P5 Presentation of Joline Snel about railways in the urban context
The location is Muiderpoort Station and station area in Amsterdam

Dual graduation studio with the theme renewal of the urban renewal

The mentors are M. Harteveld and L. van den Burg
Structure of the presentation

- Introduction
  urban context, relevance, problems

- Problem statement
  problem statement and aim

- Case studies
  integration of the railway in London, Paris, Berlin, Chicago, Tokyo and Bangkok

- Literature studies
  integration of the station in district East and integration of district East in the city

- Design experiment
Amsterdam-Oost is identified as a **problem area** and has:

- spatial problems
- social problems
- image and economical problems

Gemeente Amsterdam

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**Introduction, urban context**

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**Introduction, relevance of the project, problems**
Introduction, relevance of the project, potentials

Rolling out of the city centre
(Structuurvisie Amsterdam 2040)

The rediscovery of the waterfront
(Structuurvisie Amsterdam 2040)

New educational and commercial functions in East
(Municipality of Amsterdam)

Introduction, problems Amsterdam-Oost

Spatial problems
- fragmentation by railway line

Complex social problems
- few opportunities for social contacts;
- crime and insecurity

Image and economical problems
- image conflict between ‘upcoming neighbourhood’ and ‘problem neighbourhood’
Problem statement, problems railway area

A part of the problems are caused by the railway line.

Problem statement, problems station area

And a part of the problems is caused by the station area:

- Unsafe underpass to platforms
- Unattractive station square
- Shop?
- Restaurant?
Problem statement, problem statement and aim

Problem statement

The station and station area (such as railway embankments and the underpasses)
- is unattractive (image problem)
- is unsafe (social problem)
- has unclear spatial structures (spatial problem).

Aim

Reduce the fragmentation of Amsterdam-East by transforming the elevated railway line to a well integrated permeable (spatial), attractive and iconic (image) element with safe underpasses (social) to which local program is attached (U).

The heart of this elevated railway line will be an renewed attractive (image), safe (social) and well connected (spatial) Muiderpoort Station, that attracts visitors and commuters to Amsterdam-East (A).

Case studies, meaning of the elevated railway line in other cities

Londen and Paris

Chicago and Berlin

Tokyo and Bangkok

Paris

Chicago

Tokyo
**Case studies, integration of the elevated railway line in Amsterdam-East**

Amsterdam and Rotterdam

Amsterdam-East

Program along the railway

**Literature studies, integration of the station in Amsterdam-East**

“In most cities in the Netherlands the link between the railway station and the city centre is unattractive and lacks vitality”.

(Kusumo).

To connect the station to the centre the part of Celebesstraat between station and Javastraat should be made more attractive and vital.
The improvement and development of city streets plays an important role in the rollout of the center environment (Gemeente Amsterdam).
The improvement and development of city streets plays an important role in the rollout of the center environment (Gemeente Amsterdam).

Celebesstraat can become a city street for the east of Amsterdam-East.
The Wibautstraat is already a city street the west of Amsterdam-East.

The Wibautstraat and the Celebesstraat are connected by four different routes.
Student and starters housing can be created in the railway triangles to strengthen the city streets.

The program along the new city streets can be divided into three different parts:
- Creative incubators
- Shops and horeca
- Small businesses
- Renewed underpasses
Design experiment, part 1: creative incubators

“The development of an incubator can serve as a catalyst and contribute to the economic revitalization of the neighborhood” (VROM 2004).

“Research has shown that every year at least 400 creative artists or creatives are searching for affordable workspace” (Amsterdam Bureau Broedplaatsen 2012).

The Old South and Centre districts, ‘the creative core’, come in the figures of TNO as important location forward.

“New clusters have been created to the south, the district East/Watergraafsmeer with Weesperzijde and Oosterparkbuurt, on the east side, the Eastern Docklands, part of the Zeeburg district and in the Watergraafsmeer around Linnaeusparkweg” (Dienst Ruimtelijk Ordening Amsterdam 2006).
"The disciplines that are looking for workspaces are more than half among the visual arts. Followed by Design and Architecture (19%) and music (12%)" (Gemeente Amsterdam 2012).

Examples of creative spaces under the railway:

- Music academy, Tussen de Bogen Amsterdam
- Art gallery, Viaduc des Arts Paris
- Architects JagerJansen, Hofbogen Rotterdam
- Creative spaces in Leamington
- Start-ups Science Park
- Cycling route
- Car traffic route
- Walking route
"The (future) developments in the adjacent areas will have an impact on the development of hospitality" (Horeca Visie Indische buurt).

Apart from the somewhat unilateral offer, the hospitality is at this moment also marked by its little inviting appearance" (Horeca Visie Indische buurt).
Design experiment, part 2: shops and horeca

"The new hospitality and retail should focus on current (immigrant) population, new residents with higher incomes, young creatives, students who live nearby and tourists" (Horeca Visie Indische buurt).

Examples of creative spaces under the railway:

- Grand café under Viaduc des Arts, Paris
- Restaurant under the U-Bahn, Berlin
- Restaurant in railway arch, Londen
- Shops in railway arches, Zurich

Design experiment, part 3: small businesses

- Creative incubators
- Retail and horeca
- Start-ups Science Park
- Cycling route
- Car traffic route
- Walking route
“Amsterdam Science Park is an inspiring location where Enterprise, Research and Education come together. (Young) knowledge-intensive companies bring innovations on market and scientists have plenty of room to develop” (Science Park Amsterdam).

“The image of the Science Park is enhanced by the proximity of a green science park aimed at children. This makes it even more attractive to (foreign) companies and researchers to establish themselves here” (Gemeente Amsterdam 2009).
“The need for small business premises (150 to 250 m2) is large in Amsterdam. Entrepreneurs and small businesses are essential for economic renewal in a district” (Gemeente Amsterdam).

Examples of creative spaces under the railway:

- Forth street business arches, near New Castle
- Court street business arches, Londen
- Bankside business arches, Londen
- Business arches, near New Castle

“... requires a reassessment of the role of the car in the city. The pursuit of a car-free center area initially starts with the reduction of parked cars on streets and squares that belong to the highly urbanized center area” (Structuurvisie Amsterdam 2040).
Design experiment, part 4: parking garages

Parked cars on street

Reduction parked cars on street

Present situation

Future situation

Design experiment, framework
Design experiment, new program in context

- Onderdoorgangen
- Celebesstraat
- Winkelstraten
- Creatieve broedplaatsen
- Winkels en horeca
- Kleine bedrijfsvormen
- Hoofdwegen
- Parkeergarages
- Wandelboulevard
- Pleintjes
- Fietspad
- platsoen/park
- autoweg/straat
Design experiment, Development of part 3: Small businesses

- Omliggende bebouwing
- Paviljoens
- Parkeergarages
- Wandelboulevard
- Parkachtige omgeving
- Speel- en sportvelden
- Fietspad
- Bedrijfsruimte
- Winkels

Design experiment, Impression of part 1: Creative incubators
Design experiment, Sections Celebesstraat part 1: creative incubators

Design experiment, Urban preconditions Celebesstraat part 1: creative incubators

- rain gutter height: 3.7 m.
- top lights
- high windows
- wooden (window) shutters
- dark bricks for accents
- pavilion surface: 100 m²
- creative incubator surface: 50 m²

Parking garage: 48 parking places

Creative incubator: 2 x 50 m²

Warehouses in Amsterdam
Design experiment, Transition shops and horeca to creative incubators

Design experiment, Underpass Javastraat - Eerste van Swindenstraat
Parking garage: 36 parking places

Horeca or shop: 50 to 120 m²

- Parking garage
- Horeca or shop 50 to 120 m²
Design experiment, Urban preconditions Celebesstraat part 2: shops and horeca

- Rain gutter height: 3.7 m
- Arches
- Two doors in the centre
- Side windows
- Dark bricks for accents
- Pavilion surface: 60 to 120 m²

Design experiment, Transition small businesses to shops and horeca

Railway arches in Berlijn
Design experiment, Transition small businesses to shops and horeca

Design experiment, Impression of part 3: small businesses
Design experiment, Sections Celebesstraat part 3: small businesses

Design experiment, Urban preconditions Celebesstraat part 3: small businesses

- Town hall designed by Dudok in Hilversum
- Facade Berlage lyceum in Amsterdam

Rain gutter height: 3.7 m.
Side windows
Two doors in the centre
Parapet height: 1.0 m.
Dark bricks for accents
Pavilion surface: 50 to 200 m²

Small business: 50 to 100 m²

Facade Berlage lyceum in Amsterdam

P4 Presentation of Joline Snel about railways in the urban context
Aim: Reduce the fragmentation of Amsterdam-East by transforming the elevated railway line into a:

1. attractive and iconic element
2. well integrated and permeable
3. with safe underpasses
4. and new (local) program

• integration railway: program
• integration station: link to local city centre
• integration Amsterdam-East: new city street
• redesigned underpasses

• concealing parked cars
• pavilions, meeting places and boulevard

• program and illumination

• incubators, shops, horeca, small businesses, meeting places

solving spatial, social, image and economical problems
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Thank you for your attention.