ARCHITECTURE & DWELLING GRADUATION STUDIO AT HOME IN THE CITY: SITE ANALYSIS VAN DER KUNBUURT AMSTERDAM
HISTORY
AMSTERDAM

DEVELOPMENT OF THE CITY

Like many Dutch villages, Amsterdam originated as a peat village (Speet, 2010). Peat was dug in the Amstelland. The earliest traces of human inhabitant nowadays known are from the first half of the 13th century. Already during the 13th century craftsmen took there residents alongside the people that dug the peat. A dam was built located on the spot of the current monument on the dam (Schaatsbergen, 2002). At the time this dam was called: de Plaetse. Around this dam a market started to take place. Five small centers emerged (Speet, 2010). These centers were connected via this dam. Around the year 1300 the first church of Amsterdam was built on the location of the current Oude kerk (Schaatsbergen, 2002).

Either in 1300 or 1306 the city acquired city rights (Schaatsbergen, 2002). Originally Amsterdam was part of the Bishopric of Utrecht, but in 1317 after going back and forth it transferred definitely to Holland. The economy of Amsterdam was built on beer and haring. Eventually Amsterdam got the sole right on the import of beer from Hamburg. This started the trade monopoly the city had in Holland. In 1543 a governmental unit came into being. Brussels was the capital of this union, but Amsterdam benefitted from this due to its central trading position. In Amsterdam goods from both the north and the south of Europe all came together to be stored, processed and sold. From an economic point of view the city did great and grew to be the largest of Holland. When in 1602 the Verenigde Oost-Indische compagnie (VOC) became a big international organization, Amsterdam owned over half of it. The 17th century, also known as the Golden century was a time of great prosperity for Amsterdam. During this time two large city expansions were realized, including the canal rings and the Jordaan. These expansions were not only functional, but for the first time attention was paid to the beauty of it. Towards the end of the 17th century the prosperous times came to an end and Amsterdam lost its central trading position in the international market.

During the 18th century the economic growth had come to a standstill and in the 19th century the economy worsened even further (Speet, 2010). The Industrial revolution brought better times economic wise, but social instability remained (Schaatsbergen, 2002). After 1870 the situation took a turn for the better. Amsterdam made a powerful recovery in the second half of the 19th century and the first half of the 20th century (Speet, 2010). The Noordzeekanaal was constructed, connecting Amsterdam directly to the sea and some years later the central train station was opened (Schaatsbergen, 2002). A series of poor quality neighborhoods was build outside the Buitensingelgracht. The Woningwet (Housing act) of 1901 was meant to change the conditions...
Due to the poor conditions of housing in cities throughout the country, also in Amsterdam. Due to this act it became possible to tear down poor housing and there were requirements set for the new housing. As a result of funding a lot of housing corporations were founded. These corporations build Tuindorpen (garden villages) and neighborhoods in the Amsterdamse school style.

During the second half of the 20th century the economy of the city shows an incredible growth once again (Speet, 2010). Around 1970 city renewal became an important topic (Schaatsbergen, 2002). Two main ideas emerged. The first was the city as a production centre. Up to half of the inhabitants would have to move to other cities like Almere in order to let the production grow. This led to large demonstrations in the concerning neighborhoods and in the end the government turned to the second option, which was a compact city where people could remain to dwell. City renewal would take place through deliberation with the inhabitants.

Nowadays Amsterdam has 734,000 inhabitants originating from 137 different countries (Schaatsbergen, 2002). And in the future the city needs an additional 100,000 houses.

**PLAN OF VAN EESTEREN**

The van der Kunbuurt is part of the extensive plan AUP plan of van Eesteren (Speet, 2010). In 1935 the plan of van Eesteren passed through the city council. It would take until the 1950’s before the van der Kunbuurt was built. The AUP plan was based on the idea of a functional organisation of the city. Working and living areas were separated by recreational areas. Traffic was not to disturb the dwellers. Every neighbourhood should have its own centre, which could function as a meeting spot of the inhabitants. Materials should be simple and modern. Examples are glass, concrete and steel. The exterior of a building did not matter, as long as it was functional. The dwellings were combined in oblong or L-shaped blocks with an optimal advantage of sunlight and greenery.

**SOURCES**


nl.wikipedia.org/wiki/Boerenwetering (accessed 12-03-2014)

nl.wikipedia.org/wiki/Algemeen_Uitbreidingsplan (accessed 12-03-2014)
HISTORY
STADSDEEL OOST

DEVELOPMENT OF STADSDEEL OOST

Stadsdeel Oost originally started with the construction of the Oosterparkbuurt and the Dapperbuurt back in the late 19th century. Over time more neighborhoods were built and the community of Watergraafsmeer had to join Amsterdam. The connection from all these new neighborhoods to the train station was not optimal and due to the increase of population and traffic the railroad crossings became jammed. In the 1930’s a project started to lift the train tracks and connect the neighborhoods better to the (new) train station (spoorwegwerken oost). The location of the old station and former tracks became the Rhijnspoorplein and the Wibautstraat.

SOURCES
http://nl.wikipedia.org/wiki/Amsterdam-Oost
http://nl.wikipedia.org/wiki/Weesperpoortstation
http://dev.citysdk.waag.org/buildings/#52.3481,4.9223,16
FUTURE AMSTERDAM

STRUCTURE VISION OF AMSTERDAM

1. EXTENSION OF THE CITY CENTRE
2. REDISCOVERY OF THE WATERFRONT
3. INTERWEAVING METROPOLITAN LANDSCAPE AND CITY
4. INTERNATIONALISATION OF THE ZUIDFLANK
   EXTENSION SCHIPHOL, INFRASTRUCTURE AMSTERDAM-UTRECHT,
   DEVELOPMENT ZUIDAS, TRAINSTATION ZUID/WTC
DENSIFY
Reinforce the mix of functions and intensify the utilization of land.
REGIONAL PUBLIC TRANSPORT SYSTEM
HIGH QUALITY OF THE PUBLIC SPACE
MORE USE OF GREENERY AND WATER
RENEWABLE ENERGY
WIBAUTSTRAAT DEVELOPMENT CONCEPT PLAN

The objective in this plan area is to reinforce the mix of functions and intensify the utilization of land. Establishing a rich functional mix in the street-level plinths of the buildings is the key to increasing the vitality on the street.

To achieve this, the public space of the Wibautstraat, the Banks of the Amstel and squares around the Wibautstraat will be redesigned.

The Wibautstraat is the only road link between the ring road and the city centre with four lanes. The design of the new Wibautstraat has an 8.5 metre-wide central reservation of verdant greenery, wide cycle paths and space for play facilities.

The calm and orderliness in the public domain contrast with the surrounding architecture, in which every aspect is varied: the heights, architectural expressions and the distance to the street.

An important booster for the spatial development along the Wibautstraat is the construction of the Amstel Campus. From 2015 more than 25,000 students will make their way to the buildings at this location every weekday.

The Wibautstraat is going to be an extension of the city centre. Van der Krunbuurt is located between two project areas of the Wibaut on the Amstel project; The banks of the Amstel and the Wibautstraat.

NOTES

1. Plan Amsterdam, 06, 2010 & Omgeving Amstel Station, Stedenbouwkundig Plan, Stadsdeel Oost Watergraafsmeer.

THE WIBAUT ON THE AMSTEL PROJECT AREA MAP KEY

LARGE SCALE PROJECTS
1. Amstel Campus
2. Parool triangle
3. Unicorn zone
4. Amstel station and environs

PUBLIC SPACE PROJECTS
5. Wibautstraat
6. Banks of the Amstel
7. Oetgenstraat
8. Boerhaave plein
9. Lepenplain

1 AMSTEL CAMPUS
2 PAROOL TRIANGLE
3 UNICORN ZONE
FUTURE KUNBUURT

AMSTEL STATION DEVELOPMENT CONCEPT PLAN

1. PUBLIC SPACE AT WIBAUTSTRAAT
2. MAXIMUM BUILDING HEIGHTS IN THE AMSTEL STATION AREA
3. AMSTEL STATION AREA PAVING DESIGN
4. AMSTEL STATION AREA PLANNED TREES
5. AMSTEL STATION AREA PLANNED BUILDINGS
CONCEPT OF INFRASTRUCTURE DEVELOPMENT AT AMSTEL STATION

Stationsplein: ontmoetingsplek van en voor de hele stad. Amstel station wil van het imago van stadsrand af en moet een onderdeel worden van een stedelijk gebied en verlenging van de Wibautstraat met veel levendigheid door middel van een mixed-use programme rondom het stations plein: buurtwinkel centrum en woon en hotel toren.


Parkeren: 639 parkeerplaatsen
Fietsstalling: 14.000 bewaakte fietsenstalling, 950+250 fietsenstalling.

Van Der Kunbuurt ligt aan de achterzijde van het station. Het hele herontwerp voor het project gebied is gericht op de voorzijde van het station. De achterzijde van het station is niet opgenomen in het herontwerp.
CHARACTER AMSTERDAM

The city of Amsterdam consist of a lot of atmospheres. A few characteristical atmospheres and views are showed in the sketches on this page. The first sketch is about the well know ‘grachtenpanden’. These kind of row houses are having their own appearance and are typical houses next to the canals of Amsterdam. Due to the small width of one house the atmosphere in the street changes constantly.

Another characteristic of the city centre of Amsterdam are all the parked bikes. Bikes are parked everywhere in a very high density. These parked bikes are in many cases forming a problem due to the occupied spaces.

The city centre of Amsterdam is a very crowded area. In summer people are sitting on a terrace next to the canals. These occupied terraces are giving the city a lively atmosphere. The canals which are characteristic for Amsterdam are giving the city opportunities to use it as a adding to a lot of spaces.
The eastern city part of Amsterdam was called in 2007 a problematic area. This area also has a lot of potential places which may be seen as attractive places to meet. Like the 'Oosterpark' where people can meet to have a picnic in summer or just have a nice walk through a park.

The boundary of the western part of this part of Amsterdam is formed by the Amstel. Riverside terraces are providing a beautiful view of the Amstel.
The direct neighbourhood of the Van der Kunbuurt has a lot of variety. At the south side of the neighbourhood there is mainly high rise built environment, like the well-known Rembrandt tower.

At the west side of the neighbourhood the Berlage bridge is situated. This bridge is connecting a main road over the Amstel.

At the other side of the this bridge there is a neighbourhood called ‘IJsselbuurt’ located in the Amsterdam School style. All these different characteristics makes the Van der Kunbuurt a standalone space in this area.
The amount of inhabitants per square kilometer of the neighborhood and Amsterdam-East are roughly the same, yet the neighborhood is very different than other neighborhoods when we look at the typology of buildings and functions in the neighborhood. In this neighborhood there are many highrise buildings and many offices.
The neighborhood has relatively a small amount of children and teenagers, after 23 it has a remarkable peak.
It is very clear that the people in the neighborhood are much higher educated than people from the rest of Amsterdam.

Relatively the neighborhood is doing much better economically compared to the rest of Amsterdam, the incomes are higher, unemployment is less and the need for social assistance is also less.
The neighborhood has the highest percentage of couples and the lowest percentage of couples with children.

All three areas have mixed group of people from all over the world. The neighborhood has the least percentage of Dutch inhabitants and it has the largest percentage of inhabitants with a Western origin.
POPULATION ORIGINS

- Dutch: 394,645 (583)
- Western: 125,720 (273)
- Surinam: 9,638 (80)
- Antillean: 67,919 (16)
- Turkish: 41,981 (10)
- Moroccan: 150 (1)
- Rest: 84,854 (144)

Note: The percentages are not shown in the image.
SAFETY INDEX

Explanation of safety index:
100% is the average score in 2003 for Amsterdam. When the percentage is lower than 100, it means that it is safer than the conditions in 2003 in Amsterdam.

In the graph there is a distinction between facts and feelings. Facts are based on data from the police and feelings are based on interviews with approximately 12,000 inhabitants of Amsterdam.

AMOUNTS, OWNERSHIP & RESIDENCE LENGTH

The neighborhood is rated remarkably better than the rest of Amsterdam. The facts and feelings of people confirm this.

The ratio between private housing and social housing for the neighborhood is very different than the rest of Amsterdam. The ratio has shifted much more towards private housing, which are more expensive and luxurious than social housing.
The dwellings of the neighborhood are relatively bigger than the rest of Amsterdam, this mostly results in higher prices for the dwellings, this indeed is the case for the neighborhood.
The analysis of the demography was made for the whole red area seen in the picture above. This area however can be split in two parts, we have experienced this on our location visit. The dwellings in the southern part are much more luxurious than the dwellings in the northern part of the area. The dwelling sizes and prices have been compared. On the internet we were unable to find advertisements for the northern part except for one dwelling. Therefore we interviewed the inhabitants and asked for the prices and sizes of the dwellings. For the southern part we have found enough advertisements. More information about the Northern part with inhabitants can be found in the chapter of mindmapping.

**TWO DIFFERENT PARTS OF THE LOCATION**

**PART A: NORTHERN PART OF THE LOCATION WITH SMALL AND CHEAP DWELLINGS**

**PART B: SOUTHERN PART OF THE LOCATION WITH EXPENSIVE BIG DWELLINGS**

**SCALE 1:100. TWO DWELLINGS IN NORTHERN PART**

**SCALE 1:100. ONE DWELLING IN SOUTHERN PART**
SOCIETY
CONCLUSIONS

There is a very logical relation between the different aspects of the analysis of the demography. The inhabitants are mostly in the best conditions to work and earn money, because they are mostly at the age to work and they do not have children. Also they are highly educated. This means that they can afford good dwellings, which come with nice neighborhoods. It is also notable that the origins of the foreign inhabitants are from western countries, where the possibilities to study are better than eastern countries.
As the capital city of The Netherlands Amsterdam is a popular destination for visitors. The city offers a lot of interesting opportunities for tourists. The landmarks included in the map were selected based on how well renown they are. There are divided into buildings and open spaces. The buildings are mix between heritage and newly designed buildings.
The neighbourhood Van der Kunbuurt is in the middle of some nodes and landmarks. The well-known buildings like the Philips building and Rembrandt tower can be called landmarks due to the height as well. The nodes like café-restaurant Dauphine and De Ysbreeker are known by a lot of people and are forming therefore a node like the ‘Hogeschool van Amsterdam’.
BUILDING BLOCKS TYPOLOGIES
AREA ALONG THE AMSTEL

LEGENDA
- SUPER BLOCK
- PERIMETER BLOCK
- PERIMETER BLOCK COMPOSED OF INDIVIDUAL HOUSES
- SEMI-OPEN BLOCK
- OPEN BLOCK
- FREE COMPOSITION
- FREE STANDING OBJECT
BUILDING BLOCKS TYPOLOGIES
KUNBUURT NEIGHBOURHOOD

The most common building block typologie in the area along the Amstel river is the perimeter block. Within the perimeter block we have distinguished four typologies; the super block, perimeter block, perimeter block composed of individual houses and the semi open block.

The perimeter block composed of individual houses is common in ‘the grachtengordel’ in the center of Amsterdam. These blocks are mainly from the 19th century; the social and economic mixed block.

The perimeter block, the closed block as a whole/as a unit is typical for the late 19th century: 1900-1935. The basic subdivision of the perimeter block is in parcels. This building block mainly exists out of ground floor situated dwellings and upper floor situated dwellings. Private gardens are inside the building block. This typology is very common in The Pijp, at the West side of van der Kunbuurt and the Amstel river.

Superblock is a closed block and is composed of different dwelling typologies with communal greenery inside the block.

Open block 1935-1970: Pre and Postwar social and economic city. Housing units for the ideal family. Strip-shaped blocks with ‘portiekwoningen’. There is a balance between building blocks and open communal greenery.

These open blocks with open greenery is an exceptional in the area along the Amstel where the perimeter block is common.

Free composition 1970-2000: Apartment buildings that can be seen as different objects. Composed together they form an enclave with collective greenery in-between.

The Van der Kunbuurt with an open block structure is an exceptional in the area along the river. It is situated in-between a strip of closed building blocks at the north side and an open area with a free composition of apartment buildings at the south side.
BUILDING BLOCKS' SECTION TYPOLOGIES
KUNBUURT NEIGHBOURHOOD

S1 OPEN BLOCK

S2 FREE COMPOSITION

S3 SUPER BLOCK

S3 PERIMETER BLOCK
OBSERVATION CRITERIA
Open space analysis is divided by public and private usage and collective usage, which is considered in between of the two. The analysis is focused on the waterfront area including the van der Kunbuurt. By limited analysis, the comparison between the north and south side of the van der Kunbuurt was clearly visible.

PUBLIC OPEN SPACE
Public open space majorly formed by the streets and the public parks. Analysis shows that the south part has more public space area compare to the north. Due to its highly mixed land use, which includes high-rise offices the gap between the buildings are intentionally designed as a public space. While on the north part outline of the building forms the street only. But the waterfront area provides ample public open space.

COLLECTIVE OPEN SPACE
Collective open space provides strong bonding with the neighbor. It is a space that meditates the public and private realm. On north part, enclosed collective space is formed. This is a place where public is not welcomed but still open towards the public.

A lot of greenery area is provided on the south part of area, which on the diagram it is shown as collective space. This space is naturally perceived as part of dwelling block. Mostly it is not in use and some are not even able to access by anyone.

PRIVATE OPEN SPACE
On the north part, including the van der Kunbuurt, some part of the ground floor area is formed as private open space. This is extremely secluded place with only the thin boundary with the neighbor. Large private open space is shown because of the parking area for the office buildings, it doesn’t allow public access.
PHASE 1

A high level of mobility, personal isolation, and independence from a communal context.

PHASE 2

Public and collective open space as an active extension of an individual’s private domain.

PHASE 3

Complex mega structures like a collection of isolated and unrelated fragments.

PUBLIC SPACE
AMSTEL WATERFRONT AREA
PHASE 1
12x15m

PHASE 2
54x15m

PHASE 3
40x30m

STREETS / SCALE (WIDTH X HEIGHT)

WATER APPROACH / STREET USAGE

PHASE 1
Direct access to the water, car and bicycle uses the same road.

PHASE 2
Greenery is made along the water, car and bicycle uses separate road.

PHASE 3
Boathouse is placed along the water, only bicycle and pedestrian can use the street.
COLLECTIVE / PRIVATE SPACE
AMSTEL WATERFRONT AREA

PHASE 1 THE SEQUENCE

The water front streets are naturally used as extension of the cafes. Street is filled with sound and smell from the building. From the street narrow allies are visible which appears to be part of the building. Penetrating this part collective open space will be encountered. Private open space on the back side of the building which is barley connected to the collective space.

7 HOUSEBOAT, DE OMVAL

8 GROUND DETACHED "CANAL HOUSE", WEESPERZIJDE
GROUND DETACHED FAMILY HOUSE WITH COMMUNAL COURTYARD WEESPERZIJDE
PHASE 2 VAN DER KUNBUURT

On phase 2, collective space is provided on the opposite side of the entrance connected with private open space. Only the harsh boundaries are created in between them.
PHASE 3 NEGLECTED
Both public and private mostly neglect the collective space on phase 2 and 3. On phase 3, Collective open space (water, grass) is visual boundary between the public and private.

3 RESIDENTIAL TOWER, DE OMVAL
PRIVATE ENTRANCE:

All the entrances have a private outside space before the entrance. The private space is directly located to the public space. This results in an exposure of individuality on the street side/public space.

COLLECTIVE ENTRANCE:

The collective entrance is directly located to the public street. There is no transition space from the public to the collective entrance. The private space is blocked by the collective hallway. On the street there is no exposure of individuality.

Along the Weesperzijde and van der Treublaan, the position of the entrances reacts on the location. The entrances are facing, like in the north part, the Amstel River and the van der Treublaan. At the South and East side the entrances are positioned inside ‘the block’, facing the north. This creates a backside at the station. Also the buildingblocks are not facing each other, but looking at each other back. In this way, the blocks are functioning as separately objects and don’t have any connection with each other. While the morphology of the van der Kunbuurt would say it functions as one building block.
The building height differs a lot in the direct surround of the neighbourhood Van der Kunbuurt. It varies between 2 and 40 levels. On the south side of the neighbourhood the highest building are located. Since the west side of the location varies between 2 and 6 levels, with mainly 3 and 4 levels. The building directly on the north side of the neighbourhood is having a kind of tower aswell of 11 levels, the rest is around 4,5 and 6 levels.
The use of brick is very common in the surrounded area of Van der Kunbuurt. This material is mainly used for dwellings. The other materials like concrete is used for the Hogeschool van Amsterdam. The building of companies at the south side of the location are using different material with cladding systems like glass and natural stone. Striking is to see the difference between the use of brick and the use of curtain wall facades in combination with the functions of the buildings.
fig.1. WATERFRONT FACADE OVERVIEW
OUTLINE, BUILDINGS’ HEIGHTS & WIDTHS

fig.2. WATERFRONT FACADE MATERIALISATION
TYPOLOGY: FACADES
AMSTEL WATERFRONT

fig. 3. WINDOWS RHYTHM

fig. 4. ENTRANCES DISPOSITION

fig. 5. PROTRUSIONS OF PRIVATE SPACE INTO PUBLIC
The functions on the first floor around the Van der Kunbuurt are mainly working particular on the south side of the neighbourhood. The two schools are seen as facilities. The most of the facilities are located in the city centre and the Van Woustraat.
The core of the city centre of Amsterdam contains a lot of retail functions. These functions are spreading in a divergent way over Amsterdam. On the west side of the Amstel the two main retail streets are Ferdinand Bolstraat and Van Woutstraat which later continuous in Rijnstraat. On the east side of the Amstel the more social functions are situated like schools. To spent the leisure time the preference will be on the west side of the Amstel. And to work or go to school will be more on the east side of the Amstel.
Around Van der Kunbuurt the functions are mainly offices and social functions. At the west side of the Amstel the Rijnstraat forms a kind of shopping street near at the neighbourhood. This shopping street contains a lot of retail shops. There are also different kind of cafés to make it possible to create a lively street.
Van der Kunbuurt is surrounded by a lot of offices. This attracts mainly well educated persons. The surrounding also contains two schools, a highschool and a secondary school. This attracts students as well. Due to the location of the Amstel trainstation the site varies constantly with all different kinds of people. With a walking distance within 5 minutes there are 8 different cafés or restaurants.
1. LUNCH PLACE FOR HOMELESS
2. RECENTLY ORGANIZED PLAYGROUND
3. A GREAT PLACE FOR DRUG DEALING
4. SNEAKILY THROWING AWAY THE GARBAGE
5. A GROUP OF CHILDREN PLAYING
6. FEEDING PIGEONS
The connectivity within the city of Amsterdam is formed by a lot of different possibilities to travel. The possibilities are tram, train, metro, bus, bike, car and by foot.

The main starting point of all these routes is Amsterdam central station. From there it is possible to rent a bike and follow some routes by bike, or to take a tram, bus, metro or just by foot to continue the route. The cars can follow the main roads, these roads are mainly outside the centre or they can follow the subroads, the so called s-roads.
The Van der Kunbuurt neighbourhood is situated next to tram and bus stops, but most importantly it is located next to the train station Amsterdam Amstel. The stop of the metro is located there as well. Within 18 minutes it is possible to cycle to the central station of Amsterdam.

Within Stadsdeel Oost Van der Kunbuurt is connected very well with the public transport due to the multitude of possibilities.
Van der Kunbuurt is a neighbourhood located conveniently close to various means of public transport. This area is less dense then the city centre and still relatively close to it - within 18 minutes by bike. There is a possibility to rent bicycles at Amsterdam Amstel train station.

The Oosterpark is reachable by bicycle within 8 minutes, so this is near to the location Van der Kunbuurt as well. The well-known restaurant Dauphine is 4 minutes by foot. The possibilities for public transport are bus, train, tram and metro.

At the north side of the location the main road Meester Treublaan is situated, which connect directly with the s112 and A10.
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KUNBUURT: ROUTING TRACING

AIM OF OBSERVATION

The observation’s goal is to record exact routes of random sample of users of Kunbuurt immediate neighbourhood, in order to obtain a realistic case of scenario of pedestrian traffic in the area. The observation is intended to reveal possible hidden information about routing, non-retrievable from maps or statistic data.

METHOD DESCRIPTION

34 persons were followed and recorded on a video camera in order to capture details of their movement and activities around Kunbuurt area. The subjects were unaware of being followed. The observation took place on a working day - Wednesday 19 February 2014, between 9 AM and 7 PM in three series during different times of day.

The subjects were followed from the boundary of indicated area (approximately an area represented on the map in fig.1.) until they either leave the area, or enter a building (with an exception of Amstel Station, where subjects were followed, until they entered train or metro platform). The first person spotted, that was proceeding in the direction of the indicated area (if the previous subject has left the area), or that was not proceeding towards a building that the previous subject has just entered, became a subsequent subject, and followed on the above-mentioned terms.

The notes taken include record of each subject’s route, subject’s approximate age and gender, and possible activities undertaken on the subject’s way.

Due to limited resources and intended map legibility, the amount of subjects is limited, therefore the method is statistically inobjective. However, it may reveal some major tendencies of routing in Kunbuurt area.

AGE GROUPS’ QUANTITY

Subjects from 20 to 30 years old are the biggest age group. They represent 53.39% of the investigated subjects. The subjects 30 to 40 years old with 24.91%, and 10 to 20 with 21.36% are the subsequent big groups of subjects. Over the age of 40 there is a noticable drop in subjects quantity, indicating that the area is mostly used by relatively young people.

LOCATION RECURRENCE FREQUENCY QUANTITY

The most recurrent location (as a destination or a departure point) is clearly the Amstel Station. Other locations are used by the subjects at least two times less often. This indicates that the Amstel Station is the biggest communication node in the area. Noteworthy the Coffe Company is relatively intensely used by the subjects. The Kunbuurt area was a destination of only one of the subjects - 1.41% - of the investigated subject group.
AGE GROUPS’ QUANTITY

Subjects in age between 10 and 20 mostly passed the Berlage Brug and arrived at the Amstel Station. One of the subjects have passed through the Kunbuurt area in order to get there. The representative of this age group has been the only subject whose destination was Kunbuurt dwelling.

LOCATION RECURRENCE FREQUENCY QUANTITY

The map clearly displays that the Amstel Station is the biggest node for the age group of 20 to 30 years. It is strongly related with ASVL building. The destinations of this age group are mostly located around Kunbuurt area: ASVL (13.33%), Coffe Company, Amstelplein and Berlage Brug (6.66%). The subjects rather stray from passing through Kunbuurt and choose to detour and go around it.

LOCATION RECURRENCE FREQUENCY QUANTITY

The remaining age groups were combined in order to display a tendency. Their most recurrent departure and destination areas were Wesperzijde waterfront and Business Centre at Amstelplein.
The city of Amsterdam has a few big city parks like Oosterpark, Frankendael, Overamstel, Martin Luther Kingpark, etc. The zoo Artis, which is located in the city centre of Amsterdam occupies also a big area of the centre. Amsterdam also has a few allotment gardens where people can take care of their own vegetables for example. The sports park is located on the southeast side of the location.
In this boundary even though large public park is not shown water front area provides public greenery. Many of other public green areas are used for the demarcation between the car and pedestrian roads. Also the nearby railroads greens are covering the landscape.

Amsterdam school type housing and singular housing type provides quiet a specious area for private greenery while recently built apartments uses collective greenery as a boarder between the public and private.
The drawing describes the different character of green areas. In van der Kunbuurt a lot of collective green areas are provided. Four faces of the site confront different characteristic greenery. In west part, building looks at waterfront and in south part playground area is in the corner while green public space is in front of the school. In east facing the train, a slope provides green area.
**Environment**

**Sunlight Exposure**

Even though the location is surrounded by high buildings on the south side, the amount of sun the location receives is decent. Only during morning hours and in the middle of the winter the van der Kunbuurt loses sunlight due to the high buildings. For a large part of the year the four east-west slabs receive less sunlight due to the north-south slabs on the westside of the location.

**Source**

http://www.klimaatinfo.nl/nederland/amsterdam.htm
The two most predominant wind directions are South South West and West South West. From both of these directions the wind comes from the Amstel water. The wind is blocked for a large part by the North South oriented building blocks of the van der Kunbuurt.

SOURCES

In this chapter the noise pollution on and around the site was analysed. On 7 different spots the noise intensity was measured during a timeframe of 30 seconds. This was done 5 times per spot. The results are shown in the diagrams. The measurements are taken on a weekday between 8 and 9 o’clock during morning rush hour. Taking into consideration that these are just moments captured, it still gives a good insight on the areas with more or less noise pollution. Spot 6 and 7 are located within the van der Kunbuurt. These spots show lower noise intensities then the rest of the spots.
INTERVIEWS
METHOD

Before the interviews we prepared a questionnaire and a map of the location. The questionnaire was mainly focused on inhabitants of van der Kunbuurt and Amsterdam Oost. The most people we interviewed lived outside Amsterdam Oost so the questionnaire was not relevant anymore. Still the interviews were really helpful to create an image of the neighborhood. With the outcome of the interviews we made mind maps. We divided in different groups: inhabitants of the kunbuurt and surrounding area, people who are working and studying in the kunbuurt and people form outside of Amsterdam.
INTERVIEWS
KUNBUURT INHABITANTS

INTERVIEW 1
Male, inhabitant Van der Kunbuurt

Have lives in van der Kunbuurt already for 10 years, together with his wife. When he just moved here, people feel more responsible for their corridors. Sometimes they visit each other and they made a cleaning schedule together. Now the residents pay a service fee and they don’t feel responsible anymore. Recently there are more students in the apartments. Sometimes they have parties, but they feel responsible enough to communicate this before by hanging up notes.

The green space behind the buildingbloks with the basketball field is used by teenagers. Next to the basketball field there is another covered place where they meet and secretly kissing. In the neighborhood there is noting to do for teenagers. The green open space between the buildings is only used by dogs.

During the night, you feel the vibrations of the train in the building.

Grocery shopping: Dirk, reijnstraat. There will be a lydl/aldi soon. For a drink he goes to the city center because it’s really near. He advised us to go tot his ‘student’ cafe behind the Hogeschool. But when we couldn’t find this place, we asked some other people on the street and they told us that this student cafe is not there anymore. So he is not very up to date.
INTERVIEWS
KUNBURT INHABITANTS

INTERVIEW 2

Male, Dutch inhabitant Van der Kunbuurt, around 30
Has lived in van der Kunbuurt for three years now.
He moved to van der Kunbuurt when he was a student, now he is
working.

He lived in ‘de Baarsjes’ before and comparing to that neighborhood de
‘van der Kunbuurt’ is nice and quiet. And The van der Kunbuurt is next
to Amstel station, this makes the location even more perfect because
he works in Hoofddorp and there is a direct connection from Amstel
station. Inside the building you don’t hear the trains.

He heard about burglaries in the neighborhood, but he doesn’t
experience himself yet. Except for his bike that has just been stolen,
the exceptional time he parked his bike outside. And sometimes car
burglars are trapped by the police in the lawn directly behind his
apartment, because it is a dead end street. Or bags with stolen stuff
are left behind because it is also a good hiding space. But as he says: he
is not the most difficult person so this does not bother him.

A few minutes later, he left his apartment with a garbage bag and
dumped it random in the green space between the building blocks.

Grocery shopping: AH, dirk van den broek. Reijnstraat, 6 minutes by
bike.
Cafe’s near the AmstelWeesperzijde, 5 minutes by bike
City center, 10 minutes by bike
Club Trouw, 5 minutes by bike

In the summer he meets his friends in the Oosterpark, 8 minutes by
bike, for a bbq or they next to the Amstel in the green zone. Sometimes
they bbq in the green open space between the building blocks of van
der Kunbuurt.'
INTERVIEW 3

Pakistani male,
pakistaanse man die direct tegenover de hoge school woont op de bg:
He has kids (2 years old).
Almost every week there is a burglary in this neighborhood.
The windows of the entrances are often smashed in.
There are a lot of car burglaries.
The greenery in front of the houses are not used by the inhabitants.
He likes the activity of the school and the station.
When he wants to relax, he goes to the Oosterpark because there is no
open space in the neighborhood where you can just relax.
Grocery shopping: Dirk, 6 minutes by bike.
INTERVIEWS
NEIGHBOURHOOD INHABITANTS

INTERVIEW 1 & 2

Dutch woman living on the Weesperzijde, with a child of 2 years old:
-sees the scooters as a problem, the bikes are not
-there are no good playgrounds for kids at her place, that is why she comes here (new playground in front of the high school) she loves this playground
-she likes her own neighborhood more than the Kunbuurt
-she has never experienced anything bad in the Kunbuurt and also never heard of it
-she would like to have a restaurant with a terrace, which is not on the busy roads
-in the Weesperzijde there are a lot of bikes, but not so many cars passing by

Dutch woman living on the Wibautstraat, near loedjes
We also interviewed her at the playground next to the van der kunbuurt. It’s the best playground in the neighborhood. She really likes the new developments in the neighborhood and she likes the route along the riverside to run. She never heard something negative about the van der Kunbuurt.
INTERVIEW 3 & 4

Dutch women, 50
She lives in a closed building block with courtyard in the weesperzijde. She really like her house and neighborhood. She heard about the van der Kunbuurt but she have no negative association with it. Grocery shopping: ah, 6 minutes by bike
For a drink she goes to the cafes at the riverfront of the weesperzijde.

Walking lady’s along the riverfront, De omval
They went outside to walk and they really like the route along the riverside.
They never experience anything negative in the van der Kunbuurt, but they heard that the van der kunbuurt is not safe in the evening.
INTERVIEWS
WORKERS & STUDENTS OF THE NEIGHBOURHOOD

INTERVIEW 1

man (40) and man (80) in the coffee company. The van der Kunbuurt is an in-between space from their house in the center and their work in the south of Amsterdam.

They always go by bike to their work. They take bicycle route along the river and they really like this route. The only negative thing is to cross the intersection at the Berlage Bridge because there is too much traffic.
INTERVIEW 2

Woman [30]
Lives in the Jordaan.
She has been working in this area for quite a long time. She was selling coffee in the truck at the riverside of Weesperzijde because the garage of the bus is located at that point.

Owner of flinders, the shop next to the coffee company, 30
Lives with her kids in the center, near the Vondelpark.
She started the shop next to the coffee company because the meesterTreublaan is an really busy road. There are a lot of traffic jams on the bridge; this is a positive thing because in this way people see the shop.

Before she started the shop it was a really dark corner in this street. She was hoping that the shop would have a positive influence on the neighborhood. Now she regrets this decision because there are a lot of robberies and burglaries, even during the day. Also there are drugs dealers around the corner of the shop.
INTERVIEW 3

Two students in the coffee company
The coffee company is the nearest place in the neighborhood of the school to drink a coffee. They never walk through the van der Kunbuurt because there is something negative about this neighborhood.
INTERVIEW 1

couple (70) in café, tourist (but raised in Amsterdam)
They did not know the place that much. They rented the bicycle in Amstel station to go to Opera. They said they mad a lot of detour to get here. For them this place was a small part of Amsterdam. They like visiting Amsterdam time to time to go to the museum. Their favorite spot is Stedelijk museum.

The city and it’s elements
If you look at the facilities the location of van der Kunbuurt is perfect: shops, café, public transport, accessibility, near the city center and a lot of hotspots nearby and a nice view at the river.
In the van der Kunbuurt itself is a lot of criminality and negative events going on: drugsdealers, no use of the open space, garbage everywhere.

For workers it’s an in-between space, they don’t know a lot about the kunbuurt. If you pass by on the bike on the weesperzijde it looks, because of the route and greenery along the Amstel River, like a nice area.
THE CITY IMAGE AND ITS ELEMENTS

INTERVIEWS
CONCLUSIONS

LEGENDA
△ Landmark
□ Edge
■ District
| Path

waterlooplein
De Parade
Martin luther king park
paradiso
Rijksmuseum
Museumpark
Ah
Station Amstel
Dauphine
Coffee Company
De Dirk
Paradiso

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CONCLUSIONS

INWHA PAIJK

Van der Kunbuurt has a several substantial element to play a better role for the neighborhood. Positive arrangement of public-collective-private on the north part should be adopted and modified to fit in the Kunbuurt. Collective and private open space should suggest a better use in comparison to the south part of the Kunbuurt, where most of the space is used as barrier or not in use. And this arrangement should be combined with the different purpose of the movement on the site. By movement analysis it is shown that diverse people uses the area with a few predominant route heading to the train station. Bike parking problem could be solved together with the routing.

Most of the neighbors do acknowledge the crimes in van der Kunbuurt. However, they have strong attachment to the surrounding area by the great view that Amstel River provides and the cafes and restaurants along the river. It is also a quite good location to use the facility close to the city center. Even though the site and the surrounding itself could be used more diverse compare to present situation. According the interview this place was in use because it is in between every table were occupied) of Coffee Company indicates the potential of this area. It could attract starters for residential area as demography already showsthat it is an adequate place for young people.

As the future plan shows, it is neglected area by governments. While the others give high priority of surrounding area for attraction, van der Kunbuurt should provide more positive and direct needs for the people who visit the site.

SOPHIE VAN DORSTEN

Van der Kunbuurt is in vele opzichten een eiland in de urban situatie. Met zijn open blok structuur is het een uitzondering in de morfologie van het gebied. Van der Kunbuurt bestaat uit woningen en wordt omringd door publieke functies. Ook wordt het gebied omringd door drukke verkeersaderen. Ongedefinieerde open ruimte, op dit moment hoort het gebied nergens bij.

The collectieve open ruimte tussen de gebouwen is ongedefinieerd. Het is open naar het publiek. Mensen gebruiken deze straat als short cut naar het station. De open ruimte wordt nu zowel als door het collectief als door het publiek niet gebruikt.

Geen transitie zone naar de bebouwing toe. Zowel van het noorden als van het zuiden kan de Van der Kunbuurt leren. Zowel in noord en zuid zijn er duidelijke transitiezones van het publieke naar het privé. In de van der kunbuurt is deze grens heel hard. Wil is van der kunbuurt, door de locatie, niet te vergelijken met het noorden en zuiden en vraagt het om een andere aanpak.

De van der Kunbuurt heeft ook veel kwaliteiten, het is een gebied met potentie:
- Ruimtelijke kwaliteiten: mooie balans tussen het open en het bebouwde en gesitueerd aan de Amstel rivier.
- Alle faciliteiten, helemaal met de toekomstplannen van de Wibautstraat, zijn dichtbij gelegen.
- Goede bereikbaarheid en een perfecte connectie met het openbaar vervoer.

Door de drukte rondom het gebied is deze niet te vergelijken met het noorden van de locatie die voornamelijk uit gesloten woningbouwblokken bestaat. Ook sluit de schaal en de ruimtelijke opzet van der Kunbuurt niet aan bij de omval. Het is een gebied waarin zowel woningen als publieke faciliteiten goed zouden passen.

MÉRÈTE MARIJT

Van der Kunbuurt is an in-between space with little relation to its surroundings. It is closed of towards the nice water and opens up towards the noisy train tracks. Van der Kunbuurt misses a good relation with the neighborhood to the north, due to the large scale buildings directly to the north and the busy road. The area to the south is very different from the van der Kunbuurt. It is very large scale compared to our site. The accessibility of the location is very good due to the train station, the tram stops and the main roads passing by.

The van der Kunbuurt has an uneasy feel to it when you are walking through it. This is due to the lack of program on the ground floor and the orientation of the dwellings. All dwellings are oriented in the same direction. This way people don’t relate to their neighbour across the street. The living happens behind the façade and there is very little of this visible from outside. The greenery is not used. The neighbourhood is closed of by slabs from the areas where something happens, so it feels secluded. This can be a quality, but not in the way it is now. There is only one housing type present.

The van der Kunbuurt has very much potential to be a great place to live and stay. The neighbourhood should relate to the station more. Either open up to it, or close off from it, but not just exist next to it like it is now. The neighbourhood should make use of its great location at the Amstel. Lots of people pass by the site every day, so this would be a great place for some small-scale businesses as well. Along with these businesses there should be more diversity in dwellings as well. This would be a perfect location for students, since the Hogeschool and the station are so close. There is also the option to make more expensive housing, because of the great accessibility and the closeness of the water. At the same time it is important to not ‘move’ problems around, so the social housing should remain as well. Due to the busy location, the great accessibility and the scale of the neighbourhood south of the van der Kunbuurt a higher density of housing is possible.
According to the interviews, the inhabitants of Van der Kunbuurt are talking about an unpleasant neighbourhood due to the criminality and non-lively public spaces. Although they are very positive about the location within the city itself. The facilities are within 5 minutes reachable, the city centre and Oosterpark is about 10 minutes by bike and public transport is next door. The neighbourhood is located between offices and schools, therefore it is like an island between the different areas.

The lively atmosphere is really missing there due to the lack of clear defined and neglected public or collective outdoor spaces. The neighbourhood should have clear boundaries, to provide a lively neighbourhood atmosphere whereby a communal courtyard is needed within Van der Kunbuurt.

The repeated elements in the neighbourhood, makes the Van der Kunbuurt a kind of unreadable. The entrances should directly connect to the car free public or collective space to provide a fluent transition between outside and inside. The current entrances of north-south orientated building blocks are positioned at the north side where the public street forms a barrier to the collective green part between the building blocks. Therefore the neighbourhood has an open character.

The neighbourhood is in-between the future plans for the surrounded area. The neighbourhood should provide a ‘feeling of at home’ by clear defining the boundaries of the neighbourhood, public or collective spaces, routing and take advantage of a possible valuable connection with the Amstel. The Coffee Company on the edge of this neighbourhood shows the potential lively atmosphere.

The location is situated in the middle of all kind of flows of people and transport. The Amstel station, the High School of Amsterdam, the Berlage bridge and the bicycle path connecting the North and the South are all connected to the location and are used continuously by masses of people. These masses of people have led to an insecure neighborhood. The inhabitants of the neighborhood were complaining about the high rate of thefts and busy roads. People from outside do not like the neighborhood and are using the edges of the neighborhood instead of going through the shorter inner paths.

The functions around the location and the flows of people are opportunities to transform the location into a lively place where both the inhabitants and the passers both have benefits from each other. Controlling the flows and locating public functions are the main keys to achieve this goal.

The neighborhood has big public spaces in front of the dwelling slabs. Yet the public spaces are not used and the inhabitants dump their garbage on it.

The public and private spaces of the new design have to be defined very well and the use of it should be clear. For example the green public spaces are used by dogs, therefore people do not use them. When the spaces have specific functions, they will be used more effectively.

When we compare the architecture of the dwellings of our location with the architecture of the dwellings along the Amstel river to the north and south of our location, we see that they both are very different, yet they are much more attractive. The dwellings in the north have their own identity and they have a strong connection with the streets. Including these aspects, would be a way to improve our location.

The area is not a destination for anybody, except for the users of Coffee Company located on the edge of the site.

In many aspects the area has the most attractive location in the neighbourhood:

- location directly at the Amstel Station
- location on a busy corner at Berlage Brug
- location at the waterfront
- extraordinarily good connection with public transport system

These features render Kunbuurt as a potential valuable public domain area, as well as a desirable dwelling location. The site does not take take advantage of its assets ant therefore remains neglected.

Due to its key location the site has to provide solutions for both public domain and inhabitants. In this regard the following issues appear to be fundamental:

- Facilitation of the waterfront area in articulation of Amstel Station public domain and dwelling environment, in order to exploit its values and potential attractiveness.
- The space of the site has to gain allegiance to defined groups of users in order to supply the space with meaning and usefulness.
- Due to potential occurrence of social problems a precaution has to be taken, that the boundries of designated spaces are soundly pronounced and no place remains vacant or misused. By that means the spaces should be controllable by the corresponding groups of users.