Entering the Dutch city
Creating a contemporary city gate for cars in medium-sized Dutch historic cities
### Entering the Dutch city

Creating a contemporary city gate for cars in medium-sized Dutch historic cities

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Questions
City entrance?

Past

Bergen op Zoom

Zwolle

Haarlem
City entrance?

Present

Heerhugowaard

Den Haag

Breda

Amersfoort
City entrance?
Defining the city entrance

Focus:

Car entrance

Dutch historic cities

City centre

Which design interventions can create a structured and attractive connection between the car entrance of a city and the middle sized Dutch historic city centre?
Products

• Design for a car entrance in Dordrecht
  Clear and attractive
  Guiding

• Guidelines for designing a city entrance
Methods

Theory

City entrance
What are criteria for a legible and attractive city entrance?
Outcome: Guidelines

Car entrance
How to connect the car and pedestrian network?
Outcome: Guidelines

Outcome: review paper, guidelines for city entrance design

Case study

Deventer
Dordrecht
Maastricht
Venlo
Zwolle

Outcome: guidelines for city entrance design

Design

Focus criteria

Analysis

Input for design

Design themes
Traffic
Routing
Gate
Public space

Design

Outcome: design for Dordrecht
Proposal
Design approach

Different design themes:

- Traffic
- Routing
- Gate
- Public space

Outcome: design for Dordrecht
City between highways, railways and waterways
City between highways, railways and waterways

Two main entrances
City between highways, railways and waterways

Two main entrances

A16
Public space

Land use

Waterfront with offices

Neighbourhood Oud-Krispijn (1915)

Shunting yard for industrial area

Trailer park
Current situation

Isolated part of the city

Infrastructure forms barriers
Current situation

Isolated part of the city

Infrastructure forms barriers

Identity?
Design proposal

New city entrance

Integrated part of the city

Multifunctional node
Traffic

Goals for the location:

• Simplify the entrance from the A16 exit
• Create a new parking facility
• Connect different forms of traffic

Criteria:

- Mixing traffic
- Low speed improves experience
- Integrated P-location
- Slow traffic is leading

Fig. 6.4 Criteria for a legible and attractive city entrance.
Traffic

Current situation

Drechttunnel has 4 tubes
2 exits when coming from Rotterdam
Traffic

Separate local and through traffic

Remove one exit from Rotterdam

Change one access to Breda

Proposal
Most parking places are located around the centre

2 P&R locations at the edge
Most parking places are located around the centre

2 P&R locations at the edge

1 in the design area
Traffic

Old situation:

560 parking places

P&W or P&R outside

New situation:

800 parking places

Garage inside
Waterbus connects Dordrecht with other Drechtsteden and Rotterdam

2 times per hour to Rotterdam
Traffic

New Waterbus stop at the location

Connect with the service to Rotterdam
Routing

Criteria:

- Profile influences speed and experience
- Add trees
- Landmark
- Distance or time
- Destinations along the path

Goals for the location:

- Provide a clear orientation
- Remove the viaduct of the Hugo de Grootlaan (Zwijndrechtse brug)
- Improve pedestrian and bike connections
- Connect location with the city centre
1939 the traffic bridge was built
1939 the traffic bridge was built

1977 the Drechttunnel was constructed
Crossing Dokweg-Weeskinderendijk

Decision point for cars

Buildings need to guide car drivers

Plinth with functions
Routing

Connections

Only 2 locations to cross the railway

Historic elements are used

Dike structure is blocked by railway
Hoge Bakstraat
Hoge bakstraat

Future
Gate

Goals for the location:

- Marking the city entrance
- Create a transition zone
- Parking garage and cinema

Criteria:

- Landmark
- Parking facility
- Transition point
- Divers facilities and destination
- Connect exit with pedestrian path
Gate

800 parking places

Cinema 1200 seats

6 movie rooms

Landmark

‘Slow’ route through the building

Waterbus stop
800 parking places
Cinema 1200 seats
6 movie rooms

‘Slow’ route through the building
Waterbus stop
Impression of the public square and slow traffic route

Arcaplex, Spijkenisse

Parking garage, Stuttgart
Public space

Goals for the location:

• Bring back the water
• Active waterfront
• Housing for middle and higher incomes
• Cinema as activator

Criteria:

- Human scale
- Active plinths along the pedestrian path
- Diversity in functions
- Diversity in nodes
- Diversity in facades

Fig. 6.4 Criteria for a legible and attractive city entrance.
Public space

History
Public space

History
Public space

New waterfront

Recreational harbour

Active plinth

Cinema square
Spoorweghaven
Urban blocks

Connect the two dikes

700 dwellings

Sound barrier building
Urban blocks

Stadstuinen - Rotterdam

References
Conclusions

Phase 1
Constructing the cinema and the new bridge road

Phase 2
Weeskinderen will be changed and the slow traffic route is completed
Conclusions

Phase 3
Decision point, Dokweg and first residential area are constructed

Phase 4
Last part is developed
Conclusions

Traffic
- Mixing traffic
- Low speed improves experience
- Integrated P-location
- Slow traffic is leading

Routing
- Profile influences speed and experience
- Add trees
- Landmark
- Distance or time
- Destinations along the path

Gate
- Landmark
- Transition point
- Parking facility
- Divers facilities and destination
- Connect exit with pedestrian path

Public space
- Human scale
- Diversity in functions
- Diversity in nodes
- Diversity in facades
- Active plinths along the pedestrian path

Guidelines
Conclusions

Design clear and attractive routes

Connect different forms of traffic

Parking facility needs to be combined with other functions

Using the criteria alone is not enough

Every location has its specific potentials
Questions?