In the sixteenth, the potential and quality of the waterfront were maintained, and some of the industries along the canal were transformed into residential use. As a result, public functions have been introduced next to the IJ. However, a clear connection between these public nodes is lacking, leading to problems with public functions. Some of the industries were transformed in residential areas. Also public spaces and car parking were neglected and the IJ partly lost its transport function. Over time, trade over water influenced the city for centuries, but because of the inventions of train and plane, the waterfront as a transport hub was abandoned or transformed over time.

Over history, Amsterdam has been a city of water and buildings. This means that the main level of the city is made up of the street level, the platform level, and the entrance and catalyst for Amsterdam North, which is created by the North-South line.

The bridge to the other side of the IJ will be a public entrance and catalyst for Amsterdam North. The Hamerstraat area as the location for this new public node has a strong identity with heritage, abandoned industrial buildings and lots of open spaces near the waterfront. A new node is created by the new route forming a direct connection with the north part of the city. This last one is a common theme in the Hamerstraat area since its existence.

The public building will be a cultural centre for different reasons. From conference spaces, meeting rooms, creative studios and working spaces in gallery, exhibition spaces, foyers, auditorium and a performance space, a great mix of different users will meet and interact at the in- and outside of the building.

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The building itself creates a cultural and creative environment for a diverse audience. This will be mostly be oriented on the first two floors. This is the urban route through the building to the other level.

The different public publics create the connection between the two main levels in this area. The platform level with its connection to the old heritage and the entrance and catalyst to Amsterdam North and the entrance and catalyst for Amsterdam North towards the new public node is missing.

A bridge crossing the IJ is the only direct connection with the waterfront. This bridge will become a connection route to create a direct connection with public spaces and function interacting with the waterfront.

To create a direct connection with the Amsterdam North and to link the different public nodes, a bridge for public traffic over the IJ is needed. Here by a public route is created connecting the public nodes to the other side of the water and connecting in Amsterdam North functioning as new public nodes created in Amsterdam North.

The bridge crossing the IJ is the only direct connection with both directions and is most obvious where the IJ is the waterfront. Therefore extending the bridge entrance and catalyst for Amsterdam North will make it easier to link the new entrance to Amsterdam North. Schaeffer Bridge from Java Island will create a public route is created connecting the IJ with Netherlands South. This barrier will be a direct connection with public spaces and function interacting with the waterfront.

The Hamerstraat area as the location for this new public node has a strong identity with heritage, abandoned industrial buildings and lots of open spaces near the waterfront. A new node is created by the new route forming a direct connection with the north part of the city. This last one is a common theme in the Hamerstraat area since its existence.

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A PUBLIC EXPERIENCE TO THE OTHER SIDE

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