warehouses are empty nowadays.

\(^{14}\) Translation out Lassie factory; Spreekbeurt informatiepakker (Wormer, December, 2011)

\(^{15}\) ibid.
Photo of the warehouses along the Zaan

Photo of warehouse Koningsbergen
4.5 Site specific analysis of Lassie terrain in Wormer

4.5.2.1 Warehouse Koningsbergen

Koningsbergen, pakhuis gebouwd in 1894 - 1898. Het pakhuis met rechthoekige plattegrond telt op een bakstenen plint met afzaat drie bouwlagen onder een afgeknot zadeldak, gedekt met grijze Hollandse pannen. In het interieur is het ijzeren-kolommen-systeem als onderdeel van de constructie zichtbaar. De muren zijn opgetrokken uit rode baksteen in kruisverband, verlevendigd met banden en blokken in gele siersteen. De eerste twee bouwlagen in de voorgevel bevatten dubbele deuren met getoogde strek, die allen weer in ere zijn hersteld. Balkons en hekwerken voor de deuren op de eerste verdieping zijn vervangen door ‘franse balkons’ zoals oorspronkelijk bij de oude lostoren van monument Silo toegepast. De linker zijgevel is niet zichtbaar en is uitgebouwd in het pakhuis Donau. Hetzelfde geldt voor de achtergevel. De rechter zijgevel is door de sloop van het voormalig poortgebouw van Mercurius geheel vrijgekomen en geheel in ere hersteld. De muur is met lisenen in vier spaarvelden verdeeld en aan de voorzijde getrapt afgesloten. In de eerste bouwlag zijn de rondboogvensters met uitwaaierende ijzeren roedes, in de tweede laag de negen-uits-vensters met getoogde strek weer terug gebracht. Met het verwijderen van de sporen van de voormalige luchtbrug naar Mercurius zijn de laatste banden met dit pand verbroken. Door handhaving van de gave hoofdvorm, door herstel van de gevelindeling, met name door het vrijkomen van de rechter zijgevel, waarbij materiaalgebruik en detailering gelijkwaardig aan het bestaande is toegepast, is de beeldbepalende situeering van Koningsbergen langs de Zaan, uiteraard in samenhang met andere monumentale fabrieksgebouwen, pakhuizen en silo’s versterkt. Hiermede is de waarde van de sociaal-historische betekenis van het gebouw als element uit de geschiedenis van de handel en industrie in de Zaanstreek verhoogd.

Bouwtekening van pakhuis Koningsbergen uit 1897 met de voorgevel en een doorsnede. Het gebouw heeft enkele kleine wijzigingen aan het uiterlijk gekregen. De sierlijke bekroningen van de tweede, vijfde en achttiende travee zijn in de loop der jaren vervangen door rechte borstweringen. Tekening: Gemeente Archief Zaanstad

De begane grond en de eerste verdieping van
Photo of the warehouses along the Zaan

Photo of warehouse Donau
4.5.2.2 Warehouse Donau

Donau, pakhuis gebouwd in 1895. Het pakhuis op de rechthoekige plattegrond is drie bouwlagen hoog, onder een zadeldak bedekt met rode pannen. De nokrichting is dwars op de Zaan georiënteerd. Het pand is gebouwd rond een skelet van Amerikaans grenenhout. De muren zijn opgetrokken uit rode baksteen in kruisverband en verlevendigd op het niveau van de strekken, met rollagen van grauwwitte siersteen, één van de eerste producties van kalkzandsteen. Kenmerkend is de afschuining van de voorgevel. De schuine gevel vormde toenmaals de begrenzing van het terrein, alhoewel velen beweren dat dit te maken had met de windkracht van de molen die op het naburige perceel stond.

De voorgevel van Donau heeft lange tijd ter discussie gestaan om geheel te slopen en weer op te bouwen of dusdanig te versterken dat tijdens gedeeltelijke sloop de gevel alsnog niet zou instorten. De stalen balken achter de voorgevel, ter opvang van de verdiepingsvloeren, hadden door roestvorming veel schade aangericht. Tenslotte werd besloten tot versterking van de gevel door middel van een drietal stalen jukken en deze vormvast te verbinden aan de hoofdconstructie. De voorzijde is in traveeën breed, een indeling door vensters, hersteld. De eerste en tweede bouwlaag hebben beide dubbele deuren met licht getoogde strek weer terug, evenals acht-ruits-vensters. De noodzakelijk te handhaven losinstallatie is hier zorgvuldig ingepast. De overige zijgevels zijn grotendeels ingebouwd in het hele complex van fabrieken en pakhuisen. Ook voor Donau geldt dat door restauratie de architectuurhistorische betekenis is toegenomen, uiteraard in samenhang met de andere monumentale gebouwen.

Via deze installatie aan de voorgevel van pakhuis Donau wordt een bijprodukt van Lassie, de rijstmeel, in vrachtwagens gestort. Op de zolder van het pakhuis is de metalen koker met transportschroef weer terug te vinden waardoor deze rijstmeel wordt aangevoerd.

De constructie met houten standvinken en korbelen op de begane grond van pakhuis Donau (foto links) komt nauwkeurig overeen met de constructie van pakhuis Wormerveer (foto rechts). Beide gebouwen zijn gebouwd door de Gebr. Gorter uit Wormerveer. In pakhuis Donau zijn ijzeren dwarsliggers toegepast.
Photo of the warehouses along the Zaan

Photo of warehouse Donau
4.5.2.3 Warehouse Silo 1

Silo, pakhuis, gebouwd in 1907. Het pakhuis, gebouwd op rechthoekige plattegrond met uitbouw (oude lostoren) aan de westzijde, telt vijf bouwlagen onder een plat dak. Het geheel kent een geraamte van zware pijlers in Amerikaans grenen voor de bovenste drie bouwlagen; de onderste twee bouwlagen zijn van beton. De wanden zijn opgetrokken uit donkerrode baksteen in kruisverband, verlevendigd met doorlopende banden van gele siersteen in de voor- en achtergevel, en onderbroken banden in de zijgevels. De drie hoofdtraveeën bevatten één doorlopende spaarveld met één vensterterras, op de bovenste drie bouwlagen bestaand uit gekoppelde vensteropeningen. Evenals Koningsbergen bevatten de eerste twee bouwlagen deuren met getoogde strek. Hierboven twee lagen met smalle gekoppelde rondboogvensteropeningen, die bekroond worden door een korfboog in steen. De vijfde bouwlaag toont twee gekoppelde vensteropeningen met rechte strek en in de centrale travee het naambord SILO. De drie traveeën worden afgesloten door een sierlijst in baksteen- geel en rood-, in blokvormige decoraties, waarbij de centrale travee het meest uitgewerkt is. De overige traveeën bevatten op de eerste bouwlaag rondboogvensters met afzaat; op de tweede bouwlaag rechthoekige negen-ruit-vensters; de overige drie bouwlagen hebben vierkante vensteropeningen met rechte strek, voorbeent geblindeerd, na restauratie voorzien van glas vanwege de achtergelegen slijperij. De linker zijgevel telt vijf traveeën, de centrale drie daarvan in de oude lostoren (overigens is deze één verdieping hoger). De westzijde van de uitbouw heeft eenzelfde vensterindeling als de voor- en achterzijde, alleen in het midden nog zes deuren achter een ijzeren balustrade. De rechter zijgevel (oost) is slechts zichtbaar vanaf de tweede bouwlaag en bevat vier blinde spaarvelden, gescheiden door lizenen. De laatste travee was nog geheel gaaf, zonder gebreken. Het voegwerk daarvan is nog oorspronkelijk gelaten. De achtergevel (noord) kent grotendeels dezelfde vensterindeling als de voorgevel; deze is hersteld met nieuwe vensters. Ook voor SILO geldt dat door grondige restauratie de architectuurhistorische betekenis is toegenomen, eveneens in samenhang met andere monumentale gebouwen.
Photo of the warehouses along the Zaan

Photo of warehouse Silo
4.5 Site specific analysis of Lassie terrain in Wormer

4.5.2.4 Silo Lassie


Oorspronkelijk hebben zich op de zolderverdieping naast elkaar alternender één en twee vensters bevonden, maar deze zijn dichtgezet en aan de buitenzijde aangegeven met grijze verf. Vensters hebben zich ook nog aan de westzijde bij het liftschachtcompartiment bevonden, over de gehele hoogte trapsgewijs oplopend, maar ook deze zijn dichtgezet en nu grijss.

Op zichzelf is de Lassie-silo van algemeen architectonisch belang, omdat het één van de oudste betonnen silo’s in Nederland is en als zeldzaam voorbeeld van een betonnen silo uit het tweede decennium van de 20e eeuw geldt. Bovendien wordt in samenhang met andere monumentale gebouwen de beeldbepalende situering langs de Zaan versterkt. Het gebouw is van sociaal-historisch belang als een, mede
4.5 Site specific analysis of Lassie terrain in Wormer

4.5.2.5 Factorie buildings Mercurius

CONTENT
Map the date of the built masses

Historical photo around 1905 (source Beeldbank municipality of Zaanstad)

Historical photo around 1910 (source Beeldbank municipality of Zaanstad)

Historical photo around 1912 (source Beeldbank municipality of Zaanstad)

Historical photo around 1915 (source Beeldbank municipality of Zaanstad)

Historical photo around 1920 (source Beeldbank municipality of Zaanstad)
4.5 Site specific analysis of Lassie terrain in Wormer

4.5.3 Historical growth

The Lassie factory is composed out of several simple volumes. They gradually grew by adding new volumes to the existing factory what results in the big sculptural composition.
4.5 Site specific analysis of Lassie terrain in Wormer

4.5.4

The following documentation of the existing drawings of the current situation are reconstructed by historical drawings from the archives of the municipality, except the floor plans 1 until 5, these are received from the Lassie factory.

By drawing the existing state of the buildings, a good understanding of how the buildings are composed is derived. What is immediately visible is the interconnected relation between the building masses and the relatively big open space on the terrain. Also the octagonal form of the big white silo is clearly visible on the floor plans of the factory. Each building is unique in its own kind and will be further analysed with the analysis to architectural quality.
ANALYSIS AND ARGUMENTATION
4.5 Site specific analysis of Lassie terrain in Wormer

4.5.1 Methodical research to architectural quality

The former government architect Tjeerd Dijkstra wrote a book called Architectonische kwaliteit; een notitie over architectuurbeleid and can be considered as an attempt to define architectural quality. He selected five criteria to determine architectural quality. The criteria he writes about are form, function and construction, object and context, clarity and complexity, associative meaning and architectural devices. I used the theory of this book to turn into a method for the determination of the architectural quality of the existing buildings. Quality in terms of, compositional, visual, spatial, organizational, functional and physical qualities. The method is used to set up some secondary research questions around the criteria. It eventually results in an analysis of the existing buildings. Essential to mention is that the final result is an interpretation of the theory and not an application of the theory. For the analysis of the criteria the techniques of Roger H. Clark and Michael Pause in their book Precedents in architecture, analytical diagrams formative ideas and partis and Francis D.K. Ching in the book Architecture, form, space and order are carefully studied and in some cases applied. What will be illustrated in the following analysis is only a concised version. The conclusion of each drawing will not be discussed to deeply. It will be more about the intentions of the consistent approach to discover the true architectural quality of the object.
Distinguishable objects by architectural expression

Distinguishable objects by complementory forms

Architectural geisture reveal function

valuable additions?

Valuable additional forms?

Masses, names and functions

Sequence of process
4.5 Site specific analysis of Lassie terrain in Wormer

Form, function and construction

This section is about the analysis of the relation between form, function and construction. Many drawings are about the composition of the object, the elements that make composition of the object. Also the function will be explored, how is the process of the factory actually working and can this be experienced in the internal logic of the floor plans? Does the architectural expression of the object reveal the function that is in it?
The architecture of the facades on all sides, determine it as an object where is no front- or backside.

Objects

The plot itself is quite introvert and isolated from its context.

The waterstructure in the plot provide sightlines towards the object.

The uniqueness of each object is explicitly emphasized by giving names to it. The objects are especially orientated towards the river where they are best perceivable.
4.5 Site specific analysis of Lassie terrain in Wormer

Object and context
This section will stress the relation between architectural object and the context. The context can be understood as a term that works on several scales. What is the position of the architectural object in the context of the region, the context of the neighbourhood. This can even go to the scale of a chair that has the enclosed space as context. I concentrated more on the relation between object and the context as the physical surroundings.
4.5 Site specific analysis of Lassie terrain in Wormer

Clarity and complexity

This section is about the perception of the object. Is the object easy to recognize and to remember by seeing it? Themes like, rhythm, silhouette, proportions, planes, symmetry, color, tactility and tectonics will be analysed. This is why the analysis is concentrated on the facade of the object. The clarity and complexity should be illuminated by pull out apart the architectural themes that can be distinguished in the facade. It can be stated that the architectural themes in the facade are in itself quite clear, though when the architectural themes appears in one facade, complexity appears. The architect can play with these theme and decide what should have the upper hand.
CHARACTERISTICS OF THE WAREHOUSE TYPOLOGY:
- Doors and steel beam
- Grid of columns and flexible floorplans
- Limited natural daylight
- Limited storyheights
- Brick solid objects
- Dutch neo-renaissance characteristics

DIFFERENCES OF THE FACTORY TYPOLOGY:
- White plastered objects
- Relatively many and large windows
- Visually more a unity
- Modernestic style characteristics
- Neo classicistic characteristics
4.5 Site specific analysis of Lassie terrain in Wormer

Associative meaning

The criteria associative meaning is about the association of the object when the object is perceived. Does it refer to something, does it raise memories? This section has a lot to do with typology, how recognizable is the typology of the object and what are the elements that make this recognizable?

Also the doors and the steel beam indicates the function of the building as a warehouse.
5.0 CONCLUSIONS
5.0 Conclusions

5.1 ANALYSIS AND ARGUMENTATION

5.1.1 Urban analysis

5.1.1.1 Main structuring elements

The Zaan formed the very first backbone of the region and truly has some unique qualities. The river the Zaan is the true vein of the Zaanstreek. Due to the beginning of the steam era around the 19th century another expansion of the industry was started along the river. The yellow hatches on the map of the main structural show this very explicitly. Solid industrial complexes made out of brick rise directly along the water. Ever since, the relation with the water decreases because of these privatized big industries that stand along the water and claim the waterfront. The water landscape petrified, gradually the city turns her back towards the Zaan. Also the relation with its inhabitants is ever since lost and has to do with the occupation of land and privatization of the industry, the industrial areas aren’t accessible anymore. Most of the time the industry are privatized areas with a big fence around it and thus result in a physical barrier with the environment. The consequence of these two separate entities result in the detachment of the environment with her inhabitants. Because of the detachment between inhabitants and the environment you might say that the inhabitants are also partly detached from their very own identity, they don’t have access to it anymore and aren’t being a part of it anymore. Though The industrial monuments determine the image of the riverbanks and are quite unique and worthwhile to keep and protect. This is why special attention is paid to the significance of the existing cultural heritage that is present. Those can be points of departure for further developments around the station areas. Especially the maintenance and reuse of industrial heritage is for the Zaanstreek of explicit interest. This is an important factor that truly determines the identity of the region. This graduation project attempt to heal the relation between the inhabitants and their environment and will have meaning on a local/regional scale.

As a contrast of the heavy industries, nature is very well represented in the region. Especially the big open landscape next to the station of Wormerveer is quite characteristic. Although it isn’t accessible for the public it does have some qualities. Because of the open character of the natural landscape, landmarks become very good visible and therefore function as orientation points to navigate on. These orientation points already embody a certain collective memory among the local inhabitants and can therefore establish a strong cultural meaning.

Instead of the river the Zaan that was the former backbone of the region, nowadays the current provincial road and the railway are the two infrastructural elements that determine the new backbone of the area. The three infrastructural elements - that runs parallel to each other - forms a barrier between east and west. The problem of the barrier started when the municipality decided in the seven- and eighties to build westwards of the train track. The abstract map of the built area shows explicitly that the rail track is most of the time enclosed with buildings. Despite the fact that the three infrastructural elements form a barrier nowadays, it also result that the region has a very good connection with Amsterdam. Next to the infrastructural roads that is well connected with Amsterdam, the train track is as important. The region can benefit from this unique opportunity. Commuters can live in the Zaanstreek and work in Amsterdam.

The riverbanks, the historical ribbons, the industrial monuments, the landmarks and the natural landscape forms together a morphological pattern that truly determine the character and identity of the whole region. The richness of the cultural historical landscape are embodied in these structural elements.

5.1.1.2 Functional character of the Zaan

For me the food industry in the Zaanstreek is an aspect that embodies the real identity of the region. This is what is so characteristic for the region and where the Zaanstreek is notorious from as can be seen in the showed maps. Most of the industries along the river the Zaan are operating in the food industry. My intention of this graduation project is to reuse such an industrial building and give it a new function with a new meaning but in a way still refer to the historical identity of the region. The industrial heritage already embodies a certain collective memory among the local inhabitants and can therefore establish a strong cultural meaning. This cultural meaning will be even strengthened.
Setting up a hybrid food programme

Setting up a hybrid food centre
5.0 Conclusions

when a meaningful program is offered to the public. The new program should reevaluate the past and gives a new meaning to the building. This eventually result in a design assignment where the industrial heritage is being reused and where the area become public again. As showed in the map where the publicnes of the waterfronts were analysed, it become clear that public waterfronts are quite rare along the entire Zaan. The riverbanks of the Zaan as an additional qualitative public space will be stressed and improved. Essential by making the waterfront public is the program that is complementary to its function as a public waterfront. By making the area accessible for the public, attention is paid to the assembling of the program for reaching as many users as possible and to connect the site as good as possible with the existing urban fabric. Also the map of the network is showing some missing links. The network can be improved in some cases for a better connection. By improving the network, the accessibility of these industrial milestones will also be improved and become therefore even more significant. The industrial milestones become the centrepiece of several networks such as bicycle- ferry and sail networks. The general program for the reuse of the industrial heritage will be a hybrid one where food is central. To me this is what referring to the true historical identity of the region.

The essence of this vision is not to impose a new identity but rather improving the existing historical identity by connecting the past with the present and future. Explore the new potentials of it. The inhabitants will be reunited with the historical heritage that is already present but most of the time not fully appreciated yet. By setting up a hybrid program where food is central, a very diverse public will be reached where the relation with the environment will be restored. Companies, visitors, tourists, inhabitants and even students will be attracted to this place for working, learning or just recreating here. A big network between these parties is one of the main achievements. The project tends to be a project where many users will be brought closer together, a project where new relations will be sett. Relations between, companies, inhabitants, visitors and students that can benefit from each others expertise and can even enforce this by working closer together. A very diverse program within the food sector will be come together on one site, you might call it a new food centre. A food centre that contains an abundance of program. The location has therefore many, purposes, values, activities, users and has therefore multiple meanings, such as local, regional, economical, political as well as social meanings. This project can be considered as an example of a project that is making use of the historical identity, and transforms this historical identity into something new, something that reevaluate the past. In a scientific sense, this project can be considered as an exploration towards the upgrading of an industrial area where the function of the industry lost its relevance and where a new hybrid program that fulfill the needs of modern society.

5.1.1.3 Environmental consequences of the industry

The historical identity of the Zaanstreek is close connected with the industrial developments of the region. The from origin positioned factories along the Zaan are still an important source of employment in the region but cause also a lot of friction with the surrounded living areas. The industrial heritage along the river has some quite unique and characterful buildings that are worthwhile for future development. Due to the strict environmental requirements and the need for densification around the station area, the assumption was that the industry should unavoidable move elsewhere. According the gathered data the conclusion is that the industry that are positioned in a circle of 800 meter around the station locations should unavoidable move elsewhere (the circle of 800 meter correspond with the diameter of densification and coincidingly with a seven minute walk). This provides some unique possibilities for the redevelopment of the industrial heritage and the additional waterfront.
5.0 Conclusions

5.1.2 Abstract typological study
The second assignment was a more abstract one. The main design questions that play a role in the assignment for densification of the station areas in the Zaanstreek will be studied in an abstract way. The main objective was to develop a ‘tool box’ for design interventions in the Zaanstreek. Different typological models will be compared, discussed and tested. Asked was to develop a series of building studies for a residential area with a density of 40 dwellings pro hectare connected with a railway station. The imaginary site plan exists of an area of 600 x 500 meter. This area is in the middle divided by a zone of 100 meter, reserved for rail track, station and roadway. The total amount of dwellings to be realized on this imaginary site plan is 1000. The number of 40 dwellings pro hectare was the reference because it is counted to be the minimum density in the station areas to guarantee sufficient use of public transport.

The ‘kam’, ‘heart’ and ‘barrier’ scenarios were the basis of the plans. For the elaboration of the three scenarios we assembled a toolbox that we used to make decisions, order the design and be clear of what we were doing. The tools or urban elements to design the scenarios are: network, districts, islands, parcels and building typologies. It was really searching in an abstract way to suitable typological models that fulfil the desired numbers. But it did something more than just that. The toolbox proved to be a very useful architectural instrument to design with. Together with two other students we assembled such a toolbox and designed with this instrument three diverge variants. The instruments we used were the same, though the outcome was very different. By making use of the phenomena of the scenario we could justify our main decisions in our design and at the same time we were able to make these diverge variants. This turned out to be another very fruitful device that can be further exploited in our own architectural project.

5.1.3 Collective masterplan
The outcomes of the abstract study were very fruitful for the following assignment of designing a masterplan for the densification of the Zaanlijn. The abstract thinking was really useful for making decisions on a big scale. This was necessary because in the phase of this design we didn’t knew every specific place and therefore weren’t able to make a masterplan that was perfectly sensitive to the place. Although we discovered some shared values and characteristics that resulted into architectural guidelines. Again the scenario was a useful instrument that we also used for this assignment.

In some station locations the desired density is going beyond the 40 dwellings pro hectare. Others like Koog Bloemwijk are less than the desired density but isn’t possible to achieve. Off course the studio assignment is to densify the station areas but to me something more is desired for the achievement of a vital city. Instead of only focusing on densifying and solve the problem in this way, this graduation project will concentrate more on the improvement of the local qualities that serve the inhabitants. . Next to densification I consider intensification as important. Intensification in terms of program and activities and therefore should mean something for the local qualities.
5.0 Conclusions

5.1.4 Urban analysis of station location Wormerveer

The material of the presented analysis are initially made by other group members and are a summary of the most important data. Due to the fact I am living myself in Wormerveer I already knew a lot about it but by analysing even further into the history I also discovered things that I didn’t know before. Wormerveer contain some unique characteristics that determine a strong identity in the region and is therefore distinguishable from other station location. Industrial milestones, the strong relation with the waterfronts and the natural landscape are the elements that make this place so special. Especially the industrial monuments are quite special and in good condition. These industrial milestones also attract many tourists to Wormerveer and is part of several touristic tours. Wormerveer and Wormer has historically a strong connection with each other and still react on each other. The relation of the water are on both sides of the water perfectly sensible and in combination with the cultural historical heritage, makes this place so unique.

5.1.5 Site specific analysis of Lassie terrain in Wormer

The site specific analysis delivered me a lot of information of the Lassie factory. The factory really has a strong internal relation due to the manufacturing process. During the years of automatization most of the warehouses are empty know what can be seen as a pity. The architectural quality is of course always discussable but at least it can be said that the condition of the buildings are very good and authentic for that time. The factory can be seen as the physical remaining of a certain time. The cultural historical value is truly tangible in the near surrounding, even street names are dedicated to the names of the buildings what gives the factory a certain importance. During the visit of the Lassie I was really amazed of the spatial qualities of the different buildings. Though there will be some problems when the factory will be reprogrammed. Especially problems concerning daylight is what should further be researched.

The unique location of the factory can be further developed by making the waterfront public. Supportive public functions should complementate the publicnes of the area. By making the boulevard public again a connection all the way to the Zaanse Schans can be established. In a way this heal the historical dike. I consider the former factory as such an important building that has such an importance for the entire region that everything that will be added should be done in a respectful way. To be more concrete, the new is secondary to the existing. Though I think that a new program can regenerate this place and can have a great meaning for the environment where a new meeting point can be established. Especially with the come of 7000 new dwellings this place can mean something for the local qualities.
6.0 DISCUSSION
6.0 Discussion

6.1 Discussion
This section will be a critical reflection of the work that has been done so far and the process that is preceded. Actually in this report a clear distinction can be made between a more general phase and the phase where the design location is chosen. The first part of the research is basically to document all sort of information that is known about the context, the site, the object, topic and approaches. The studio together with the support of the lecture series, the seminar Architectural and Urban analysis and the seminar research and design methods should be support this. The seminars, lecture series and the studio should be intertwined and should enforce each other. To be honest in the beginning I didn’t see this relation. The lecture series as additional input for this report and the understanding of the approaches towards research methods was clear to me. The studio expectations were clear. The Architectural and Urban analysis were clear. What wasn’t clear to me in the beginning was the seminar of research and design methods.

In a substantially late phase of the process I began to appreciate and understand the value of this seminar although I think this could be even more valuable by guiding even more the structure of this report. As I see it, this report is in itself explained well but there isn’t any control or possibly any feedback on the content of the sections. I do understand that some of these sections couldn’t be written in an early stage, though I think that at least the first three sections perfectly can be guided whereby the content will be even more powerful. The seminar Architectural and Urban analysis were very useful as a supportive seminar. The content of the analysis become even sharper during these hours. What I think is a pity is that there is a possibility that the outcome of the analysis isn’t useful for the student because he or she chose a different location. This was in my occasion the case. I put a lot of effort in the analysis and I believe that the outcomes are very valuable for other students, although I regret that I cannot profit from myself from these outcomes. Now the usefulness of the analysis depends on the accuracy of others. Off course you will get a grade for it but this is only a meaningless number. The outcome is much more useful for the entire research and design process. In the case of the seminar would be continued until the P2 the urban analysis of the chosen location can be even more guided and therefore become more use- and powerful.

What I do experienced as really comfortable is the clarity of the expectations of what we as students should deliver in the studio. As mention before, there were some studio assignments formulated that should stimulate the understanding of the characteristics of the Zaanstreek. These assignments were very clear formulated and also in approach it was clear how we should do it. Here the seminar of research and design methods was very useful.

What I see as an often maken mistake is that analysis, theory and design are separate outcomes of the process without any intertwining in the project. Actually an issue I see during the process is the fact that practice and theory were two complete different worlds that suppose to fuse in this report. Honestly I really doubt this. Though the connection between analysis, theory and design is for me essential. I think that in my case there is a strong relation between practice and analysis but a less strong relation with theory and practice. Last semester I read the book of Aldo Rossi, the Architecture of the city. What I discovered is that this really influenced my thinking about the city. The title of this studio already determine the railroad the Zaanlijn as an urban artefact. This really intrigues me and afterwards I could had intertwine this theory perfectly with practice because there are a lot of similarities of approach towards the city as an urban artefact.

After the more general analysis where some startingpoints were found that could elaborate further, a deliberately choice of the design location could be made. Besides, the formulation of clear specific research questions could from now on be addressed. From the very first beginning it was clear that I decided to reuse the existing Lassie factory. I am realy amazed and excited by the appearance of the factory as an urban artefact. Maybe I’m also a bit too much obsessed with the building. I think this also has to do that fromout my very own bedroom I can look to the Lassie factory. Every morning I open up the curtains, this is the first think I see. So for me this a quite unique opportunity to design on something I’m so close related to.
Besides the obsession of this building there was enough gathered scientifically evidence why this industrial monument can have a more glorious future where many parties can benefit from.

Due to the fact this assignment deals with the reuse of an industrial monument, or better known in the discipline as architectural conservation, the design assignment was since the very first beginning clear and concrete. This is what I experienced as pleasant and this is also why I was able to set a clear direction and formulate clear goals with clear methodologies that can be adopted. I think that my approach towards this existing building is very precise and conscious of what has to be done and how to achieve it. By interviewing related parties, visiting the building several times (externally and internally), make a proper documentation of the current state, making precise analysis of the problematics and potentials this design assignment is at least to me clear. Hopefully this report transfer the main intentions.
6.0 Discussion

6.2 Relevance of methods and theory

One of the most essential things to define properly is the problem statement. The problem statement more or less determine the direction the project is heading to and is also quite essential for the formulation of the design assignment. There are many approaches to come to a problem statement. My approach to define a proper problem statement starts with an investigation of the site and context. This investigation can be described as an urban analysis of the location and its surroundings and should be done as precise as possible. Most of the time we as architects are asked to intervene in an existing context that is already there and is a given fact. A given fact that most of the time we don’t know anything about. You need to understand this context as it is now but also how it is formed during history. What are the characteristics, what can you use of your findings and what are the potentials that can be developed even further. Literature and information about the site and its context can also help and is crucial for understanding what is so typical for this site. You might say that it is an investigation to the ‘genius loci’ of the area. This is an aspect what I think is really important by intervening somewhere. Whatever is going to be there shouldn’t be something that stands on its own (unless it is explicitly asked for) but rather is being part of the existing context. To be clearer, it shouldn’t be a screaming autistic that wants all the attention for its own.

After the general exploration of what is so characteristic and typical of this place, a selection of the main issues and findings are becoming the starting points for the formulation of the design assignment. Important for formulating the design assignment is the consciousness of what kind of project intent to be designed and in which field to operate in. The formulation of the design assignment and the secondary goals are partly based on personal interest but should also be argumentated according a scientific framework. What is the relevance of the project in a broader scientific sense but also the relevance for the discipline? To answer this question literature and theory is needed to discover the relevance and to discover in which debate the project is in. Theory can be extremely useful to underpin and legitimacy the argumentation and choices that are made during the process. Theory as the backbone of the project. The theoretical framework of the project become almost scientifically essential and is also important for the understanding of the own position within a specific debate. Theory can be used in many ways and for many purposes, it reach a large public and is easy accessible for transferring ideas, positions, visions or whatever should be transferred.

I think this is one of the most beautiful aspects of using theory, they are open for interpretation and just because of that it has the power to give us some new insights. We all can look to the very same object and see a variety of things. Reading theory will also help to discover what is already known about a certain topic. This probably raises some questions where research will help to discover what is currently not known yet but definitely bring the design further and give answers. To summarize; theory is to discover what is already known, research is to discover what is not.

Besides reading literature and theories it is as important to write about the project. By writing, the thoughts and ideas will be organized, ordered and the true intentions become clearer. Writing can also strengthen and enforce first ideas into strong concepts. At the same time writing function as a kind of self-reflection within the process where consistency should be present. This very same report can also be considered as a technique to become consciousness about the process and methods adopted within the design.

Besides the theoretical framework what is really important for the design, framing the project is as important as well. Framing in the sense that the project limits the field of operation. By framing the project, the wideness of the field of investigation will narrow down. This result in a more specific approach. It will help to select the needed theory but also to find an appropriate methodology for analyzing and designing. This framing can be called a thought frame or even an episteme and can be considered as an instrument for analyzing. Actually it is just a device to cope with a certain issue that reduce the complexity. Examples of epistemes are typology (Jean Nicolas Louis Durand), phenomenology (Kevin Lynch), semiology (Robert Venturi and Denise Scott Brown) and praxeology (Bruno Taut).

Most of the architectural projects start with a visit of the area where the intervention takes place. It all starts with the first observations, the very first impression and an attempt to discover the spirit of the place. For a lot of architects this first visit is the leading force for the formulation of the architectural concept of the project. There are several techniques for documenting this first experience. Some of them are for example: photography, writing, sketching or videotaping. Most of the time I prefer the combination of photography with an additional declaration of the first impressions.
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Spoke with related parties
Jan Goedhart (architect)
Bas van Winden (director of the factory)
Simon Bukman (municipality)