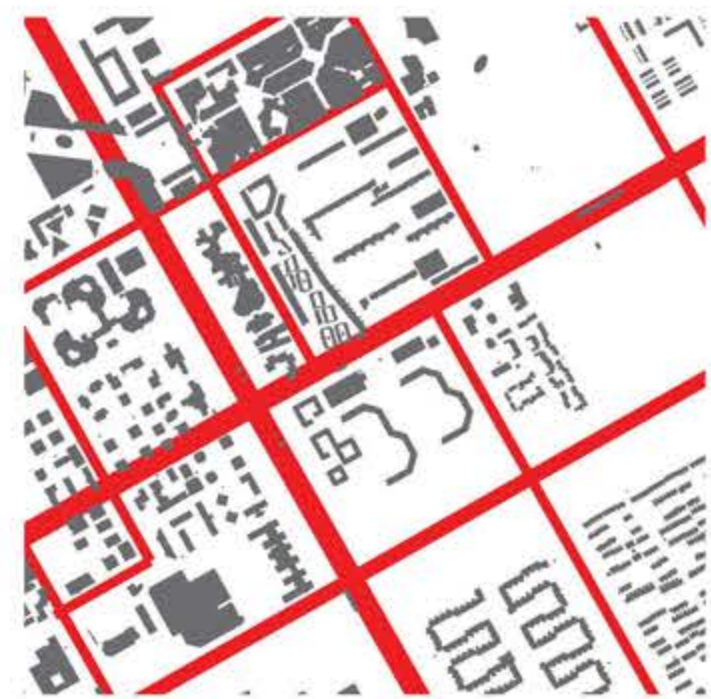




a view from one of the new urban villas

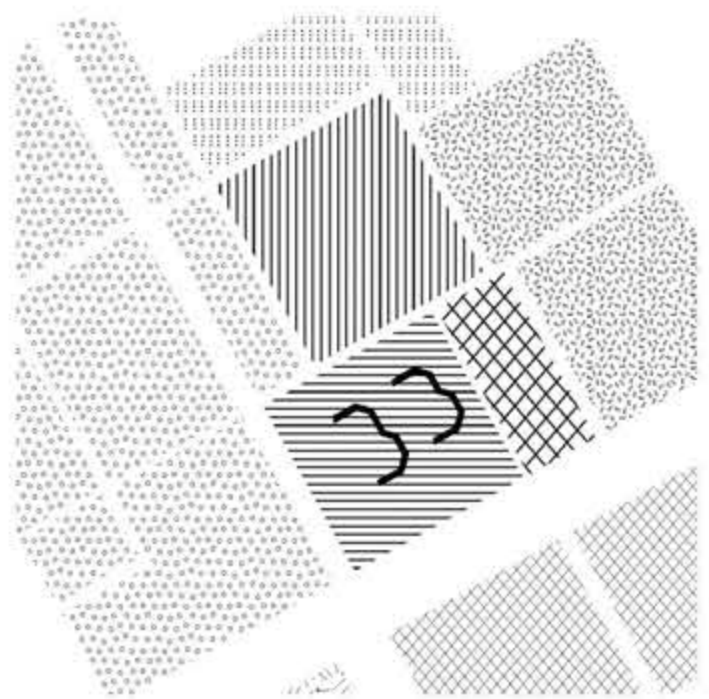
looking over the former Karspeldreef



raised roads divide the Bijlmer into separate areas that make it difficult for one intervention to profit from another one on the other side of the road



In an effort to 'normalise' the relation between street and building an uncontrolled growth of surface area for cars and parking between the Dreven has occurred



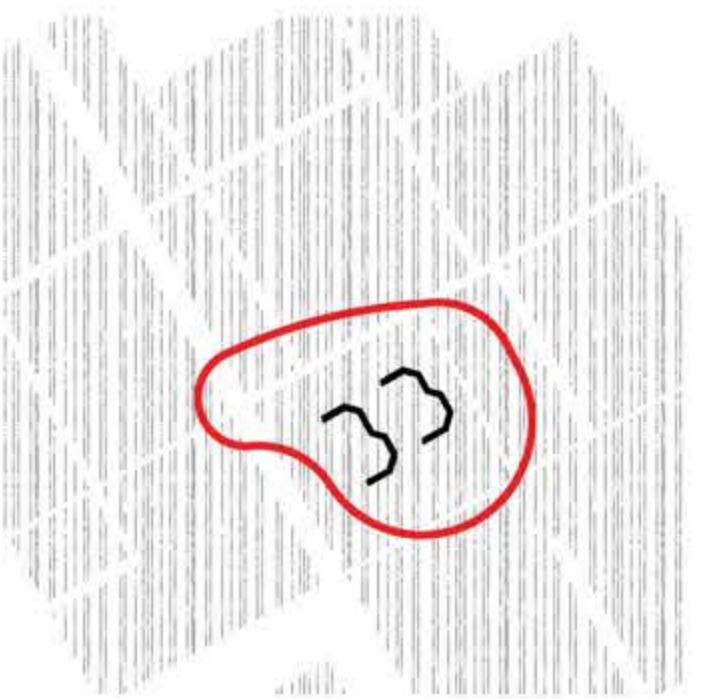
discontinuity: islands with different building types, programme and landscape dissected by infrastructure



the loop allows for a more efficient use of space for infrastructure, creating opportunities for development without having to demolish



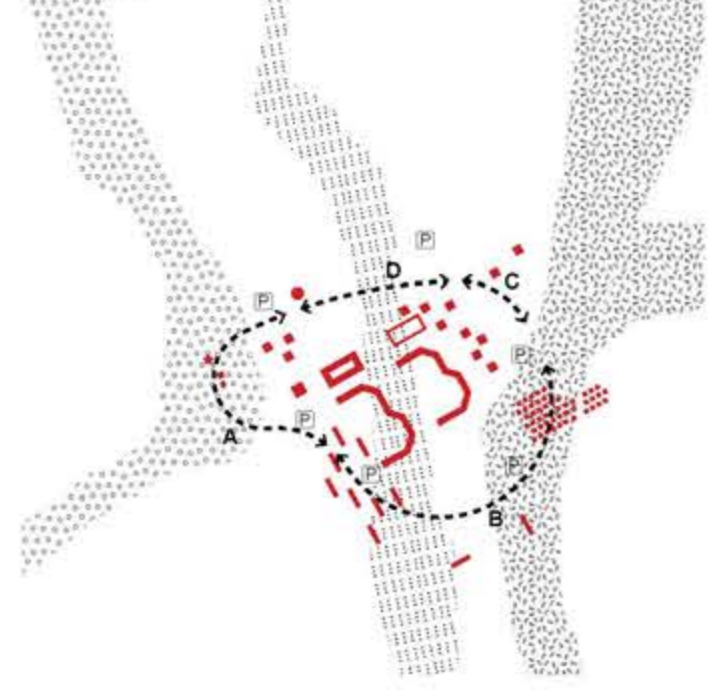
because the loop does not follow the existing barriers between the different 'islands', it integrates them into one landscape



the loop connecting and the transformation of the diversity of island into one urban park landscape



existing buildings and new additions in red; there is ample space within the area to add to and diversify the use, creating a more productive environment



on a larger scale, broad ribbons of specific planting can give meaning to certain routes through the area



we propose to phase the construction of the loop, before starting work on the dreven; the loop builds on the existing infrastructure.



the first step (A) will be to extend the idea of the Spoorpark in Bullewijk, introducing the office workers into the H-buurt and vice versa



along the loop new developments can grow over time. More space will become available once the works on the A9 and dreven are finished



old and new in a symbiosis that can grow into a diverse and productive, green, urban environment, the Bijlmer as modern metropolis.

# WE LIKE: THE BIJLMER

## WE LIKE: LIVING IN THE PARK

A summer's day. We are in a park somewhere in Europe. Lush green, a playground, a slight relief to hide what's beyond. The canopy of myriad full grown trees keeps the blazing sun of our skins, a cool breeze suggests that the built up city of concrete and stone is far away. When we sit down on the grass, the surrounding world remains visually hidden for a moment in time. In that moment it is difficult to imagine that you are in the middle of one of the biggest modernist dreams ever built.

The Bijlmer H-buurt is home to apartment blocks with over 400 flats; raised roads that lead directly to parking garages that were once connected by skyways to everything else. On signs in the parking garages these skyways are still drawn in as if they continue to exist. And all this in a green landscape that flows in between the buildings, underneath the raised roads and sometimes up to the front doors of the shared entrances.

Today the park remains intact around Huigenbos and Hakfort. Between the two buildings, the radical quality of living in a park is a reality. The park connects to a green area that borders the A9 motorway and indirectly to the Bijlmerpark. There is an abundance of space around Hakfort and Huigenbos: a buffer zone between the buildings and the large infrastructure runs in some way all the way around the Bijlmer's southern and eastern edge.

On the other sides, the area connects to residential areas that initially were also part of a park landscape. Although conceived as continuous, the park can be characterised as a series of green islands, since it is dissected by raised roads and railway tracks. Crossing one of these roads usually means going through a tunnel. Depending on the direction you choose, you will end up in Bullewijk between generic office blocks and parking spaces; in the suburban neighbourhood of Hantum where the green is mostly privatised, or in the actual

H-buurt, where the park continues among a higher density of housing blocks. In the future you can even cross to Holendrecht as the A9 motorway will go underground and on top a new park will be constructed.

## DUAL QUALITY

In other parts of the Bijlmer both the original apartment blocks and new terraced housing profit from each other: the terraced housing opens up the sky and fills the street with people, while the original apartment blocks leave space for a green landscape while offering views for their residents. Together these types have the potential to create a diverse living environment. The fact that these different types in the H-buurt are separated by the raised roads, blocks this potential for a dual quality.

When the Bijlmer was conceived, it adopted many of the radical ideals and ideas of CIAM. The site today still offers unique qualities you cannot find anywhere else in Amsterdam (nor in the rest of The Netherlands).

Elsewhere in the Bijlmer, for example in the award winning redesign of Kleiburg, the idea of living in and by the park has been taken to its extreme by adding dwellings to the ground floor of an apartment block. This benefits both the residents and workers of these units, but also the community as a whole since it encourages a more active street life (or: park life).

An unsafe feeling of tenants in the parking garages has caused them to fall into disuse, in favour of newly added parking spaces around the buildings. This has caused the car to infiltrate the landscape and as a result the quality of living in a park feels very remote, especially around the entrances to the buildings.

The parking spaces around the buildings do allow for a more diverse use and have encouraged parts of the Hakfort and Huigenbos parking garage to be rented out as small workshops or studios. Our proposal will build on this mix of functions and

explores the possibility to intensify a diverse use of the space, creating an urban condition, while at the same time giving everyone the benefit of living and working in the park.

By viewing the whole area as a continuous landscape with buildings that are self-contained and all-round, the park can obtain a much more urban character. It has the size and potential to for a wide range of programme to find a place. This constitutes a new and radical (i.e. back to the roots) transformation of the Bijlmer concept that will make it good for years to come. Improving the park in the H-buurt builds on the transformations of the A9 park and the Spoorpark in Bullewijk that are already underway.

By strengthening the landscape as a continuous park and at the same time conceiving it as an urban space, rather than just as green, where every building relates to the park and the park connects everything, we open up possibilities for a wide range of new developments in the area. By adding programme into the park it can function as public space, park, community garden, workshop, street and car park all in one.

## WE LIKE: PEOPLE GATHERING AROUND A CAR FOR SOCIALISING

In order to make the park truly continuous and to connect the different areas of the H-buurt so they can improve each other, the raised roads (called 'dreven') will be demolished and given to the park. In their place, we propose a loop around the strategic site that connects the adjacent areas. The loop will have a new and unique profile that benefits the mobility of the Bijlmer: a wide boulevard where all traffic comes together.

The loop is a celebration of the car, of mobility and of the car as the nucleus of social life of many of the inhabitants of ZuidOost. A bit further along the Karspeldreef you can find groups gathering at the car park, around a parked car that gently fills the air with music, while its owner receives guests, and occasionally admiration for his car. The loop will

be road, path, sidewalk and parking space all in one. You can go cruising, you can stop, park along the sides. It is a structure that is deliberately urban in nature. Wide boulevards in cities not only allow for fast across town traffic, but they accommodate social interaction on the street. The across town traffic in the area will slow down to allow for the social interaction to take precedent.

The loop can be a starting point for development while the Dreef is still there. Adding to the loop small shops, kiosks, etc. will start a process of introducing more urban activities into the area. It will also open up the latent space that is present around the railway tracks and the motorway.

The next step is removing the dreven. Doing this will transform the parking garages into free standing entities in a green landscape. Even without altering the architecture of the structures, this urban adjustment will completely transform the parking garages into something more connected to life around them. By introducing (work)shops all around the Hakfort garages and an extra layer of flex lofts on top and removing the parking ramps inside, the concrete structure can be re-used to increase the availability of productive spaces in the neighbourhood. The Huigenbos garage will stay as a parking garage for residents. Around it we propose to add a ring of working spaces for craftsmen and small service related offices.

We propose to free the plinths of the Hakfort and Huigenbos buildings of storage spaces and transform the ground floor of the buildings into flex lofts as well, that can be used as office/workshop or apartment. These units will be especially suited for those who are self-employed and want to work from home.

## WE LIKE: MIXING BUSINESS WITH PLEASURE

Being diagnosed with an illness has identity consequences. Too often, aspects that remain healthy are overshadowed by what is not.

Notwithstanding the very real problems that have faced the Bijlmer, we think that too often the Bijlmer has been deemed ill. In considering the Hakfort and Huigenbos parking garages, we have to consider the psychology of demolishing these and building something new instead. It tells people that what they had was wrong. By using and building on the existing parking structures, we take a more positive look at things. Locals have started a petition to keep the parking structures. They are actively promoting other inhabitants to rent a parking space in the buildings.

In our proposal one of the parking structures (Huigenbos) will continue to function as a garage, the other (Hakfort) will be continued to transform into workshops and studios. We propose to demolish the ramps in the heart of this building, allowing for larger workshops on the ground floor and a raised courtyard for the levels above. Parking for users of the spaces will remain possible on the roof of the existing building while more studios will be built in a layer on top of the existing building. For these units we propose loft spaces with a generous height that allow living and working and a combination of the two.

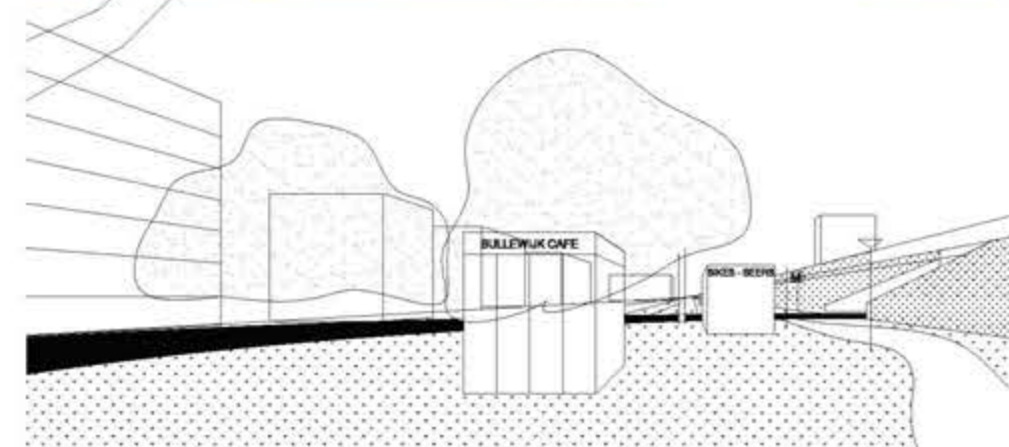
Having large infrastructure in the area creates backside along the roads and tracks. This also influences the perception of the parking structures. The influence of the raised roads extends beyond a few dimly lit tunnels, even when we would do nothing else, freeing the parking structures will have a profound effect on the rentability of building. The parts of the park that are freed by the demolition of the dreven will allow for new dwellings to introduce diverse economic and social groups into the area. The continuous landscape also allows for individual developments on a smaller scale than the garages where craftsmen and tradesmen of all sorts can profit from the generous spaces that the Bijlmer has to offer in comparison to areas closer to Amsterdam city centre.

This will create a kind of urbanity that can be specific for the Bijlmer. A modernist metropolis,

where different functions intertwine and reinforce each other, all connected by being part of a shared landscape. The strict functional division between the residential H-buurt and the offices of Bullewijk will be a thing of the past. Productivity of the landscape itself is also a possibility, for instance by allowing inhabitants to work part of the landscape as a garden. Not all productivity has to be connected to paid work; doing things for and with the community can be very productive.

So from now on you will find yourself in a meadow full of flowers between Hakfort and its adjacent parking garage. The garage is bustling with activity. A famous sneaker brand opened its first 'just make it' store where your new sneakers are made to order while you wait. You pick the colours and materials. This is the future of the illegal sweatshop, within the city boundaries of Amsterdam.

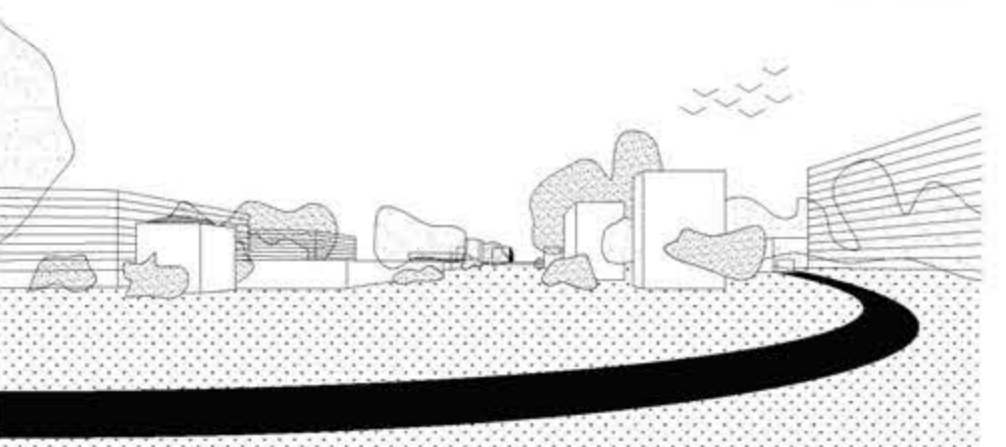
The new owners of the apartments in the adjoining urban villa have just moved in; they enjoy the freshly baked tropical treats from across the park with a local ale. The sounds of the playground can be heard while the car wash attendant comes home from work. He waves at his new neighbours. All these different people with their daily rhythms are coming together, people that work and live in the Bijlmer H-buurt and are proud to say so.



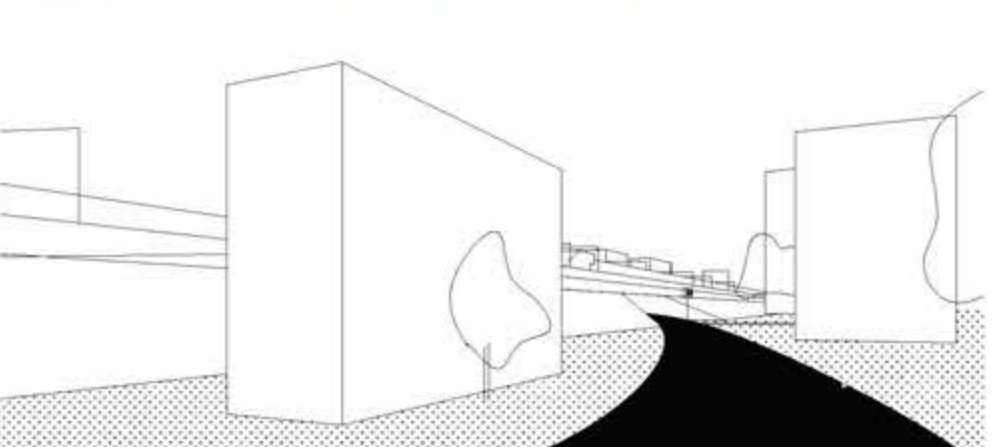
The loop connects to the new Spoorpark in Bullewijk, making the connection from the residential H-buurt to the offices around Bijlmer Arena. A new square will front the Bullewijk station.



In between the dwellings in Hantum, the sequence of infrastructures is gathered into the loop. By removing the barriers of the raised roads, this area becomes part of 'living in the park'.

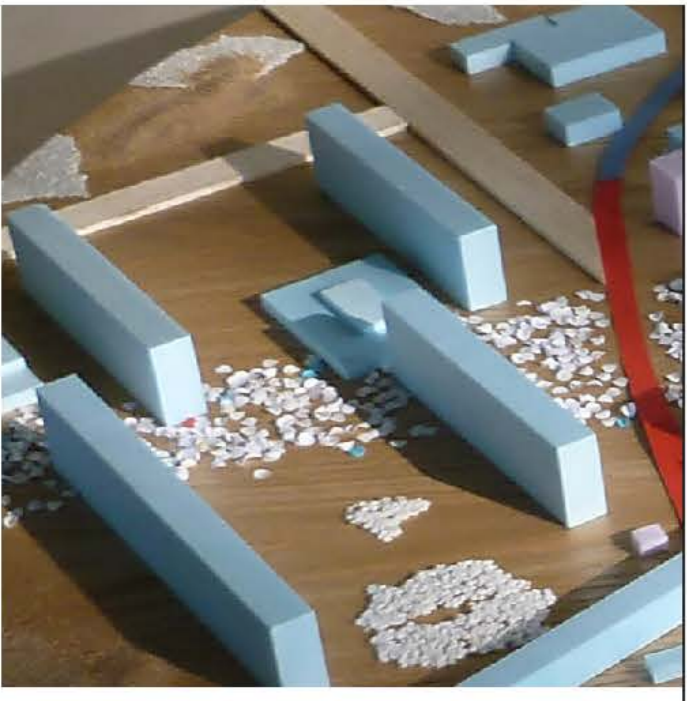


The Karspeldreef has a very wide profile that offers myriad opportunities for new developments. Shown here are newly added urban villas with the parking structures that now face the park on every side, making them more attractive for alternative use as well.



By taking the park to its absolute full width and potential towards the railway tracks, space is created for a more open scheme for Heesterveid. The loop cuts through and can be a starting point for developments here and further along in the direction of Holendrecht.

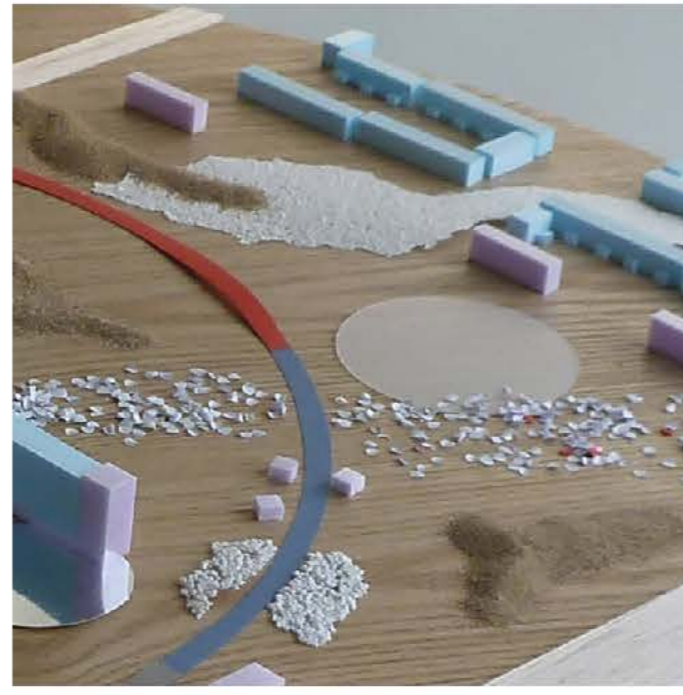
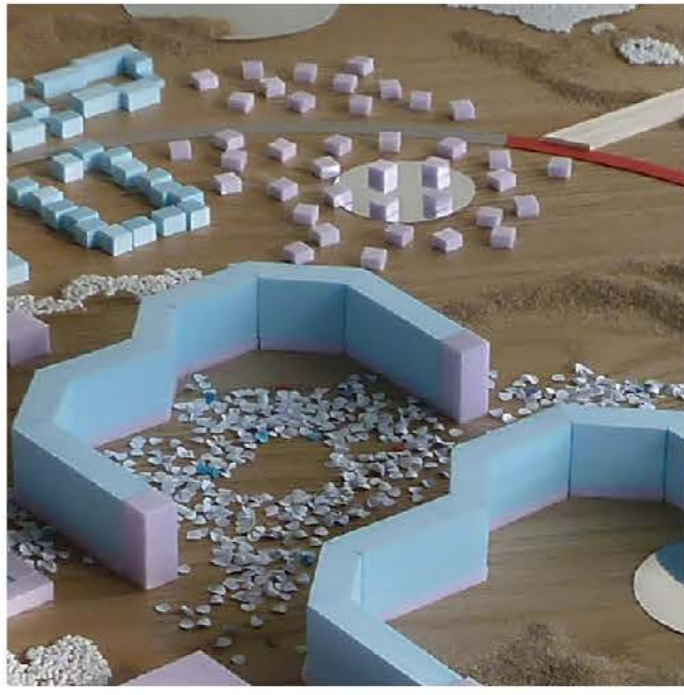
# PU878



From above Nelson Mandela Park, Huntum, Hogevecht and Huigenbos appear to be part of one green landscape. At present, the reality on street level is different. Our ambition to transform the site into a continuous landscape tries to bring the bird's eye view of the modernist city planner down to earth.



The slabs of the H-buurt still retain the qualities of living in the park. The density in this area is particularly high and it could profit a lot from a more open connection to the landscape of the strategic site, where the density is much lower due to the extra green buffer zones towards the motorway and railway tracks.



**HUNTUM**  
Huntum is extended and connected to the A9 park. Its secondary roads are adjusted to allow for a different infill for buildings, park and other services. It's current generous profile/axis is upgraded to link to Hogevecht (H-Buurt) and Maarsenhof (Holendrecht). Via this link a mix of building types and program is accomplished.

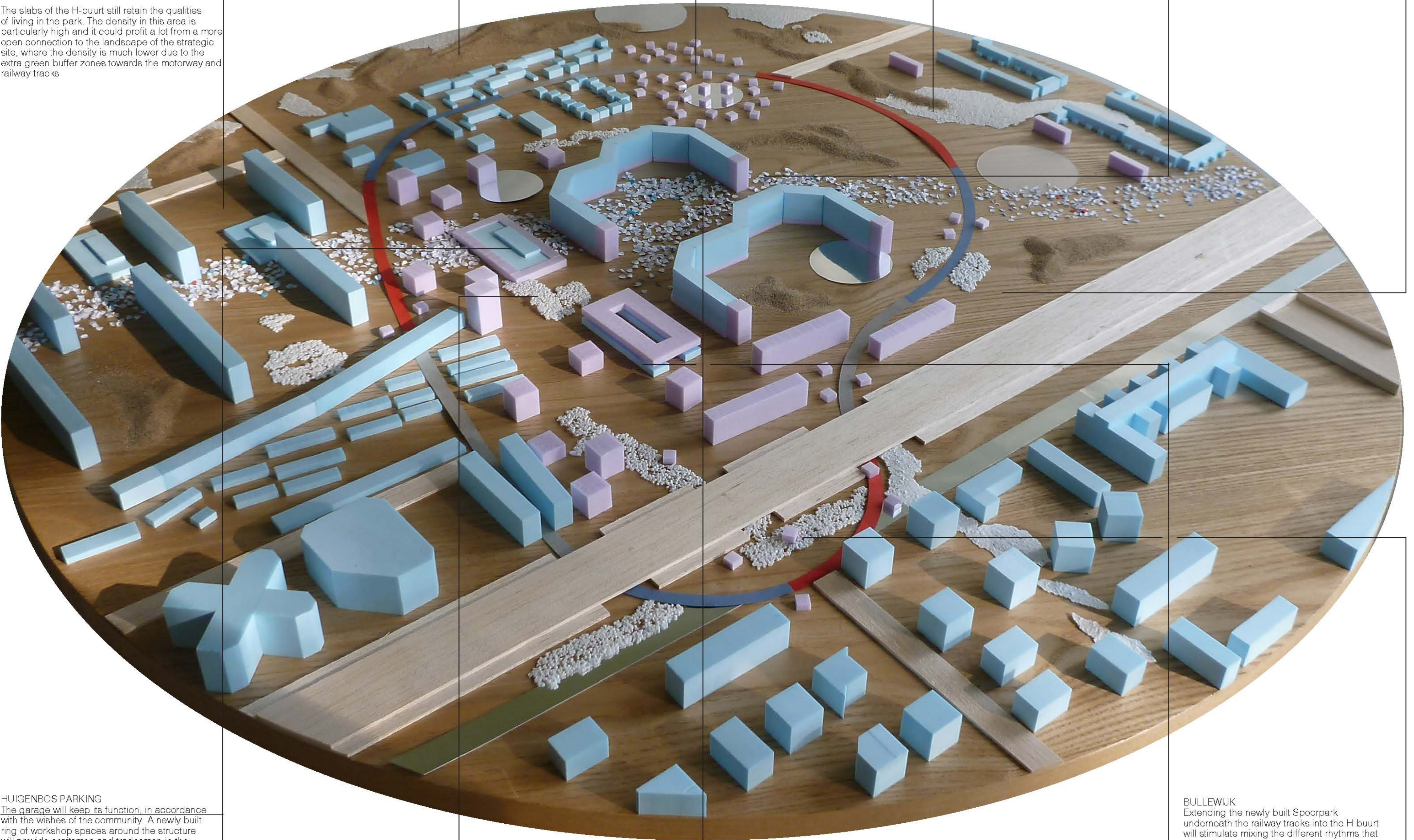
**HOLENDRICHT**  
The new ringloop allows for new development along the edges of the A9 park; the green zone to the north of Holendrecht is no longer needed as a buffer zone towards the motorway. New buildings can be added to face the park.



Over time the zone directly adjacent to the entrances of the apartment buildings has been hardened and filled with cars; the idea of a building in a park landscape has been suppressed; this inhibits a transformation of the plinth to introduce more activity, which in turn hinders the liveliness of the public space around the buildings.



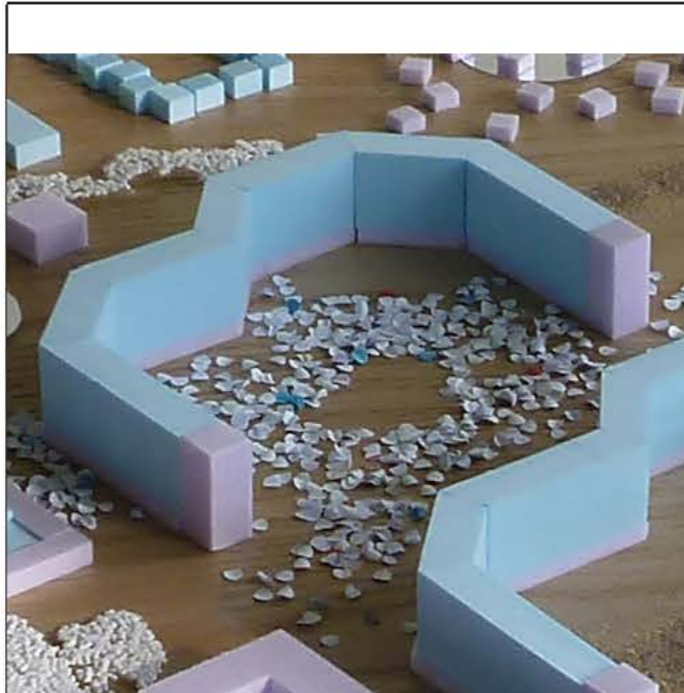
The green borders of the site act as an end point. The new A9 park will eliminate the border, but there is no need for yet another park. The loop will involve these old and new green parts, in the rest of the landscape. This will also allow for new programme to be introduced here.



**HUIGENBOS PARKING**  
The garage will keep its function, in accordance with the wishes of the community. A newly built ring of workshop spaces around the structure will provide craftsmen and tradesmen in the neighbourhood with a place to work.



**PLAYGROUND**  
The existing playground will become the center of the H-buurt. By removing the Karspeldreef the connection to the surrounding buildings will be much more open and safe. The addition of new programme, both in the parking structures and around, will transform this spot into the Bijlmer equivalent of the village square.



The park between the two C-shaped flats is both generous and well defined; it has mature trees against a backdrop of grass and concrete brutalism. It is the perfect example of the envisioned quality of living in a park. Perhaps the most unique quality of this particular part of the Bijlmer, is that it feels continuous, as though the sequence of open and more secluded spaces (secluded either by green or buildings) can continue in every direction.

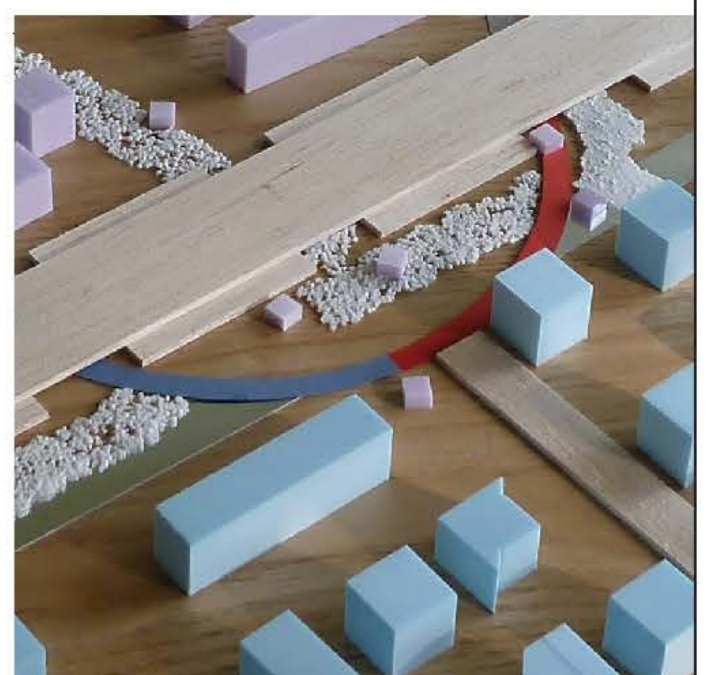


By carefully redesigning the surrounding park landscape following this example, a continuous landscape can come into existence that has the adaptability to adopt other programmes and uses into it without losing its spatial qualities.

The structure of the Hakfort parking garage is filled in with workshops. The roof of the existing building is used for parking; the ramps in the centre are taken out to bring in more light. On top a new floor with flex lofts is added. something new for the area is created: a perimeter block with a large workshop or factory yard. The footprint of the garage is equal to a small perimeter block in the Jordaan, but the setting is of the Bijlmer



**BULLEWIJK**  
Extending the newly built Spoorpark underneath the railway tracks into the H-buurt will stimulate mixing the different rhythms that characterize the functional division between Bullewijk and H-buurt.

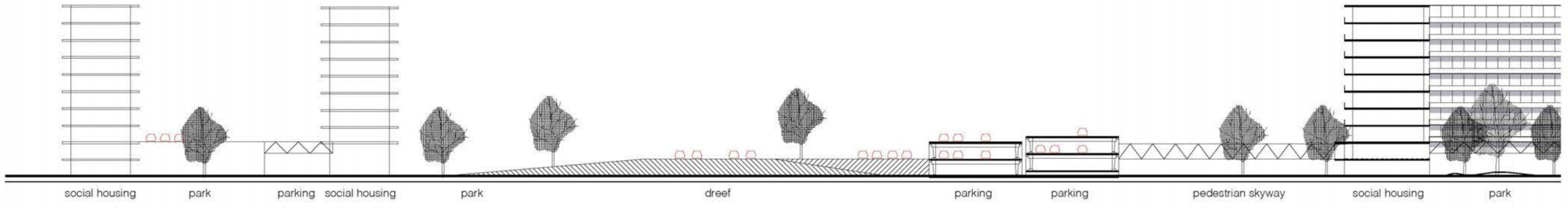


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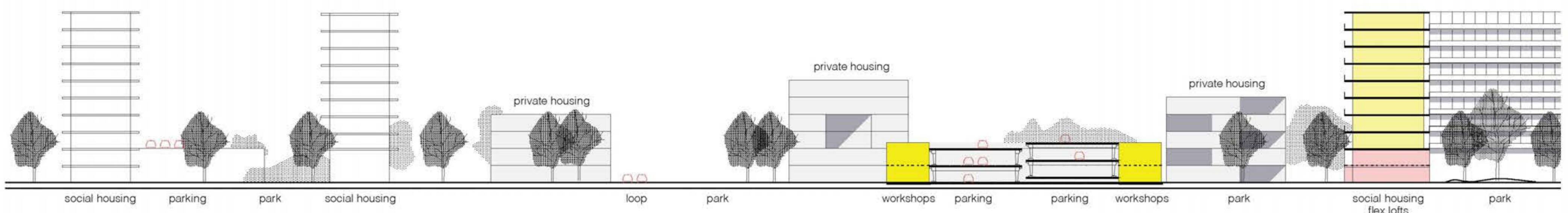


View of the landscape between the transformed Hakfort parking garage and apartment building

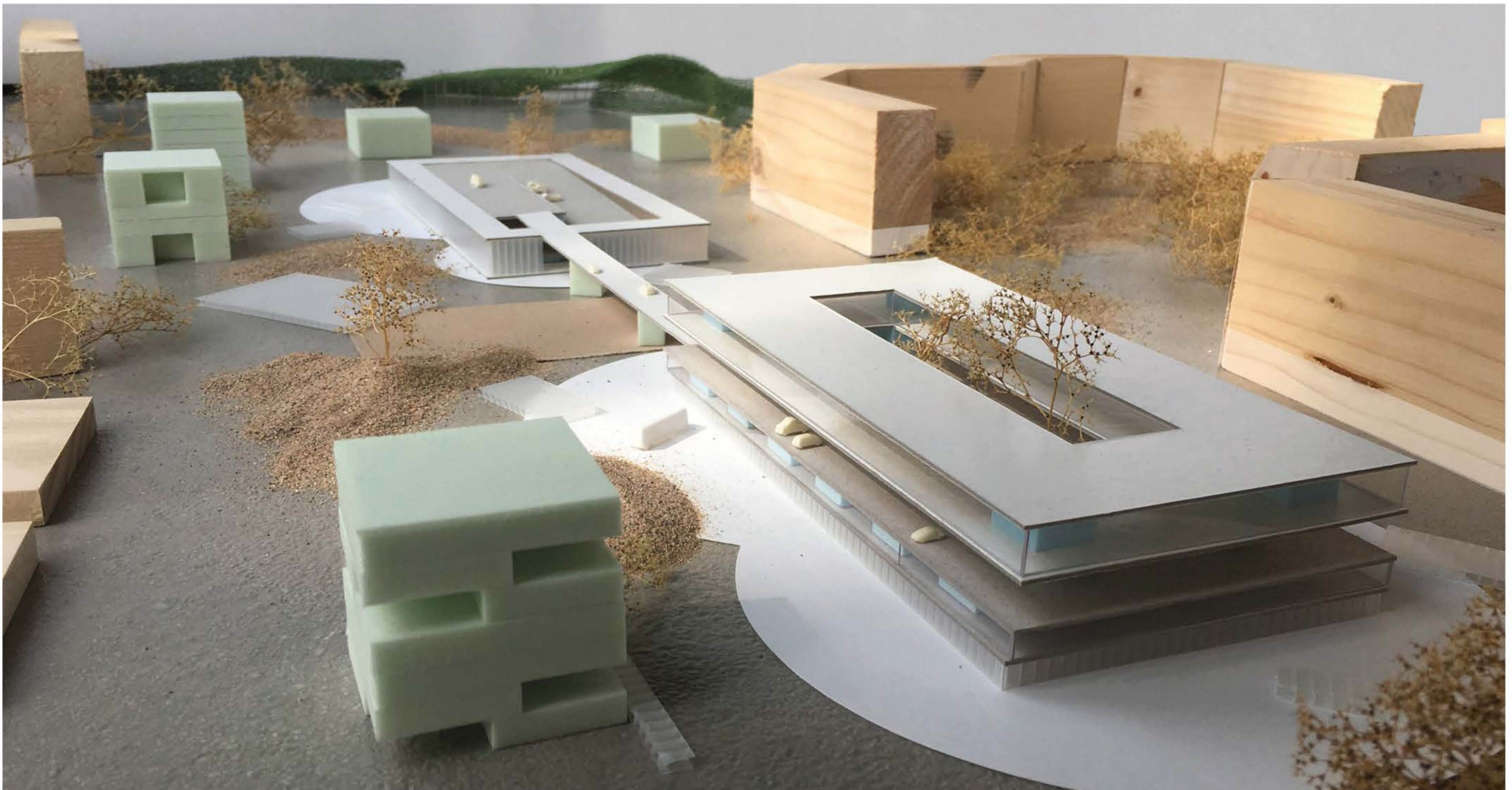
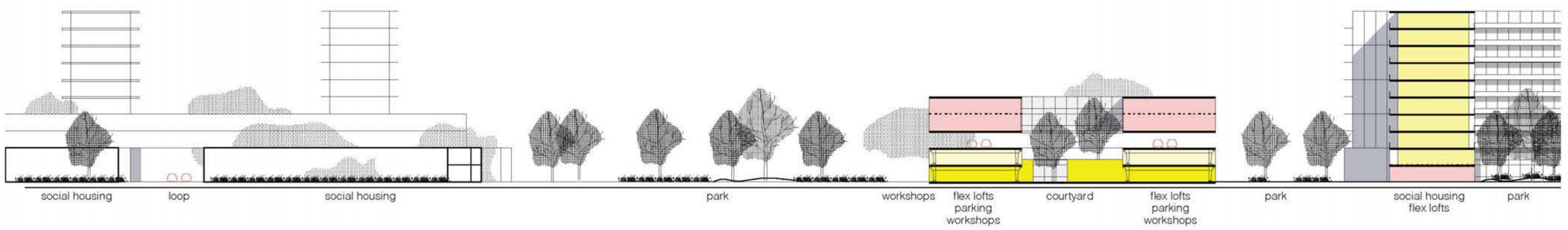
PROFILE - EXISTING - HUIGENBOS - scale 1:500



PROFILE - NEW - HUIGENBOS - scale 1:500



PROFILE - NEW - HAKFORT - scale 1:500



free standing and transformed parking garages in the continuous landscape with new additions and the existing buildings