COLOPHON

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COVER
Own image, adapted from Structure Vision 2040
(Municipality of Amsterdam, 2011)
The city of Amsterdam has gone through a developmental path with several ups and downs. The fastest growth took place during the years of the Golden Age in the 17th century through the success of colonial trade and economic innovation. After the glorious age, the city lost its international status when the economy stagnated in the 18th and 19th century, wherein the city dealt with an almost 'locked in situation' (Musterd & Murie, 2010). However, the power of colonial trade recovered by the end of the 19th century. Accompanied to trade the city also became the center of knowledge and the city started to grow again. The city reached its maximum population size around 1960 with almost 900,000 inhabitants. In the 1960s and 1970s, Amsterdam faced the consequences of economic and spatial restructuring of suburbanization. The population was no longer centered in the city but was spread out over the polycentric region of Amsterdam. After a long period of suburbanization which began in the late 1980s, cities around the world have once again become popular and have been growing again as well as the revaluation of historic cores.

Until now, despite the economic crisis, the city centre of Amsterdam remains strong in its economic position. The unique balance between living, working and leisure is an essential aspect of the attractiveness of the inner city. The mix of functions has played an important part in maintaining the city center as a lively and dynamic district. Over the past years, the centre attracted more and more businesses, institutions and visitors. As a result of the intensification of usage of space, there is an increase of prices and limited supply of residential and work space. The municipality’s Trend Report 2012-2013 describes an extension of the city centre just outside its boundaries due to the rising prices and limited stock of residential and commercial premises. Startups and creatives opt for locations outside of the centre where premises are much more affordable. This happened firstly in the 19th century neighbourhoods adjacent to the city centre, and then in the ‘20s and ‘30s belt around those neighbourhoods.

The purpose of my graduation project is to create an vital environment for a postwar neighborhood in the city of Amsterdam. The city aims to extend the city center to outside its boundaries to strengthen its economic position. In their structure vision, there is the lack of an answer to the ‘how’ question: how are we going to extend the city center to outside its boundaries, spatially? And who will be affected? The designated areas are mainly post-war and socially vulnerable neighborhoods with a weak economic status, which could result in a conflict with local inhabitants. At the same time, the city is facing a transition, from a centralized to a localized way of urban planning and development.

1.1 Growth of Amsterdam and current dynamics (own image)
This chapter consists of two parts: first an introduction about the extension of the city centre where the different neighbourhoods of the city are disclosed, then a shift towards the chosen design location.

### 2.1 Problem Analysis: Extension City Center Amsterdam

#### 2.1.1 Structure Vision 2040

In structure vision 2040, the goal of Amsterdam is to develop towards an economically strong and sustainable city to maintain a leading position in the worldwide economy. Accompanied to this goal there will be four ‘major thrusts’ that forms the framework for the structural vision. One of them is the extension of the city center by designating areas beyond the borders of the city center to house program that usually are related to the city center; the so called ‘rolling out of the center’. This results in multiple small scale investments and developments which ‘initiates mix of functions and the embellishment of public space’. [Gemeente Amsterdam, 2011] The designated areas are mainly suburban mono-functional post-war residential areas, which are located near the highway A10 in West and East, the Zuidas and the northern bank of the IJ. The major part of the areas are part of the ringzone, in which the core strategy is to densify, as the city wants to develop 70000 houses. Recreational areas and parks will become more centralized in the city.

*Figure 2.1 Visie uitrol centrumgebied 2040 (Gemeente Amsterdam, 2011)*
2.1.2 DIFFERENT NEIGHBOURHOODS

This part consists of a more detailed qualitative as well as quantitative analysis of the different neighbourhoods based on the statistics of Amsterdam, with a focus on the ringzone.

The ring A10 plays an important role in the general distribution of Amsterdam, this is the mental image of the city for inhabitants. Inside the ring is the attractive and economically strong area of the city. Outside the ring is socially vulnerable, monofunctional postwar area. The ringzone is diverse with a variety of different neighbourhoods including infrastructural nodes of the train and metro, accompanied by highrise and business parks like Slotervaart, Amstel and Zuidas recreational areas mainly in the western part with parks and sport areas. If we look at urban typologies, we see postwar stamps in the west and south and row houses in the northern part of the city. Overall, it is the connecting zone between center and postwar areas.
LIVING ENVIRONMENTS AND TYPOLOGIES

Apart from urban typologies, the municipality speaks of the division of living environments in different categories, which gives a quick overview of the local housing stock and population. If we look at the ringzone we see mainly the two categories: 'aged garden city' and 'transition'. The ‘aged garden city’ refer to areas with an average socio-economic status in the city with mainly postwar garden city blocks which remained as much as possible in its original state. The population, as the name already tells, consists mainly of aged people which have been living in the same area for over twenty years. The ‘transition’ areas refer to areas with a high flow rate, and large scale housing stock is mainly developed by housing corporations. The population consists of mainly ethnic minorities and big families, in socio-economic conditions below average.

SOCIO ECONOMIC CONDITIONS (FIGURES ON NEXT PAGE)

The lowest incomes are in North, Southeast and Nieuw West, here is also where the amount of people who receive social assistance is the highest of the city, whereas as expected, the higher income households can be found in the city center as well as Amsterdam south. Again in Nieuw West, North and Southeast there is the highest amount of ethnic minorities. This is also the part of the population that scores the lowest on educational level and work rate, which reflects the vulnerable socio economic status of the area.

Figure 2.10 shows, as the city scores a 7.3 as an average, the lower scores are again mainly to be found outside the ring in West, North and Southeast. The neighborhoods around the city center are the ones that have experienced the biggest improvement in the last few years. The ringzone is the area between these two different categories, therefore there is the belief that this area is most likely to follow the movement of improvement as well.

The livability index is based on evaluation of the physical, social, and nuisance aspects. The higher the livability index means the worse the performance on livability. This time not only Nieuw West and North, but also the inner core of the city center and parts of East are performing badly. This is mainly due to the high rate of nuisance, criminality and bad safety conditions.
2.2 PROBLEM ANALYSIS: FOCUS LOCATION RINGZONE WEST

If we look at the population of the city, we see the highest amount of people resided in the area of Nieuw West, therefore the extension of the city center will concern most people in that part of the city, hence my choice for ringzone West.

2.2.1 REGIONAL POSITION

The position of Nieuw West in the regional context goes beyond the border of the city. Nieuw West is not just the edge of Amsterdam, but has a strategic position in relation to the Airport Schiphol, Haarlem, western harbour area and Zuidas. Despite the strategic location of the area, the embedment in the region and the city is of discussion. The proximity of the important areas around is still not fully exploited. The connections could be found on the levels of highway and train on regional and national level, and metro and trams on the city level, but not in the most effective way.

2.2.2 AUP PLAN

As a response to the major growth of the city through the annexation of suburbs from late 19th century on, the AUP plan was established in 1934 for the city of Amsterdam, led by urbanist Van Eesteren (Agricola et al., 2013). The plan was initiated to solve the problems of the city at that time, mainly related to health and housing conditions in the former parts of the city. The housing shortage together with lack of funds resulted in a plan of cheap and small houses in a modernist layout of repetitive strokes and open blocks. The three key aspects were open air, light and leisure. The building blocks are set in a spacious composition with the presence of green everywhere. The western garden cities were built as a residential area. The only economic activities in this area were neighbourhood-oriented amenities such as shops, schools, churches and other public services. From the 60s on, due to change in society by technological and economical innovations, the green model of Van Eesteren was no more relevant. There was the revaluation of the city center areas and the development of vinex locations, which resulted in a deflation of population in the area. Immigrants, guest workers and their families slowly were replacing the original inhabitants.

Figure 2.12 Population (adapted from O+S Amsterdam, 2013)
Figure 2.13 Regional position Nieuw West, own image adapted from Toekomstvisie Nieuw west 2040

Figure 2.14 AUP Plan (stadsarchief Amsterdam)
2.2.3 VISION NIEUW WEST

From the previous analysis maps of the city we can see multiple vulnerabilities in the area of Nieuw West. The city recognizes the problematic of this area. Over the past ten years, reconstruction of the Westelijke Tuinsteden has been taking place. Several building blocks are being demolished, renovated or transformed according to contemporary requirements and needs. One of the restructuring plans is the vision for Nieuw-West 2040, which shows similarities with the Structural Vision of Amsterdam. The main proposal is to achieve an overall better reputation, by exploit its strategic location by adding connections, highlighting the aspect of green of the area, and stimulating economic activity by creating attractive conditions for businesses, in contrast with the mainly residential function of Nieuw West. In their vision, Nieuw west is divided into three different living environments. The ringzone is designated as the dynamic development area aligned with the structural vision with key aspects of connectivity, density, mixed functions, big attractors and ‘stadstraten’, main urban arteries that connects this area with the city center.

Figure 2.16 Vision dynamic for ringzone west (Vision Nieuw West)
Figure 2.17 Aspects vision dynamic for ringzone west (own image)
2.2.5 CURRENT SITUATION RINGZONE WEST

The ringzone West is divided into three neighbourhoods: Kolenkitbuurt in the northside, Overtoomse Veld in the middle part, and Westlandgracht in the southern part. The DRO describes the area as a ‘left over dump space’ for all kinds of facilities like schools, a hospital, offices and retirement homes (as cited in Van den Boomen, 2014). The main characteristic is the presence of barriers formed by the train and metro track and the highway A10. The population consists of differentiated inhabitants, with the biggest groups of Turkish and Moroccan origin. Currently, transformation projects of vacant offices are taking place. Creative industries and other incubator organizations have found their way to this part of the city, because of cheap rents and an excess of available space. And new housing developments are dominating the area.

The Kolenkitbuurt was the first developed area of the AUP. The area was called the most problematic area of the whole country in 2009, with main factors as criminality caused by problem youth, unemployment and poverty. Restructuring programs have started here, with demolishment of the obsolete building blocks planned. This area is connected to the center through the ‘stadstraat’ of Bos en Lommerweg that reaches to the neighbourhood of Geuzenveld in the far west of the city, with continuously shops and services located on the first floor, which keeps the street lively and vibrant.

The Overtoomse Veld is a dynamic area regarding demolition and construction. This is dominantly visible throughout the entire area, characterized by vacant sites and development of new buildings. The area is being densified and restructured, as it wants to attract higher income people and businesses in the area. The amount of schools and churches is relatively high in this area, as originally planned in the AUP. Also this area has a bad reputation and
scores low in the index of livability. The connection with the city center, although there is the urban street of Postjesweg, is blocked by the park Rembrandtpark that excludes the area entirely from the other side. site selection overtoomse veld, mention livability index, crime rates, newspapers. ringzone west studio

Finally, Westlandgracht is the area that connects to the south of Amsterdam. Again, restructuring and new developments are taking a dominant place in the area. And some big businesses such as the world fashion center are situated here. Compared to the other areas, this part of the ringzone currently attracts the biggest part of higher income groups, as the housing prices are much lower than before the ring in south, but they can still use the facilities of south because of the proximity.

2.3 AIM AND FOCUS

The city center of Amsterdam is growing. The Ringzone in particular, will function as the extension of the city center. In this context, the aim is to find a transformation strategy that allows the change of program and change of use of space; a strategy that bridges the urban with suburban, while sustaining existing spatial qualities and catering for needs of user groups.

2.4 RELEVANCE

2.4.1 SOCIAL RELEVANCE

This research aims to tackle the following social aspect. As the designated areas are socially vulnerable areas, the chance of conflicts with new developments is rather high. This project takes a position in the transformation and densification processes of the post-war neighbourhoods. When adding new program, one should consider the existing user groups as well as potential user groups. In this sense, this project will try to highlight the people component in the design process, to involve the important stakeholders of the area, in order to balance the needs and desires of different user groups.

2.4.2 SCIENTIFIC RELEVANCE

Within the context of the city in transition, new tools of urban development are emerging. Small scale interventions are more appreciated than large scale top down planning. Another aspect, is the perception of designing as balancing, rather than problem solving, by using polarities as a design tool. This project aims to take a position within the debate of shifting urban design methods within the transitioning city.

Figure 2.20 Core aspects vision 2040. Ringzone and densify (own image)
3 QUESTIONS AND METHODS

3.1 QUESTIONS

The extension of the city center as described in the structural vision, is primarily initiated to relieve the city center. The designated areas are socially vulnerable areas of the city with a low socio-economic status. The areas differ in spatial and socio-economic conditions from the city center. In order to become the extension of the city center. At the same time, new urban development tools are arising from changing relations between citizen and government, in the context of transitioning city, the following question needs to be answered:

Main question

Which spatial transformations facilitate the development of urban vitality in enlarged city center areas of transitioning Amsterdam?

The main question can be subdivided into three main components. The following subquestions are proposed, divided into the themes of transformation, transition and urban vitality.

1. WHAT ARE SPATIAL CHARACTERISTICS AND PROGRAM OF THE CITY CENTER AND DESIGNATED NEIGHBOURHOODS?
   a. How did the city grow and transform in the past?
   b. What are the positions of the different neighbourhoods and how are they interconnected? (functional)
   c. What is the structure of the neighbourhoods? (physical)
   d. How will additional program affect the existing urban fabric?

Aim: an understanding of the physical as well the programmatic structure of the city and its adaptability to change and growth in order to take a position in the transformation process of the city

2. WHO ARE CURRENT USER GROUPS AND WHAT IS THEIR BEHAVIOUR?
   a. How to identify user groups?
   b. What are their needs and desires?
   c. How do they act in the current environment? (misfits?)
   d. How will additional program change the use of space?

Aim: an understanding of existing as well as the future uses in order to identify misfits and conflicts and to anticipate on the existing program in relation with the planned program

3. WHAT CONSTITUTES URBAN VITALITY?
   a. Why is vitality important for the neighbourhoods in Amsterdam?
   b. How does vitality relate to social, economical and physical aspects?
   c. How can vitality be measured?
   d. How can additional program improve the urban vitality of the area?

Aim: gain knowledge about urban vitality in order to develop evaluation criteria to evaluate the current situation of design area and products of the design assignment
3.2 METHODOLOGY

ORIENTATION

PROBLEM STATEMENT

THEORY & ANALYSIS: FOP

FORM: TYPOMORPHOLOGY

Questions
- What are spatial characteristics and program of the city center and designated neighbourhoods?

Methods
- literature studies typomorphology
- historical analysis growth and transformation
- mapping of urban form
- data analysis
- municipality documents studies

PERFORMANCE: URBAN VITALITY

Questions
- What constitutes urban vitality?

Methods
- literature studies on urban vitality
- observing on site
- interviewing inhabitants
- on site analysis
- snapshots

OPERATION: USE OF SPACE

Questions
- Who are current user groups and what is their behaviour?

Methods
- literature studies polarities, conflicts
- user group analysis
- program requirements definition
- explore potential conflicts

PATTERNS

POLARITIES complements

DESIGN STRATEGY

DESIGN

EVALUATION

REVISED DESIGN user groups’ revision
4 THEORY AND ANALYSIS

Theory and analysis is combined in one chapter. The theoretical framework aims to address the problematic of joining two different areas in a transitioning city, while facing the presence of social and physical barriers in-between. First the context of the transitioning city is elaborated. After that, through the FOPL framework, the aim is to generate a set of criteria in order to evaluate the design area, as well as to develop a toolbox for facilitating the spatial transformation in order to achieve the desired performance, which is urban vitality.

4.1 CITIES IN TRANSITION

Transitions in the urban context are mostly being associated with sustainability aspects. The climate change is to be seen as a ‘wicked problem’ (…), which may cause events occurring which are unprecedented and surprising [Roggema, Vermeend, & Dobbelsteen, 2012]. The degradation of environment and the limited supply of resources have forced cities to seek new pathways to a sustainable and livable future by optimizing climate adaptation strategies. According to Roggema et al., these pathways are incremental, transitional, or transformational, referring to respectively a functional, a structural or a fundamental change. To rigorously solve the climate change problem as it worldwide could have dramatic negative effects on the long term, the current system is required to change substantially i.e. transformational. In terms of decision-making regarding urban development in general, Rotmans describes the city as a complex system in transition. The financial crisis is not a ‘wicked problem’; it is rather a degradation of fulfillment of society’s wishes and needs. In this sense, a transitional pathway to change is more likely to be achieved.

4.1.1 DEFINITIONS OF TRANSITION

A transition is a radical, structural change of a societal (sub) system that is the result of a coevolution of economic, cultural, technological, ecological, and institutional developments at different scale levels [Rotmans & Loorbach, 2009]. It is like a fluent line up to a certain point where chaotic circumstances appear. A new fluent line emerges. The system itself is not fundamentally transformed. The same system reached a new stable state of higher complexity or quality [Roggema et al., 2012]. From here it is clear that the new stable state of a system after the transition is an improvement on the one before. For transitions happen when a former system failed to meet the current and upcoming needs of society, when a crisis has been experienced, and an improved version of the system is needed to sustain. This explains the emergence of studies on transition management.

4.1.2 TRANSITION MANAGEMENT

In the past decades, a new field of research emerged to understand the dynamics in the process of restructuring societal systems. Transition management studies support the ability of influencing the direction and pace of societal change. The idea is that a better insight into the functioning of societal systems provides insight into the possibilities for directing these systems [Rotmans & Loorbach, 2009]. That is to say, a transition of societal system involves dynamics between multiple actors on multiple levels, and transitions studies aims to understand and capture these dynamics. The authors state that transition management is strongly associated with the view of the city as a complex system, that run through cycles of relatively long periods of equilibrium, order, and stability interspersed with relatively short periods of instability and chaos (…). Complex systems are open systems that interact with their environment and constantly evolve and unfold over time. Complex systems contain many diverse components and interactions between components. Directing societal change means managing the city system’s complexity and thus we need to understand the multiple levels of the complex system and their interrelationships thoroughly. The understanding of a socio-technical system’s changes could be found in the ‘multi-level perspective’ of Geels (2007) on transitions. A socio-technical system refers to a system with the interrelatedness of people and organizational structure, so this term is applicable on societal systems. Geels’ perspective depicting transitions shows the interplay between three dominant levels equivalent to scales. The existing set of practices, rules and technologies is represented as the meso scale, a ‘dynamically stable socio-technical regime’, sustained by the macro scale, a ‘socio-technical landscape that highlights the technical, physical and material backdrop’, and accompanied by the micro scale, small networks of actors which form the ‘niche-innovations’. The sociotechnical landscape forms an external environment beyond the direct influence of niche and regime actors.

The landscape puts pressure on the existing regime while creating opportunities for niche innovations to break through. For landscape developments on the macro scale are hardly to be
influenced, the main focus of transition management is set on the tangible small networks of niches. Niche development is a priority for transitions to be established, therefore Rotmans and Loorbach (2009) describe the following steps in steering transitions aiming at adjusting the existing regime: create space for frontrunners, form a coalition around these niche players, steer their activities in a shared direction, and put societal pressure on regular practices of the regime with this new force.

4.1.3 DYNAMICS IN THE CITY

To put these steps in practice, there is the need to understand which dynamics the city is currently facing. These are the down force of pressure of the landscape that the regime is experiencing. The transitional pathway towards a new improved state of the societal system will be a sum of several dynamics taking place in the city. In this paragraph I will briefly highlight the dynamics that directly affect the processes of urban planning and development: of shifting powers, temporality, and digitalization.

Shifting powers

The financial crisis has gained mistrust by citizens in the capabilities of their government. 'From the crisis years on, governments began to be seen as obstacles to progress, rather than the forces that prompt positive change’ (Beekmans & Boer de, 2014). The current organizational structure of cities has been questioned because of its vulnerabilities and failures in past years. 'Careful planning, intervening and regulating are government duties when trying to provide basic necessities and amenities for their populations. However, over the years this process has resulted in an extensive, bulky system of city making and city management’ (Haydn & Temel, as cited in Miao & Kee, 2014). This extensiveness of the system is at the expense of the adaptability. The traditional way of urban planning is centralized and focused on zoning plans, blue prints of large-scale interventions, usually referred as a top down manner of acting, limited in flexibility to change. This is in contrast with a so-called bottom-up power of citizens that deals with social issues in a self-organizational way (more on self-organization in chapter four). 'Planning needs to respond to changing and uncertain social environment but is also a process for changing that social environment and creating more certainty' (Abbott, 2005). There is the strong belief in engaging local citizens in the urban development process to create more certainty, because citizens that are embedded in the local contexts tend to have a better understanding of the problems and needs of the whole community, compared to people who are not from the area (Miao & Kee, 2014).

In UK's economic landscape this movement is called the civic economy: an attitude that questions all aspects of supply chains and makes them more equitable; an approach that enables citizens to be co-producers and investors instead of just consumers; and an opportunity to unlock and share the resources we have more effectively' (Ahrensbach, Beunderman, & Johar, 2011). It focuses on localities and collaborations, rather than on the macro system and authorities. According to Rotmans (2014) this focus on neighborhood level is a result of the decentralization of government's tasks to municipalities and localities. In recent years several publications and articles enhance the importance of bottom up activities and stimulate governments to seriously consider these bottom up movements as an essential part of policies. Besides the positive voice about citizen engagement, there are also some critics. Governments possess long term networks of stakeholders and the communicative tools to bring together interests of different parties into a coherent whole. Urban development that relies purely on citizen's power could therefore be too ambitious. On the other hand, Rotmans (2014) argues that this movement is mainly supported by highly educated and self-sufficient people, comparable to the creative class of Florida (2004), which can create even more social inequalities.
This could lead to more social inequalities, especially in disadvantaged neighborhoods, which is conflicting this new movement. Rotmans proposes the following question: how could the new movement of transition facilitate social equality in vulnerable neighborhoods in big cities? The challenge is to find a balance between top-down and bottom-up planning and meanwhile facilitate equality in urban development processes.

**Temporality**

Another effect of the financial crisis is the increase of temporary use of spaces. Temporality has always played a role in the city, as no development is intended to last forever. However, in this paper temporary use refers to ‘temporary activation of vacant or underused land, or buildings with no immediate development demand. (...) Traditionally temporary uses have been associated mostly with land-use conversions where opportunities emerge in-between former primary uses and redevelopment of the area for new primary uses, for example, in former industrial and harbor areas’ [Lehtovuori & Ruoppila, 2012]. There is the division between primary and in-between uses, whereas the latter is not equal to the former or next planned function of a place or a building. On the other hand, the character of temporary use can be divided into planned and unplanned, formal and informal. In the past, this happened mostly in an unplanned way. With little financial resources pioneers settle themselves in these temporary vacant spaces. Ongoing trends of flex working, increased vacancy rates by financial crisis, or simply by the move of industry after the change to a knowledge based society are just a few examples that resulted in the emergence of temporary use.

**Digitalization**

The emergence of the Internet in the 90s [for non professional use] and the way digital services are embedded in the society has resulted in the phenomenon of the digital city (prior to and not to be confused with the phenomenon of the smart city). In recent years, there is a boom of social networks and digital tools (e.g. Facebook, Maps, Foursquare) [Oswalt, Overmeyer, & Misselwitz, 2013], redefining how public space is used and enforcing our capability to navigate in the physical world. The introduction of data flows influence not only the way cities are used, but also the way of organizing planning and decision-making processes. Innovative technologies allow governments to use big data sources and analytics about urban life, ranging from activity to environmental aspects, to improve their urban development strategies in a top down manner. At the same time, digital networks as well as the number of people who are connected to these networks are ever growing.

Digital relations between people are overpowering physical contact as it allows more flexibility and efficiency and therefore the productivity [Beekmans & Boer de, 2014]. 'Citizens are actively involved not only in digital city implementation, but especially in the daily use of digital facilities; therefore the role of citizens is not only to receive or to enjoy the results and benefits of a digital city strategy, but to participate to its concrete functioning' [Dameri, 2014]. The capacity of citizens to make us of digital services is the main driver in maintaining the strong position of the digital city. This digital knowledge of citizens empowers the opportunities to reorganize planning processes for urban development by citizen engagement through through digital platforms. While technology certainly has its limitations, it is important that the technology enhance, not replace our physical relationships.

**4. 2 Form, Operation, Performance**

To understand the effects of transition on spatial outcomes and to be able to evaluate the desired conditions, a framework of Tzonis [1991] will be used. In this sense, transition is considered to be a possible tool in urban development. The FOP framework that aims to represent design knowledge about artefacts, whether an object, machine or building. This analysis method presents three fundamental aspects of artefacts: form, operation and performance. According to Tzonis [1991] the form explains how an artefact is made, by describing its spatial composition and configuration, operation explains the working of the form, the way the form controls and or channels the user (people, objects), and the performance is the artefact’s conditions or qualities, related to its context.

![Figure 4.2 FOP framework Tzonis (1991)](image-url)
The three aspects are interrelated with each other through the concept of causality. This interrelationship can be expressed in constraints that state which performance of a building may result from which operation and, in turn, which operation may result form which form, a rule chain whose links are neither deterministic nor closed. Tzonis describe three ways of interpretation of the FOP-framework: diagnosis, evaluation and generation.

Guney (2014) has carried out a different interpretation of the FOP framework, mainly used in architectural precedents analysis, which is based on the concept of affordance, an interrelationship between the aspects that has the meaning of providing: indicating possibilities for one another to act in a certain way (Gibson, 1979). This concept presents the framework in two directions, the process of design synthesis, comparable to the design generation interpretation of Tzonis, and the process of design analysis. Guney's interpretation supports the relationship between men and environment: the way men perceive and take action in their environment.

The next step is to find an interpretation of the FOP framework that is connected to urban design, regarding the city as a conceptual object as well. In this theoretical framework, we take 'city in transition' as the artifact. This framework tend to answer three fundamental questions for the design assignment: what has to be made (which form should be transformed), how will the form work [in relation with its user], and why [to achieve which performance]? The following paragraphs will describe each aspect in the following order: performance, form, with a feedback on the performance through an analysis, and operation.

4.3 PERFORMANCE: VITALITY & FIT

The performances of a city is described by Lynch (1984), ‘vitality, sense, fit, access, control, efficiency and justice.’ For this research, the focus is placed on vitality and fit.

The most influential contribution to the discussion about the relation between the urban fabric and the generation of diversity was put forth fifty years ago by Jane Jacobs (Jacobs 1961). She argues that vitality in neighbourhoods is best conducted from diversity as in the mixture of uses and people. More specifically, she pointed out four major criteria that, according to her, were necessary for the development of diverse urban public spaces: small blocks, mix of primary uses, aged buildings and concentration of people.

- Most blocks must be short; that is, streets and opportunities to turn corners must be frequent [...] Frequent streets and short blocks are valuable because of the fabric of intricate cross-use that they
permit among the users of a city neighbourhood. [...] Frequent streets are effective in helping to generate diversity only because of the way they perform.

- 'The district, and indeed as many of its internal parts as possible, must serve more than one primary function; preferably more than two [...] The more successfully a city mingles everyday diversity of uses and users in its everyday streets, the more successfully, casually (and economically) its people thereby enliven and support well-located parks that can thus give back grace and delight to their neighborhoods instead of vacuity.'
- 'The district must mingle buildings that vary in age and condition, including a good proportion of old ones so that they vary in the economic yield they must produce. This mingling must be fairly close-grained.'
- 'The district must have a sufficiently dense concentration of people, for whatever reason they may be there.'

Diversity is seen as the primary generator of urban vitality because it increases interactions among multiple urban components. A 'close-grained' diversity of uses provides 'constant mutual support'; and planning must, Jacobs argued, 'become the science and art of catalyzing and nourishing these close-grained working relationships'. In line with Jacobs, Montgomery [1998] describes the 'elan vital' of a place: animation, people on the streets at different times, human variety, in other words, activity and transactions and diversity' [Montgomery, 1998]. The following notions on urban vitality is stated in Montgomery's work:

- 'The most lively and interesting parts of cities are places of complex variety, where very often small-scale business activity is well represented. The key to successful city places is therefore again diversity, supported by relatively high numbers of people with different tastes and tendencies, in other words, a relatively high population density. This diversity both reflects and is expressed by layers of activity and transaction'.
- 'The notion of urban vitality and the related concept of the evening economy is about opening up the possibilities for transactions to take place in longer and more extended segments of time. It is important to recognize that the urban public realm has a cultural and symbolic significance in the life of cities: it represents memory and symbolizes what places are all about'
- 'The key is to encourage more interaction between activities and the public realm. For it is the public realm and associated semi-public spaces which provide the terrain for social interaction and therefore transactions.'

Eventually, he states that urban vitality is in the transaction base of the public realm, which should be as complex as possible.

Coupland (2005) promotes urban vitality in the context of mixed-use development. While the city center of Amsterdam is highly associated with the mixture of uses, it is the post war areas that lack this mixture that promotes a certain activity level in the public realm. Mixed (and use, [...], is one of the core elements of the compact city ideal and has been widely identified as a useful mechanism for delivering urban sustainability objectives including urban vitality, efficient use of urban utilities and social cohesion' (Foord, 2010). Coupland refers to traditional quarters of Western European cities, in which both fine grain and intensity of use are represented, also the two main concepts of Jacobs. In overlap with both Jacobs' and Montgomery's theories, he sums up the notions of transactions, public and private, permeability, scale and grain, density and conflict as essential considerations for vitality in the public realm.

**INDICATORS**

These indicators are selected to be the evaluation criteria for the 'performance' of the framework.

**Local and global transactions**

As mentioned earlier, Montgomery has stated that diversity is reflected in activity and transactions. MacCormack explains that transactions are 'the essential glue that holds urban life together. By transactions he does not mean only the exchange of commodities, which is sometimes portrayed as if it is the only viable public activity. He also includes other types of human exchange, such as conversations in cafes and restaurants and in the street, and cultural and religious activities' (MacCormack [1987] as cited in Coupland, 2005). Coupland is referring to the benefits of local businesses, in contrast with global businesses, for it is 'the interchange between business and the street that gives vitality to an area'.

**Public and private**

'From the point of view of mixed use design, it is the manner in which private spaces link to the public realm that is critical in helping to influence the vitality of the latter ' (Hillier and Hanson [1984], as cited in Coupland, 2005). In the past, there was a clear distinction between private and usually municipally
managed public realms. ‘The vitality of the traditional street was composed of the combination of this architectural expression with the movement of people and social interaction derived from a concentration of building entrances along the edges of the street.’ This is a matter of not only positioning entrances, but also the control of the space; who owns the public realm? In semi public spaces, the new form of spaces, where control is difficult to manage, pedestrians need physical guidance for their movement and behaviour: informal control. New open spaces could be found in the new form of the Dutch urban block with courtyard. ‘Crucial elements in the and experience of the private and public domain organization are the boundaries and transitions: entrances to the dwellings back sides of the buildings, gardens and the place for cars. A comparison with the traditional perimeter block, (...) is also essential for an analysis of the social status of the new open space’ (Theunissen, 2009). Both Gehl (2010) and Dorst (2005) stresses the importance of the transition between public and private. Dorst calls it the ‘hybrid zone’, where 80% of all transactions between people take place, because of its open and easy accessible character yet creates a sufficient and clear distance from the public. Social interaction is supported when the transitions between public and private are clear. In the case of the post-war blocks, the courtyard is both part of the public network as well as the attached residential building slabs, which then resulted in dilapidation of the space.

Permeability
A permeable environment offers a great choice of routes mainly associated with pedestrian activity. Jacobs discussed short blocks, whereas both visual and physical permeability are of importance (Bentley, Alcock, Murrain, McGlynn, & Smith, 1985). Physical permeability increases visual permeability, and vice versa, the visual permeability could stimulate physical permeability, by means of visual connections to the place behind. Also, ‘cutting’ in buildings could increase choice of routes by ports and gates, without losing original size of the block. However, Coupland indicates that the issue if permeability in relation with urban vitality is a relative one, as too many routes could ‘dilute pedestrian activity’.

Scale and grain
Jacobs advocates small blocks, but not a particular size. It is repeatedly mentioned that fine-grained development is preferred. ‘It is not only the size and scale of the block that is important, the extent to which it can subdivided vertically for different uses is also significant’, so both horizontal and vertical grain are of importance. Bigger blocks could enhance vitality if it accommodates smaller units in order to provide diversity in use and program.

Density
Coupland [2005] states that ‘in terms of vitality, the basic design objective should be to match the flow of pedestrian activity to the capacity of the public realm to achieve the required intensity of activity levels. [...] More detailed design criteria might include consideration of directions of pedestrian flows at different times, and whether interactions between different activity groups are desirable or undesirable.’ It is made clear by Montgomery that urban vitality requires a certain amount of activity and use, supported by the flow of people in the public realm. Berghauser Pont & Haupt (2010) again relates user density with diversity, ‘although all kinds of social and spatial factors are involved in producing diversity, a dense concentration of people is, [...] one of the prerequisites for a flourishing and diverse city, based on the notion of Jacobs of the concentration of people, ‘the other factors that influence how much diversity is generated, and where, will have nothing much to influence if enough people are not there’ (Jacobs 1961). The concentration of people, also mentioned by Jacobs, is expressed in a certain amount of units per acre, but this is strongly related to cultural circumstances. People are not only to be described as in residents and a certain population density. ‘Discussing user density, one also needs to take into account the split between residential and non-residential users, as well as the composition of the latter. Workplaces, tourists and visitors of different kinds of amenities; all contribute differently to the user intensity of network and other public spaces. A one-sided focus on residential users overlooks a great deal of important activity that further increases user intensity’. Important factors are ‘the floor space present in that area, and the modes of transport and the accessibility for those different modes in an area’ (Berghauser Pont & Haupt, 2010).

Fit
Lastly, the performance indicator of fit is highly relevant for this research. Adding [new] program means a change of use by people of space, and fit is ‘the match between form and behavior’ (Lynch, 1984). ‘Discontents and mismatches appear in existing places which were once acceptable, because expectations changed in response to possibilities opened up by new places elsewhere’. This is what happened in the context of Westelijke Tuinsteden in
the 70s, when original residents left this place because of changing ‘green environment’ desires which could be fulfilled in new towns Purmerend and Almere. Fit is needed to avoid conflicts between the users and space, and between different user groups. According to the municipality of Amsterdam, there will be an influx of higher income people into the area of Ringzone West, combined with new urban program and increase of density in housing. Lynch continues: ‘design must provide for overlapping territories, shifting use, and rules of tolerance. Fit is specific to activity and culture, forms universally conducive to it are hardly to be found. Only general formal device could be compartmented, the division of an area into smaller settings, so that different behavior could flourish without being in conflict’ (Lynch, 1984). This is a useful way to avoid only one dominant group benefitting from the place. The fit between behaviour and form could also be achieved by ensuring adaptability of the place to the change of future use. Compartment could also happen in terms of time. Scheduling activities provide possibilities for use in different times to avoid conflicts.
Mixed-use, urban form and compact city are closely linked, and have been widely identified as a useful mechanism for delivering urban sustainability. Efficient use of land, lower travel distances, more pedestrian activity and smaller, more diverse communities all contribute to an urban form that maximises its potential to generate a vibrant and healthy environment.

The fit refers to how well its spatial and temporal scale matches the customary behaviour of its inhabitants. For example, many suburban or exurban areas are not close enough to services and social capital to support mixed-use or multifamily housing.
4.4 FORM: TYPOMORPHOLOGY

In the urban context, the notion of form is also called the urban morphology. The study of morphology is a well-known approach that has been applied to urban studies as well as architecture. Studies in urban form search for explanations of the physical formation of urban areas in order to generate specific knowledge about the physicality and spatiality. In existing literature, several authors have explained morphology and form, and it seems to be a difficult task to have a concrete description. A few will be mentioned here.

4.4.1 DEFINITIONS OF FORM

Lynch (1984) found it difficult to make the cut to decide what the urban form consists of. Next to the physical environment, there are also accompanied the quantities and qualities of people and perceptions. He finally views the urban form as ‘the spatial flows of persons, goods and information, and the physical features which modify space in some way significant to those actions’. So the dynamic characteristics of the city come first, and the physical configuration follows. Urban morphology is a field of knowledge that describes the form and the change of form over time by abstracting the city into several layers. Urban form is ‘the contribution that built and unbuilt make to the fabric of the city’. And the urban fabric is the notion in which ‘buildings are solid and streets are voids, together with yards, gardens, squares, parks, empty lots, and much else not covered by a building’ [Bossherman, 2008]. Çalışkan (2013) makes a clear division of the abstract domain and the physical world, thus respectively a clear division of morphology and urban fabric. The domain of abstraction includes the way of perceiving and conceiving the physical world. Morphology is ‘the study of the abstract interrelations between components of any form creating a composite whole’, and urban fabric ‘broadly refers to the physical expression of the control and regulation patterns in urban space’. Morphology is the ‘interface between the existing built environment and the design image’ [see figure 4.8].

An important addition to this is the notion of the urban fabric as underlying for transformation processes, and thus not the form a priori, but as a process that occurs over time, during which the life of building unfolds, together with its successive transformations’ [Pardo, 2014]. The emphasis is on studying urban areas in their physical domain, buildings, open spaces as well as their way of formation and transformation, as the city is dynamic and these physical objects are ‘constantly used and hence transformed through time’ [Moudon, 1997]. Moudon called these studies the ‘typomorphology’. Typomorphological studies explain how the built environment is produced by classifying systematically the elements which structure the physical form of cities over time. She considers the scale of physical element as interrelated to the scale of resilience to change. The bigger the scale, the more

![Figure 4.5 Framework of morphology, adapted from Çalışkan (2013)](image1)

![Figure 4.6 Elements of typomorphology, Moudon (1989)](image2)
resilient the element is to change.

According to Moudon (1989), the contribution of typomorphology to form studies lies in the fact that
• "it gives an explanation for traditional human habitats"
• "it addresses the interrelation between all scales of the environment"
• "it recognizes the temporal continuities and discontinuities in the environment."

4.4.2 SITE ANALYSIS

Through a detailed analysis of the form together with social, economical and physical analysis, some spatial as well as functional conditions for vitality could be extracted. This part focuses more on the planned, form of the area. Further research should be done of the unplanned activity, the transactions in the area. ‘It should be noted that planned programs and quality space themselves are valuable conditions, but not indicators.’ (Zhou, 2012)

STREETS

The main street network is mainly oriented from west to east. As mentioned earlier in the problem field, the area is not sufficiently exploiting its strategic location. The connections of city streets to the center however, are one of the strong points of the area and gives potential to generate the flow of people which is desired for the area. In the AUP plan the design includes a hierarchy system for green and infrastructure, to create a gradual transition with a continuous experience of green from the smallest scale to the city scale. What distinguishes the garden city from the traditional city, is the scale in between: the park stroke and the green stroke, the traditional city consists only of gardens, courts, and parks (Agricola et al, 2013). The system shows different typologies of green and infrastructure.

Figure 4.7 Hierarchy system of AUP (Adapted from Agricola et al, 2013) Figure 4.10 City streets (own image)
Figure 4.8 Green and water (own image)

Figure 4.9 Main street network (own image)
Figure 4.11 Space syntax topology, global and local (Van Nes, 2004)
In the ringzone, we don’t see much of the hierarchy of the green and infrastructural system. This is due to the barriers of train and highway, and also the barrier of the park, whereby it loses the continuity of the so called gradual transition.

The typologies of the AUP are based on scale and program, whereas the topology by space syntax are based on quantitative data on connections with other streets, thus the accessibility. There is certainly some overlap. For instance, city or urban streets, are the streets that connects to the center, which are mainly coloured orange or red in the space syntax map. However, this map does not tell the density of activity. Some orange or even red lines, indicating their well integrated position, are not lively at all, they merely serve as a connection between different destinations. Good integration doesn’t indicate vitality, other factors are profile, location, and program, but they do have the potential to densify. These could be found in the area as ‘borough streets’ and sometimes ‘neighbourhood streets’, as their difference is hard to find in the area. In Bos en Lommer area the hierarchy system was not applied, we see mainly ‘residential streets’ and blocks with courts. Based on both typology and topology, a combination map is made.

Figure 4.12 Typology and topology combined (own image)
The urban corridor concept is highly supported by the visions of the municipality. Through the analysis of two different streets, Bos en Lommer en Postjesweg, indicators could be developed for what aspects of the streets are determined for the vitality.

The Bos en lommerweg is a street with a variety of shops, which continuously is present through the whole street. The building blocks at the north side are set up in strokes, with their heads pointed to the street, which gives an open structure of the blocks, as Jacobs described as small blocks, and Montgomery described as permeability. Also the blocks on the south side are permeable at a few places, which creates a connection to the neighbourhood behind the block.

The highway is on the same level as the street, the highway is not a barrier, and the building blocks here are big blocks with some main functions for the area. This causes a high concentration of people here. The strokes and shops continues towards the train track, while slowly diminishing.

Through the street there is a tramline, which also supports the accessibility and the flow of people going to and from the city center.

The Postjesweg is located centrally in the Ringzone. Obviously, the continuous line of the street is blocked by the Rembrandtpark for about 500 meters before the highway. The highway is elevated and therefore the continuous line is blocked again by a viaduct. After the highway, we enter the neighbourhoods with shops and services on both sides, but the variety and density is limited.

In the street profile we see a very wide road with multiple car lanes, that could resemble a boulevard. However, in this case, both sides are blocked from each other because of the trees and the distance.
Figure 4.15 Comparison Bos en Lommerweg (left) and Postjesweg (right) before and after the ring A10
The blocks could be divided into three main groups: open block, strokes and solitary blocks. In the traditional city we can find mainly closed block with fully private courtyards. The AUP plan got rid of this layout, resulting in blocks with semi or fully public courts. This has impact on the use and perception of space. Montgomery addressed the fine grain structure as a principle for vitality. Except for Bos en Lommer, all blocks are quite big and placed in a rather open structure, thus we cannot speak of fine grain blocks in this area.
BUILDINGS

There is a great diversity of buildings in the area. However, we can again find three main groups: the original building blocks of AUP, public and societal buildings, and new developed buildings. Jacobs and addressed the essence of a diversity in age, type, size and condition of buildings. The architecture of the new developments are in big contrast with the original AUP buildings, and the public buildings differ much from both in size. So we can certainly speak of a diversity of buildings. The building blocks of the AUP are of bad condition, and consists mostly of blind walls on the ground floor. Therefore, there is the lack of ‘eyes on the street’ in certain parts of the area. On the other hand, the new developments have integrated plinth functions.
PUBLIC SPACE AND FUNCTIONS

The public space map together with the functions map could indicate the amount of activity on the streets. In central part of the area we can see the open courtyards of the AUP blocks, and just one central square, the August Allebeplein. We see a concentration of shops here in the function map. The other shops in the area are foreigner based shops. The rest of the functions are mainly societal services like schools, buildings that are only in use during daytime. There is a lack of program that ensures a continuous flow of people on the streets, the third places, for instance restaurants, cafes, cinemas or events and parties, which are mainly found in the city center of Amsterdam. In general, fine grained facilities and activities could mainly be found along the urban corridors and in other parts close to the city center.

The Rembrandtpark has a dominant position in the area. However, the Groenonderzoek 2013 indicates that this park is bypassed the most because of unsafety. The park was originally planned to separate the AUP neighbourhoods from the congested city center, which now turned out to be a barrier between the neighbourhoods. Jacobs indicated that succesful parks never serve as a barrier or as interruptons, rather it should knit together neighbourhoods (Jacobs, 1961). A surplus of green and open spaces in the neighbourhood Overtoomse Veld could be the reason of neglection of the park. The open spaces exist of publicly acces-

Figure 4.19 Public space (own image)

Figure 4.20 Non residential functions (adapted from maps.amsterdam.nl)
sible courtyards, surrounded by residential building slabs, temporary grass fields and a pop up garden, after demolition and awaiting for development, parking space and empty building sites. The maintenance of the courtyards is poor, as often many garbage could be found in the greenery of the courtyard.

The analysis form is done again for the smaller scale to gain insights on the neighbourhood scale. Main characteristics of the neighbourhood are the:

- position towards urban corridors
- the combination between post-war stamps and new developments
- the many individual buildings in different architectural styles
- Rembrandtpark and courtyards
- a diversity of (societal) services and schools
- active plinths on main streets

4.21 Surplus of open spaces in the area (own images, google maps)
Urban corridors

Stamps

Individual buildings

4.52a Form analysis on the smaller scale - neighbourhood of Oeveroomse veld
1.22b Form analysis on the smaller scale - neighbourhood of Overtoomse veld
4.5 OPERATION: USE & USER GROUPS

‘Making places that fit human purposes is the task of site planning’ - Lynch & Hack (1984)

This part follows on from the section ‘fit’ in previous subchapter. Within the FOP framework, the operation is perceived as the ‘use of space’. This part of the thesis aims to highlight the importance for an understanding of user groups’ needs in relation with their use of space. In this way, studies could be made for the spatial and functional requirements of the environment. Generalizations have been made in terms of different user groups, although often there are some specific situations that need to be considered. In this research, data collection, literature research, together with observations and some open interviews on site give a clear image of potential user groups and their needs.

USER GROUPS

Lynch & Hack [1984] asked: who is the user? By users he means ‘all those who interact with the place in any way (even dream about it)’. Users are individuals that do not necessarily share the same interest in the built environment. According to Lynch & Hack, they differ from each other in: motivation, social class, stage of life cycle (age), race or ethnicity. Madenipour [2006] adds to this list economic power, social disposition and political influence. Through data collection of the demographics of the chosen area Overtoomse Veld, a selection of different user groups has been made. This does not only involve the existing users, but also expected future users according to trends and targeting groups.

From the graphs we see a representation of major groups like youngsters, singles, families, and non-western immigrants (mainly Moroccan). Also remarkable is the amount of low income households

4.22 Demographics (own image, data adapted from OS Amsterdam (2014/2015))
in the area, and at the same time a group of young ‘urban’ households [a term defined by the municipality] is entering the area.

Lynch proposes the question about people’s behaviour in relation with ‘fit’: ‘Are the behavioural settings adequate for their purpose and free from internal conflict?’ An analysis should be done about people’s actions in the environment, but also look forward to prospects of actions. ‘One needs to know both what people actually do and also what they experience and plan’. The activities of people are related to the physical quality of the environment in which they act, this is highlighted in Gehl’s figure. Public life is determined by these activities. And a detailed observation of the existing activities gives an idea of how the place is being experienced and assessed.

4.23 The connection between outdoor quality and outdoor activities (Gehl, 2010)

4.24 A selection of different activities on the street, square and park environment (own images)
GENERAL CONCLUSIONS

Indirect observations together with open interviews with local people, the following conclusions can be made for the square, street, courtyards and park:

- the central square August Allebe is appreciated by many people in terms of facilities, the square is being used for multipurposes, daily shoppings, (community) gatherings, and playing sports, but the maintenance and spatial appearance needs improvement in order to maintain its central function

- the Postjesweg is mainly an infrastructural artery, people only sometimes stay at corners, on bus stops, and people find it hard to know where they could cross, since the street is overruled by parking spaces [see previous analysis of the Postjesweg], and the facade on the southern part is almost totally closed. While on the northern part the facade is transparent, the facilities are mainly service based, which don’t necessarily create interaction between public and private in the transition zone.

- Courtyards are mainly being used by children, but most often these courtyards are empty. Observations are being made during winter, but from interviews it is clear that in summer, mostly (turkish) women are sitting outside in the courtyards as well, watching over their children or gather with friends

- the Rembrandtpark is a calm place, many people cross through the park by bike, and some people are strolling around. In summer there is a festival, a pop up camping, and some more events for kids. Observations of the park do not correspond with the fact that it is the most avoided park of Amsterdam. From an interview it is made clear that the park is not so much being used by residents, because of the surplus of open spaces in the neighbourhood Overtoomse Veld itself. An assumption is that the users mainly come from the neighbourhood on the west part of the park. Although 't Landje, a survival play area, does attract kids to come and play.

![Diagram showing user groups and program](own image)
4:26 Snapshot analysis of urban corridor and square, on a sunny winter day, 18 February 2013 (own image)
PROGRAM REQUIREMENTS

After the user groups are being identified, a way to determine the spatial requirements to meet user groups and use is to define behaviour settings, characteristic settings for certain activities carried by the user groups. This results in a set of similar spatial needs. How to do this? One should look for ‘groups of activities that are interrelated through the purposes of their actors, or that should be located together in time and space, or that place complementary demands on their settings’ [Lynch & Hack, 1984]. Accordingly, behavioural conflicts might occur. A way must be found to identify and satisfy diverse conflicting requirements. ‘The designer is now involved in politics’.

Tensions between users could be caused by [Madanipour, 2013]:
- different patterns of use
- newcomers and residents
- ethnic and cultural groups, host communities and ethnic minorities

When avoiding conflicts, rather seek for options that offer multiple uses to fulfill needs of different groups:
-on the scale of building, but also public space or even

neighbourhood scale.

How to begin?
- Precedents and their successful patterns, combine with environmental patterns
- Listing objectives, and then translating these into performance statements

Lynch [1984] asked an important question in relation with program, this strongly relate to the second sub research question of this project: "How does what we want to happen here compare to what is actually happening?" He advocate careful programming to avoid misfits and conflicts.

On the next page, a set of behaviour settings is associated with certain user groups. With some groups still need to be indentified.
YOUNGSTERS

Like to hang out with friends outside, scenic freedom, control of space.

KIDS

Likes to play, explore in a pedestrian safe environment, likes to run around and play games with other children, needs to go to school nearby.

ETHNIC MINORITY

 Usually big families, own cars, more active outside in community organizations, use buses, ride scooters, stroll around and do shopping, and watch their young children, they need private outdoor space to feel secure, and opportunities to integrate with local culture.

YOUNG FAMILIES

Young families are attached to a house in a green safe environment with private space, which compared to the city center is a lot more affordable. They still make use of the urban facilities of the city center, but for daily facilities they are appeals in their neighborhood.

ELDERLY

First generation Turkish, likes peace and quiet places, like to watch people, strolling, pedestrian safe area, chance to do outdoor activities.

SINGLES

STUDENTS/CREATIVES

VISITORS

Figure 4.28 Overview theoretical framework (own image)
CONCLUSION FOP FRAMEWORK

As previously stated, this framework tend to answer three fundamental questions for the design assignment: what has to be made (which form should be transformed), how will the form work (in relation with its user), and why (to achieve which performance)? In addition to this, for this research it is relevant to ask, how will additional program change all three F, O, and P? F, typomorphology deals with the type and scale of intervention, O, the use of space, deals with the needs and desires of different user groups in relation with their behaviour in the space, and finally, P, deals with the desired performance of urban vitality.

As mentioned earlier, the FOP framework could be interpreted in multiple ways, through different reasonings, according to the theory of Tzonis and Guney. This framework will try to find out which reasoning is applicated during the whole process.
This chapter gives an overview of the patterns as an explorative way to find a bridge between research and design. The patterns are based on both the analysis of the site as well as the theory provided in previous chapter.

Salingaros (2008) describe patterns as ‘recurring solutions obtained under different conditions’. It is usually a combined set of patterns, but any perceived weakness of patterns could be in individual patterns, but it is more likely the result of not understanding their combinatorial language.

Salingaros and Lynch both demonstrated essence of patterns: ‘their connection to fundamental patterns of human behaviour and movement’. Patterns could be categorized in many ways, one of them is the scale, introduced by Christopher Alexander. ‘The smaller the scale on which a pattern acts, the more immediately it connects to human beings. […] Larger patterns that cannot be touched or felt require synthesis and recognition; they become more intellectual’ (Salingaros, 2008).

The following proposal patterns are a response to the transformation of a postwar, socially vulnerable neighbourhood of Amsterdam to a vital neighbourhood. The second part of the chapter elaborates more on the user’s component of this project. This will be explained as in bridging polarities between different needs of people. These patterns differ from the first set, as they were established afterwards, when a specification of user’s needs was needed next to the more general patterns. Lawson (2001) describe patterns as ‘behaviour settings’, just like Lynch (1984) did, with emphasis on human relations.

The patterns are related to each other in the following ways as seen in the images. Sometimes a pattern is acting as an individual, these patterns are either location-based, or situation-based.

Figure 5.1 Patterns in relation with urban vitality (own image)
Figure 5.2 Patterns in a network (own image, adapted from Dorst (2005))

Figure 5.3 Patterns in the FOP framework (own image)
URBANITY CAN BE CONDUCTED THROUGH "STADSSTRATEN", URBAN CORRIDORS, WHILE THEY KNIT TOGETHER DIFFERENT NEIGHBOURHOODS AND USES

Context

Whyte (1980) describes the street as ‘the river of life of the city, the place where we come together, the pathway to the center’. Stadsstraten are a type of streets which are orientated to and from the city center. Stadsstraten are urban and lively streets, characterised by a variety of facilities and a proper embodiment in the street network of the city. This combination results in a variety of people and therefore stadsstraten are considered as important meeting places. Jane Jacobs (1961) opposes city streets from borders, ‘these knit together territory and uses lying to either side, and mingle uses.’ The continuity is mostly to be found near the city center, and diminishes slowly towards the outskirts. A stadsstraat is characterized by a string of urban functions and shouldn’t be cut into parts to ensure continuity from A to B. Urbanity in a stadsstraat could be found in fine grain structure of shops, services and other daily and non daily facilities. When at some point there are no buildings or facilities, the continuity of the streetsscape will be interrupted.

Application

Along the stadsstraat there should be a diversity of functions in high intensity to attract a diversity of people from all adjacent neighbourhoods.

Related patterns

Continuity stadsstraten, active plinth, mixed use, evening economy
THE MIXTURE OF USES CREATES A DIVERSITY OF ACTIVITIES AND PEOPLE, WHICH BENEFITS THE VITALITY OF THE URBAN ENVIRONMENT

Context
Mixed use has been promoted as a key planning principle, as “mixed use promises economic vitality, social equity, and environmental quality, but it cannot readily deliver such benefits in a context where cultural and economic forces promote separation of land uses” [Grant, 2007] The origins of the need of mixed use could be found in Jacobs’ work: “the district, and indeed as many internal parts as possible, must serve more than one primary function; preferably more than two” [Jacobs, 1961]. Mixed use is not only the mix of functions, but also the diversity of functions that allows different people to visit for different purposes, on neighbourhood level, block level and even possible on building level.

Application
Combine primary functions like working living and amenities on every scale, from neighbourhood to block to building. There should not be a separation of land uses divided into zones. Find complementary functions while considering their diversity, so different social classes could come together.

Related patterns
connection through stadsstraten, activate borders, evening economy, active plinth, active facades on main streets, program viaducts, temporary use
INTENSIFYING USE ALONG BORDER ELEMENTS WILL BENEFIT NEIGHBOURHOODS ON BOTH SIDES

Context
Traintracks and viaducts are classic examples of border elements. Jacobs describes the ‘curse of border vacuums’, where ‘a district lying on one side could do better or worse than the district lying to the other side. But worst of all, physically, are typically the zones directly besides the track, on both sides’ (Jacobs, 1961). Jacobs explains this as the reason for locating big public functions like hospitals, campuses, and parks in the immediate neighbourhoods, while avoiding residential functions. However, Lynch describes a border, ‘an edge maybe more than a simple barrier, […] if some visual or motion penetration is allowed through it, […] it then becomes a seam rather than a barrier, a line of exchange along which two areas are sewn together’ (Lynch as cited in Jacobs, 1961).

Application
Avoid border vacuums by increasing density of people along borders, add facilities as well as residential with potential street use, the building level could be high and serve as sound walls for the neighbourhood where it is needed. The connections of both sides should be frequent, safe and pleasant, with visual relations through sight lines.

Related patterns
mixed use, program viaducts, park and neighbourhood
A TRANSPARENT PLINTH ALLOWS FOR INTEGRATION ON GROUND FLOOR BETWEEN BUILDING AND PUBLIC SPACE

Context
Blind walls are commonly found in Dutch post war neighbourhoods where storages are located on ground floor of apartment blocks. This is often experienced as inconvenient for contemporary uses because it lacks control and eyes on the street. A transparent facade, whether residential or public function behind, allows interaction between building and public space, which subsequently benefits an area’s safety and liveliness.

Related patterns
Connection through stadsstraten, active facades on main streets

Application
Remove blind walls and add plinth functions with transparent facades. Windows of resident buildings should be kept high enough to maintain privacy, windows of public functions could be exposed more.
ACTIVE FACADES SHOULD BE CONCENTRATED ON MAIN STREETS TO AVOID NUISANCE IN RESIDENTIAL STREETS

Context
Public facilities are meeting places for people. This increases the density of activity of people at a certain place, which could bring nuisance to a place. Residential streets are the direct environment of residents and should be kept calm and safe.

Related patterns
personal environment, mixed use, continuity stadsstraten, connection through stadsstraten, evening economy

Application
Locate main public facilities on main streets as much as possible, nuisance caused by cafes or restaurants should not be on residential streets. Rather place these on corners connected to main streets.
PROGRAM SHOULD BE ADDED TO VIADUCTS PRESENT IN A NEIGHBOURHOOD TO FULLY INTEGRATE THEM IN THE URBAN ENVIRONMENT

Context

Viaducts are usually associated with unsafe feelings because of darkness and lack of social control. Viaducts then act as a border in a neighbourhood, which people try to avoid as much as possible. When additional program is added, the viaduct can function as a destination rather than just a infrastructural ‘go through’ space, and rather a connecting element than a separating one between two neighbourhoods.

Related patterns

The power of temporary use, continuity stadsstraat

Application

Additional program could be temporary pop up activities like the reference picture, open air cinema, markets, information pavilions, but also permanent, like restaurants, small offices, shops, shelter for playgrounds, skateparks.
PUBLIC SQUARES ARE IMPORTANT COMMUNAL MEETING PLACES OF A NEIGHBOURHOOD

Context
The public domain, in particular that of the square, is a typical place where contact between different groups of the population is stimulated and new collectivity is generated. The public square is often a centralized place in a neighbourhood. In order to redevelop the square into a social space that attracts the different group of people, the qualities of a square should be considered. The square should be open to diverse groups of users and uses while at the same time specific enough to produce the necessary differentiation and identification. Accessibility, facilities, legibility and comfort are a few important qualities.

Related patterns
diversified public space, evening economy, distribution meeting places

Application
People should feel comfortable enough to use the square and stay there while meeting other people. Add enough sitting facilities, improve visibility and accessibility from all sides, place central functions in buildings around the square. Parking space shouldn’t occupy a lot of space, place parking garages underground if needed.
NEIGHBOURHOOD AND PARK SHOULD MUTUALLY SUPPORT EACH OTHER

Context

Parks are meant to be pleasant places where people can recreate and enjoy the natural environment. But sometimes a park forms a boundary. ‘When an urban park functions as a boundary, it impoverishes neighborhoods because it often leads to less use of the open space resource, which then can become a derelict landscape’ (Solecki & Welch, 1994). These authors hypothesize that when a park lies between two neighbourhoods which differ in class and race, the park will then act as a barrier, discourage passage between them. Jacobs emphasizes the essential relationship between neighbourhood and park. ‘Neighbourhood parks themselves are directly and drastically affected by the way the neighbourhood acts upon them. [...] It is the creature of the way its surroundings generates diverse uses’ (Jacobs, 1961). If the surroundings are monofunctional, it then fails to generate mutual support and the park becomes a vacuum border. In the end, a park should knit together neighbourhoods.

Application

Add facilities to attract diverse group of people of all social classes and ages: playgrounds and pools for kids, survival areas, sports for youngsters and general public, restaurants and cafes for general public, venues for festivals or concerts for young people, organizing communal picnics for residents of adjacent neighbourhoods, and general needs like benches and toilets. Place main facilities along borders of the park, they should be visible, not hidden in the middle.

Related patterns

spaciousness and green, activate borders, diversified public space, distribution meeting places
COURTYARDS SHOULD BE LEGIBLE: FOR COMMUNAL USE OR PUBLIC USE

Context
The openness of courtyards in postwar neighbourhoods have often resulted in unlegible anonymous green spaces with subsequently a lack of maintenance and control. A courtyard is unlegible when nobody feels related to the space, thus nobody is inclined to use the space. Courtyards are appreciated because of directly accessible green space from home. It is a quiet place in contrast with the bustle of the streetlife. Courtyards are also places where social interaction could take place, between residents in private courtyards, and between passersby in public ones.

Related patterns
diversified public space, safe environment

Application
When designed for communal use, residents should feel comfortable and safe in ‘their’ courtyard. Enough enclosure is needed. Entrances could be through gates or narrow passages which indicates that this is a semi public space, primarily in use by residents. When designed for public use, at least one side should be completely open to the street. A choice can be made dependent on the ownership and maintenance of the courtyard.
ACTIVATE SPACIOUSNESS AND GREEN: THE IMPORTANCE QUALITY OF THE GENERAL EXTENSION PLAN AUP

Context
Air, light, and space are concepts of the AUP plan. The composition of green and infrastructure has resulted in a spacious living environment, a main characteristic of the garden city. Buildings are surrounded by green, to support the feeling of living in the park or garden. An open spatial environment is appreciated by the inhabitants of the garden city, because in everyday life it offers the possibility to avoid confrontations with others and maintain an overview. Green is present in any type, from decorative green to courtyards, green strokes and parks. The green characteristic in AUP areas has lost its value and quality as most green areas are badly maintained and lack control, while at the same time, the importance of green is set to high as it is a major indicator for the quality of life.

Related patterns
courtyards, neighbourhood and park

Application
Rethink the meaning of green in the area. Maintain a certain OSR FSI and GSI density similar to urban high liveability areas. 20-30 m² recreational area per person. The existing green elements should be considered as potential to contribute to a green urban environment. Improve the quality of public green as well as green in private courtyards so people will revalue this feature of the garden city.
TEMPORARY USES ARE TOOLS OF EMPOWERMENT FOR REVEALING THE POSSIBILITIES OF A PLACE

Context

Recently, temporary use has been incorporated into official planning processes and policies. This started when more and more buildings and lots became vacant during crisis periods. Traditionally, planning begins by formulating an end result and then proceeds to consider how that result can be achieved. With temporary use, this relationship is reversed: one begins by asking how a dynamic can be endangered, without defining an ideal final state’ (Oswalt et al., 2013). This leads to experimental character of development, which maybe is considered as the success factor in former temporary use projects. Several cases show the transformation of rural unused areas into urban hot spots.

Related patterns

meeting places, diversified public space

Application

Vacant buildings and plots are waiting for a next primary function to be developed. While waiting, these places could be used for temporary purposes like markets, fairs, festivals, food trucks allotment gardens and other outdoor or indoor events. Another form of temporary use operates on a longer base. Vacant buildings are made available for uses when approved up to 5-10 years. See if potential user groups fit in the neighbourhood.
ADDITIONAL PROGRAM SHOULD ENCOURAGE PEOPLE TO APPEAR ON THE STREETS AT DIFFERENT TIMES OF THE DAY, FROM DAY TO NIGHT

Context
The concept of evening economy was promoted by Montgomery, as a follow up of Jacobs’ statement. Both describe the necessity of people appearing on the streets with different purposes and at different times. This ensures the natural surveillance and vitality of a neighbourhood. This concept is usually to be found in planning policies for town centers. Montgomery talks about diversity and transactions, people and businesses need to interact and trade. The evening economy is really all about opening up possibilities for transactions to take place in longer and extended segments of time.

Application
Support evening economy by diversifying program considering the opening hours. Schools, shops and offices operate during daytime, while restaurants, cafes, bars and theaters have extended opening hours. Buildings operating during daytime are available by night. Flexible buildings can house multiple uses and can extend their opening hours. Evening program should be complementary to each other to increase intensity of use and liveliness of the streetscape. However, avoid being in conflict within the residential neighbourhood. Place evening economy while considering character of a place.

Related patterns
mixed use, active plinth, active facades on main streets
PUBLIC SPACE SHOULD BE LOCATED STRATEGICALLY IN A NEIGHBOURHOOD AND BE DIFFERENTIATED IN TYPE TO ENSURE DIVERSITY

Context
A repetitive set of public spaces in a neighbourhood leads to monotony. Which then affects the attractiveness of the places. Residents can benefit from more choices when public space is diversified, specified to certain qualities which elsewhere in the neighbourhood can not be found. This will increase the use of the public space. Just as important as the type, the location of the public should be logical, visible to residents but also for passersby. Public spaces hidden from the main streets are safe from traffic, but also lack natural surveillance and control.

Application
Place public space on good accessible spots, connect these to main streets if it wants to attract larger audience like squares; connect to residential streets if it wants to attract smaller audience like children. Think of pedestrian friendly solutions. Diversify the type to not just green, but also playgrounds, sport facilities, or squares.

Related patterns
distribution meeting places, public square, neighbourhood and park
SOFT TRANSITIONS BETWEEN BUILDING AND PUBLIC SPACE ALLOW FOR SOCIAL INTERACTION WHILE PROTECTING THE PRIVATE SPHERE

**Context**

Soft transitions between public and private can provide security within the private zone. It is also called the hybrid zone (Dorst, 2010). According to Dorst, next to security, it also functions as a place for social interaction and gives opportunities for personalization of the space. Gehl (2010) studied that in Copenhagen more activities happen in front yard than elsewhere. Soft transitions can also refer to the interaction between a shop or other businesses with the public space.

**Related patterns**

transparent plinth

**Application**

Avoid blind walls, allow shops or businesses to use the sidewalk for an extension of their space, create front semi private gardens, which could be decorated by residents themselves
PEDESTRIAN FRIENDLY ENVIRONMENTS STIMULATE PUBLIC LIFE AND INTERACTION

Context
A good city encourage people walking and cycling (Gehl, 2010). It is the way to experience the city at eye-level. Since the automobile was invented, all streets were adapted to this mode of transport, resulting in separation of transport modes. Walking gives many opportunities to sense, experience the environment, as well as observe other people.

Application
Create a safe environment. Introduce shared spaces if the capacity allows to do so, create curbs, pedestrian islands for people to cross the streets. Make the city at eye-level attractive.
LARGE BLOCKS BETWEEN TWO AREAS SHOULD HAVE VISIBLE AND PHYSICAL PERMEABILITY

Context
Permeability is all about accessibility. It offers people choice whether or not to access through. A physical permeability should also be visible (Mcglynn et al.). Otherwise not enough people are able to use it while it is physically present. Jacobs (1961) describe the need for small blocks, because smaller lengths can offer more possibilities to access and with shorter routes. But this is not always necessary, because visible passages through a building block will also do. It’s about the frequent possibilities of choices, and the sight lines to what’s behind, that encourage people to walk through or not.

Application
Big blocks that form a barrier between two areas, should be interrupted visually and physically if needed. If possible, remove parts of the ground floor to create passages.

Related patterns
public square
THE NEIGHBOURHOOD SHOULD ALLOW FOR EXCHANGE AND OVERLAP BETWEEN DIFFERENT WORLDS

**Context**

Our heterogeneous society demands an planning approach that shapes the exchange between and the overlap of different worlds. This is especially essential in multicultural neighbourhoods with a weak social economical status. These neighbourhoods often do have a greater sense of community, but when newcomers come in, differences could result in conflict. To elaborate more on this general pattern, one should understand why and how conflicts could occur, and between who and what.

**Application**

The neighbourhood should consist of a combination of general places where different worlds can meet, like public squares, public buildings; and communal places, like churches, mosques, organizations, to avoid tensions between different groups.

**Related patterns**

diversified public space, public square, distribution meeting places
5.2 DESIGNING WITH POLARITIES

‘Contraries are complementary’
— Bohr, as cited in Kelso (2006)

Whereas the user groups gives a particular framework for setting up program requirements, this part of the chapter will elaborate on the potential conflicts. Urban vitality deals with interaction, overlap of activities, the transactions between people and program. People and program are key factors of the distribution and use of space. The spatial patterns are dealing with general proposals derived from theory and analysis, but does not deal with the fact that user groups don’t necessarily share a common idea of public space and public behaviour. This part of the chapter proposes another set of patterns, based on the diversity of user groups.

In chapter 4.5., the user groups, their use, and their needs are discussed, together with potential behavioural conflicts. These conflicts are dealing with contraries in how people perceive, use and what they expect from a place. But as Bohr stated, ‘contraries are complementary’. So what is complementarity? Examples of illustrations of this phenomenon are the colour wheel, or the Yin Yang sign originated from Chinese philosophy. Kelso (2006) describes the complementary nature, ‘to refrain from the habit of assuming that ‘to be contrary is to be divided.’ It is like a paradox, in which contraries are just seemingly contraries, as they need each other in order to coexist. Kelso uses the term of ‘complementary pairs’ that could be experienced in whatever field one is interested in. For this project obviously, the context of the spatial environment is being used.

How should a urban designer deal with polarities in their design? ‘Bridging polarities is a multidimensional process of connecting two opposing, significantly differing, or conflicting extents of a relationship.’ Kasprisin (2011) makes an important statement in relation with the colour wheel, ‘opposing relationships can be complementary […] as the polarities are bridged and brought together (in close proximity) yet not mixed’. In the spatial environment, he introduces the ‘community colour wheel of opposite and complementary colours’, used in the process of specifying program and needs. There is no ‘blending, separating, or unifying’ needed, designing with polarities, means finding a third space, a third condition, the ‘in-between’. Van Eyck conceived of the ‘in-between’ as a place where different things can meet and unite, or more specifically, as ‘the common ground where conflicting polarities can again become twin phenomena’ (Van Eyck, as cited in Strauven, 2007). The in-between is the alliance of conflicting parties, while providing critical distance between them.

In this sense, designing is rather to be seen as balancing than problem solving [Stolk, 2015]. The in-between takes the role as a mediator, this could be either spatial or non spatial. In the following drawings a set of complementary pairs is selected, followed by possible mediators.

Figure 5.4 ‘Sometimes (but not very often) cars can promote public life’ - Gehl Architects, 2013

urban ~ suburban
closed ~ open
high density ~ low density
temporary ~ permanent
local ~ global
anonymous ~ identity
formal ~ informal
neutral ~ specified
public ~ private

[Diagram showing relationships between terms like loud, crowded, urban, car, active, green, pedestrian, relaxed, silent, shelter, etc.]
Pocket park
Paley Park, New York
photo source: http://keepsouthbendbeautiful.files.wordpress.com/2010/09/img_6860.jpg

urban gardening
URBAN VS. NATURE

shelter on a public square: a crowded place like a square could provide shelter for the ones who wants to experience the square without being disturbed by others

shelter on a public square: a crowded place like a square could provide shelter for the ones who wants to experience the square without being disturbed by others

POPULATED VS. UNPOPULATED
the corner: terraces and noisy program could be accepted if a certain distance is adopted, an effective way is to use the corner as a sound buffer

elderly and kids on a playground: the mediator is the activity itself, to watch and to be watched (over)

LOUD VS. SILENT

arrangement of rooms: in a way that the sleeping room is facing the quiet courtyard, and the living room is facing the noisy road

pedestrian bridges, like in Hong Kong, a functional mediator between slow and fast, foot and car

SLOW VS FAST

DESTINATION VS VOLUNTARY

FUNCTIONAL VS ESTHETIC

PEDESTRIAN/BIKE VS. CAR

Figure 5.5 Complementary pairs (own images)
6.1 DESIGN STRATEGY

The strategy for the design is built up from the application of patterns, the concept and sub goals.

APPLICATION PATTERNS ON SITE

This map gives an overview of how the patterns relate to the neighbourhood of Overtoomse Veld. From here the focus locations can be selected.

In some parts of the neighbourhood different patterns come together, which suggests its potential to be redeveloped. These locations are:

- Courtyards
- General public spaces
- The August Allebe square
- Postjesweg
- Main roads
- The A10

The notion polarities is more likely to be found on the ‘edges’, where different user groups meet, or different environmental conditions are situated next to each other. The most influential ‘edge’ would be the urban corridor, coming and going to the city center. Intervening on this scale means finding balance between urban (urban corridor) and suburban (the neighbourhood).
CHOSEN LOCATIONS

This part briefly explains the chosen locations for the design assignment. The locations are situated along the main urban corridor Postjesweg of the neighbourhood.

a. August Allebe square
The square resembles the heart and identity of the neighbourhood. It is situated along the urban corridor of Postjesweg. The main focus of the design assignment is to reconnect with the urban corridor, by connecting street with square.

b. Rembrandtpark Island
The rembrandtpark is associated with an unsafe and unpleasant environment, despite its great potential. Originally planned to act as a barrier between the garden city and the prewar city. The main focus of the design assignment is to create a new entrance for the park, in order to remove the barrier effect.

c. Tower ‘de Oertoon’ and A10
This part of the urban corridor forms the crossing with the A10, and act as an entrance to the neighbourhood Overtoomse Veld. The main focus is to densify this part, in the series of the residential towers, to strengthen the continuity of the urban corridor.

d. Courtyard block
The main focus is to transform the original Van Eesteren courtyard blocks, situated along the A10 and the railway track. While transforming, considerations should be made for the transition zones between public and private.
CONCEPT

In the preliminary concept of P2 an emphasis has been made on the urban corridor of Postjesweg in relation with the neighbourhood of Overtoomse Veld.

Within this direction, the main goal of this project is to create a vital environment while catering for user’s needs, in order to become a part of the extension of the city center. The main goal could be divided into three subgoals:
- create public life and social cohesion
- strengthen local economy
- integrate within city structure

The following page shows the explanation of the sub goals. The strategy needs to follow this particular order, whereby the integration within city structure is regarded as the final stage. The overall idea is to improve local economy and social cohesion first, because these steps take into account the local community and spatial qualities before the city network. In this way, this project will shift between different scales.
EXPLANATION OF THE SUB GOALS

STRENGTHEN LOCAL ECONOMY AND IDENTITY

What?
- Attract visitors and micro businesses
- Create workspaces
- Set up policy program to support local entrepreneurship

Where?
- Square
- Community
- Schools

CREATE PUBLIC LIFE AND SOCIAL COHESION

What?
- Activate public spaces
- Create places for diverse users

Where?
- Courtyards
- Square
- Playgrounds
- Park
- Street

INTEGRATE WITHIN CITY STRUCTURE

What?
- Connect with city center
- Flow of people
- Urban program

Where?
- Urban corridor
- Metro station

6.4 The urban corridor Postjesweg with main interventions (own image)
AN INTRODUCTION

The August Allebe square is the centrally located in the neighbourhood of Overtoomse Veld. In the General extension plan this square was designated as the main shopping area for the neighbourhood. This was a main principle of the Western Garden cities neighbourhoods. The Overtoomse Veld was frequently used by its local residents. Main attractions were shops, a cinema and a water play area. The latter two features dissapeared in the 70s, when negligence of the space began. In 90s as 2000s this square, and the whole neighbourhood, had a bad identity and it was a place for riots. The square is in need of transformation to improve the and bring back the quality it used to offer.

The square is fragmented and is surrounded by a variety of buildings, with many possibilities to enter. Some parts are in better condition than others, but over all the space is not well maintained. Nevertheless, the square is still being used frequently, there is public life, there are community centers, and the shops still function well. Municipal plans try to densify the square by adding building blocks and additional program. My proposal tries to answer the transformation question in a different way.

August Allebé plein used to be a crowded place in the 60s and 70s, including water square, shops and a cinema (Beeldbank Amsterdam)

Municipality's plan, densifying the square (Gemeente Amsterdam)
1. From left to right: Postjesflat, police station, mosque and primary school, the two latter function both as community centers (own image).

2. On the left, the primary school, renovated and extended mosque on the right, with temporary grass field in the front (source unknown).

3. A Bad maintenance of the square (nieuwwestexpress.nl)
   b. Some benches in front of the shop (own image)
   c. Local shops on ground floor (own image).

4. Temporary garden with urban farming, buildings from left to right: VILLA creative/club, thrift shop (orange coloured roof), and Postjesflat.
The square will be divided into three zones. The community and shops area cater for neighbourhood’s needs, while the pioneer’s zones will be a mix of local as well as non local entrepreneurship. This creates interaction within the local economy.

**ZONE**

The proposal tries to create the coexistence of both rest and movement.

**MOVEMENT VS REST**

The program of the square is according to the three zones. With an exception in the middle part, this block is already destined as a office workspace, but multiple use of the space is possible.
The Jan Tooropstraat is a continuous street that crosses the square under the Postjesflat. To ensure a continuity of the square, the pavement should remain the same on the car road and a shared space is introduced.

The pedestrian islands ensure people to cross the street safely. Currently it is not clear where to cross because of the surplus of car parking spaces. When curbs are introduced to protect pedestrians, the street will be more safe and pleasant to stay or to pass by.

The square is connected to the urban corridor Postjesweg physically, but this is not yet visible. Two anchor points will serve as focal points where street and square meet. The Postjesweg metro station now faces both the street and the square, connecting these parts to the greater network of the city.
An overview of the square and activities (own image)
View when exiting the station, choice to go to the street or square
(own image)
View when entering the neighbourhood, facing the water square (own image)
DESIGN EVALUATION

This part contains the evaluation of the proposal design through the evaluation criteria of urban vitality. The main focus of the square was put on transactions, fit, fine grain and mixed use, and pedestrian friendly environment.

Transactions

Curbs in the street and new seating elements in the square invite people to stay and interact.

Different lifestyles come together while remain in critical distance from each other. This results in a diversity of activities.

The promotion of small scale businesses encourages the interaction between business and street, between building and public space.
Proposal for curbs promoting social interaction and strengthening pedestrian movement

Avoiding blind walls, a continuous active facade is proposed for both the street and major part of the square. This ensures the relation between building and public space.
The design proposes to make use of existing buildings and qualities of the square, which could be found in iconic buildings like the Postjesflat and the mosque. These function as strong community focal points. At the same time, new forms are introduced, like a water square (not completely new as it originates from the van Eesteren plan).

Comparing different user groups with critical distance avoids conflicts according to Lynch [2008]. The inbetween zone in this case is the shopping area, this is the bridge between the pioneer’s zone and the community zone.

Provide two types of people flows, speed along the street, and slow along the square, while maintaining interchange between the two.

Another criteria for the square is the flexibility in relation with the fit, because the square is used by all user groups in an out of the area. Another form of comparing is scheduling, comparing through time. This allows for different uses of the same space by different user groups.
Different uses of the watersquare

FINE GRAIN AND MIXED USE

The promotion of small scale business fits within the fine grain character of the urban corridor.

PEDESTRIAN FRIENDLY

Shared space on the square and curbs on the street give priority to pedestrian traffic, which then promotes public life.
AN INTRODUCTION

The Rembrandtpark is situated on both sides of the urban corridor Postjesweg. The park is the most avoided park of Amsterdam, as mentioned earlier. A new entrance for the park will be introduced in order to create continuity in the urban corridor. This can happen without losing the green character of this part of the street, allowing the park to be a part of the urban corridor, instead of being the division of two neighbourhoods.

An island is already situated next to the road, but not connected to it. The island is surrounded by water and trees, which creates enough buffer to avoid disturbance for surrounding neighbourhoods.

The aim is to create a new entrance to the island, coming from Postjesweg, and transform the island into a cultural hotspot, and at the same time, remain the survival area for kids to play.
**DESIGN PRINCIPLES**

**NEW MAIN ENTRANCE**

The design proposes a new entrance for the Rembrandtpark, accessible from the already existing bridge and deck. From here, people can choose to stay on the island, or continuing their routes through the park.

**FREESTANDING OBJECTS**

The island already consists of small temporary pavilions and many individual survival objects. The playful character of free standing objects should be maintained.

**PROGRAM AND ‘FREE ZONE’**

The island is divided into three main areas for different user groups. A cultural area, an urban beach area, and a kids’ area. Inbetween there is a ‘free zone’, where temporary and creative outdoor activities can happen.

**BUFFER FOR NOISE**

With additional program, noise and disturbance will increase. But the landscape conditions including trees and water provide enough buffer to create a more isolated zone. At the same time, the island should remain visible from the street.
An overview of proposal design (own image)
DESIGN EVALUATION

This part contains the evaluation of the proposal design through the evaluation criteria of urban vitality. The main focus of the island was put on transactions, fit, mixed use, and pedestrian friendly environment.

TRANSACTIONS

Introducing new public space for the park with cultural activities and catering for different ages. No longer is the park hidden from the urban corridor, but interacts with the street and introducing new flows of people.

FIT

The island is isolated and connected at the same time. It allows noise and sustain quietness for the rest of the park.

The proposed additional program (cultural center and activities) are associated with urban program, while situated in a total green environment.
In current situation, the cars are passing by at high speed, without any possibilities to cross over for pedestrians. The design reduces speed of cars at Postjesweg by inserting pedestrian crossing at the location of the bridge, providing a safe environment for pedestrians.
AN INTRODUCTION

When approaching the A10 from the city center, it is an abrupt change from parkside to neighbourhood side, as mentioned earlier in chapter 4. The area on the northern side of the urban corridor is an unused space, unused by people, but covered by greenery as part of the Rembrandtpark.

A new mixed use tower will be introduced here, with workspace and a cafe on ground floor, parking underneath, and residential program on top. The tower creates a new flow of people moving in and out of the neighbourhood, and could connect to the August allebe square. A consideration should be made for the pavement, which could continue under the A10.

On architectural aspects, it tries to communicate with the existing series of towers, in a contrary way by slightly angled position, and the use of different materials. A second glass facade, creates a buffer for the noise of the highway, while the wooden panels fit in the park environment. That resembles the gradual transition between park and building, between green and urban. The hill is an extended space for a cafe and workspace on the groundfloor. It allows for interaction between visitors, residents and passers-by.
DESIGN PRINCIPLES

- **PARK TERRAIN**
- **CRITICAL DISTANCE WITHIN SERIES OF TOWER**
- **MAIN DIRECTIONS FLOW OF PEOPLE**
- **INTEGRATE WITH PUBLIC SPACE**
- **UNDERGROUND PARKING**
- **VISIBILITY FROM A10**
- **RESIDENTIAL**
- **CAFE/WORKSPACE**
- **MIXED USE**
- **ARCHITECTURAL APPEARANCE**
An overview of the tower embedded in the landscape of the park.
An impression of the tower before entering the neighbourhood (own image)
A10 UNDERPASSES

This could function as a toolbox for the design of the A10 underpasses, by supporting children from the primary and secondary schools in the neighbourhood, to be creative and expressing themselves through intervening on their neighbourhood.

The interventions for the underpasses could be with colourful or graphical pavement, furniture, art, lightning and wall decorations. The main entrance to the neighbourhood, next to the proposed tower, could have a more permanent setting where temporary activities take place.

Toolbox for A10 underpasses (own image)

A10 underpasses (own images (top two) and streetview maps.google.com)
DESIGN EVALUATION

This part contains the evaluation of the proposal design through the evaluation criteria of urban vitality. The main focus of the tower was put on transactions, density and mixed use.

TRANSACTIONS

The plinth of the tower provides interaction between building and public space.

The cafe extends its terraces on the ‘hill’, which allows for people to stay.

DENSITY

Along the parkroad, this part of the urban corridor is densified, in order to create new flows of people moving in and out of the neighbourhood.

MIXED USE

The tower consist of a plinth with cafe and studio workspace, and residential floors on top. Providing mixed land use.
COURTYARD - VAN EEESTEREN BLOCK

The courtyard is an iconic element in the AUP plan. In the design proposal, the courtyard will introduce maintenance and control by the residents of the block by turning it into a semi public space. The courtyard is now a place which supports social interaction among residents.

The block closest to A10, will be transformed into a bigger residential block, with parking right next to the A10. The first floor of the parking space, could be the terraces for the residents living on ground floor; together with the additional parking spaces facing A10.

### HOUSING

<table>
<thead>
<tr>
<th>TYPE</th>
<th>PERCENTAGE</th>
</tr>
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<tbody>
<tr>
<td>BUY</td>
<td>25 %</td>
</tr>
<tr>
<td>RENT</td>
<td>35 %</td>
</tr>
<tr>
<td>SOCIAL</td>
<td>40 %</td>
</tr>
</tbody>
</table>

100% = 145

### PARKING

<table>
<thead>
<tr>
<th>FLOOR</th>
<th>SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1ST</td>
<td>88 spaces</td>
</tr>
<tr>
<td>2ND</td>
<td>73 spaces</td>
</tr>
</tbody>
</table>

TOTAL 161

Distribution different housing segments
Proposal plan (own image)

Semi private garden in relation with the block

Overview of the proposed courtyard block (own image)
DESIGN EVALUATION

This part contains the evaluation of the proposal design through the evaluation criteria of urban vitality. The main focus of the courtyard was put on transactions, density, pedestrian friendly and soft edges.

TRANSACTIONS - SOFT EDGES

The proposed residential block includes semi private gardens facing the communal courtyard. These 'soft edges' allow social interaction among local inhabitants.

PEDESTRIAN FRIENDLY

Car parking is moved to the backside of the building block, saving space for pedestrians. So pedestrians can move freely throughout the entire courtyard.

DENSITY

Adding density next to the A10 removes the unsafe area between building block and the highway.

FIT

Semi private gardens cater for local residents' needs. Allotment gardens, playgrounds, picknick areas can now be fully used by residents themselves. Which also supports the control and maintenance of the space.
Conclusion overview proposal design (own image)
6.3 CONCLUSIONS

AUGUST ALLEBE SQUARE

REMBRANT PARK ISLAND

TOWER

COURTYARD

FOCUS

TRANSACTIONS

FIT

MIXED USE

DENSITY

FINE GRAIN

PEDESTRIAN FRIENDLY

SOFT EDGES

PERMEABILITY
The focus was put on people and program, aiming at strengthening local economy and social interaction among local people and visitors.

The focus was put on people and program, and space. Aiming at introducing the park as a part of the public space network for both the city as the neighbourhood.

The focus was put on people and program, increasing public life and people flows in order to create continuity for the urban corridor, as well as a safe environment for the underpass as the entrance of the neighbourhood.

The focus was put on people and space, aiming at transforming the original post-war block into a less public courtyard block, which can result in better social cohesion among residents.
1. THE RELATIONSHIP BETWEEN RESEARCH AND DESIGN

This project used a framework that explains the form, operation and performance of the existing situation and the design result. This framework aimed to study the ‘urban form’ of the area, and how, which ‘tools’ will be used to transform this area in order to provide a desired performance, in this case, ‘vitality’. Since I wanted to avoid a conflict with existing inhabitants, urban vitality included fit, which aims to study people’s behavior in relation with the built environment. Possible tools were studied in relation to the transitioning city, which emphasizes the possibility of introducing new tools in urban development, e.g. city gaming, participatory design in order to generate a vital urban design by intervening on the urban form. Research consists studying the three components of FOP, tools studies, together with theory studies of urban vitality, and site studies. These studies resulted in a set of patterns, which didn’t put enough emphasis on the ‘people’ component. The relation between research and design was like a spiral, steps were made backwards again in order to proceed forward. Thus, a second explorative phase started, by analyzing the user groups and possible conflicting requirements for the area. From this point, the research started to merge with design, and a second set of patterns was developed, this time involving user groups and their differences in use of the space.

2. THE RELATIONSHIP BETWEEN THE THEME OF THE GRADUATION LAB AND THE SUBJECT/CASE STUDY CHOSEN BY THE STUDENT WITHIN THIS FRAMEWORK (LOCATION/OBJECT)

The studio of the Design of the Urban Fabric aims to create a sustainable and vital environment, and relates to physical urban environment and its non-physical aspects. This overlaps in several ways with the theme of my research. My research studies the urban form in relation to urban transformation: the urban morphology and the existing built environment, which is the urban fabric. Then the social component comes in when different user groups and their needs are analyzed and put into picture in the design phase, while fostering economic activity by stimulating the development of local businesses, and strengthening social cohesion by increasing public life. In the end, the spatial transformation contributes to an improved vital environment.

3. THE RELATIONSHIP BETWEEN THE METHODOLOGICAL LINE OF APPROACH OF THE GRADUATION LAB AND THE METHOD CHOSEN BY THE STUDENT IN THIS FRAMEWORK

The studio uses patterns and games with stakeholders as bridging methods between research and design. This research focused twice on patterns, trying to
bridge the outcome of analysis with the synthesis of the design product. Outcome of research were translated in little spatial solutions first, which then forms the basis of design. The first phase of application of this method gave much insight for the selection of locations of interventions in the area (form) and what to achieve for the area (urban vitality), and the second phase complemented the previous phase by providing a tool for the design, that is to say designing with polarities by analyzing user groups and uses of space [operation].

4. THE RELATIONSHIP BETWEEN THE PROJECT AND THE WIDER SOCIAL CONTEXT

The purpose of my graduation project is to create a vital environment for a postwar neighborhood in the city of Amsterdam. The city aims to extend the city center to outside its boundaries to strengthen its economic position. In their structure vision, there is the lack of an answer to the ‘how’ question: how are we going to extend the city center to outside its boundaries, spatially? The designated areas are mainly post-war and socially vulnerable neighborhoods with a weak economic status, which could result in a conflict with local inhabitants. At the same time, the city is facing a transition, from a centralized to a localized way of urban planning and development. From the crisis years on, citizens themselves are taking initiatives to improve their living environment. The aim was to start from the perspective of the citizens; the user groups of the design product first, and how additional program would affect the change of use of space. This method is proposed in order to ensure ‘fit’ between users and their environment, between different user groups, between the polarities of the urban and the suburban environment. Over all, to strengthen social cohesion by not regarding polarities as conflicts, but as complementary pairs with potential spatial alliances which brings different needs and requirements together.
Network of ‘stadsstraten’ (urban corridors) in ringzone West (own image)
5. REFLECTION ON THE OUTCOME OF THE DESIGN

This part reflects the outcome of the proposal in relation with its position in the network through different scales.

STADSSTRATEN NETWORK

As mentioned during analysis, the continuity of stadsstraten is lacking in the ringzone. Not only the continuity of street fronts, but the continuity of activities is also important. As mentioned in the pattern of the urban corridor, connection can be made through these urban corridors, connecting sloterplas with city center. In the proposal the aim was adding new program along this route, to gain a more gradual decline of program, instead of abrupt changes and division in compartments of the urban corridor. The main outcome is strengthening the neighbourhood, while integrate within the city structure, in that order.

NETWORK OF PUBLIC SPACES

As seen in the drawing, several types of public spaces are situated near or along the urban corridors, creating potential for this area to increase in activity and public life, and therefore the livability index. Social cohesion is an important factor regarding transforming socially vulnerable areas. Public spaces are a great tool to reinvest and support interaction. The network of public spaces encourage the flow of people. Coming from the center, but also going to the center. Which then encourage the distribution of people throughout the entire city, as a response to the problem of crowded center.

INTERVENTIONS

After the overall effects of this project is discussed, the following part will zoom in on each proposed interventions.

Metrostation Postjesweg

The metrostation of Postjesweg is part of the network of transport hubs in the ringzone, connecting to the central station of Amsterdam as well as regional connections to Schiphol and beyond. With this convenient position, the aim is to introduce the residential neighbourhood of Overtoomse Veld, the square in particular, as a ‘working’ area with small scale businesses. It also tries to strengthen the accessibility aspect of urban corridors, and together with the pioneer’s zone a new (small-scale) business hub arises in ringzone west. The station is now fully embedded in both the regional network, as well as the city network.

August Allebesquare

The neighbourhood square transforms into a square which not only serve inhabitants, but also embeds in the city network along the urban corridor Postjesweg. Not facing with its back anymore, an integrated streetsquare situation, whereby the square becomes an extension of the street, and vice versa. The square no longer faces with its back towards the urban corridor Postjesweg. It becomes part of the whole network of public spaces and facilities among the ‘stadsstraten’.

Rembrandtpark

Rembrandtpark was planned on purpose to act like a barrier between the post-war garden city and the pre war congested urban area. Now the barrier only shows negative effects, as mentioned earlier in the Groenonderzoek of Amsterdam. Intervening on the whole park is not needed. The park itself is in a good state, it is the lack of connection with the street that strengthens the barrier effect. No clear entrance is provided, hidden from the street, on all three urban corridors (add drawing urban corridors along park – design park chapter) in the network we see vondelpark, erasmuspark and westerpark, (add westerpark in stadsstraten drawing). Rembrandtpark has great potential to become part of the public space network. A new entrance along the urban corridor creates an improved orientation towards the park for visitors. The central location of the island a logical choice, since it already forms a focal point because of the higher level of the bridge. The Rembrandtpark becomes a part of the network, with its new main entrance situated centrally along the urban corridor. This area is one of the places in the park where the landscape conditions allow for more activity and urban programming. Reffering to the effect of Westerpark with its cultural center and international exhibitions and programming, Rembrandtpark focuses more on city and neighbourhood level, to start within the Ringzone.

Tower and A10 underpasses

The A10 is more of a mental barrier than a physical one. Designing underpasses are of importance in removing mental barriers. The main underpass of the neighbourhood is also an entrance coming from the urban corridor. To strengthen continuity, additional
programming along this route is desired, and a bigger development is allowed at this location, because of the existing scale of the tower series along the A10. A tower provides new flows of people coming in and out of the neighbourhood, while additional program in the plinth allows for visitors of the park to make use of the space. This isn’t necessary an addition to the public space of the whole ringzone, it rather supports the public life on street level, and neighbourhood level.

RINGZONE

Extension city centre municipal plan
The main outcome of the vision of Amsterdam was to densify the ringzone in order to answer the city center’s extension. This project didn’t focus so much on densification in terms of increasing landuse, rather it focuses on increasing public life, and the change of use of space, by existing inhabitants, but also potential visitors or new inhabitants. This could be seen as an intermediate step in the phasing towards the extension of the city center, with improving the neighbourhood’s socio-economic position as the first and prior goal. Densification should happen after existing qualities and local needs are considered.

Existing qualities of different neighbourhoods
This is applicable for all the neighborhoods along the ringzone, along the northern bank of the IJ for example, this is different, as this area was a former harbour and industrial area, here the transformation processes are going faster than the rest of the ringzone. It is the transition zone between the harbour area and the residential neighbourhoods beyond, that should be considered when densifying. The conditions for each neighbourhood in the ringzone is different, in west it is characterized by a railway together with the A10, and the western garden cities overlapping with the ringzone. Also the network of urban corridor is more prominent in this area. So in this case, it had to deal with the relationship between public and private, and linear development regarding additional programming.

Answer to the extension plan
So an answer to the extension plan is given, by considering different neighbourhoods within different physical as well as social-economic conditions. And densification is not the main priority [yet], because a precondition is needed, wherein a balance between existing and addition is to be found.
The position in different scales (own image)
POSITION IN CURRENT TRANSFORMATION PROCESSES
The transformation process of the neighbourhood of Overtoomse Veld is in full progress, also the rest of western garden cities. Mainly transformation of the postwar blocks, and densification on block scale. This project partly also focuses on transformation of the post-war block, with emphasis on the public space and public private relationship. Courtyards are changed in the way they are connected to the street and the block. Ownership and control are main purposes of the transformations. Both street and courtyard will be changed in the way they are used, mainly introducing public life and social interaction in both of them, and orientated on pedestrian movements, instead of car traffic.

Increasing public life was one of the main purposes in this neighbourhood, because of its position as a transition zone close to the city center. In other parts of the suburban post-war neighbourhoods, it is more likely to focus on the quality of housing in a green environment.

MAIN RESEARCH QUESTION
Which spatial transformations facilitate the development of urban vitality in enlarged city center areas of transitioning Amsterdam?

The question was divided into three parts according to the FOP framework, form, operation and performance. Form and performance had a rather steady appearance throughout the whole process, based on theory studies and analysis of the area. It was the operation that was more dynamic, and changed throughout the whole project.

Form
The spatial transformations refer to the spatial interventions of the design. The form of the area was analysed through the different scales of the typomorphology. The outcome of the analysis gave a direction in which scale and type of form the intervention could take place. For this project, interventions were made on scales of the block and the street, together with the public space, which then has effects on the network of urban corridors of the city.

Operation
The operation shifted from transition, towards the use of space. The focus remained the same: urban development can happen through alternative tools where user groups and stakeholders become the starting point. A closer look into current user groups as well as future user groups gave an overview of different needs and program requirements. The outcome of this section resulted in the introduction of a new method of designing, ‘designing with polarities’.

Performance
This section aimed to develop evaluation criteria for the outcome of this project. Many authors describe urban vitality in many different ways, it became clear that the overlap with the people component was the essential focus for the design interventions, including transactions and fit.

The answer to the main question therefore is:

Spatial transformations that are based on the starting point from user groups, from the people component, which aims to improve current socio-economic status before densification, and aims to find a balance between different needs, the ‘common ground’ between polarities, instead of perceiving designing as ‘solving problems’.

OPEN QUESTIONS — RECOMMENDATIONS
Some questions remain (partly) unanswered, and could be elaborated in further research.

Limitations of municipality
The interventions are mainly focused on public life in public spaces. The big question here is: Who pays? The economic position of the municipality of Amsterdam should be investigated. While many developments are in progress through the entire city, the majority of the projects were initiated already before the crisis years. New projects happen within the context of the transitioning city, with bottom up activities highly supported by the municipality. The role of housing corporations also shifted. Investments in public spaces should therefore involve private parties as well, which are mostly associated with gaining profit out of the development. This leads to densifying the area again, as originally planned. But as mentioned earlier, this could happen in phases, investing in public life firstly, and gaining economic profit secondly.

City in transition
The city in transition is not a stable state, it is the intermediate phase between two stable states. So what happens when the transition is over, and the new urban development tools become the standardized version of urban design and planning? Further investigation could be done in the form of scenarios, involving even newer trends, to gain knowledge about the adaptability of the proposed interventions, the
neighbourhood, the ringzone, and the city as a whole. Adaptability then will act as another performance to the FOP framework [and subsequently changing the form and the operation], introducing another approach for the whole project.

6. REFLECTION ON THE METHODOLOGY

It is essential to reflect on the proposed methodology in comparison with the actual process and used methods. Especially in this research, it was a continuous exploration of different methods.

FOP FRAMEWORK

The fop framework helped me to define the design assignment, as it allows the shift between synthesis and analysis. An understanding of the form was of importance, because the design area is a post-war neighbourhood, which includes an explicit language of form. Setting evaluation criteria was of importance, because it shapes the desired outcome and sets a clear goal for the design process. The operation, as mentioned earlier, had a dynamic character. This was also the most difficult component of the FOP framework. Difficult in the sense of how to determine and decide which operation fits best in the framework. The user component was already set to be important in an early stage, within the context of the transitioning city. But the ‘use of space’ became an essential part in a much later stage, resulting in diverging research processes inbetween, see inbetween steps.

REASONING

After the design, it was obvious that the people component, the use of space translated into program requirements, gained a prominent position during the design process. Also through the introduction of polarities, complementary pairs, and finding balance, it became clear that this part of the FOP framework was interpreted as the main tool for the proposal designs. As a conclusion, operation changed first, as an answer to additional (urban) program. Which then shifted the focus of performance to the people component [transactions, fit], and finally changed the perception of space, how to intervene in the spatial form.

PATTERNS

The patterns were developed as a first step after the research of theory and analysis. The patterns were established through the mapping of existing qualities, existing problems, and potential additional program, in the context of urban vitality. This however didn’t give a clear overview of the patterns. Also, the patterns didn’t immediately lead to a design. It did give a focus of the desired outcome.

The choice for using patterns was made to serve as a preliminary set of rules for the originally planned gaming workshop. The gaming part was not part of
the process anymore, and thus another way had to be found to make the patterns relevant again. By putting the patterns into the criteria diagram of urban vitality, it was clear that the people component was missing.

POLARITIES
To bridge the gap between patterns and design, elaboration was needed on the people component, the analysis of user groups. While exploring user groups and their needs and desires, I focused on solving conflicts, and thus set up the desires and needs as polarities in relation to each other. Aiming at ‘solving’ the conflicts. After meeting with my tutors, a new insight was given regarding polarities. An exploration in examples of polarities in the spatial environment provided a set of second ‘patterns’. Polarities and conflicts could actually coexist, and the design assignment is finding the alliance, the inbetween, the third condition. These insights were developed during the design process, not before. Alongside designing, the notion of ‘polarities’ was always in the picture when making certain design choices, changing the perspective of designing. ‘Solving’ became ‘balancing’.

GAMING – ALTERNATIVE METHOD
Originally was planned city gaming session with stakeholders of the neighbourhood. Gaming is an effective negotiation tool for developing plans among stakeholders. The aim was to gain insights into program requirements in order to develop the design. Because of a shift of focus towards the needs and desires of user groups, rather than negotiation, the gaming was not the first option anymore. Emphasis was put on observation, some interviewing, and literature reviews.

MODELLING – ALTERNATIVE METHOD
Another alternative method used during the process was experimenting with masses in a model. This was introduced as a replacement for the gaming workshop which was withdrawn from the process, to maintain the ‘fitting’ process of additional program. The modelling process gave many insights in the ‘form’, and not so much on the program of people component. It could be a matter of scale, but also the matter of lack of knowledge about user groups and possible conflicts.

PATTERNS – POLARITIES – PRINCIPLES
In the end, the design was based on patterns, polarities and principles. Patterns were a direct result of research and analysis before design, polarities were observed during design, and principles were set after the design. Patterns are general statements that could be applicable in different contexts, while design principles are strongly related to one certain context.
Finding balance

Actual process and methods (own image)


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