Bijlmer was a realized manifesto of the modernist way of thinking the city. It has also been considered as the concrete evidence of its failure. For these reason it has been changed in most of its parts but Bijlmer still aims to be an active part of the contemporary Amsterdam.

LIVING		RECREATION		WORKING		CIRCULATION	
yesterday	*today*	*yesterday*	*today*	*yesterday*	*today*	*yesterday*	*today*

Living in massive housing was the sustainable reply to the city sprawl. It was one way to re-establish the consumption of soil and to re-establish the broken balance between built and ground.

Most of the original massive housing has been demolished and replaced by new housing. Massive housing typology has been considerate the principal factor of the no-urban quality in Bijlmer and the reason of his failure. Small components have been the reply to re-establish the human scale.

Recreation and dwelling were two sides of the same coin: living in massive housing meant living in a park-land. The leisure space was created as a natural park at the ground level useful to enjoying and relaxing yourself contemplating the nature.

The leisure space designed as a homogeneous and undistinguished picturesque landscape turned out to be a monotonous and passive public space. Nowadays this 'endless' space has been fragmented: most of it has become private (backyard/garden) and the rest has been transformed in leisure facilities.

Working and living could not coexist in the same area. Bijlmer was designed just for live and recreate. The modernist city was divided by function. The place were you sleep is different from the one where you work.

Nowadays there are no more boundaries between working and living places. You can work in your own house, you can reach your place of work in few minutes with several kind of transit. Much more the working is closely connected to living.

Living in a green and safe environment was possible due to the separation of the traffic flows: in Bijlmer the residents undressed their 'work clothes' and come back home by foots. The cars were left out in the parking garages. At the same time cars were the only way to be physically connected with the rest of the world.

The modernist separation of the traffic and the unattended parking garages generated an unsafe condition so most of the garages have been demolished and substituted with large open air parking areas at the ground level. Nowadays different kind of infrastructures changed the way of thinking transportation. The indispensable car has become optional.

sleeping | eating | resting | passive recreating | active recreating | playing | smart-working (O-Desk, freelancer.com, Elance, TaskRabbit, TaskAngel, Instacart, PopExpert, Angie's List) | hosting (Airbnb, Booking, HomeAway, Wimdu, Tripz) | temporary using space (event space, temporary space) | happening | crafting (workshop, FabLab, TechShop, Makerspaces) | shopping | strolling | driving for necessity | autosharing (BlaBlaCar, Uber) | moving | driving for fun

from — satellite of the city
to — hotspot of a network city
to — URBAN core of a network city

The large scale characterizes the modernist Bijlmer. It is a mono-functional and completely depending satellite of the city.

Due to the transformation process of the modernist district associated to the changing of the human activities and to the implementation of the connections between suburbs and city centre, Bijlmer can aspire to be a significant pieces of the contemporary network city where there is no more centre and suburbs but different centres, where the different pieces collaborate to each other in a synergistic and ambivalent relation.
However the urban renovation has approached the problems by the systematic fragmentation of the individual modernist components in a reduction of scale "mantra" way, some big commercial single spot activities has been inserted. Overall there was quite completely overlooked an important work for the cohesion between the urban pieces.

Bijlmer still can be an active piece of the contemporary Amsterdam to reach this achievement it has to look at the "mother piece": the historic city.
The city centre of Amsterdam has many of the characteristics of Bijlmer: it has the same dimension, it has a different scale building it has leisure space and it is well connected to the outside; but it has more: The Public Space. It works as a cohesion space between pieces, it ensure the well differentiated productivity of the city bringing opportunities.
«It is the surface of the ground on which ambitions and impossibilities are [...] played out».
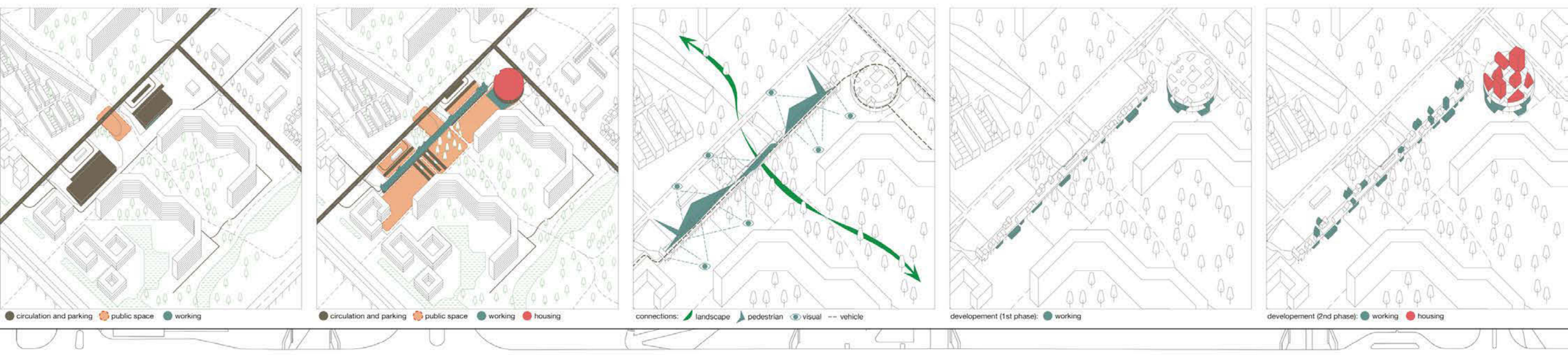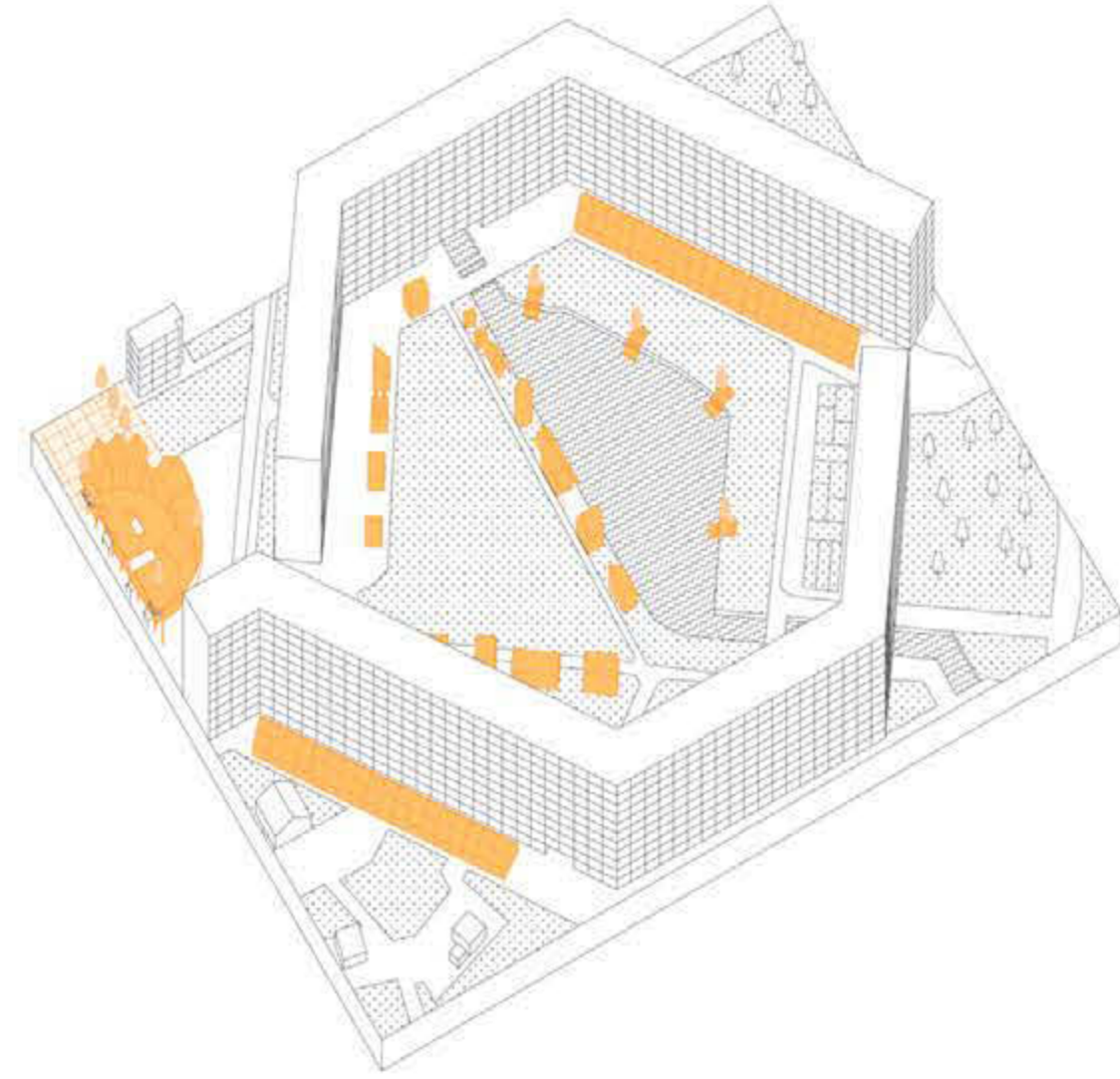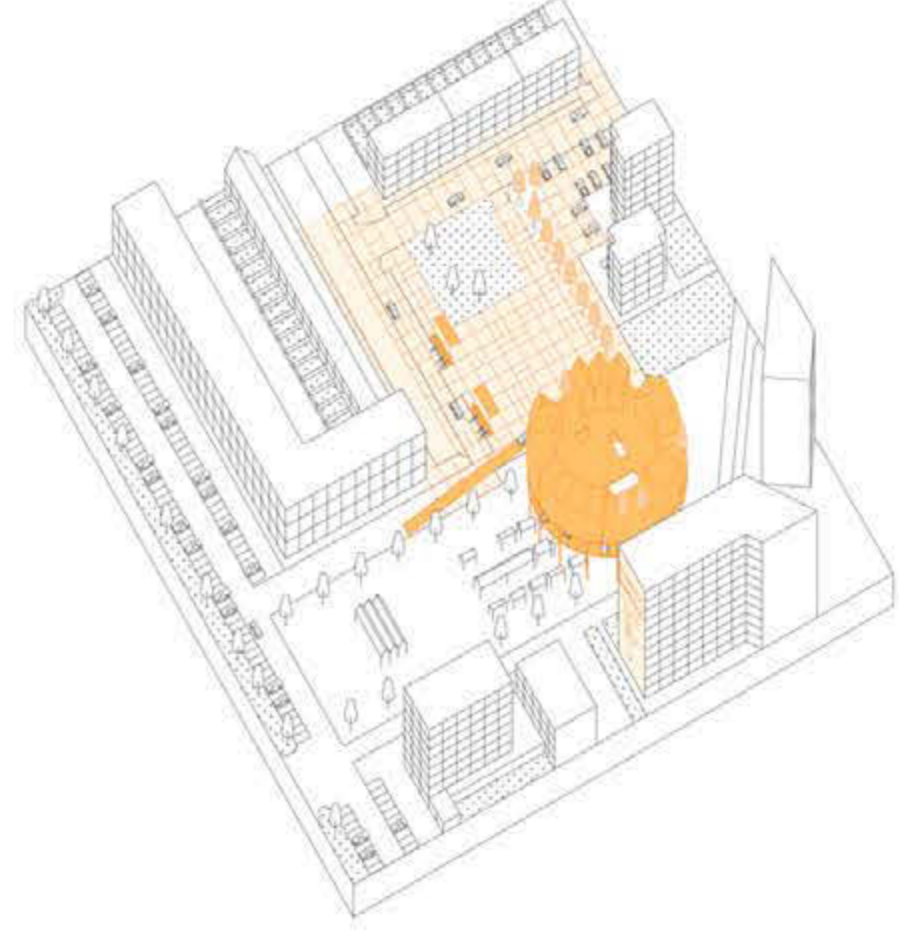Bijlmer needs Public Space to grow from a suburb into a city.
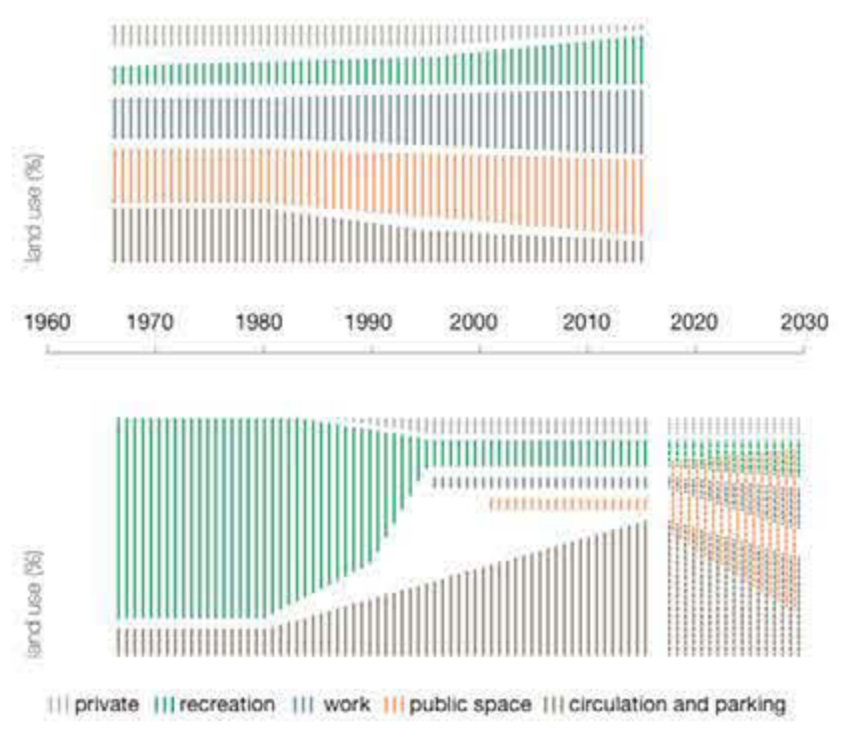
The land use in the historic city is well distributed between the different uses and it is quite constant during the time.
In comparison the land use of Bijlmer is unbalanced and with some strong mutations during time. It starts as a mono-functional separation but it becomes something of more complex in the last tree decades. In the historic city the public space is strongly connected to the productive activity and to the recreational space. In Bijlmer it doesn't happen because public space is quite absent.
According to the progressive decrease of the car need planned for the years to come it is possible to plan a progressive implementation of the public space in Bijlmer. It can be designed as a specific space capable of mixing function and erase boundaries between them were for example a parking lot could be assumed as active unity of the composition. This could be the way to design a space with specific urban rules capable of evolving together with the new urban needs.

1960 1970 1980 1990 2000 2010 2020 2030

||| private ||| recreation ||| work ||| public space ||| circulation and parking

To be productive Bijlmer needs public space. The elements that compose the public space are already in Bijlmer. They already solve single problem but they could do more. They can be composed in specific projects capable of activating opportunities.
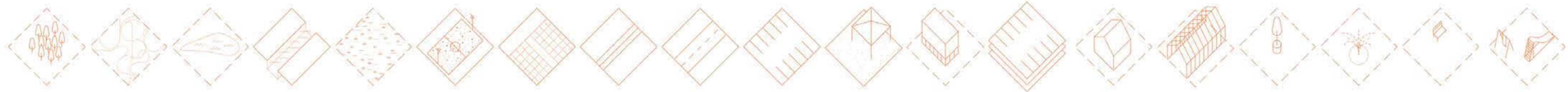
The project for H-buurt aims to produce cohesion between the existing and the new. It defines a system of specific public spaces that amplifies the occasions of the area to be productive. The new buildings provide visual, physical, contextual connections and they mix old and new functions. They can grow together with the changings of the social and urban needs. Public space defines a collective identity of the area.

circulation and parking | public space | working
circulation and parking | public space | working | housing
connections: landscape | pedestrian | visual | --- vehicle
development (1st phase): working
development (2nd phase): working | housing

20m axonometry scale

TOOLS
- Multifunctional overpass structure
- Hybrid designed natural elements
- Small-sized productive structures

GOALS
- To connect the waterfront with the new designed landscape
- To rethink the parking drawing as an element that can control the landscape design
- To make productive the new green public space for the dwellers of this district

TOOLS
- Mixed-use building
- Customizable skin for street artist
- Designed integrated paving

GOALS
- To create a landmark with a public covered space at the ground level
- To re-use the windowless facade of the modernist building as a support for artists
- To revitalize the spaces between "Isabella Richaardsstraat" and "Annie Romeinplein"

TOOLS
- Shared green houses
- Amenities

GOALS
- To improve the existing urban agriculture in the "Gravenstein" court
- To get a hospitable place for everyone

TOOLS
- Designed integrated paving
- Re-designed integrated parking lots
- Renovation of one of the two levels of a multi-storey car park

GOALS
- To generate a unitary design to this area making punctual interventions
- To link the new productive areas which at the different levels
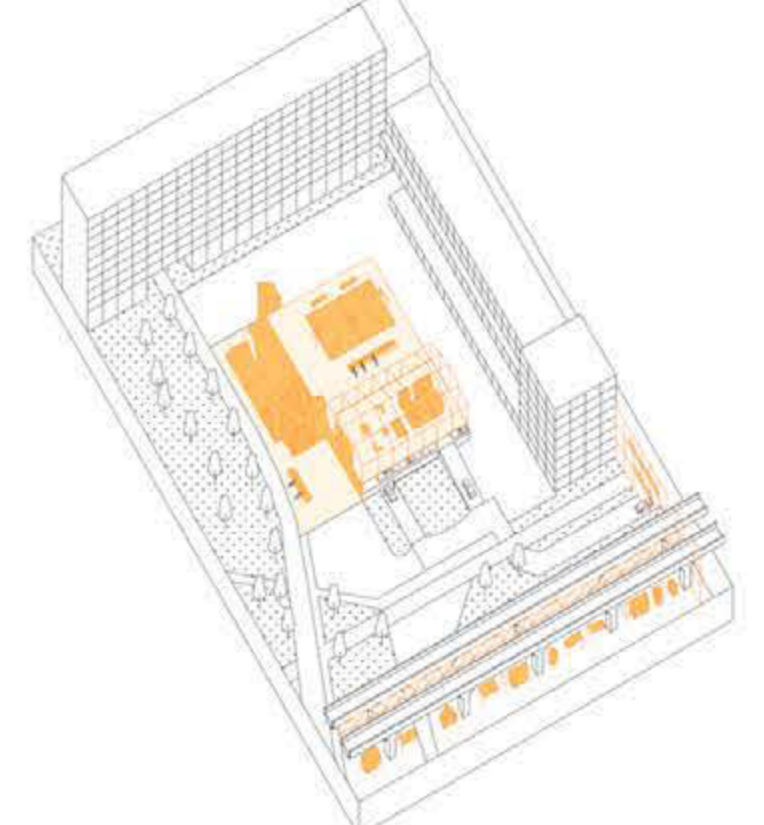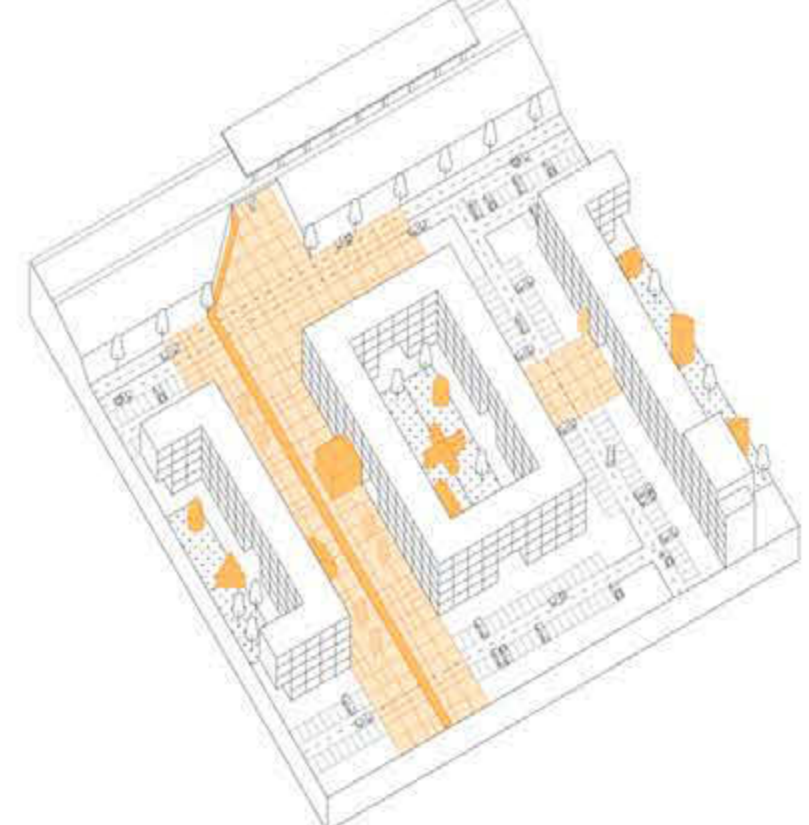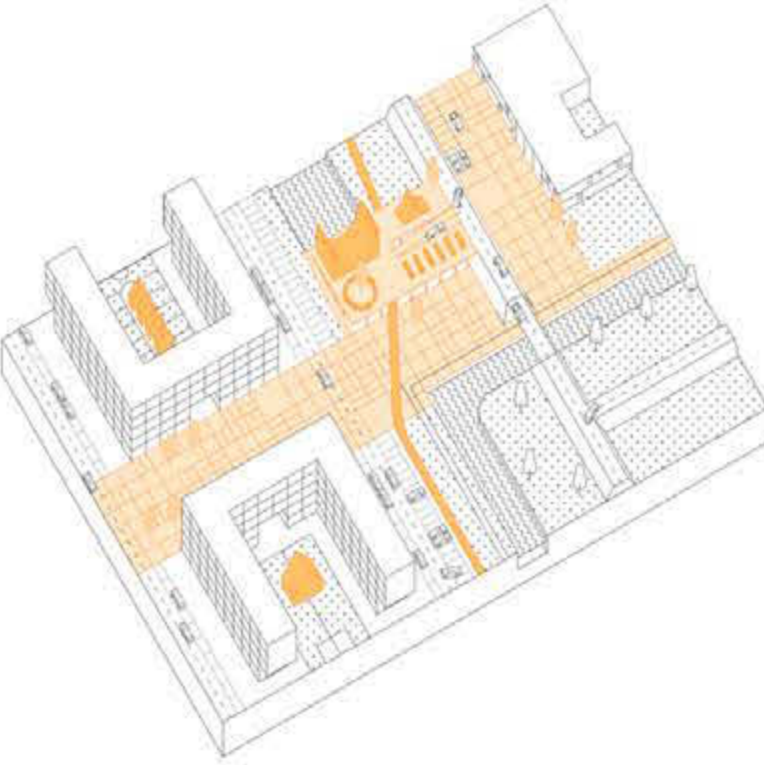
TOOLS
- Designed linear paving
- Multifunctional parking structure

GOALS
- To create a pedestrian axis between the "Standvliet" metro station and the "Drostenburg School"
- To give back the parkings removed from "Alfred Döblinstraat" integrating them with recreational facilities

TOOLS
- Designed linear paving
- Designed punctual paving
- Productive structures

GOALS
- To create a pedestrian axis between "Venserpolder" metro station and the re-designed waterfront along "Dostojevskisingel" street
- To activate the osmotic system of the courtyards underlining the existing gates
- To colonize the green areas into the courtyards making them public and productive

TOOLS
- Demolition of three floors of multi-storey car park
- Coverage of the outdoor parking
- Designed Surface that contains amenities, space for leisure and sport structures
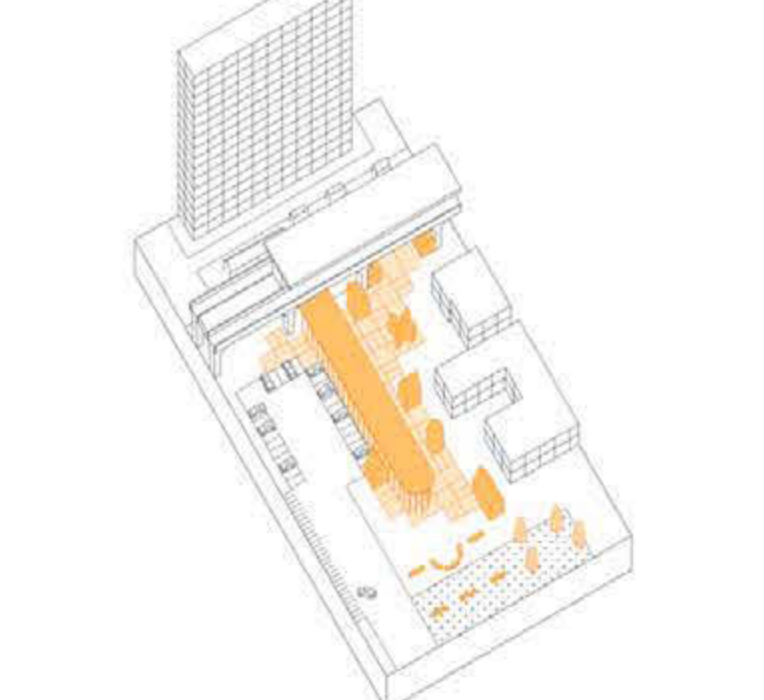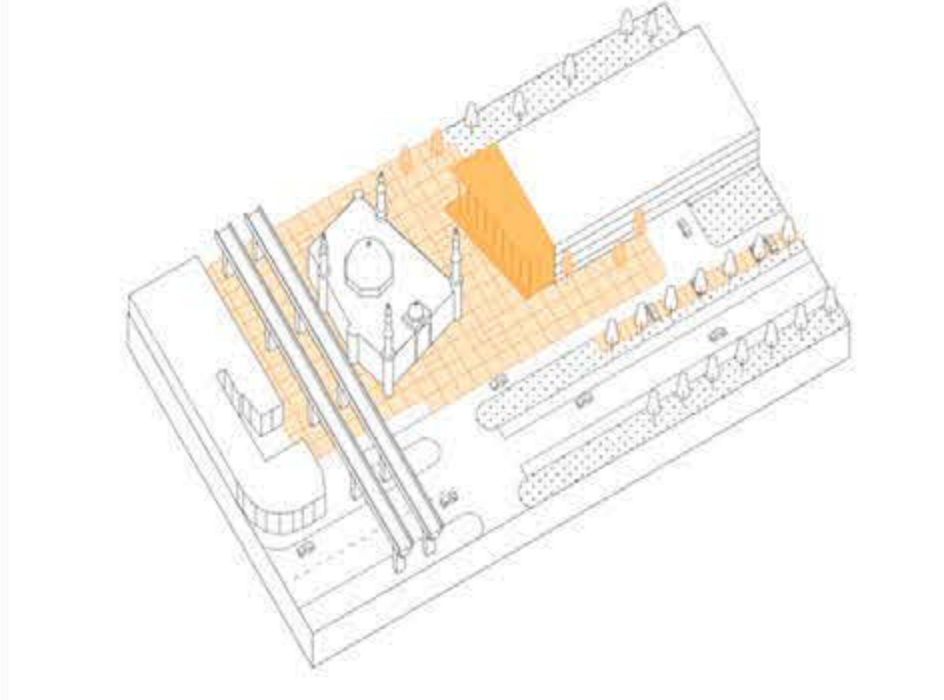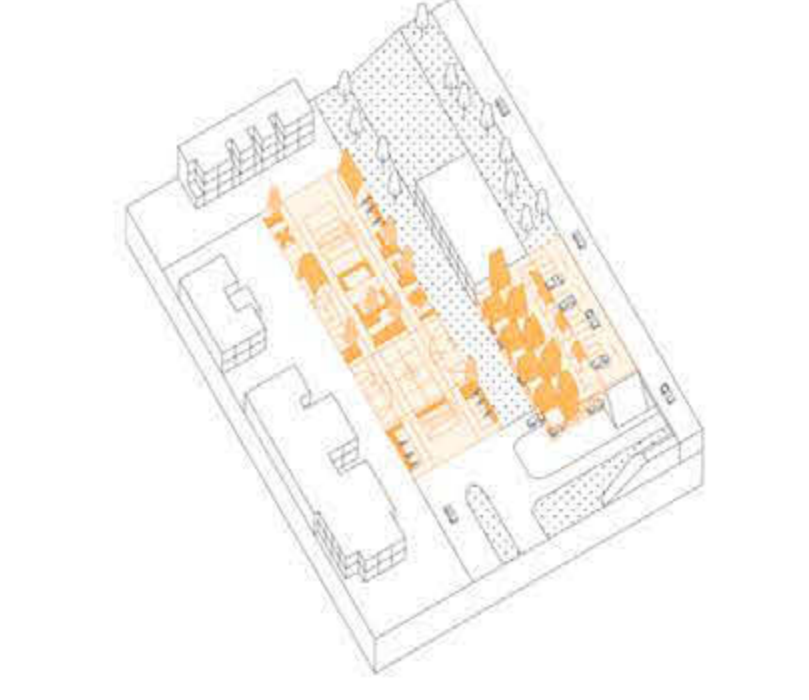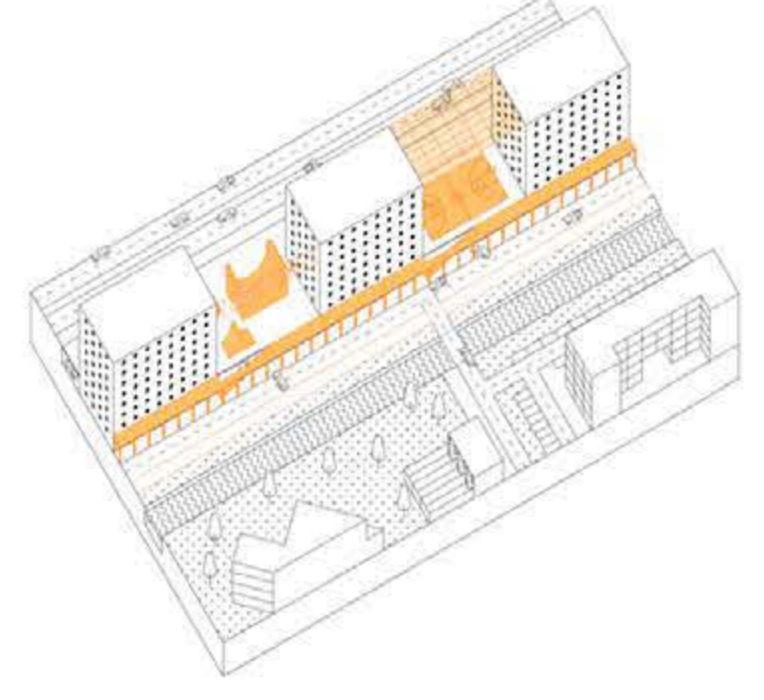
GOALS
- To provide a social space connected with "Bergwijkpark" and the business district in front of "Diemen Zuid" metro station

TOOLS
- Textile cover between the two train viaducts
- Implemented parking platform

GOALS
- To colonize the ground level using the overlaying infrastructure
- To give back surface to the public use with recreational facilities

TOOLS
- Architectural plug-in for the parking level
- Textile cover between buildings
- Recreational facilities

GOALS
- To link the two different levels and allow the colonization of the empty spaces
- To use the morphological pre-existing conditions giving an implemented public space
- To create a recreational public space for the housing buildings of "Anna Blamansingel" street

TOOLS
- Designed playground on street level parking
- New multifunctional structure with parking, housing and productive structures

GOALS
- To expand and to upgrade the open-air space of the school system ("De Bijlmerhorst", "As-Soeffah" and "Polsstok")

TOOLS
- Demolition of a part of the multi-storey car park
- Architectural plug-in for the parking building
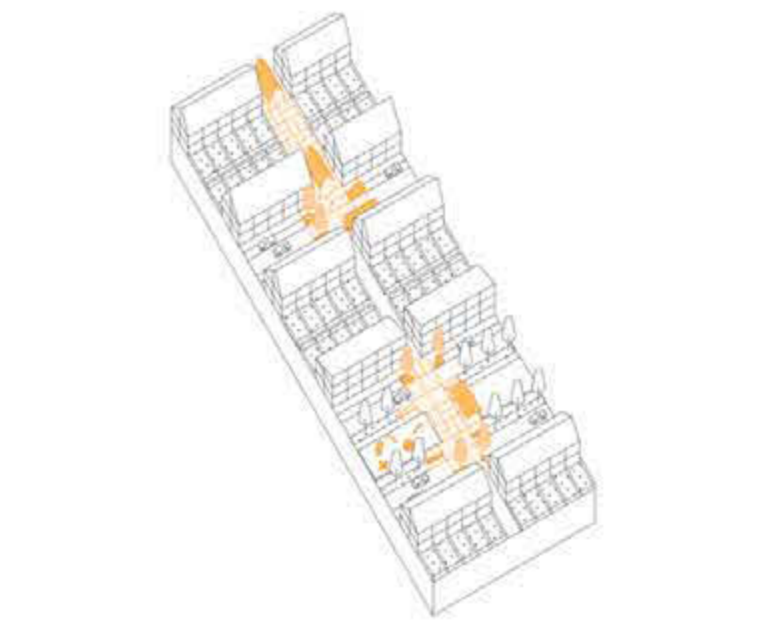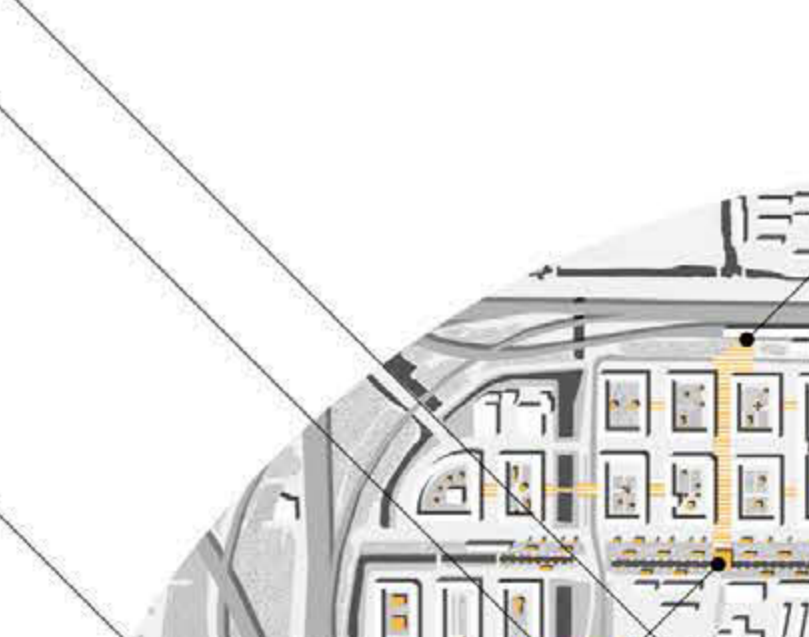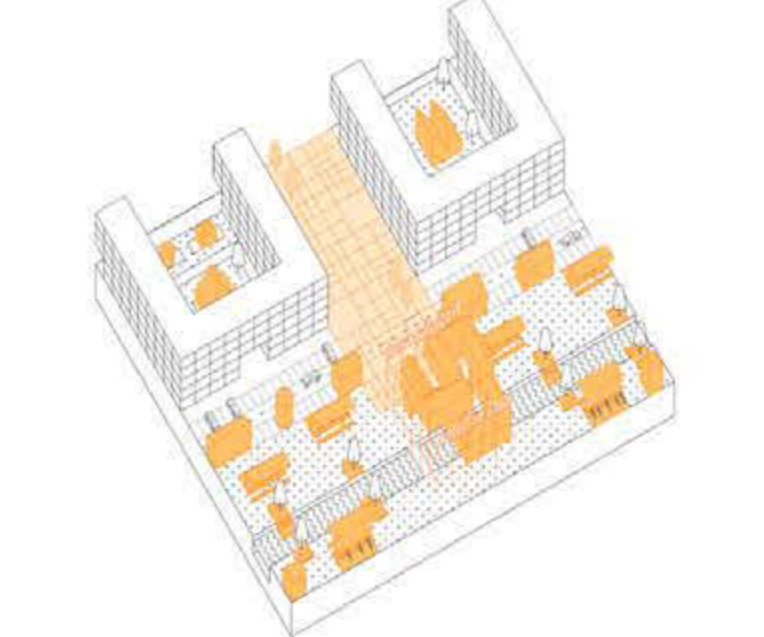- Designed paving

GOALS
- To provide a larger social space with amenities near the "Taibah Jama Masjid" mosque

TOOLS
- Coverage
- Designed integrated paving
- Facilities

GOALS
- To revitalize an urban empty space connecting the market near the "Krasiennest" metro station to the green area

TOOLS
- Designed linear paving
- Productive structures and urban furnitures
- Landmark productive structure

GOALS
- To link the waterfront of the canal with the activated courtyards
- To make more visible and attractive from far away the "Productive Canal"
- To make more comfortable the experience in the landscape

TOOLS
- Productive structures inserted in the empty spaces between houses
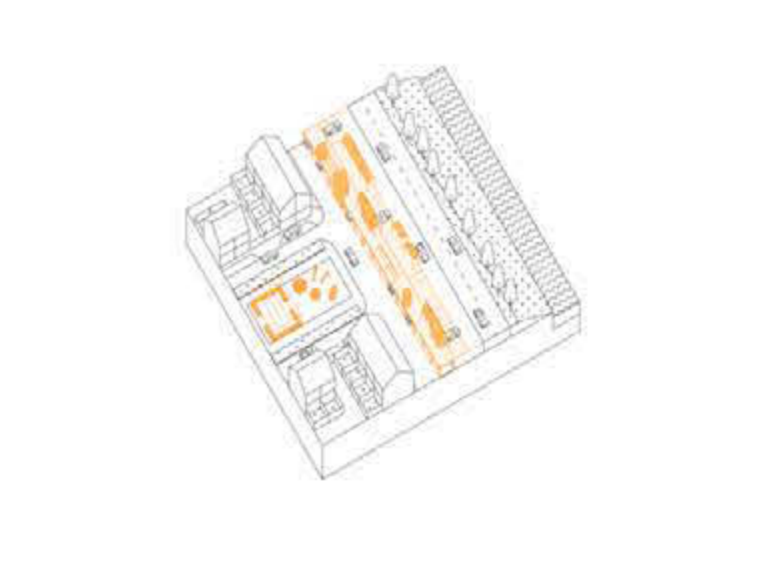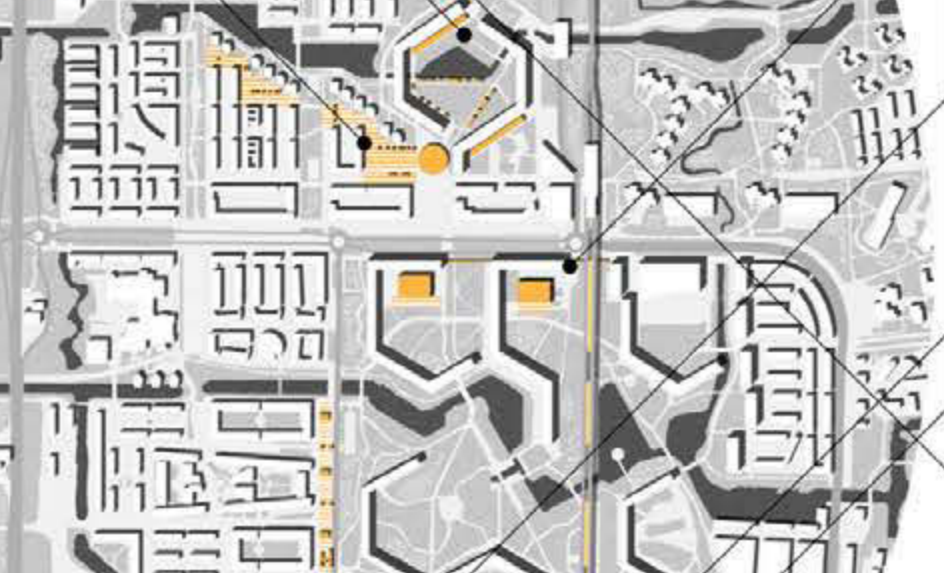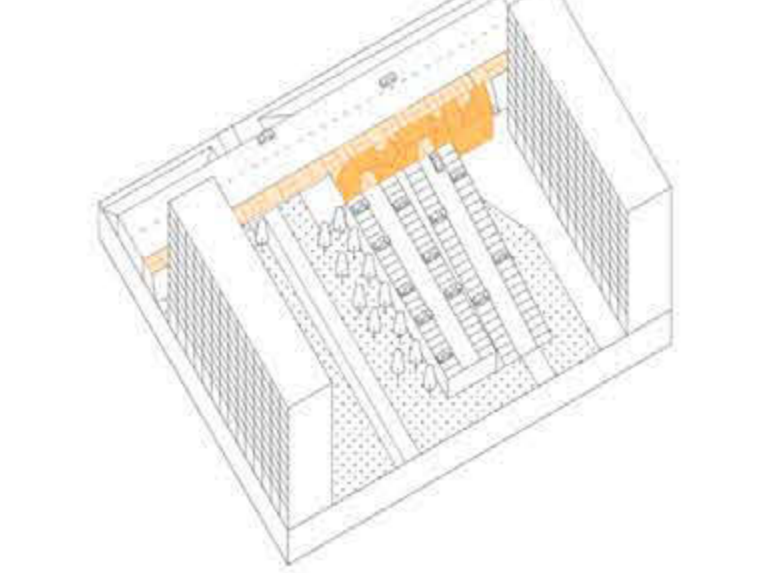- Designed paving

GOALS
- To create neighborhood relationships through the dwellers of terraced houses along "Ethosa" street
- To underline the productive places

TOOLS
- Pedestrian surface
- Gate device with services above

GOALS
- To allow the stop in the new implemented public space and to connect the pedestrian path with the courtyard

H-BUURT

TOOLS
- Linear structure with a new covered parking at the ground level and a multifunctional promenade at the dreef level

GOALS
- To allow the stop in the area for the dreef users
- To connect the dreef level to the new implemented public space

TOOLS
- Demolition of one level of linear multi-storey car park
- Pedestrian surface that contains amenities, productive facilities, urban furnitures and integrated parkings

GOALS
- To allow the pedestrian connection along the dreef and to activate new productive area

H-Buurt strategy can easily expanded to the entire Bijlmermeer neighbourhood. Many areas ask for the design of new public spaces. Each one is different and they require a contextual approach that can be assumed by the architectural project as the starting point.
Projects can be made through the composition of the same elements already displayed on the ground each time measured on context needs.

TOOLS
- Productive structures
- Recreational facilities

GOALS
- To activate mono-functional (parking garages) courtyards

100m
plan scale

1. 60 sqm
(f.s. 53 sqm; f.f. 7 sqm)
p. 25 sqm
2,5 | 4 | 4 | 1 | 5

2. 70 sqm
(f.s. 63 sqm; f.f. 7 sqm)
p. 24 sqm
3 | 4 | 4 | 2 | 6

3. 130 sqm
(f.s. 114 sqm; f.f. 16 sqm)
p. 24 sqm
5 | 8 | 7 | 4 | 15

4. 102 sqm
(f.s. 91 sqm; f.f. 11 sqm)
p. 39 sqm
4 | 6 | 6 | 4 | 9

5. 66 sqm
(f.s. 59 sqm; f.f. 7 sqm)
p. 25 sqm
3 | 4 | 4 | 2 | 6

6. 90 sqm
(f.s. 78 sqm; f.f. 12 sqm)
p. 25 sqm
3,5 | 5 | 5 | 4 | 8

7. 50 sqm
(f.s. 44 sqm; f.f. 6 sqm)
p. 25 sqm
2 | 3 | 2 | 1 | 4

8. 100 sqm
(f.s. 89 sqm; f.f. 11 sqm)
p. 25 sqm
4 | 6 | 6 | 4 | 9

9. 58 sqm
(f.s. 52 sqm; f.f. 6 sqm)
p. 25 sqm
2,5 | 4 | 4 | 1 | 5

10. 86 sqm
(f.s. 80 sqm; f.f. 6 sqm)
p. 42 sqm
3,5 | 5 | 5 | 4 | 8

11. 124 sqm
(f.s. 115 sqm; f.f. 9 sqm)
p. 25 sqm
5 | 8 | 7 | 4 | 15

12. 80 sqm
(f.s. 70 sqm; f.f. 10 sqm)
p. 40 sqm
3,5 | 5 | 5 | 3 | 7

13. 60 sqm
(f.s. 53 sqm; f.f. 7 sqm)
p. 14 sqm
2,5 | 4 | 4 | 1 | 5

14. 60 sqm
(f.s. 53 sqm; f.f. 7 sqm)
p. 14 sqm
2,5 | 4 | 4 | 1 | 5

15. 96 sqm
(f.s. 86 sqm; f.f. 10 sqm)
p. 39 sqm
4 | 6 | 6 | 4 | 9

16. 106 sqm
(f.s. 95 sqm; f.f. 11 sqm)
p. 24 sqm
4 | 6 | 6 | 4 | 9

17. 80 sqm
(f.s. 74 sqm; f.f. 6 sqm)
p. 20 sqm
3,5 | 5 | 5 | 3 | 7

18. 60 sqm
(f.s. 54 sqm; f.f. 6 sqm)
p. 20 sqm
2,5 | 4 | 4 | 1 | 5

19. 50 sqm
(f.s. 44 sqm; f.f. 6 sqm)
p. 25 sqm
2,5 | 4 | 4 | 1 | 4

20. 100 sqm
(f.s. 89 sqm; f.f. 11 sqm)
p. 25 sqm
4 | 6 | 6 | 4 | 9

21. 130 sqm
(f.s. 113 sqm; f.f. 17 sqm)
p. 25 sqm
5 | 8 | 7 | 4 | 15

22. 107 sqm
(f.s. 92 sqm; f.f. 15 sqm)
p. 25 sqm
4 | 6 | 6 | 4 | 9

1. 53 sqm
e.a. 30 sqm
- shop
- workshop
- office
- community facility

2. 50 sqm
e.a. 56 sqm
- shop
- restaurant/food
- showroom

3. 75 sqm
e.a. 23 sqm
- shop
- restaurant/food
- community facility

4. 50 sqm
e.a. 2x25 sqm
- shop
- restaurant/food
- office
- showroom

5. 87,5 sqm
e.a. 2x53 sqm
- restaurant/food
- showroom
- club
- community facility

62,5 sqm
e.a. 51 sqm
- restaurant/food
- shop
- showroom
- workshop

6. 50 sqm
e.a. 2x25 sqm
- shop
- workshop
- office
- restaurant/food

7. 25 sqm
e.a. 12 sqm
- shop
- workshop
- office

8. 25 sqm
e.a. 12 sqm
- shop
- workshop
- office

9. 25 sqm
e.a. 12 sqm
- shop
- workshop
- office

10. 50 sqm
e.a. 23 sqm
- shop
- restaurant/food
- community facility

11. 50 sqm
e.a. 52 sqm
- workshop
- shop
- club
- community facility
- restaurant/food

50 sqm
e.a. 51 sqm
- restaurant/food
- shop
- showroom
- workshop
- club

12. 50 sqm
e.a. 23 sqm
- shop
- workshop
- showroom
- community facility
- club

25 sqm
- office
- community facility
- shop

75 sqm
e.a. 105 sqm
- restaurant/food
- club
- shop
- community facility

13. 75 sqm
e.a. 23 sqm
- shop
- workshop
- community facility

14. 25 sqm
e.a. 23 sqm
- community facility
- office
- workshop
- shop

Dwellings and productive places plans *scale 1:500*
legend: *a.f.:* adaptable space
f.f.: fixed facilities
p.: patio
possible configurations: person | guest | student | smart worker | office worker

e.a.: external area
possible activities: - ; - ; ....

Exploded axonometry

The dwellings are designed by the only positioning of the service facilities due to allow users to layout their own solution of internal separation according to their living or working needs.
Productive volumes are structured on a modular dimension of 5x5 m. They are conceived with no function defined because they are able to host many kind of activities. They can be jointed or separated by mobile walls and each one of them can expand its space in the nearby public space.
All the building have a pillars structure displayed on a 5x5mt grid it is ordinary and cheap, it fits with parking and living spaces, it can be easily expanded and, in the end, it can be built with any kind of technology.

level 2
dwellings

level 1
parking
shared facilities

level 1
productive places

level 0
parking lots
porch

level 0
kindergarden
event space
temporary activities

20m
axonometry
scale