RE CYCLING
THE ORDINARY
Adaptive reuse of parkergarage Kempering
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RE CYCLING THE ORDINARY
Adaptive Reuse of parkergarage Kempering

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Un ricordo speciale ai miei nonni
Ernestina e Diego
The aim of this thesis is to study two interrelated themes, the ordinary and daily living spaces with the redevelopment of the built environment, developing an adaptive reuse project based on the interpretation of the habits and lifestyles of the Bijlmermeer’s residents.

The choice fell on this particular area of Amsterdam because of its multi-ethnic character, its social fragility and its interesting and tormented history. The district is located in the eastern part of the city, which has addressed the theme of reuse several times, focusing its present towards sustainable development.

These assumptions led me to questions like:

A building designed for daily use, following its disposal, can regain new ordinary meanings?
What does an adaptive reuse project do, and especially what added values does it create?
What urban values can arise from these considerations and what parameters are important in these processes?

Of particular importance was to define a new sense of the ordinary, to be associated with the reuse of the garage Kempering. This is extensively studied in ch. 3, exploring the transcultural effects of bike mobility, and its interrelation in an architectural project.

The thesis research also how the disorders and problems of Bijlmermeer have changed social life, and how through urban redevelopment work was brought the community to live in a better neighborhood. The aim of the project is to solve the disuse of the last historical infrastructure present in the neighborhood, through the combination of distinct but closely connected factors in restoring a sense of ordinariness to the Kempering garage and its users.

The result of the entire process has produced a creative outcome that prevents past problems, linked to insecurity and crime in the neighborhood. The building intends to propose solutions that mediate between social and economic considerations, able to increase and implement the value of this area where people will remember their history and identity looking through the transparent future of the garage Kempering.

L’obiettivo di questa tesi è quello di studiare due temi interconnessi tra di loro, gli spazi di vita ordinari e quotidiani con la riqualificazione dell’ambiente costruito, sviluppando un progetto di riuse adattivo basato sull’interpretazione delle abitudini e degli stili di vita dei residenti del quartiere Bijlmermeer.

La scelta è ricaduta su questa particolare area di Amsterdam per via del suo carattere multietnico, per via della sua fragilità sociale e per la sua storia tanto interessante quanto tormentata. Il quartiere è ubicato nell’area orientale della città, che ha affrontato diverse volte il tema del riuse, imprimendo il suo presente verso lo sviluppo sostenibile.

Questa scelta è portata a domande del tipo:

Un edificio progettato per un uso quotidiano, in seguito a sua dismissione, può riacquistare nuovi significati ordinari?
Cosa mette in atto un progetto di riuse adattivo, e soprattutto quali valori aggiunti crea?
Quali valori urbani possono nascere da queste considerazioni e quali parametri sono importanti in questi processi?

Di particolare rilievo è stato definire un nuovo senso dell’ordinario, da associare al riutilizzo del garage Kempering. Questo approfondimento nel cap. 3 studia gli effetti transcalari della mobilità ciclabile, e la sua interrelazione in un progetto di architettura.

La tesi ricerca inoltre come i disordini e i problemi del Bijlmermeer hanno cambiato la vita sociale, e come attraverso i lavori di riqualificazione urbani è stata portata la comunità a vivere in un quartiere migliore. Lo scopo del progetto è quello di risolvere il disuso dell’ultima infrastruttura storica presente nel quartiere, attraverso la combinazione di fattori distinti ma strettamente collegati nel restituire un senso di ordinarità al garage Kempering e ai suoi utenti.

Il risultato dell’intero processo ha prodotto un esito creativo che previene i problemi passati, legati all’insicurezza e alla criminalità nel quartiere. L’edificio intende proporre soluzioni che mediano tra gli aspetti sociali e le considerazioni economiche, in grado di accrescere ed implementare il valore di quest’area dove le persone ricorderanno la propria storia e identità guardando attraverso il futuro trasparente del garage Kempering.
| THE DISPOSAL OF THE ORDINARY: DEMOLITION OR REUSE? | • components of ‘Ordinary and Urban Transformability’
• design theories and practices for the Ordinary
• professionals engaged in the Ordinary
• art as catalyst to social and economic change |
| --- | --- |
| BIJLMERMEER DISTRICT CONFIGURATION | • urban analysis
• historic evolution
• FOCUS: Kempering parking garage |
| COMPARABLES: INTERNATIONAL APPROACHES | • adaptive reuse case studies |
| CYCLING: THE WAY TO SUSTAINABILITY | • cycling to combat climate change
• European and Dutch cycling scenario
• Amsterdam is the cycling revolution
• Architecture & Cyclist: case studies |
| APPENDIX: speaking with the stakeholders |
THE DISPOSAL OF THE ORDINARY: DEMOLITION OR REUSE?
COMPONENTS OF ORDINARY AND URBAN TRANSFORMABILITY

The choice to study the theme of the ordinary expresses the desire to approach a current and exponentially heavy topic for the future. Architecture has an intrinsic link with the concept of the ‘order’, because it certainly recalls the architectural order, but above all a more general idea of architecture as an order that imposes itself to chaos. It is also a topic discussed in the field of sustainable development, because of those objectives aimed at reducing the waste of materials and the consumption of fossil fuels to produce them.

To fully understand the concept is useful to read it in semantic key: ‘Ordinary’, “[from lat. ordinarius, propr. ‘conforming to the order’, der. diordo-dănis] agg. e s. m.: that does not go out of the order, that is from the norm or the normality, and therefore usual, usual, common, regular and sim”.

While its counterweight: ‘Extraordinary’, “[from the extraordinarius lat. comp. of extra ‘out’ and ordo-dănis ‘order’] agg.: non-ordinary, out of the ordinary, out of the usual, out of the normal or out of the common”.

The two terms complement each other, since combined they describe the whole of ‘things’.

The habitual sense of the ordinary, presents a second interpretation in terms of mediocre, probably because the extreme accessibility of what is ordinary is also associated with the properties of what is diminished by its poor value. But in common language if an object falls into the habit of people means that it is widespread, that its properties, its use and its meaning are recognizable by a large number of observers.

1. The concept of ‘Ordinary’ can be associated with the residential environments of the suburbs, our homes are part of a routine consisting of predictable, repeated and reliable actions.

La scelta di approfondire il tema dell’ordinario esplicita la volontà di avvicinarci a un argomento attuale ed esponenzialmente gravoso sul futuro. L’architettura ha un intrinseco legame con il concetto di ‘ordine’, poiché richiama certamente l’ordine architettonico, ma soprattutto una più generale idea di architettura come ordine che si impone al caos. È un tema dibattuto anche nel campo dello sviluppo sostenibile, per via di quegli obiettivi tesi a ridurre lo spreco di materiali e il consumo di combustibili fossili per produrli.

Per comprendere appieno il concetto è utile leggerlo in chiave semantica: ‘Ordinario’, “[dal lat. ordinarius, propr. ‘conforme all’ordine’, der. diordo-dinis] agg. e s. m.: che non esce dall’ordine, cioè dalla norma o dalla normalità, e quindi solito, consueto, comune, regolare e sim”.

Mentre il suo contrapposto: ‘Straordinario’, “[dal lat. extraordinarius, comp. di extra ‘fuori’ e ordo-dinis ‘ordine’] agg.: non ordorio, che esce dall’ordinario, dal solito, dal normale o dal comune”.

I due termini si completano, poiché abbinati descrivono l’insieme delle ‘cose’.

Il senso abituale dell’ordinario, presenta una seconda interpretazione nei termini del mediocre, probabilmente perché l’estrema accessibilità di ciò che è ordinario lo si associa anche alle proprietà di ciò che è sminuito per il suo scarso valore. Ma nel linguaggio comune se un oggetto rientra nell’abitudine delle persone significa che esso è diffuso, che le sue proprietà, il suo uso e il suo significato sono riconoscibili per un alto numero di osservatori. Questa è la caratteristica più importante per l’oggetto ordinario perché è un prodotto che per natura deve essere di immediata lettura e di facile interpretazione.

Esso è composto da azioni prevedibili, ripetute e affidabili che sono: “…la considerazione delle pratiche quotidiane, l’attenzione a ciò che la gente fa nella vita di ogni giorno.” [Lefebvre, 1974].

Questa è una affermazione tipicamente associabile al binomio architettura-ordinarietà, basti pensare ad alcuni luoghi cardine nelle nostre vite come le periferie cittadine, le piazze urbane, le stazioni metropolitane e altri spazi familiari e quotidiani quanto anonimi e indifferenziati.

Il tema di tesi affrontato non è di facile esplicazione, difatti per quanto il termine suggerisca alla mente un qualcosa di percepibile, paradossalmente, causa interpretazioni soggettive risulta problematico codificarlo in termini generali, condivisibili e univoci.
This is the most important feature for the ordinary object because it is a product that by nature must be of immediate reading and easy interpretation. It consists of predictable, repeated and reliable actions which are: “[... the consideration of everyday practices, the attention to what people do in everyday life.” (Lefebvre, 1974).

This is a statement typically associated with the combination of architecture-ordinariness, just think of some pivotal places in our lives such as the suburbs of the city, urban squares, metro stations and other familiar and everyday spaces as anonymous and undifferentiated.

The theme of thesis addressed is not easy to explain, in fact, although the term suggests to the mind something perceptible, paradoxically, cause subjective interpretations turns out problematic to codify it in general terms shareable and univocal.

It is therefore necessary to contextualize the phenomenon, for example through a historical-architectural period or by being part of the dynamics of a cultural environment characterized by particular social conditions. It is thus possible to assess the ordinariness of an object using a physical-spatial context or a technology of belonging.

In this sense, how many architectures could be called ordinary in certain aspects and extraordinary in others?

Think of the example of rationalist architecture, ordinary by name, and extraordinary by manifestation of innovative construction technologies for its era.

Therefore the identification of additional factors is unavoidable.

THE OBSERVER AND HIS ENVIRONMENT

The experience of the person plays a central role in the acceptance or not of ordinariness as an aesthetic element, while the peculiarities of the place where the ordinary artifact is inserted determines the perception that the observer has of the object.

The comparison between buildings defined ‘ordinary’ and those ‘extraordinary’, by use, size, shape, etc., leads to the analysis of the context in which an artifact is located, according to the present quantities of elements belonging to one or other family.

Occorre perciò contextualizzare il fenomeno, ad esempio attraverso un periodo storico-architettonico o inserendosi nelle dinamiche di un ambiente culturale contraddistinto da particolari condizioni sociali. Risulta così possibile valutare l’ordinarietà di un oggetto anche avvalendosi di un contesto fisico-spaiziale o attraverso una tecnologia di appartenenza.

In questo senso quante architetture potrebbero essere definite ordinarie per certi aspetti e straordinarie per altri?

Si pensi all’esempio dell’architettura razionalista, ordinaria per nome, e straordinaria per manifestazione di tecnologie costruttive innovative per la sua epoca.

Pertanto appare inevitabile l’individuazione di ulteriori fattori.

L’OSSERVATORE E IL SUO AMBIENTE

L’esperienza della persona riveste un ruolo centrale nell’accettazione o meno dell’ordinarietà quale elemento estetico, mentre le peculiarità del luogo in cui il manufatto ordinario è inserito determina la percezione che l’osservatore ha dell’oggetto.

Il confronto tra edifici definiti ‘ordinari’ e quelli ‘straordinari’, per destinazione d’uso, dimensioni, forma, ecc., porta ad analizzare il contesto in cui un manufatto è sito, secondo le quantità presenti di elementi appartenenti all’una o all’altra famiglia.

2. Interaction between people and form they inhabit is a fundamental ‘Ordinary’ concept of built environment.
THE ‘VISIBLE’ PARTS OF THE ORDINARY

The built environment is something that continuously transforms, persists through the centuries thanks to the continuous process of change and adaptation, ending up resembling more a living organism than an artifact.

The primary agents of this process are the same inhabitants, and as Habraken says, “[…] the intimate and unceasing interaction between people and the forms they inhabit is a fundamental and fascinating aspect of built environment.”

The built environment is therefore composed of different levels of intervention, their interaction can influence and alter the hierarchy of the same levels. The first is the physical order, examining architectural artefacts in the process of transformation, we observe a hierarchy of unique qualities, which largely govern what the users of spaces do. The territorial order is similarly structured, the hierarchy that imposes is not exactly that of the form but the two interpret and define each other, it is able to spread in fields and aspects related to a specific morphology.

The factor of the built environment is of common understanding among users, it concerns their judgment, creates recurring themes that we see transposed into models and systems. These reveal the last order, the cultural one based on the common consensus.

In summary, the following:

- FORMS BY PHYSICAL ORDER:
  In this case we observe how we operate on different levels and how physical matter insists on the built environment. Its hierarchy may differ from time and place, but it always has the same characteristics.

- PLACES THROUGH THE TERRITORIAL ORDER:
  It concerns the control of space and its behaviour on the territory, observable among all living creatures, thus connecting the built environment to the biological realm. It has territorial hierarchies different from those found in physical form but both orders influence and interpret each other.

- UNDERSTANDING THROUGH THE CULTURAL ORDER:
  It is only with this third force that we find ourselves within a purely human organization. It is characteristic of users who reflect and evaluate alternatives before acting, where they find themselves choosing and reaching a consensus for any act involving

LE PARTI ‘VISIBILI’ DELL’ORDINARIO

L’ambiente costruito è una cosa che si trasforma continuamente, persiste attraverso i secoli grazie al continuo processo di cambiamento e adattamento, finendo per assomigliare più a un organismo vivente che a un artefatto.

Gli agenti primari di tale processo sono gli stessi abitanti, e come dice Habraken “[…] the intimate and unceasing interaction between people and the forms they inhabit is a fundamental and fascinating aspect of built environment.”

L’ambiente costruito è quindi composto da diversi livelli di intervento, la loro interazione può influenzare e alterare la gerarchia degli stessi livelli. Il primo è l’ordine fisico, esaminando i manufatti architettonici in fase di trasformazione, osserviamo una gerarchia di qualità uniche, che in gran parte governano ciò che i frutti dei spazi fanno. L’ordine territoriale è similmente strutturato, la gerarchia che impone non è esattamente quella della forma ma le due si interpretano e si definiscono a vicenda, esso è capace di diffondersi in campi e aspetti legati ad una morfologia specifica.

Il fattore dell’ambiente costruito è di comprensione comune tra gli utenti, esso riguarda il loro giudizio, crea temi ricorrenti che vediamo trasposti in modelli e sistemi. Questi rivelano l’ultimo ordine, quello culturale basato appunto sul comune consenso.

Riassumendo:

- FORME ATTRAVERSO L’ORDINE FISICO:
  In questo caso si osserva come operiamo su diversi livelli e come insiste la materia fisica sull’ambiente costruito. La sua gerarchia può differire dal tempo e dal luogo, ma ha sempre le stesse caratteristiche.

- LUOGHI ATTRAVERSO L’ORDINE TERRITORIALE:
  Riguarda il controllo dello spazio e del suo comportamento sul territorio, osservabile tra tutte le creature viventi, collega quindi l’ambiente costruito al regno biologico. Ha gerarchie territoriali diverse da quelle che si riscontrano nella forma fisica ma entrambi gli ordini si influenzano e si interpretano l’un l’altro.

- COMPRENSIONE ATTRAVERSO L’ORDINE CULTURALE:
  È solo con questa terza forza che ci troviamo all’interno di un’organizzazione puramente umana. È caratteristico degli utenti che riflettono e valutano le alternative prima di agire, dove si rito-
CAN ORDINARY AND EXTRAORDINARY BE A PROBLEM?

While it is true that exceptional events function as process accelerators, such as the Olympics, International exhibitions, etc., and that extraordinary architectures can function as magnets, triggering an involuntary regeneration of the surrounding urban, Bilbao remains a good example in this sense, and while true, of the other part, that every action carried out by man involves a permanent modification, even if the artifice is temporary. In the case of a project (city or landscape), there is a necessary fact that over time often overlooks and that the ordinary fully does not satisfy: the project will always require a critical vigilance by the designer and a great ability to listen to stakeholders, a misunderstanding can cause uncertainties and problems that would consume directly on the users of the urban space. As Jan Gehl explains in ‘Life between buildings using Public Space.’ We need to measure the quality of spatial and social relationships, the attention to ordinary practices even more minute, of cities that nowadays are more and more at the pace of man. Work on the re-use of existing spaces is therefore essential, with particular attention to public spaces. This can be done by offering a diffuse quality inside a homogeneous fabric, remaining vigilant to the contexts in which it is operated. A satisfactory ordinary condition is thus achieved, on which the

ORDINARIO E STRAORDINARIO POSSONO RISULTARE UN PROBLEMA?

Se è vero che gli eventi eccezionali funzionano da acceleratori di processi, come Olimpiadi, Esposizioni Internazionali, ecc..., e che le architetture straordinarie possono funzionare come magneti, innescando una involontaria rigenerazione dell’intorno urbano, Bilbao rimane un buon esempio in questo senso, e pur vero, d’altra parte, che ogni azione effettuata dall’uomo comporta una modificazione permanente, anche se l’artificio è temporaneo. Nel caso di un progetto (città o paesaggio), c’è un dato necessario che lo straordinario spesso trascura e che l’ordinario piene non soddisfa: il progetto necessiterà sempre di una vigilanza critica da parte del progettista e una grande capacità di ascolto delle parti interessate, un fraintendimento può causare incertezze e problematiche che si consumerebbero direttamente sui fruitori dello spazio urbano. Come spiega Jan Gehl in ‘Life between Buildings Using Public Space.’ occorre misurare la qualità delle relazioni spaziali e sociali, l’attenzione alle pratiche ordinarie anche più minute, delle città che al giorno d’oggi sono sempre più a passo d’uomo. Ri-sulta quindi fondamentale un lavoro incentrato sul riutilizzo di spazi esistenti, con un attenzione particolare agli spazi pubblici. Ciò può avvenire offrendo una qualità diffusa all’interno di un tessuto omogeneo, rimanendo vigili ai contesti in cui si opera. Si viene così a realizzare una condizione ordinaria soddisfacente, su cui poter innestare eventualmente le accelerazioni di un evento straordinario.

RICICLO DEL PATRIMONIO ORDINARIO

Non c’è da stupirsi che la nostra cultura protegga sia le singole opere eccezionali quanto complessi di opere ordinarie che, solo, nel loro insieme costituiscono testimonianza di una eccezionalità. I termini che più spesso vengono associati all’idea di un bene da tramandare sono ‘patrimonio’ ed ‘eredità’. L’etimologia stessa del primo termine rimanda difatti al concetto del secondo, che passa di padre in figlio. Un patrimonio è costituito da beni a
The dispossession of the ordinary: Demolition or reuse?

components of Ordinary and Urban Transformability
TRANSFORMATION AND RESILIENCE OF THE BUILT ENVIRONMENT

From the post-war period to the present day, the urban transformation has experienced various periods of reconstruction, reuse and redevelopment through different ways of relating with the existing built environment and its users. From this regenerating process still results a limit not completely resolved, the contrast between the physical component of the city and the social one.23

The quality of the relationships between the different orders of the ordinary environment (physical, territorial and cultural) is a means of social and economic inclusion/exclusion for users.25

Highlighted these many factors the need for multiple models of urban regeneration, up to now attributable to two macrocategories of approaches:

- **PERFORMANCE/PARAMETRIC APPROACHES**
  They are addressed to the design and control of energy performance, act on the different stairs of the building and the performance of its construction elements (Life Cycle Assesment, UNI/ENISO standards and certifications such as LEED and ITACA).26

- **INFORMAL/CRITERIAL APPROACHES**
  Take place in response to principles, criteria and good practices for a conscious project. In this case, more universal design methods linked to information and criteria are used to design spaces, objects and construction solutions that can be used by an ever wider user, however referring to performance standards.27

In recent years, investment has been affected by a significant decline in the construction sector, the transformation of the existing urban heritage will therefore be the main segment on which the design interests of the future will have to focus. The built environment will be at the heart of Community initiatives to rethink current economic and social models to turn sustainability warnings into opportunities for economic development and social inclusion [EU Com, 2011].28
sign disciplines:

1. What role will the technological culture of the project play in the transformation and regeneration of cities?
2. What methods should the architect use to transform and regenerate an urban fabric?

The first issue is related to the political-economic environment, you will have to use planning strategies and operational strategies of implementation of constructive interventions (Angelucci and Di Sivo, 2013).29

The answer to the second question presents two important models to consider in the jump of scale, from the project to the city: the inclusive bio-psycho-social model and the resilient model, first accepted. The bio-psycho-social model stems from the World Health Organization’s conception of the activities of the person with his or her abilities and disabilities. The city is intended as a system of artifacts that can enable/limit or exclude persons in the performance and participation of activities (WHO, 2006).30

The resilient model tends instead to identify the adaptability of the urban organism in a constantly changing scenario. These models require new meta design conditions in an integrated framework between process and project:

- acting on the city through technological innovations, able to offer adaptability and resilience to individuals, organizations,
- gettare spazi, oggetti e soluzioni costruttive fruibili da un’utenza sempre più ampia, facendo comunque riferimento a norme prestazionali.27

Nel corso di questi ultimi anni gli investimenti hanno risentito di un importante flessione nel settore edile, la trasformazione del patrimonio urbano esistente costituirà quindi il principale segmento sul quale dovranno concentrarsi gli interessi progettuali del futuro. L’ambiente costruito sarà al centro delle iniziative comunitarie di ripensamento degli attuali modelli economici-sociali per trasformare gli avvertimenti della sostenibilità in opportunità di sviluppo economico ed inclusione sociale (EU Com, 2011).28

Riflettendo riguardo questi temi, attuali e non poi così futuri, sorgono spontanee due domande per chi si occupa di discipline tecnico-progettuali:

1. Quale ruolo avrà la cultura tecnologica del progetto nei processi di trasformazione e rigenerazione delle città?
2. Quali metodologie dovrà seguire l’architetto per trasformare e rigenerare un tessuto urbano?

La prima questione è legata all’ambito politico-economico, si dovranno utilizzare strategie programmatiche di pianificazione e strategie operative di attuazione degli interventi costruttivi (Angelucci e Di Sivo, 2013).29

La risposta alla seconda domanda presenta due importanti modelli da considerare nel salto di scala, dal progetto alla città: il modello inclusivo bio-psico-sociale e il modello resiliente, prima accenato. Il modello bio-psico-sociale scaturisce dalla concezione della World Health Organization riguardo le attività della persona con le sue abilità e disabilità. La città è intesa come sistema di artefatti che possono abilitare/limitare o includere/escludere le persone nello svolgimento e partecipazione delle attività (WHO, 2006).30

Il modello resiliente tende invece a individuare le capacità di adattamento dell’organismo urbano in uno scenario in continuo mutamento.Questi modelli esigono nuove condizioni meta progettuali in un quadro integrato tra processo e progetto:

- agire sulla città attraverso le innovazioni tecnologiche, in grado di offrire capacità di adattamento e resilienza agli individui, alle organizzazioni, ai sistemi ecologici e agli artefatti (Zeleny, 1985).31
ecological systems and artifacts (Zeleny, 1985).^{31}

- implement in an interdependent way activities of transformation and management of the urban system, acting on the permanent and daily structures of the city, with modular interventions with planned evolution medium and short (Habraken, 1998).^{32}

- foresee the urban regeneration project as a process to respond to the needs and needs of a sustainable, resilient and inclusive city, through integrated and coordinated interventions involving the natural, artificial, economic and social environment (ARUP/Rockefeller Foundation, 2014).^{33}

- attach to the concept of mixed-use, in addition to the functional aspects related to the use of the city spaces, also procedures of participation of the inhabitants in the analysis of needs, as co-planning and co-management activities (Rifkin, 2014).^{34}

- develop regenerative actions that interact at different scales on the quality of spaces, processes and inhabitants in sensitive places and at risk of ghettoisation, such as the suburbs. The darning is based on small “sparks” able to transform parks, small everyday spaces that can trigger urban and social regeneration (Renzo Piano, 2014).^{35}

These models form the basis for regeneration processes useful for ‘re-capitalise’, in a design way, the components of the ordinary world (the physical order, the territorial order and the cultural order).

- attuare in modo interdipendente attività di trasformazione e gestione del sistema urbano, agendo sulle strutture permanenti e quotidiane della città, con interventi modulari a evolutività programmata media e breve (Habraken, 1998).^{32}

- prevedere il progetto di rigenerazione urbana come processo per rispondere a necessità ed esigenze di una città sostenibile, resiliente e inclusiva nel tempo, attraverso interventi integrati e coordinati che coinvolgano l’ambiente naturale, artificiale, economico e sociale (ARUP/Rockefeller Foundation, 2014).^{33}

- allegare al concetto di mixed-use, oltre gli aspetti funzionali legati all’uso degli spazi della città, anche procedure di partecipazione degli abitanti nell’analisi delle esigenze, come attività di co-progettazione e co-gestione (Rifkin, 2014).^{34}

- sviluppare azioni rigenerative che interagiscono a diverse scale su qualità degli spazi, processi e abitanti in luoghi delicati e a rischio ghettoizzazione, come le periferie. Il rammando si basa su piccole “scintille” in grado di trasformare parchi, piccoli spazi quotidiani che possono innescare la rigenerazione urbana e sociale (Renzo Piano, 2014).^{35}

Questi modelli costituiscono la base per processi di rigenerazione utili a ‘ri-capitalizzare’, in maniera progettuale, le componenti del mondo ordinario (l’ordine fisico, l’ordine territoriale e l’ordine culturale).

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8. *‘Sotto il Viadotto’ initiative of the G124 Group in Rome, project to transform a degraded urban space into a place of exchange and active participation of the citizenship.*
**DESIGN THEORIES AND PRACTICES FOR THE ORDINARY**

The next decade will be characterized by the regeneration and reuse of a huge amount of abandoned places and spaces, which will need to be rethought in a new spatial scale. These practices are a priority, also of the Dutch government, which established in 2018 the ‘Knowledge and Innovation Agenda’ (KIA). This document provides for the use of education, science, innovation and entrepreneurial spirit to ensure an international role for the Netherlands in the knowledge economy. The agenda includes 9 ‘top-sectors’: Human Sciences and Health, Agriculture and Food, Drugs, Creative Industries, Energy, Materials and Technological Systems, Logistics, Horticulture and Water.

The sharing of ideas and direct confrontation between designers, industry experts and stakeholders stimulates innovation. These ambitions require not only excellent research and education but also special spatial conditions, since the buildings and places of abandonment are unique having been built in areas with functions, ways of building and materials related to different periods. Also for these reasons these buildings are no longer reproducible.

In addition to the quality of the building itself, there is a way to determine its opportunities for particular uses, so it is important to consider the building as a network of knowledge (creative ecology). In addition to the quality of the building itself, there is a way to determine its opportunities for particular uses, so it is important to consider the building as a network of knowledge (creative ecology).

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**Il prossimo decennio sarà caratterizzato dalla rigenerazione e il riutilizzo di un enorme quantità di luoghi e spazi abbandonati, i quali necessitano di essere ripensati in una nuova scala spaziale. Queste pratiche sono una priorità, anche del governo olandese, che ha stabilito nel 2018 la ‘Knowledge and Innovation Agenda’ (KIA). Questo documento prevede l’uso dell’istruzione, la scienza, l’innovazione e lo spirito imprenditoriale per garantire un ruolo internazionale all’Olanda nell’economia della conoscenza.

L’agenda prevede 9 ‘top-sectors’: Scienze umane e Salute, Agricoltura e Cibo, Farmaci, Industrie creative, Energia, Materiali e Sistemi tecnologici, Logistica, Orticoltura e Acqua.

La condivisione di idee e il confronto diretto tra progettisti, esperti di settore e attori coinvolti stimola innovazione. Queste ambizioni necessitano non solo di una ricerca ed un’istruzione eccellenti ma anche di particolari condizioni spaziali, poiché gli edifici e i luoghi dell’abbandono sono unici essendo stati costruiti in aree con funzioni, modi di costruire e materiali legati a periodi differenti. Anche per queste ragioni questi edifici non sono più riproducibili.

Oltre alle qualità dell’edificio in sé, esiste un cotesto che ne determina le opportunità per usi particolari, è quindi importante considerare l’edificio come un network di conoscenze (creative ecology).

Una chiara analisi di questa rete creative ed ecologiche contribuisce a identificare e sviluppare programmi specifici in relazione al luogo. All’interno di questa rete sicuramente rientrano gli interventi a piccola o larga scala delle città. Gli edifici abbandonati (pubblici e non) necessitano di collegare qualità specifiche...
A clear analysis of these creative and ecological networks helps to identify and develop specific programmes in relation to the place. Within this network, there is no doubt that small-scale or large-scale urban interventions are included. Abandoned buildings (public and not) need to link specific qualities of the area with potential regional and municipal developments. An example of this approach is Ronald rietveld’s ‘generating Dune Scapes’ (2006). An ambitious and realistic plan to create urban dunes on the Ijmong, Dutch coastal sea on the North Sea. It is a strategic intervention that exploits sand recovery, residual industrial heat and a redevelopment project in the district to create inside Lake Kennemer a thermal facility. To be able to link the abandonment of the ordinary to the developments of knowledge, it is necessary to develop a culture that attracts people, where the line that divides work-time and leisure-time subtilia, where residences and work functions are integrated, where mobility and flexibility are key, and where new collaborative methods are developed.

TEMPORARY USE

Contemporary economic, social and cultural trends lead to an interest in urban projects of a temporary nature. These uses are experimental in development and at the same time bring many social and cultural benefits, in some cases improving the level of local business activities. ‘Temporary use’ means the momentary activation of abandoned or under-utilised sites, but also of buildings without immediate development applications, in this sense any action using a place for use other than ordinary use is defined as temporary.

Temporary uses are therefore often considered secondary to functions that could be established at the site at the latest. At present, in most European capitals, the question between ‘primary’ hierarchies and their economic redevelopment is difficult to implement, where the “primary” hierarchy means those uses, which are familiar to the system of planning and development, such as the actions established by the municipal regulatory plans, the various types of use, the shares by manufacturers, contractors and developments in real estate markets.

The ‘temporary use’ is proposed as a valid alternative for the identification of new redevelopment strategies. In Berlin, the Urban Catalyst studio explored the potential of temporary uses in various collaborations. They argue that, the combined effect of...
deindustrialization, logistics requiring fewer storage areas, demographic change and the economic contraction of public institutions create more and more areas of inactive urban territory. At the same time there is a great demand for accessible space for cultural initiatives and for start-up, thus opening a great opportunity for temporary creative use. However, the interest of property owners and end users is not always the same, the process requires mediators and clear support from public authorities, in the absence of direct investment resources they can initiate and mediate processes, streamline authorisation procedures, grant a site on favourable terms or even provide the first funds.

The financial crisis of 2008 slowed down private investment, affected public investment in urban development and as a result the number of vacant offices and abandoned buildings increased exponentially. But instead of using these places as spaces to experiment, as often happens, the situation is blocked pending a ‘decision’ on reuse or demolition. In this light, this kind of action allows to reactivate the location and to return it to the city again, but in many other cases authorize the temporary use to evolve into definitive. This is the case of Westergasfabriek in Amsterdam, which after about three years of activity on paper ‘non definitive’, became the most suitable

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12. Project research by Christiaan Bakker about the clarification elements of abandoned buildings, 2016.
RE CYCLING THE ORDINARY
Adaptive reuse of parkergarage Kempering

This type of approach requires experimental and evaluation tests, the process starts by creating basic conditions to reuse space (restoration and cleaning of rooms, servicing of degraded portions, etc...). The way and the times for which these initial conditions are modeled, provides the solution on the possible use, giving users the possibility of re-appropriation of the site. The first important condition is certainly the way to access the building or the space, but also the communication and visibility that the place offers to the visitor is also fundamental. In this sense the design example of Christiaan Bakker is clarifying, he shows that the way in which the accesses to the unused spaces are organized, in part determine the end use. Bakker has provided a basic frame, adaptable to generic situations and objects, focused on inputs: ‘Delimiters’, ‘Eye-openers’, ‘Excluders’, and ‘Connectors’, which together form a catalogue of infinite design possibilities.

- ‘Eye-opener’: these elements accentuate access to abandoned places.
- ‘Delimiter’: serve as exclamation mark between the boundaries of ‘accessible’ and ‘inaccessible’.
- ‘Excluder’: components that refer to closed and inactive locations for users’ minds.
- ‘Connectors’: provide passage through spaces that are usually inaccessible.

ADAPTIVE REUSE

To achieve sustainable developments there is no alternative but to deal with the available resources, alias in architecture means that the existing urban heritage is considered material and economic resource, it is witness to the past and the identity culture of each place. Post-industrial cities face the issue of sustainability in a forced manner, causing excessive urban growth in the last century. Today, it is evident that more people live in the city than in the suburbs unfavouring the balance that has always existed with the surrounding territory.

Questo tipo di approccio richiede test sperimentali e valutativi, il processo inizia creando condizioni basilari per riutilizzare lo spazio (ripristino e pulizia dei locali, manutenzione delle porzioni degradate ecc...). Il modo e i tempi per cui queste condizioni iniziali vengono modellate, fornisce la soluzione sul possibile uso, dando agli utenti la possibilità di riappropriazione del luogo.


- ‘Eye-opener’: questi elementi accenutano gli accessi ai luoghi abbandonati.
- ‘Delimiter’: servono come marchio esclamativo tra i confini di ‘accessibile’ e ‘inaccessibile’.
- ‘Excluder’: componenti che rimandano a luoghi chiusi e inattivi per la mente degli utenti.
- ‘Connectors’: forniscono un passaggio attraverso spazi che sono solitamente inaccessibili.

RIUSO ADATTIVO

Per ottenere sviluppi sostenibili non c’è alternativa che trattare con le risorse disponibili, alias in architettura si intende che il patrimonio urbano esistente è ritenuto risorsa materica ed economica, esso è testimone del passato e della cultura identitaria di ogni luogo.

Le città post-industriali si ritrovano ad affrontare il tema della sostenibilità in maniera forzata, causa una crescita urbana smisurata nell’ultimo secolo. Oggi, risulta evidente come più persone vivono in città che in periferia sfavorendo quel rapporto di equilibrio che da sempre esisteva con il territorio circostante.

Le città contemporanee sono colpevoli di consumare più del
Contemporary cities are guilty of consuming more than 75% of the resources present on the planet against a land occupation equal only to 2% of the earth’s surface, this situation is mainly caused by the increase in the demand for energy resources to meet the needs of the population, resulting in increased CO2 emissions.56

To this alarming picture must be added the phenomenon of the disposal of the built environment that has generated places of degradation and social abandonment. As a solution to the problem since the early 2000s, in many states of the European Union, rules have been enacted that limit new buildings and encourage the transformation and reuse of existing buildings, giving rise to a process of rebalancing urban spaces.57

The practices of reuse of architectural artefacts have been widespread throughout the world since 1990, decades after the phenomenon also reached the Asian continent, where projects of this kind became enclaves of free expression. An example is the Bakhmetevsky Bus Garage, by Konstantin Melnikov (1890-1974) in Moscow, transformed in 2008 into a cultural centre.58

"New ideas needs old buildings" (Jacobs, 2012).59

These processes are called adaptive reuse, which means the reuse of an existing space or a building that has lost the original function for which it was designed. It is adapted to new uses and needs, while trying to achieve maximum conservation and minimum transformation of the original object, in order to increase its potential value.60

ADVANTAGES OF EXISTING COMPARED TO NEW CONSTRUCTION

Existing properties offer a variety of advantages that new buildings cannot promise. The common aim of many European cities, in the process of urban regeneration, is to improve the distinctive image of places rather than simply replicating standardised models already used elsewhere. In this perspective, however, there is a risk of producing superficial or incomplete results, excluding those creative initiatives that can achieve the maximum objective: the sustainable reuse of the existing.61

Existing urban fabrics offer abstract symbolisms that need to remain rooted with the socio-cultural fabric of which they are activators of vitality. This partly explains the trend with which 75% delle risorse presenti sul pianeta a fronte di un’occupazione di suolo pari solo al 2% della superficie terrestre, questa situazione è causata principalmente dall’aumento della richiesta di risorse energetiche per soddisfare i bisogni delle popolazioni, con conseguente aumento delle emissioni di CO2.56

A questo quadro allarmante va aggiunto il fenomeno della sismessione dell’ambiente costruito che ha generato luoghi del degrado e dell’abbandono sociale. Come soluzione all’imperativo già dai primi anni 2000, in molti stati dell’Unione Europea, sono state emanate norme che limitano le nuove costruzioni e incentivano alla trasformazione e il riutilizzo del patrimonio edilizio esistente, dando origine ad un processo di riequilibrio degli spazi urbani.57

Le pratiche di riutilizzo dei manufatti architettonici sono diffuse in tutto il mondo sin dal 1990, decenni seguenti il fenomeno raggiunsero anche il continente asiatico, dove progetti di questo genere sono diventati enclave di libera espressione. Ne è un esempio il Bakhmetevsky Bus Garage, di Konstantin Melnikov (1890-1974) a Mosca, trasformato nel 2008 in un centro culturale.58

"New ideas needs old buildings" [Jacobs, 2012].59

Questo genere di processi vengono denominati riuso adattivo, il quale si intende il riutilizzo di uno spazio esistente o di un edificio che ha perso la funzione originaria per cui era stato progettato. Viene adattato a nuovi usi ed esigenze, cercando di ottenere
you look at the existing, focusing on distinctive architecture, when culture and history are accomplished in a marketable product, the maximum goal is achieved with the result of objects they capture, rebuild and manage new interests. From an economic point of view, the existing heritage is a catalyst for the good market, as new employment and professional activities are attracted by the flexibility of space, potential and, in most cases, the smaller amount of investment required to reanimate the manufactured product. This practice of re-use is especially suited to culture, since the heritage it contains has long been an integral part of the landscape and local identity. The disposal of these places, must be seen as causal to regenerate portion of city, creating new poles of development, new networks and solving the ordinary needs for contemporary society.

**TIME-SPACE SHARING SYSTEM**

The biggest problem related to the sharing of temporal portions is the concept of control that reduces time to an objective and outsourced phenomenon, but this contrasts with what we know being: "Social time, because only human beings regulate and organize their lives in time." (Adam, 1990). The practice of ‘time-sharing’ is a way to avoid possible conflicts between different uses, as in the case of residences and commercial activities. ‘space-sharing’ is a strategy to improve the identification of the intended use in a building, making it as hybrid as possible and capable of accommodating more users, al contempo la conservazione massima e la trasformazione minima del oggetto originario, al fine così di aumentarne il valore potenziale.

**VANTAGGI DELL’ESISTENTE RISPETTO ALLA NUOVA COSTRUZIONE**

Le proprietà esistenti offrono una varietà di vantaggi che gli edifici ex-novo non possono promettere. Lo scopo comune di molte città europee, intente a processi di riqualificazione urbana, è migliorare l’immagine distintiva dei luoghi piuttosto che la mera replica di modelli standardizzati utilizzati già in qualsiasi altra parte. In quest’ottica però si corre il rischio di produrre risultati superficiali o incompleti, escludendo quelle iniziative creative in grado di realizzare l’obiettivo massimo: il riutilizzo sostenibile dell’esistente. I tessuti urbani esistenti offrono simbolismi astratti che necessitano di rimanere radicati con il tessuto socioculturale di cui sono attivatori di vitalità. Questo spiega in parte il trend con il quale si guarda all’esistente, concentrandosi su architetture distintive, quando cultura e storia sono compiuti in un prodotto commerciabile, l’obiettivo massimo viene raggiunto con il risultato di oggetti che catturano, ricostruiscono e gestiscono nuovi interessi. Dal punto di vista economico, il patrimonio esistente rappresenta un catalizzatore del buon mercato, in quanto le nuove attività occupazionali e professionali sono attratte dalla flessibilità degli spazi, dalla potenzialità e, nella maggior parte dei casi, dalla minore quantità di investimenti richiesti per riattivare il manufatto. Questa pratica di riutilizzo conviene soprattutto alla cultura, dal momento che l’eredità che racchiude è da tempo parte integrante del paesaggio e dell’identità locale. La dismissione di questi luoghi, deve essere vista come causale per rigenerare porzione di città, creando nuovi poli di sviluppo, nuovi network e risolvendo le necessità ordinarie per la società contemporanea.

**TIME-SPACE SHARING SYSTEM**

Il problema più grande relativo alla condivisione delle porzioni temporali è il concetto di controllo che riduce il tempo ad un fenomeno oggettivo ed esternalizzato, ma ciò si contrappone con
such as the increasingly confirmed reuse of flat roofs of buildings, which can offer opportunities for open-air spaces in private or as public gardens. The impact of temporary use on derelict sites can continue in the long term and can strengthen the economic and cultural aspects of the city, the example that can fully enclose these concepts is the Post CS (2004-2008), the ex-Amsterdam Post Office building. It was the first time that in Holland, a public building was transformed into a temporary accommodation characterized by a mixture of cultural, creative and commercial uses. To the public functions identified was studied a calendar program in order to obtain a building open h24, providing a greater contribution in safety to the whole area.


16. La pratica del ‘time-sharing’ è un modo per evitare possibili conflitti tra diversi usi, come nel caso delle residenze e delle attività commerciali. Per ‘space-sharing’ si intende una strategia intesa a migliorare l’individuazione delle destinazioni d’uso in un edificio, rendendolo il più possibile ibrido e in grado di accogliere un numero maggiore di utenti, come ad esempio il sempre più confermato riutilizzo delle coperture piane degli edifici, che possono offrire opportunità per spazi all’aperto in forma privata o come giardini pubblici. L’impatto dell’utilizzo temporaneo sui luoghi abbandonati può protrarsi al lungo termine e può rafforzare aspetti economici e culturali della città, l’esempio che può racchiudere appieno questi concetti è il Post CS (2004-2008), l’ex-edificio per gli uffici postali di Amsterdam. Fu la prima volta che in Olanda, un edificio pubblico venne trasformato in una sistemazione temporanea caratterizzato da una mistità di usi culturali, creativi e commerciali. Alle funzioni pubbliche individuate venne studiato un programma calendarizzato al fine di ottenere un edificio aperto h24, fornendo un apporto maggiore nella sicurezza dell’intera area.
PROFESSIONISTS ENGAGED IN THE ORDINARY

ALDO VAN EYCH & HERMAN HERTZBERGER

With the crisis of the CIAM in the middle of the years '50 developed an architectural debate that led to the birth of an alternative movement to it, called TEAM X. In the Netherlands the ideas of this movement were supported by 'Forum' (Maanblad voor architectuur en daarme verbonden kunsten=The journal of Architecture et Amicitia society), a newspaper founded in 1948 in partnership with the Royal Institute of Dutch architects, its members included Aldo van eyck and Herman hertzberger, architects dedicated to design practice on the ordinary.68

In the first Forum’s issue published in 1959, A. van Eyck stated on daily life that: “There is a barrier between life determined by art and science and life regulated by laws and norms”.69

This division involved an immense loss of ideas and human energies, but more importantly, people no longer found environments in which to recognize and survive.

A. van eyck was the speaker of Team 10, one of the main members from the early 1950s until the end of the movement (1981).70

His ‘input’ to the ordinary theme can be identified with the presentation of the ‘Otterlo’s circles’ during the last CIAM congress (1959). A diagram that visualizes his mutual approach to the project, uniting the classical, modern and vernacular traditions in architecture. Other key and evocative terms include the passage from space and time to place and occasion, towards a greater reality ‘user friendly’, concepts executed in his maximum project, the municipal orphanage of Amsterdam (1955 – 1960).71

These principles were at odds with the fundamentalist ideas of

ALDO VAN EYCH & HERMAN HERTZBERGER

Con la crisi del CIAM a metà degli anni ‘50 si sviluppò un dibattito architettonico che portò alla nascita di un movimento ad esso alternativo, chiamato TEAM X. Nei Paesi Bassi le idee di questo movimento venivano sostenute da ‘Forum’ (Maanblad voor Architectuur en daarme verbonden kunsten=The journal of Architecture et Amicitia society), giornale fondato nel 1948 in partnership con il Royal Institute of Dutch Architects, tra i suoi membri vi erano Aldo van Eyck e Herman Hertzberger, architetti dediti alla pratica progettuale sull’ordinario.68

Nel primo numero di Forum pubblicato nel 1959, A. van Eyck affermava sulla vita quotidiana che: “C’è una barriera tra la vita determinata dall’arte e dalla scienza e la vita regolata dalle leggi e dalle norme”.69

Questa divisione comportava ad un’immensa perdita di idee e di energie umane, ma aspetto più importante, le persone non trovavano più ambienti nei quale riconoscersi e sopravvivere.

A. van Eyck è stato il paroliere del Team 10, uno dei principali membri dall’inizio degli anni Cinquanta fino alla fine del movimento (1981).70

Il suo ‘ingresso’ al tema dell’ordinario si può individuare con la presentazione dei ‘Otterlo’s Circles’ nel corso dell’ultimo congresso CIAM (1959). Un diagramma che visualizza il suo approccio mutuale al progetto, unendo le tradizioni classiche, moderne e vernacolari in architettura. Altri termini chiave ed evocativi includono il passaggio dallo spazio e dal tempo al luogo e all’occasione, verso una maggiore realtà ‘user friendly’, concetti

BY US

FOR US

14. ‘Otterlo Circles’, diagram in which Aldo van Eyck summarized his creative credo.

17. Amsterdam Orphanage (1960) by Aldo van Eyck. It is a building with many ‘in-between’ conditions able to break down the hierarchy of spaces.
CIAM, where the actual use of buildings was neglected, see the Dutch building programme for Bijlmermeer. This was the result of the concentration of attention on clarity of form and quantitative programs as wide as possible, ignoring the specific needs of the occupants. This was the fundamental problem of the city as an artifact opposed to the everyday life of its inhabitants, well synthesized and denounced by the Forum magazine, according to which the relationship between everyday life and architecture had to be reconfigured. Replace the more abstract concept of ‘function’ with the more human one of ‘use’. The architect Herman Hertzberger, also founder of group TEAM X expressed these concepts in very practical terms. He said that architects through their projects had to predict every possible use of the buildings and condition their future from the project. A first identity was generated when users appropriated the built environment, using it, this brilliantly circumvented the problems of style and architectural representation, focusing on the use at the base of the real modern movement, for which the form was subordinate to the function. The mediation between architectural model and socio-economic changes was never considered a problem, resulting completely absent in the Dutch agenda on the architectural and urban planning of the years ’60s and ’70s. Herman Hertzberger’s design approach to the use of everyday spaces provided for the concept of ‘In-between’ introduced for the first time in Forum no. 8, 1959 (Da Gestald gewordene Zwischen: the concretization of the in-between).}

18. ‘In-between’ places, how spatial articulation permits activities to take place simultaneously without one disturbing the other.

eseguiti nel suo progetto massimo, l’orfanotrofio comunale di Amsterdam (1955 - 1960). Questi principi rimanevano in contrasto con quelle che erano le idee integraliste del CIAM, dove l’uso effettivo degli edifici veniva trascurato, vedi il programma edilizio olandese relativo al Bijlmermeer. Questo era il risultato della concentrazione di attenzioni su chiarezza di forma e su programmi quantitativi il più ampi possibili, ignorando i bisogni specifici degli occupanti. Questo è stato il problema fondamentale della città come ars factum contrapposto alla vita quotidiana dei suoi abitanti, ben sintetizzato e denunciato dalla rivista Forum, secondo la quale il rapporto tra la vita quotidiana e l’architettura doveva essere riconcepito. Sostituire il concetto più astratto di ‘funzione’ con quello più umano di ‘uso’.

L’architetto Herman Hertzberger, anch’esso fondatore del gruppo TEAM X espresse questi concetti in termini molto pratici. Egli affermava che gli architetti attraverso i loro progetti dovevano prevedere ogni possibile utilizzo degli immobili e condizionarne il loro futuro sin dal progetto.

Una prima identità si generava quando gli utenti si appropriavano dell’ambiente costruito, utilizzandolo, ciò aggiungeva brillantemente i problemi dello stile e della rappresentazione architettonica, focalizzandosi sull’uso alla base del vero movimento moderno, per cui la forma era subordinata alla funzione.

La mediazione tra modello architettonico e mutamenti socio-economici non fu mai considerata un problema, risultando del tutto assente nell’agenda olandese sulla progettazione architettonica e urbanistica degli anni ’60 e ’70.

L’approccio progettuale di Herman Hertzberger sull’utilizzo degli spazi quotidiani prevedeva il concetto di ‘In-between’ introdotto per la prima volta in Forum n. 8, 1959 (Da Gestald gewordene Zwischen: the concretization of the in-between). ‘In-between’ si traduce nei limiti e soglie, i quali forniscono la chiave alla connessione tra aree con domande territoriali divergenti.

Questo concetto costituisce la condizione spaziale per l’incontro e il dialogo fra diverse tipologie architettoniche, suoi esempi espliciti e temporaneamente contrapposti sono i progetti per gli Uffici Centraal Beheer (1968-1972) e la Facoltà di Scienze dell’università di Utrecht (2006-2011). Il progetto per la Centraal Beheer ad Apeldoorn porta ad un edificio innovativo per i primi anni ’70, i suoi spazi intesi come ‘co-workshop’, vengono progettati per ospitare oltre 1000 persone. La sua modularità risultava un’unica unità articolata da sessanta cubi collegati tra di loro attraverso passerelle.

19. Central Beheer, the interior ‘In-between’ spaces.
RECYCLING THE ORDINARY
Adaptive reuse of parkergarage Kempering

Shen: the concretization of the in-between). ‘In-between’ results in the limits and thresholds, which provide the key to the connection between areas with divergent territorial questions. This concept constitutes the spatial condition for the meeting and dialogue between different architectural types, on the explicit and temporally opposed examples are the projects for the Central Beheer Offices (1968-1972) and the Faculty of Sciences of the University of Utrecht (2006-2011). The project for the Central Beheer ad apeldoorn leads to an innovative building for the early 70’s, its spaces intended as ‘co-workshop’, are designed to accommodate over 1000 people. Its modularity was a single unit articulated by sixty cubes connected to each other through walkways.

The way in which space is equally developed vertically and horizontally recalls that ‘altimetric integration’ that allows users to interact with each other without denying more secluded and silent places for work activities. This building still has the potential to absorb far-reaching structural changes in the interior, while at the same time giving the impression that it was designed for purposes other than those actually used.

Rather the project for the new university pole shares spaces capable of separating or opening to social relations, inclusion and spatial exclusion are complementary to each other. The objective remains to have a spatial articulation able to carry out activities with different needs and concentration, simultaneously without the one disturbing the other.

The two projects, far from the historical level but close by architectural conception, are both characterized by the same idea of treating the threshold zones (‘In-between’), those areas dedicated to social interaction and dialogue, resolved by identifying different levels, places at different altitudes and looking for an organization of self-expressive spaces suitable for diversified uses.

Il modo in cui lo spazio viene ugualmente sviluppato in verticale ed orizzontale richiama quell’integrazione altimetrica che permette agli utenti di interagire tra di loro senza negare luoghi più appartati e silenziosi per le attività lavorative. Questo edificio tiene tutt’ora il potenziale di assorbire cambiamenti strutturali interni di vasta portata, e al contempo di fornire l’impressione di essere stato progettato per scopi diversi da quelli realmente adoperati.

Il progetto per il nuovo polo universitario invece condivide spazi in grado di separare o aprire alle relazioni sociali, inclusione ed esclusione spaziale risultano complementari tra di loro. L’obiettivo rimane quello di avere un’articolazione spaziale in grado di svolgere attività con esigenze e concentrazione diverse, simultaneamente senza che l’una disturbi l’altra.

I due progetti, lontani a livello storico ma vicini per concezione architettonica, risultano entrambi caratterizzati dalla stessa idea di trattare le zone soglia (‘In-between’), quelle aree dedicate all’interazione sociale e al dialogo, risolte individuando diversi livelli, posti a quote differenti tra di loro e cercando un organizzazione di spazi auto-espressivi adatti agli usi diversificati.
"For an architect, the most important thing is not to build well, but to know how most people live." Lina Bo Bardi.

Already from this thought we begin to understand the work of the Brazilian architect, marked by a range of architectural languages, and in the optics of the ordinary theme it can be seen as a model of local influences. For example, the constructive form and material character were part of an evolving expression in his work, skillful in the use of concrete which was boldly displayed in the simplification of large structures. In this way he refined his theoretical approach to design, describing his work as "an artistic research of anthropological character".

This approach has been applied to the project of a building of religious character (the church of the Holy Spirit of Cerrado) and its community center in Uberlandia in Brazil. Begun in 1976, offers important clues on his research for an architecture that should have been simple in the media but rich in collective meaning. The project, commissioned by a group of Franciscan friars who wanted to build a small church in a parceling for low-income families on the outskirts of the city. With a tight budget, the structure of the building had to be flexible and the building materials and techniques simple, to allow community participation and cost reduction.

Lina Bo Bardi decided to articulate on the terraced site three

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"Per un architetto, la cosa più importante non è costruire bene, ma sapere come vive la maggior parte della gente.” Lina Bo Bardi.

Già da questo pensiero si inizia a comprendere il lavoro dell’architetto brasiliano, segnato da una gamma di linguaggi architettonici, e nell’ottica del tema dell’ordinario essa può essere vista come modello di influenze locali. Per esempio la forma costruttiva e il carattere materiale facevano parte di un’espressione in evoluzione nel suo lavoro, abile nell’uso del calcestruzzo che veniva esposto in maniera audace nella semplificazione di grandi strutture. In questo modo ha affinato il suo approccio teorico alla progettazione, descrivendo il proprio lavoro come “una ricerca artistica di carattere antropologico”.

Questa impostazione è stata applicata al progetto di un edificio a carattere religioso (la chiesa dello Spirito Santo di Cerrado) e del suo centro comunitario a Uberlandia in Brasile. Iniziato nel 1976, offre importanti indizi sulla sua ricerca per un’architettura che avrebbe dovuto essere semplice nei mezzi ma ricca di significato collettivo.

Il progetto, commissionato da un gruppo di frati francescani i quali volevano costruire una piccola chiesa in una lottizzazione per famiglie a basso reddito nella periferia della città. Con un budget ristretto, la struttura dell’edificio doveva essere flessibi-
smaller structures to allow a construction and gradual utilization maximizing the earth movements. Placed at the upper and lower end of the site the two volumes intended for the inhabitants (the chapel and the community hall), so that they faced the main avenue, and retreated slightly the parish house placed between them. The chapel was to be a meeting place for the community, intended for social activities such as religious masses, film screenings and festivals. On a lower terrace, wedged against the central cylindrical volume of the parish house, the architect placed the common room of octagonal shape, also were met the demands of the community, leaving intact the fourth lower terrace, so that children could use it as a small football field and playground.

L.B. Bardi was concerned to reinterpret in concrete the vernacular tradition by questioning the mega projects that built new cities from scratch.

Lina Bo Bardi decise di articolare sul sito terrazzato tre strutture più piccole per permettere una costruzione e un’utilizzazione graduale massimizzando i movimenti di terra. Dispose all’estremità superiore ed inferiore del sito i due volumi destinati agli abitanti (la cappella e la sala della comunità), in modo che fronteggiassero il viale principale, e arretrò leggermente la casa parrocchiale posta tra loro. La cappella, doveva essere un luogo di incontro per la comunità, destinato ad attività sociali come messe religiose, proiezioni cinematografiche e feste. Su una terrazza inferiore, incastrata contro il volume cilindrico centrale della casa parrocchiale, l’architetto posizionò la sala comune di forma ottagonale, inoltre vennero accolte le richieste della comunità, lasciando intatta la quarta terrazza inferiore, in modo che i bambini potessero utilizzarla come piccolo campo da calcio e parco giochi.

L.B. Bardi era preoccupata nel reinterpretare in concreto la tradizione vernacolare mettendo in discussione i mega progetti che costruivano nuove città da zero.

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L.B. Bardi was concerned to reinterpret in concrete the vernacular tradition by questioning the mega projects that built new cities from scratch.
The search for Lacaton & Vassal on the themes of urban regeneration is subversive towards those rules and customs dictated by the laws of the market: "It is necessary to stop the demolition, we must start from the existing, starting from the houses and transform them radically by addition, extension, expansion, in order to attribute a quality that will be irreversibly valid and lasting. You have to take advantage of complexities rather than delete them." [Lacaton&Vassal, 2004].

The themes of L&V bring their gaze and their vision on the heritage of living that changes, as well as the approach and strategies of action. What is proposed is a reversal of the judgment on those districts built in Europe in the years 60 and 70, long since stigmatized as obsolete, to emphasize that there exists in them a great potential of quality, transformation and modernity.

"It is necessary to start not from the real state but from its potentialities. It is necessary to start from the specific and not from the general, therefore from the residential buildings rather than from the city. You have to build plus, build bigger, build with, build better and cheaper." [Lacaton&Vassal, 2004].

In the publication of their programmatic research 'Plus', which constitutes a project manifesto, the first proposed operation is precisely the suspension of any final judgment on existing assets, "the suspending judgement" already launched by Rem koolhas in the years '90 as assumption of the relativity of every cultural judgment.

A step that allows you to assume reality as 'matter' in transformation, instead of the simple process of removal and zeroing. In fact, the re-writing of the existing underlies an assumption of responsibility for the past, also implementing an interpretative reversal of the mystifying processes implemented over time on the themes of the modern. The concept of 'Habitat' in their research is clearly inclusive, it reflects the essence of being in the world, the entry device to cross the different urban and domestic landscapes, to name the place of dwelling as the privileged point of observation of reality.

In concrete terms it means transforming the building envelope, increasing the living area of housing, with the addition of independent spaces, without however an increase in expenditure compared to the prospect of demolition. The conquest of this 'luxury' in the extra space, is the consequence of the idea 'never demolish, but elevate and replace, always add, transform and reuse', work that relies on the attention to the general, therefore from the residential buildings rather than from the city. You have to build plus, build bigger, build with, build better and cheaper." [Lacaton&Vassal, 2004].

Nella pubblicazione della loro ricerca programmatica 'Plus', che costituisce un manifesto progettuale, la prima operazione proposta è proprio la sospensione di qualsiasi giudizio definitorio sul patrimonio esistente, "the suspending judgement" già lanciato da Rem Koolhas negli anni '90 come assunzione della relatività di ogni giudizio culturale.

Un passaggio che permette di assumere la realtà come 'materia' in trasformazione, invece del semplice processo di rimozione e azeramento. Di fatto, la ri-scrittura dell’esistente sostende un’assunzione di responsabilità nei confronti del passato, anche attuando un rovesciamento interpretativo rispetto ai processi misticatori attuati nel tempo sui temi del moderno. Il concetto di ‘Habitat’ nella loro ricerca è palesemente inclusivo, rispecchia l’essenza dell’essere nel mondo, il dispositivo d’ingresso per attraversare i differenti paesaggi urbani e domestici, fino a nominare il luogo dell’abitare come il punto privilegiato d’osservazione della realtà. Nei concerti significa trasformare l’involvero degli edifici, aumentando la superficie vivibile degli alloggi, con l’addizione di spazi indipendenti, senza però un aumento di spesa rispetto alla prospettiva della demolizione. La conquista di questo ‘lusso’ nello spazio extra, è conseguen-
the smallest things: “[...] to people, uses, constructions, trees, the ground, asphalt or grass, to all that exists [...] It is to be generous, to give more, to facilitate the uses and simplify the life.” (Lacaton & Vassal, 2007).91
This research is part of the proposals for urban regeneration of metropolitan areas in France and Europe, in which a new concept of qualitative density appears to be emerging as a value for urban capital. Increasingly overlapping of landscapes, infrastructure and housing realities.92
The themes of the re-cycle are thus interwoven to the need to work on the existing, not only reusing the built in a new way, but above all imprinting a character of transformability and reversibility to the same urban reality.93
So in the re-use project for the Palais de Tokio the idea of the ‘public space’ that of a lively place, where the life of bars and restaurants mingles with the art instead of creating specific places, closed in themselves and without relation with the context. “Avoiding demolition, disruption, relocation, making and redoing the situation. Working with the existing one allows you to do more, using the potential of the specific situation”, (Lacaton & Vassal, 2007).94
GORDON MATTA CLARCK

G.M. Clark (1943-1978) developed his true artistic conception and moved to New York in 1972. He was encouraged by his father, also an architect, to attend the Cornell University School of Architecture, graduating in 1968.\(^{75}\)

Beginning in the 1970s, he began to implement several projects in the South Bronx, a district in sharp economic decline and social unrest due to the many devalued real estate properties. This theme of peripheral areas carrying abandonment and degradation, was seen and exploited by the American artist as a ‘raw’ material to be moulded and modelled. Thanks also to his academic knowledge, he began to affect the buildings structurally, a preparatory art to the technique that he would like in the following projects. Through this artistic exercise, G.M. Clark wanted to express his disappointment with urban morphology, questioning some fundamental concepts in the field of urban architecture.\(^{76}\)

The first series of architectural engravings on a monumental scale can be traced back to the project ‘Day’s End’ (1975), realized in an abandoned dock along the Hudson river. This work can be defined as the most ambitious and socially oriented to which G.M. Clark has dedicated, is rich in a revolutionary and ambitious meaning that presupposed collaboration with other artists, all cohesive in emphasizing an anarchist dimension and protest against the urban development policies of the city of New York.\(^{77}\)

The pier was conceived as a post-industrial park that would make the Hudson River’s natural environment accessible to people in enjoying the: “sun and water temple” [G.M. Clark, 1975].\(^{78}\)

30. ‘Day’s End’ (1975), the post-industrial park accessible to people to enjoy the natural river environment.

GORDON MATTA CLARCK

G.M. Clark (1943-1978) sviluppò la sua vera concezione artistica trasferendosi nel 1972 a New York. Egli venne incoraggiato dal padre, anche lui architetto, a frequentare la Cornell University School of Architecture, laureandosi nel 1968.\(^{75}\)

A partire dagli anni ‘70 iniziò a realizzare diversi progetti nel South Bronx, quartiere in forte declino economico e agitazione sociale per via delle numerose proprietà immobiliari svalutate. Questo tema delle aree periferiche portatrici di abbandono e degrado, venne visto e sfruttato dall’artista statunitense come materia ‘cruda’ da plasmare e modellare. Grazie anche alle sue nozioni accademiche, iniziò ad incidere strutturalmente gli edifici, arte preparatoria alla tecnica che affinirà nei progetti seguenti. Attraverso questo esercizio artistico G.M. Clark intendeva esprimere il proprio disappunto riguardo la morfologia urbana, mettendo in discussione alcuni concetti fondamentali nel campo dell’architettura delle città.\(^{76}\)

La prima serie di incisioni architettoniche su scala monumentale sono riconducibili nel progetto ‘Day’s End’ (1975), realizzato in un molo abbandonato lungo il fiume Hudson.

Quest’opera si può definire come la più ambiziosa e socialmente orientata alla quale G.M. Clark si sia dedicato, è ricca di un significato rivoluzionario e ambizioso che ha presupposto la collaborazione con altri artisti, tutti coesi nel sottolineare una dimensione anarchica e di protesta nei confronti delle politiche di sviluppo urbano della città di New York.\(^{77}\)

Il molo era stato concepito come un parco post-industriale che avrebbe reso l’ambiente naturale del lungo fiume Hudson accessibile alle persone nel godere del: “sun and water temple” [G.M. Clark, 1975].\(^{78}\)

La creazione dell’opera ‘Bronx Floors’ [1972-1973] avviene invece attraverso un mix di performance artistiche-tecniche notevoli, come graffiti, fotografia e scultura. È stata prodotta per la maggior parte negli edifici della Boston Road (New York), area che all’inizio degli anni ’60 subì una forte degradazione causata dalle nuove costruzioni della Cross Bronx Expressway (importante superstrada nel distretto del Bronx di New York), che espropriò interi tessuti urbani. Queste premesse portarono G.M. Clark ad un approccio chirurgico, attraverso un atto creativo e al tempo stesso distruttivo.\(^{79}\)

Concepito per la 9ª Biennale di Parigi, il lavoro per ‘Conical Intersect’ consistette in tagli conici, scavati tra due edifici medievah: “was literally the last of a vast neighborhood of buildings...

31. ‘Bronx Floor’, photos that show the stages of the project process.
Instead the creation of ‘Bronx Floors’ opera (1972-1973) takes place through a mix of remarkable artistic-technical performances, such as graffiti, photography and sculpture. It’s been produced mostly in the buildings of the Boston Road [New York], an area that at the beginning of the 60’s suffered a strong degradation caused by the new constructions of the Cross Bronx expressway (major expressway in the Bronx district of New York) which expropriated entire urban tissues. These premises led G.M Clark to a surgical approach, through a creative act and at the same time destructive.99

Conceived for the 9th Paris Biennale, the ‘Conical Intersect’ work consisted of conical cuts, carved between two medieval buildings: “was literally the last of a vast neighborhood of buildings destroyed to ‘improve’ the Les Halles–Plateau Beaubourg.” (G.M, Clark, 1975).100

The Les Halles area became the central market of the city in the early nineteenth century, soon known as the ‘belly’ of Paris, underwent a very controversial urban transformation. The American artist, despite criticism, saw an opportunity for intervention, participating in this important phase for the French capital.101

The various engravings and subtractions form a sort of ‘lens’ that allows the observer to look towards the new Centre Pompidou (the future), through the cuts in disused buildings and abandoned [the past] opening the view on the daily urban scene of the neighboring streets (the present).102

Essentially, Gordon Matta Clark’s work relied on architecture as a field of action through which to engage in processes of re-appropriation of urban spaces in environments characterized by economic and social deterioration.103
HEIDELBERG PROJECT

In addition to reflecting local cultures and struggles, art is able to economically revitalize specific places. What results from this thought is that most cities should be transformed into urban complexes of interest to the so-called ‘creative classes’ (individuals such as artists, writers, and entertainers who contribute materials for life) because human capital and combined high-tech industries are able to elevate regional economies. The cities that set these objectives need to follow two main attractive factors, the first linked to cultural diversity, with an opening towards diversified human capital, the second linked to ever new offers of cultural services and entertainment, able to thrive the social level of a given place, (Florida, 2002).104

The ‘Heidelberg’ project in Detroit follows these principles and incorporates topics related to abandonment sites, homelessness, drug problems, racism, and child abuse in a single urban regeneration process.105

This artistic exercise ‘open air’ starts from the will of artist Tyree Guyton to rethink the need for action for a radical change of all stakeholders operating in the community. A key part of the project focused on youth generation, starting 20 years ago to bring changes to different social scales on the Heidelberg Street and then expanded to the entire city of Detroit.106

In 1986 the city presented about 25,000 abandoned housing units, the American artist, with also residence in the core of the Heidelberg Street, decided to transform the marginal and aban-

PROGETTO HEIDELBERG

Oltre a riflettere le culture e le lotte locali, l’arte è in grado di rivitalizzare economicamente luoghi specifici. Ciò che risulta da questo pensiero è che la maggior parte delle città dovrebbero essere trasformate in complessi urbani di interesse per le cosiddette ‘classi creative’ (individui come artisti, scrittori ed intrattenitori che creano materiale per la vita), poiché il capitale umano e le industrie ad alta tecnologia combinati, sono in grado di elevare le economie regionali. Le città che si pongono questi obiettivi, necessitano di seguir due principali fattori attrattivi, il primo legato alla diversità culturale, con un apertura verso il capitale umano diversificato, il secondo legato ad offerte sempre nuove di servizi culturali e di intrattenimento, in grado di produrre il livello sociale di un determinato luogo, (Florida, 2002).104

Il progetto ‘Heidelberg’ di Detroit segue questi principi ed incorpora tematiche legate ai luoghi dell’abbandono, ai senzatetto, a problemi di droga, al razzismo e all’abuso su minori in un unico processo di riqualificazione urbana.105

Questo esercizio artistico ‘open air’ parte dalla volontà dell’artista Tyree Guyton di ripensare alle necessità di azione per un cambiamento radicale di tutti gli stakeholder che operano nella comunità. Parte fondamentale del progetto si è incentrata sulla generazione giovanile, iniziando 20 anni fa per portare cambiamenti a diverse scale sociali sull’Heidelberg Street si è poi espanso all’intera città di Detroit.106
Tyree Gunton began his project by putting up a singular poster in the neighborhood and collecting and exposing objects of daily waste. This project not only focuses on urban problems, but also tends to inspire social change in Detroit’s neighborhoods. The mission of the intervention is to empower people through art and in particular to use it as a catalyst to stop the decline of the most dangerous city in the United States of America, affected by drug problems, to prostitution and crime.

To reduce the level of these criminal activities and to bring about social, and consequently economic, change, it is therefore necessary to offer hope to its residents by directly involving the community in the creative process.

Nel 1986 la città presentava circa 25.000 unità abitative abbandonate, l’artista americano, con anch’esso residenza nel cuore dell’Heidelberg Street, decise di trasformare gli spazi marginali e abbandonati attraverso opere provacatorie in grado di richiamare l’attenzione pubblica sui problemi urbani di Detroit. Tyree Gunton cominciò il suo progetto affiggendo una singolare cartellonistica nel quartiere e collezionando ed esponendo oggetti di scarto quotidiano. Questo progetto si concentra non solo verso i problemi urbani, ma tende ad ispirare il cambiamento sociale dei quartieri di Detroit. La missione dell’intervento è quella di responsabilizzare le persone attraverso l’arte e in particolare utilizzarla come catalizzatore per fermare il declino della città più pericolosa degli Stati Uniti d’America, colpita da problemi legati alle droghe, alla prostituzione e alla criminalità.

Per ridurre il livello di queste attività criminosse e portare al cambiamento sociale, e conseguentemente economico, serve quindi offrire speranze ai suoi residenti coinvolgendo direttamente la comunità nel processo creativo.
Adaptive reuse of car park garage Kempering

The Disposal of the Ordinary: Demolition or Reuse?

Recycling the Ordinary


2. Ibid.
3. Ibid.
5. Ibid.
6. Ibid.
8. Ibid.
9. Ibid.

25 Ibid.
26 Ibid.
27 Ibid.
28 Ibid.
29 Ibid.
37 Ibid.
38 Ibid.
40 Ibid.
41 Ibid.
43 Ibid.
44 Ibid.
45 Ibid.
46 Ibid.
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72 Ibid.
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80 Ibid.
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91 Ibid.
92 Ibid.
97 Ibid.
98 Ibid.
99 Ibid.
100 Ibid.
101 Ibid.
102 Ibid.
103 Ibid.
105 Ibid.
106 Ibid.
107 Ibid.
108 Ibid.
RE CYCLING THE ORDINARY
Adaptive reuse of parkergarage Kempering

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COMPARABLES: INTERNATIONAL APPROACHES
Preparatory to the re-use project of the ex-garage Kempering, was carried out a research and comparison of case studies of various nature following a narrative thread related to the reuse of the architectural heritage ordinary. Case studies from different countries and cultures were voluntarily analysed. This is to absorb more concepts and design practices adaptable in a particular district like the bijlmermeer in Amsterdam, always thought for the Dutch but always lived by migrants.

The existing architectural heritage provides freedom for processes of urban renewal and self-organization, where from abandonment places become places of experimentation for innovative forms of work and residences.

Socially, economically and aesthetically, successful adaptive reuse projects are able to represent a way of doing architecture ‘new’ without forgetting the history of an object. The creative dissonance between existing and new functions is often used objectively to create particular atmospheres.1

In terms of urban development policy, the projects identified follow a dual strategy: maintenance and improvement of existing buildings and new impetus for economic, social and cultural development.2

The case studies identified have (or will) have an important influence on the discussions between different professionals and the urban realities in which they operate.

This comparison is still evident today, however, in the future the focus of adaptive reuse will no longer focus on abandoned areas and objects a hundred years ago, but rather on architectural structures and places built in the second post-war period.3

### LEGEND

#### INDOOR ACTIVITIES

- manufacturing and production
- social services and education
- creative industries and start up
- cultural activities and artist studios

#### OUTDOOR ACTIVITIES

- housing
- retail and shopping
- leisure and recreational
- bar and restaurant
- sport facilities
- music and festival
- cinema projection
- parking area
LA FRICHE LA BELLE DE MAI

location: Marseilles, France
project: Arm Architecture
ground floor area: 45,000 m²
completion: 1992
usage: cultural center

The Frinche la Belle de Mai is a former tobacco factory characterized by a mixed style industrial architecture, currently it is publicly owned. Its development of permanent re-use, gradually led to hosting within it several creative activities and new start-ups. The association that took over the redevelopment process (Afrique) was founded in 1992 by the système friche théatre, which plans and organizes cultural projects in the neighborhood. The financing of the process took place through public subsidies and thanks to the 45-year free lease agreement with the municipality of Marseille gave the project economic security for the long term. Since 2007 the social enterprise SCIC (société coopérative d’innovation) has taken over the management of the facility.

1. “Le Terrasse”, an incredible public space on the rooftop.

MATERIAL

<table>
<thead>
<tr>
<th>ORIGINAL STAGE</th>
<th>ADAPTIVE REUSE PROJECT</th>
</tr>
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<tbody>
<tr>
<td>concrete</td>
<td></td>
</tr>
<tr>
<td>steel</td>
<td></td>
</tr>
<tr>
<td>wood</td>
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</tr>
<tr>
<td>brick</td>
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<tr>
<td>glass</td>
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</table>

La Frinche la Belle de Mai è un ex fabbrica di tabacco caratterizzata da un’architettura industriale di stile misto, attualmente di proprietà pubblica. Il suo sviluppo di riutilizzo permanente, gradualmente ha portato ad ospitare al suo interno diverse attività creative e nuove start-up. L’associazione che ha preso in mano il processo di riqualificazione (la Frichè) venne fondata nel 1992 dal Système Friche Théâtre, il quale pianifica e organizza progetti culturali nel quartiere. Il finanziamento del processo è avvenuto attraverso sovvenzioni pubbliche e grazie anche all’accordo di locazione gratuita di 45 anni con il comune di Marsiglia ha dato al progetto una sicurezza economica per il lungo periodo. A partire dal 2007 l’impresa sociale SCIC (società coopérative d’innovation) ha preso in mano il processo di riqualificazione.


terét collectif) has completed the restoration work, adding to the old the overlapping of new elements. Moreover the administration and the future transformation of the area has been taken care of, exploiting intensely the lease of the open spaces. The redevelopment project followed principles of diversity and openness to others, the different artistic and cultural activities are mixed with other more traditional uses and functions such as residences, facilities for children, retail spaces, public/private spaces and sports facilities. This promiscuity allowed La friche la Belle de Mai to connect with neighboring neighborhoods, not remaining an isolated object but to be an active and integral part of the urban structure ensuring even prospects of economic development to the neighborhood. This type of process also makes it possible for interested users to contribute to the decision-making process and thus become an active part of the projects.

4. Friche la Belle de Mai, old and new elements.

5. First day of “Sport and Urban cultures”, October 2015.

COMPARABLES: INTERNATIONAL APPROACHES
Adaptive reuse case studies
In the ’80s numerous were the scenarios of abusive occupation to Amsterdam, causes a shortage of spaces for artists, also the former ship yard NDSM (Nederlandsche Droogkok en Sheepbouw Maatschappij), on the banks of the IJ River it was occupied in this way.

In 1999 a competition was held to design and organize the conversion of the shipyard. Groups of artists and artisans were interested in the area as new’stad als Casco’ (City as Cellula).³ This strategy foresaw new working spaces, more affordable, with new social dynamics where buildings are used as a framework to the needs of users.

The new ‘inhabitants’ are thus empowered by contributing economically on their spaces, are not mere consumers but help shape the site actively.

This reconversion system convinced the city to accept the propo-

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**NDSM-WERF**

Location: Amsterdam, Netherlands

Project: NDSM users, Dynamo Architecten

Completion: 2002

Ground floor area: 30.000 m²

Usage: artist studios, workshop, recreation

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**MATERIAL**

- Concrete
- Steel
- Wood
- Brick
- Glass

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8. Faralda Crane is the hotel located inside NDSM, its peculiarity is obviously the crane, structure that host the whole accommodation.
sal, thanks also to the financial support of a public fund.7
The Kinetish Noord Process Management Association was cre-
ted, and a ten-year operational plan was established consisting
of three modules: development, budget, and artistic program.
The former shipyard was transformed into a place for experi-
mental arts, cultural activities and new companies.10
The largest building, works as a lobby, welcomes and instal-
ls new work spaces. In this container structure, each of these
objects varies from 50 sqm to 150 sqm, almost to form a small
town.11
The other buildings and open spaces of NDSM have also been
converted in the same way over the years, a colorful mix of stu-
dios and ateliers, leisure spaces and restaurants, where concer-
ts, urban markets and events are still attracting new investors.12

Questo sistema di riconversione convinse la città ad accettare la
proposta, grazie anche al supporto finanziario di un fondo pub-
blico.7
Venne creata l’associazione per la gestione del processo, la Ki-
etish Noord, venne stabilito un piano operativo decennale com-
posto da 3 moduli: sviluppo, bilancio e programma artistico.
L’ex cantiere navale venne trasformato in un luogo per arti spe-
rimentali, attività culturali e nuove aziende.10
L’edificio più grande, funziona come hall, accoglie e installa i
nuovi spazi lavorativi. In questa struttura contenitore, ognuno
di questi oggetti varia dai 50 mq ai 150 mq, quasi a formare una
piccola città.11
Anche gli altri edifici e spazi aperti di NDSM sono stati convertiti
alla stessa maniera nel corso degli anni, una mescolanza colo-
rata di studi e atelier, spazi per il tempo libero e ristoranti, dove
concerti, mercati urbani ed eventi stanno ancora ora attraendo
nuovi investitori.12
In 2007 it was planned to demolish the former Kalinin factory and build new commercial and office buildings. Because of the economic crisis it was necessary to look for new ideas on how to reuse the abandoned area. The Eastern European real estate investment fund (EEREIF) purchased the entire lot. They decided to work on what was already present, giving the de facto permission to transfer anyone who was interested in those spaces. This caused vandalism and degradation to be prevented through the active use of the artefacts.13

The tenants were able to choose the size of the redevelopment and the necessary investments, in return for a low rent.14

Within this ‘creative city’ there are several activities including businesses and non-profit organizations, restaurants and cafes, a daycare center and several weekly markets.

TELLESKIVI CREATIV CITY
location: Tallin, Estonia
project: Salto Architects, Gild Property Asset
completion: 2009
ground floor area: 18,000 m²
usage: creative companies, studios

Nel 2007 si prevedeva di demolire l’ex fabbrica Kalinin e costruire nuovi edifici commerciali e uffici. A causa della crisi economica fu necessario cercare nuove idee su come riutilizzare l’area abbandonata. Il fondo di investimento immobiliare dell’Europa orientale (EEREIF), acquisì l’intero lotto. Decisero di lavorare su cosa fosse già presente, dando l’autorizzazione di fatto, a far trasferire chiunque fosse stato interessato a quegli spazi. Questo fece sì che attraverso l’uso attivo dei manufatti si prevenisse atti di vandalismo e degrado.13

Gli inquilini erano in grado di scegliere la dimensione della riqualificazione e degli investimenti necessari, in cambio di un canone di locazione contenuto.14

All’interno di questa ‘città creativa’ sono presenti diverse attività tra cui imprese e organizzazioni no-profit, ristoranti e caffet-
The use of open spaces for events and concerts allows you to obtain a promiscuity of destinations d’use such as to confirm the site as a location interesting on a national level. The project has since had a real impact in the neighbouring city communities, with residents gaining a greater sense of civic commitment, security and better quality of life. The difficult situation of the housing market encouraged developments that were based on openness and flexibility, so the initial program implemented was temporary, with leases limited from 3 to 5 years.

To date the site seems to be able to continue to live a rosy future, if temporary users will be able to stay for a longer period will depend on the market situation in the years to come.


15. ‘Welcome Hall’ of ‘Fotografiska’ building.
At the heart of Eindhoven’s Vinex district, an hangar and annexed buildings have found new uses, becoming a precious portion of industrial heritage that still keeps alive the memory of the former Welschap airport.

The project was executed by Diederendirrix through the redevelopment and expansion of existing artifacts. The complex has several recreational and educational functions and has been transformed into a cultural center of vital importance for the neighborhood. A clear architectural project, structured rationally but lively and unique, where children’s schools, the library, the community youth center, different play areas, cultural exhibition areas and a gym are located.

The Hangar

**Location:** Eindhoven, Netherlands

**Project:** Bert Dirrix architect

**Completion:** 2009

**Ground floor area:** 8,600 m²

**Usage:** sport accommodations, district center

**Material**

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14. Staircase to the public space on the terrace.

15. At the ground floor large co-working area find their space.

16. Artwork installation by Peter Struycken in the Hangar main space.

**Comparables: International Approaches**

Adaptive reuse case studies
Two volumes have been inserted inside the hangar, which is only partially occupied to allow the birth of a covered square that functions as the main entrance to the area. Also from the hangar begins a central corridor that connects the square to an outdoor playground located towards the green area.  

This passage is delimited on one side with a coloured and transparent volume that houses the library and the cultural center, on the other side it is confined by a partially above-ground volume with a covered play area. In the basement the volume houses a sports center and several meeting area.  

All essential ingredients that make up the right recipe for a complex ordered, lively and eccentric, what the community needed and be missed.

17. Central corridor that pass under the public terrace.

18. District civic gymnasium, one of the gym.
Jaegersborg Water Tower is a former silo for water conservation in the Danish municipality of Gentofte (Copenhagen). The jægersborg district was subjected in the 60s to rapid population growth that resulted in an increase in housing density, requiring more modern hydraulic technologies.

The Jaegersborg Water Tower was built in 1955, given its degradation and under-use, in 2004 the municipality decided to call a competition for its redevelopment. The commission was obtained by Dorte Mandrup Arkitekter, proposing a building attentive to modern needs through a good heterogeneity of uses. The idea of retaining the supporting structure in combination with the water tank has made it possible to arrange the various spaces automatically.

The water tower, has a reinforced concrete bearing structure, is 45 m high and the water tank on top of the tower contains 2,000 cubic meters used for heating the ACS in homes.
On the upper floors, there is space for 36 student dwellings that surround the entire perimeter of the existing structure, while below them there are collective spaces and some municipal archives. Each housing unit advances over the exterior front through slight bumps and frames to capture more natural light and offer a view of the surrounding landscape.

The lower floors are used by a youth centre and several multi-purpose rooms for community use, including some workrooms and storage rooms. Large openings on the ground floor open to extend the active space towards the outdoor playground.

During the conversion process, the approach of Dorte Mandrup was to strengthen the symbolism of the Water Tower, maintaining entirely the pillars throughout their height strengthened the figure of the tower as a local reference, while through the remaking of a new plaster to the tank, bright color, gave a greater visibility to the entire tower.

22. The public park below the Jaegersborg Water Tower.

23. The panorama from the students' rooms.
This intervention is the largest project of the architectural studio NA NO WO. The idea follows the principles of the enhancement and development of the existing historical heritage, is located in the Antony popular district of Leszno, characterized by artifacts from different historical periods, the old stables date back to the end of the 19th century while the granary of the second half of the 20th century.

These objects are transformed into a group of rehabilitation/care units with adjoining hotel and cultural facilities, and are also flanked by an accompanying infrastructure and retirement for the elderly. The complex consists volumetrically of four buildings whose main response was to place complex and diverse functions such as health care inside historic buildings.

At the last level, on the extended roof space finds the terrace of
the whole complex, acts as a relaxing place to enjoy the view. It also has a therapeutic-social function within the health facility, serving as a meeting place for patients. The building also houses a restaurant, a multipurpose room for events, a small space for religious meditation and a conference room. The former barn has the highest levels dedicated to patients offering access to common living and open space areas.

Flanked by the two existing historical artifacts was designed the third block with residential function, while the basement extends the parking that works for the entire complex. All the buildings within the complex are evidence of the architecture of different periods, distinguished by their divisions, compositions, heights and materials on the facade, to combine them in a 'team cohesive', it was decided to recall, through corten coverings, the ancient red color of the bricks.

All’ultimo livello, sulla estesa copertura trova spazio la terrazza dell’intero complesso, funge da luogo rilassante dove godere della vista. Ha funzione anche terapeutica-sociale all’interno della struttura sanitaria, fungendo come luogo di incontro per i pazienti.

L’edificio ospita anche un ristorante, una sala polifunzionale per gli eventi, un piccolo spazio per il raccoglimento religioso ed una sala conferenze. L’ex granaio presenta i maggiori livelli dedicati ai malati offrendo accessi alle zone living e open space comuni.

Affiancato ai due esistenti manufatti storici è stato progettato il terzo blocco con funzione residenziale, mentre al piano interrato si estende il parcheggio che funziona per l’intero complesso. Tutti gli edifici all’interno del complesso sono testimonianza dell’architettura di diversi periodi, distinguendosi per le loro divisioni, composizioni, altezze e materiali in facciata, per combinarti in una ‘squadra coesa’, è stato deciso di richiamare, attraverso rivestimenti in corten, l’antico colore rosso dei mattoni.

27. After and post renovation project.
28. Street hospital front.
This project is an ambitious example of reuse, focused on the community and the young people of the neighborhood. The final result took more than two years, passing through the collaboration of the different stakeholders and the identification of the real needs, to bring this church back to full use. The process was conceived and managed by a non-profit association (South Kilburn Trust), and funded through a redevelopment fund directly from London.

The activities are housed in a 19th-century religious building, owned by the Brent district. The Granville offers affordable workspace for entrepreneurs, provides some spaces for public administration such as, offices, an employment center and training centers. To complete this picture, RCKa has provided a space for community events, residences and a children’s center for after-school.

**THE GRANVILLE**

- **location:** London, England
- **project:** RCKa studio
- **completion:** 2018
- **ground floor area:** 1,200 m²
- **usage:** workspace, community hub

**INDOOR**

**OUTDOOR**

**MATERIAL**

- concrete
- steel
- wood
- brick
- glass

**ORIGINAL STAGE**

**ADAPTIVE REUSE PROJECT**

Questo progetto è un esempio ambizioso di riuso, incentrato sulla comunità e i giovani del quartiere. Il risultato finale ha richiesto più di due anni, passando attraverso la collaborazione dei diversi stakeholders e l’individuazione delle reali esigenze, per riportar ad un pieno utilizzo questa chiesa. Il processo è stato concepito e gestito da una associazione no-profit (South Kilburn Trust), e finanziato attraverso un fondo per la riqualificazione direttamente da Londra. Le attività sono ospitate in un edificio religioso del XIX secolo, di proprietà comunale del distretto di Brent. Il Granville offre workspace a prezzi accessibili per gli imprenditori, prevede alcuni spazi per la pubblica amministrazione come, uffici, un centro per l’impiego e centri di formazione. A completare questo quadro, RCKa ha previsto uno spazio per gli eventi comunitari, residenze e un centro infantile per il dopo-scuola.
Since its inception, the project has been carried out in collaboration with key partners (municipalities, private entities and end users) to define a long-term vision that would ensure the financing of capital necessary to achieve a new future for this building. The project has been carried out in collaboration with key partners (municipalities, private entities and end users) to define a long-term vision that would ensure the financing of capital necessary to achieve a new future for this building.35

Two strategic moves open the building to the local community: new life in the interior spaces and the reactivation of the previously abandoned garden.36

The pivotal space where the entire flow of users and visitors unfolds is the central nave of the church. Here was inserted the enterprise hub, a new home for studio artists and local entrepreneurs. The open nature of the space allows you to look through the various levels and see all the activities in progress. The open nature of the space allows you to look through the various levels and see all the activities in progress.37

The result is a total retraining project, which carefully mediates between the multiple needs of the public and private partners, while integrating opportunities to improve community cohesion and social interaction.

Fin dall’inizio, il progetto è stato svolto in collaborazione con i partner chiave (municipalità, soggetti privati e utenti finali) per definire una visione a lungo termine che permettesse di garantire il finanziamento di capitale necessario a realizzare un nuovo futuro per questo edificio.35

Due mosse strategiche aprono l’edificio alla comunità locale: nuova vita negli spazi interni e la riattivazione del giardino precedentemente abbandonato.36

Lo spazio cardine dove si snoda l’intero flusso di utenti e visitatori è la navata centrale della chiesa. Qui è stato inserito l’enterprise hub, una nuova casa per gli studios degli artisti e imprenditori locali. La natura aperta dello spazio consente di guardare attraverso i vari livelli e vedere tutte le attività in corso di svolgimento.37

Il risultato è un progetto di riqualificazione totale, che media attentamente tra le molteplici esigenze della parti pubbliche e private, integrando al contempo opportunità per migliorare la coesione della comunità e l’interazione sociale.

32. Café and interior leisure area.

33. Community’s events in outdoor area.
TANK SHANGHAI

location: Shanghai, China
project: OPEN Architecture
completation: 2019
ground floor area: 10,845 m²
usage: cultural and art spaces

Located on the banks of the Huangpu River, the airport of the same name is disrupted by the project of OPEN architects, where they convert five former fuel tanks, in an area dedicated to culture and proposing a new neighborhood cultural center. The project integrates into the nearby urban landscape with an attitude of openness and accessibility, the adaptive transformation of silos into artistic containers, pay tribute to the industrial past of the site. The inclusion of the park as a central part of the project, means that visitors are first attracted by the livable green areas, with various rows of trees, water games and wildlife, and then discover the exhibition spaces and events.

The landscape design consists of an 'Urban Forest', water mirrors and two open squares. The whole is connected through natural paths leading to art galleries.

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36. Aerial view of ‘Tank Shangai’ area.

34. Stepped Waterscape is one of the many ponds designed in the recovery project of OPEN Architects.

35. ‘Urban Forest’ leads the project towards a ‘green’ footprint for the entire neighborhood.
The design strategy of the five tanks is heterogeneous in uses and varies according to the object, in order to characterize the use of each. The tank 1, is experienced by musical events, the second reservoir offers dining and dining spaces. The real exhibition spaces and art galleries are contained in tanks 3 and 4. The only one of the 5 artefacts that presents the addition interventions and new construction is the tank 5. It presents a rectangular volume that passes through the circular silo body, forming two new multifunctional terraces usable for festivals and other big events.

The project was simple and bold, where the exteriors were characterized by programs and strategies ‘sweet’, while the interior spaces were treated through more sophisticated and specific strategies and interventions, Taken together, they celebrate the birth of new exhibition and cultural typologies.

verso percorsi naturali che conducono alle gallerie d’arte. 
La strategia progettuale dei cinque serbatoi è eterogenea negli usi e varia a seconda dell’oggetto, al fine di caratterizzarne l’uso di ognuno. Il serbatoio 1, è vissuto da eventi musicali, il secondo serbatoio offre spazi gastronomici e per la ristorazione. I veri e propri spazi espositivi e le gallerie d’arte sono contenuti nei serbatoi 3 e 4.

L’unico dei 5 manufatti che presenta degli interventi di addizione e nuova costruzione è il serbatoio 5. Esso presenta un volume rettangolare che passa attraverso il corpo circolare del silo, formando così due nuove terrazze polifunzionali utilizzabili per festival e altri eventi di grandi dimensioni.

Il progetto è risultato semplice e audace, dove gli esterni sono stati caratterizzati da programmi e strategie ‘dolci’, mentre gli spazi interni sono stati trattati attraverso strategie e interventi più sofisticati e specifici, presi insieme, celebrano la nascita di nuove tipologie espositive e culturali.
**POST HOUSTON**

location: Houston, United States  
project: OMA  
completion: 2020  
ground floor area: 62,250 m²  
usage: mixed use

The former US Postal Service (USPS) facility, located northwest of Downtown Houston, will be transformed, according to OMA project, into a new commercial and cultural anchor. The multi-purpose transformation on the building, dated 1936, is committed to balance conservation elements with other more strategic, surgical, to create a vibrant hub for urban growth that the city lives.42

The main intervention results in the creation of 5 halls, illuminated by natural light, which will lead to greater interaction and social exchange between internal users and external visitors. The functions of these atria are differentiated one from the other, we pass from a mix of open spaces for the exposition of artistic installations to coworking spaces. Flanked by these activities are inserted gastronomic spaces, cafes, restaurants and shops.43

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39. OMA will add a huge rooftop park to the historic post office.

40. Facilities within the new complex including eateries, cafes and workspaces.

41. Present situation on the rooftop, before the OMA’s redevelopment project.

42. The multi-purpose transformation on the building, dated 1936, is committed to balance conservation elements with other more strategic, surgical, to create a vibrant hub for urban growth that the city lives.

43. The main intervention results in the creation of 5 halls, illuminated by natural light, which will lead to greater interaction and social exchange between internal users and external visitors. The functions of these atria are differentiated one from the other, we pass from a mix of open spaces for the exposition of artistic installations to coworking spaces. Flanked by these activities are inserted gastronomic spaces, cafes, restaurants and shops.
The project for POST Houston aims to propose itself in a versatile and collaborative way through the objectives of attracting entrepreneurs and local companies willing to grow their business in this space with a collaborative tone. The whole building is drilled vertically with skylights to allow each of these atria to have the right amount of light. The project involves the insertion of several horizontal layers, which will introduce new and dynamic passages to establish distinct routes running from south to north. Each area will then be traversed by these routes that will finish their own range of experience and activities in the large park on the roof. This is a key element in OMA’s project, as it will involve the construction of an artifact used as a sustainable farm set in a real elevated urban park that will provide breathtaking views and views of the iconic Houston skyline.

Il progetto per il POST Houston intende proporsi in maniera versatile e collaborativa attraverso gli obiettivi di attrarre imprenditori e aziende locali, intenzionati a far crescere il proprio business in questo spazio dal tono collaborativo. L’edificio nella sua totalità è perforato verticalmente con lucernari per permettere ad ognuno di questi atri di avere la giusta quantità di luce. Il progetto prevede l’inserimento di diversi layer orizzontali, che introdurranno nuovi e dinamici passaggi per stabilire distinte vie che corrono da sud a nord. Ogni area sarà quindi attraversata da questi percorsi che finiranno la propria gamma di esperienza e attività nell’ampio parco sulla copertura. Questo è un elemento chiave nel progetto di OMA, poiché prevederà la costruzione di un manufatto adibito a fattoria sostenibile inserita in un vero e proprio parco urbano sopraelevato che regalerà viste e scorci mozzafiato verso l’iconico skyline di Houston.

Adaptive reuse of park/garage Kempering

The rooftop park will feature a mix of open spaces, areas for events and installations, and allotments for growing produce.

42. OMA’s main intervention will be the introduction of five atriums to create social spaces and bring in plenty of natural light.

43. The rooftop park will feature a mix of open spaces, areas for events and installations, and allotments for growing produce.
The Zeitz Museum of Contemporary Art is the largest museum in the world dedicated to contemporary African art, located on the edge of a port dock enjoys a splendid view over the ocean. It stands as a monument from the important cultural historical past to Capetown, able to attract up to 100,000 people per day.46 The space occupied by the museum is about 9,500 square meters, designed to measure is distributed on nine floors, excavated from the monumental structure of the historic former grain silo complex. The building had been in disuse since 1990, The re-use project of Heatherwick Studio is viewed nationally as a cultural institution and a public good. He gave a new life to this building by adding several activities to complement the museum, such as 80 art galleries, conservation areas for historical artefacts, a library, a restaurant, bar, study rooms and a hotel on the top floors.47

Zeitz Museum of Contemporary Art is il più grande museo al mondo dedicato all’arte contemporanea Africana, situato sul bordo di una banchina portuale gode di una splendida vista sull’oceano. Si eleva come un monumento dall’importante passato storico culturale per Capetown, in grado di attirare fino a 100,000 persone al giorno.46 Lo spazio occupato dal museo è di circa 9.500 metri quadrati, progettato su misura viene distribuito su nove piani, scavato dalla struttura monumentale dello storico complesso dell’ex-silo per il grano. L’edificio si trovava in disuso dal 1990, Il progetto di riuso di Heatherwick Studio è visto a livello nazionale come un istituzione culturale e un bene pubblico. Ha dato una nuova vita a questo edificio inserendo diverse attività in complemento al museo, come 80 gallerie d’arte, aree di conservazione per i manufatti storici, una libreria, un ristorante, un hotel, un bar di un ristorante, e una serie di sale di studio e di conferenza.

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44. ‘Sculpture Garden’ on the 6th floor.

45. Zeitz Museum’s waterfront view.
The interior spaces have been shaped inside the reinforced concrete supporting structure, reinforcements to the existing horizontal slabs (only 17 cm thick) have become necessary. These structural consolidations were followed by demolition works and cuts on the tubular structures in order to insert skylights and vertical connections, these works smoothed the entrance hall as a kind of cellular structure. The redevelopment intervention was commissioned through a public/private partnership between the V&A waterfront (Victoria & Alfred waterfront) and the German entrepreneur Jochen Zeitz.48

47. The ‘cellular’ structure close to the main atrium.

48. Underground level of the central atrium.

49. Comparable: international approaches adaptive reuse case studies

Gli spazi interni sono stati modellati all’interno della struttura portante in cemento armato, si sono rese necessarie opere di rinforzi alle solette orizzontali esistenti (appena 17 cm di spessore). A questi consolidamenti strutturali sono seguite opere di demolizione e tagli sulle strutture tubolari per poter inserire lucernari e collegamenti verticali, questi lavori hanno levigato l’atrio d’ingresso come una sorta di struttura cellulare. L’intervento di riqualificazione è stato commissionato attraverso una partnership pubblico/privato tra il V&A Waterfront (Victoria & Alfred Waterfront) e l’imprenditore tedesco Jochen Zeitz.49
NOTES

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64 Ibid.
CYCLING: THE WAY TO SUSTAINABILITY
In 2015, world leaders agreed on 17 Global Goals (officially, Sustainable Development Goals - SDGs). These aim to create a more sustainable world by 2030, ending poverty, combating inequalities and addressing the urgency of climate change. Government systems, from the national to the closest to the citizen, should ensure safe access to public spaces, protecting those who access on foot or by bicycle and ensure through the soft-mobility equal participation in the activities of the company. In addition, more investment should be made in cycling, focusing on future technologies such as e-cycling, cargo-cycling and bike-sharing. These efforts will contribute to the achievement of the Global Objectives mentioned above, since the bicycle is directly connected to 11 of them.

**SDG 1. ENDING POVERTY, IN ALL ITS FORMS, EVERYWHERE**

The bicycle is the only technical means of transport accessible to both people and goods, so it helps to reduce the cost of these movements. The potential for economic growth through the creation of jobs linked to bicycle mobility is high, investments in this sector offer good opportunities for strategies to reduce the level of poverty.

**SDG 2. ACHIEVING FOOD SECURITY AND NUTRITION BY PROMOTING SUSTAINABLE AGRICULTURE**

The bicycle can play an important role for many small food producers, helping to ensure food security and nutrition. It can also reduce the cost of transporting food.

**SDG 3. PROMOTING SUSTAINABLE INVESTMENTS**

Investments in cycling can contribute to achieving the SDGs, as cycling is connected to many of them.

**SDG 4. PROMOTING DEMOCRACY AND REDUCING INEQUALITY**

Cycling can help to reduce inequality, as it is accessible to people of all ages and abilities.

**SDG 5. PROMOTING SUSTAINABLE MANAGEMENT OF WATER AND ENVIRONMENT**

Cycling is an environmentally friendly mode of transport, helping to reduce the impact on the environment.

**SDG 6. PROMOTING SUSTAINABLE SECTORAL DEVELOPMENT**

Cycling can contribute to sustainable development, as it promotes healthy lifestyles and reduces the cost of transport.

**SDG 7. PROMOTING SUSTAINABLE CONSUMPTION AND PRODUCTION**

Cycling can help to reduce the consumption of resources and promote sustainable production.

**SDG 8. PROMOTING SUSTAINABLE INDUSTRIALIZATION**

Cycling can contribute to sustainable industrialization, as it promotes a shift towards more sustainable business models.

**SDG 9. PROMOTING SUSTAINABLE INFRASTRUCTURE AND INNOVATION**

Cycling can contribute to sustainable infrastructure, as it promotes the development of cycling-friendly infrastructure.

**SDG 10. PROMOTING SUSTAINABLE COMMUNITIES AND PEACEFUL, JUST SOCIETIES**

Cycling can contribute to peaceful and just societies, as it promotes social cohesion and reduces the cost of transport.

**SDG 11. PROMOTING SUSTAINABLE URBAN AND RURAL DEVELOPMENT**

Cycling can contribute to sustainable urban and rural development, as it promotes healthy lifestyles and reduces the impact on the environment.

**SDG 12. PROMOTING SUSTAINABLE CONSUMPTION AND PRODUCTION**

Cycling can help to reduce the consumption of resources and promote sustainable production.

**SDG 13. PROMOTING SUSTAINABLE MANAGEMENT OF WATER AND ENVIRONMENT**

Cycling is an environmentally friendly mode of transport, helping to reduce the impact on the environment.

**SDG 14. PROMOTING SUSTAINABLE SECTORAL DEVELOPMENT**

Cycling can contribute to sustainable sectoral development, as it promotes healthy lifestyles and reduces the cost of transport.

**SDG 15. PROMOTING SUSTAINABLE CONSUMPTION AND PRODUCTION**

Cycling can help to reduce the consumption of resources and promote sustainable production.

**SDG 16. PROMOTING SUSTAINABLE MANAGEMENT OF WATER AND ENVIRONMENT**

Cycling is an environmentally friendly mode of transport, helping to reduce the impact on the environment.

**SDG 17. PROMOTING SUSTAINABLE INVESTMENTS**

Investments in cycling can contribute to achieving the SDGs, as cycling is connected to many of them.
durers, thus helping to ensure independence, especially for the poorest population groups. By expanding the urban/rural area accessible to people who do not have an alternative means of transport, cycling provides better access to and participation in food communities, increasing nutritional options and ensuring sustainable food transport.4

[SDG] 3. PROMOTING A HEALTHY LIFE AND WELL-BEING FOR ALL INDIVIDUALS
Cycle mobility generates healthy lifestyles with no environmental impact. The cycle of physical activity it generates reduces heart disease and other negative impacts related to sedentary lifestyles. Air quality and road safety improve when individual motorised transport (cars and motorcycles) is replaced by cycling, in addition, the creation of safety conditions for cyclists contributes to reducing the number of deaths and injuries per year as a result of road accidents.5

[SDG] 5. ACHIEVING GENDER EQUALITY BY STRENGTHENING THE POSITION OF ALL WOMEN
The bicycle allows women and girls to access water supplies, to reach their schools, to enter markets and to reach their places of work and other inaccessible places, perhaps through the means of transport available or on foot. Safer bicycle infrastructure supports and reinforces gender equality as a means of transport that can offer independence without having to rely on any third-party help.6

[SDG] 7. AFFORDABLE, RELIABLE, SUSTAINABLE AND MODERN ENERGY FOR ALL
The bicycle improves the energy efficiency of transport systems as it uses human energy, renewable and better in moving people and goods in urban environments. Cycling, if well combined with public transport and logistic systems, offers itself as a valid solution for the movements of the first and last kilometer.7

[SDG] 8. PROMOTING SUSTAINED, INCLUSIVE AND SUSTAINABLE ECONOMIC GROWTH, FULL AND PRODUCTIVE EMPLOYMENT AND DECENT WORK FOR ALL
With the same turnover, the cycling industry and related services such as cycling, create more jobs than any other transport sector: per million of turnover, the production of bicycles creates 4,89 full-time jobs, more than the aerospace industry (3.9 jobs) and repeatedly more than the automotive industry (1.63 jobs per di sicurezza verso i ciclisti contribuisce a ridurre il numero di morti e feriti annui a seguito di incidenti stradali.8

[SDG] 5. RAGGIUNGERE L’UGUAGLIANZA DI GENERE RAFFORZANDO LA POSIZIONE DI TUTTE LE DONNE
La bicicletta consente a donne e ragazze di accedere ai rifornimenti idrici, di arrivare ai propri istituti scolastici, di accedere nei mercati e arrivare ai rispettivi luoghi di lavoro ed altri posti inaccessibili, magari attraverso i mezzi di trasporto disponibili o a piedi. Infrastrutture più sicure per la bicicletta sostengono e rafforzano l’uguaglianza di genere essendo un mezzo di trasporto in grado di offrire indipendenza senza dovere contare su alcun aiuto terzo.6

[SDG] 7. ENERGIA ACCESSIBILE, AFFIDABILE, SOSTENIBILE E MODERNA A TUTTI
La bicicletta migliora l’efficienza energetica dei sistemi di trasporto in quanto utilizza energia umana, rinnovabile e migliore nel spostare persone e merci in ambienti urbani. La mobilità ciclabile, se ben combinata con il trasporto pubblico e i sistemi logistici, si offre come valida soluzione per gli spostamenti del primo e dell’ultimo chilometro.7

[SDG] 8. PROMUOVERE UNA CRESITA ECONOMICA SOSTENUTA, INCLUSIVA E SOSTENIBILE, UN’OCCUPAZIONE PIENA E PRODUTTIVA E UN LAVORO DIGNITOSO PER TUTTI

2. Kids cycle in a village in Burkina Faso, the first Global goal is to eliminate all kinds of poverty, bicycle are a cheap way to move for all.
Cycling makes it possible to switch from the use of individual motor transport to a combination of active mobility (on foot and by bicycle) and public transport. For a greater number of people who use cycling easier will be government activity in urban planning, thus building resilient infrastructure and sustainable transport systems for economic development and human well-being, paying attention to reasonable and equitable access for all.9

3. Another Global Goal interest the women and their independence, using a bicycle take free way to move.

A parità di fatturato, il settore dell’industria ciclistica e i servizi annessi come il cicloturismo, creano un numero maggiore di posti di lavoro rispetto qualsiasi altro settore dei trasporti: per milione di euro di fatturato, la produzione di biciclette crea 4,89 posti di lavoro full-time, più dell’industria aereo-spaesiale (3,9 posti di lavoro) e ripetutamente più di quella automobilistica (1,63 posti di lavoro per milione di euro di fatturato).8

4. SkyCycle, proposals to create safe new cycle routes throughout London, a project by Foster + Partners and Space Syntax.
(SDG) 12. ENSURING SUSTAINABLE CONSUMPTION AND PRODUCTION PATTERNS
The transport of people and goods by bicycle offers the possibility of moving, producing, consuming and delivering in the most sustainable way. The bicycle corresponds perfectly to the diversity and urban scale of regional and local economies. In many urban areas, 50% of all deliveries of goods could already be made by bicycle.11

(SDG) 13. TAKING URGENT ACTION TO COMBAT CLIMATE CHANGE AND ITS DEVASTATING IMPACTS
The bicycle is the absolute symbol of the de-carbonization of transport in today’s societies, offering the possibility of an easy and immediate action on the climate. Governments, at all territorial levels, can primarily integrate the bicycle into their climate action policies, strategies, education and public awareness.12

(SDG) 17. REVITALISING GLOBAL COOPERATION FOR SUSTAINABLE DEVELOPMENT
City organisations, together with experts in the sector, support global collaboration for sustainable development, encourage and promote effective public-private partnerships to stimulate greater use of the bicycle. Of particular importance is the availability of reliable and timely data to provide a high quality of cycling and thus to strengthen the development, dissemination and implementation of cycling policies in developing countries.13

It turns out clearly that an increase of the bike mobility ports to having a positive impact on the future of the world, saving to international level near figures to 6.000 billion dollars, distributed in next the 15 years. Moreover a remarkable improvement of the quality of the life would be had, with beneficial reductions of the emissions of CO2 of the urban transports of approximately 7% regarding to maintain the status quo, arriving until a reduction of beyond 10% within 2050.14

(SDG) 12. GARANTIRE MODELLI DI CONSUMO E DI PRODUZIONE SOSTENIBILI
Il trasporto di persone e merci in bicicletta offre la possibilità di muoversi, di produrre, di consumare e consegnare nella maniera più sostenibile. La bicicletta corrisponde perfettamente alle diversità e allo schema urbana delle economie regionali e locali. In molte aree urbane, il 50% di tutte le consegne di merci potrebbe già effettuarsi tramite mobilità ciclabile.11

(SDG) 13. INTRAPRENDERE AZIONI URGENTI PER COMBATTERE IL CAMBIAMENTO CLIMATICO E GLI IMPATTI DEVASTANTI CHE DA ESSO DERIVANO
La bicicletta è il simbolo assoluto della de-carbonizzazione dei trasporti nelle società attuali, offrendo la possibilità di un’azione facile ed immediata sul clima. I governi, a tutti i livelli territoriali, possono integrare primariamente la bicicletta nelle loro politiche di azione climatica, nelle loro strategie, nell’istruzione e nella sensibilizzazione pubblica.12

(SDG) 17. RIVITALIZZARE LA COOPERAZIONE GLOBALE PER LO SVILUPPO SOSTENIBILE
Le organizzazioni cittadine, congiuntamente agli esperti del settore, sostengono la collaborazione globale per lo sviluppo sostenibile, incoraggiano e promuovono partnership efficaci tra pubblico e privato per stimolare un uso maggiore della bicicletta. Di particolare rilievo risulta la reperibilità di dati affidabili e tempestivi per offrire un’alta qualità della mobilità ciclabile e rafforzare così lo sviluppo, la diffusione e l’attuazione di politiche in questa materia nei paesi in via di sviluppo.13

Risulta netto che un aumento della mobilità ciclabile porti ad avere un impatto positivo sul futuro del mondo, risparmiando a livello internazionale cifre vicine a 6.000 miliardi di dollari, distribuite nei prossimi 15 anni. Inoltre si avrebbe un miglioramento notevole della qualità della vita, con benefiche riduzioni delle emissioni di CO2 dei trasporti urbani di circa il 7% rispetto al mantenere lo status quo, arrivando fino a una riduzione di oltre il 10% entro il 2050.14
Currently 72% of European citizens live in cities, this percentage is increasing and as a result, cities will become increasingly congested, suffer from increasingly poor air quality and tend to become noisier and less livable. Increasing the number of people who pedal can help you get closer to a more sustainable and acceptable level of city. Many European countries see cycling culture as an opportunity to attract new businesses, tourists and workers (primarily the Netherlands and Denmark). The focus in Europe, as part of this thesis research, can only be the Netherlands, a nation for which the bicycle has been a social struggle in the past and still shows an increase in cycling in the urban environment. However, it is important to highlight some differences between European cities and even between cities in the same country in terms of the modal distribution of the transport used. The most famous European capitals, Amsterdam and Copenhagen, are seen as examples of world leaders in this field, and many other smaller European cities also have good daily cycling data. It is therefore necessary to continue along this path, adopting new programmes and confirming some concepts that were previously in operation.

Future strategies at European level for more effective green mobility are well developed in the document “EU cycling Strategy. Recommendations for delivering Green growth and an effective Mobility in 2030”. It is the result of a systematic review of all EU soft-mobility policies, a joint project with several expert groups to increase and improve cycling in Europe. This will develop a Community strategy on bicycles, eliminating any fragmentation in the development of relevant policies at EU institution level, avoiding inefficiencies in local cycling strategies. The document summarizes these themes in objectives to be achieved:

1. Bicycle as an equal partner in the entire urban mobility system.
2. Increase in the use of cycling around 50% on average in 2020 - 2030, in the EU.
3. Reduce the danger in the use of this mobility, 2020 - 2030.
4. Increase EU investment in the bicycle sector to EUR 3 billion in the period 2021-27 and to EUR 6 billion in the period 2028-34.

Achieving these objectives would bring important economic benefits throughout the European Union.

Attualmente il 72% degli cittadini europei vive in città, questa percentuale è in aumento e di conseguenza, le città saranno sempre più congestionate, soffriranno di una qualità dell’aria sempre più scadente e tenderanno a diventare più rumorose e meno vivibili. Aumentare il numero di persone che pedalano può aiutare ad avvicinarsi ad un livello di città più sostenibile ed accettabili. Molti paesi europei vedono nella cultura ciclistica un’occasione nell’attrarre nuove imprese, turisti e lavoratori, (in primis Olanda e Danimarca). Il focus in Europa, nell’ambito di questa ricerca di tesi, non può che essere i Paesi Bassi, nazione per la quale la bicicletta è stata lotta sociale in passato e mostra tutt’ora un aumento dei viaggi in bicicletta nell’ambiente urbano. Tuttavia è importantte sottolineare alcune differenze tra le città europee e persino tra città dello stesso paese in termini di ripartizione modale dei trasporti utilizzati. Le capitali europee più illustri, Amsterdam e Copenaghen, sono viste come esempi di realtà leader mondiali in tale campo, e anche molte altre città europee più piccole hanno buoni dati relativi all’uso quotidiano della bicicletta. Risulta quindi necessario proseguire su questa strada, adottando nuovi programmi e confermando alcuni concetti precedentemente funzionanti.

Le strategie future a livello europeo per una mobilità green più efficace sono ben esplicate nel documento “EU Cycling Strategy. Recommendations for Delivering Green Growth and an Effective Mobility in 2030”.
Green mobility, which is an intrinsic characteristic of cycling, improves the livability of a city and the health of its residents in different ways, achieving the objectives mentioned above would bring important economic benefits throughout the European Union. The document “The benefits of cycling. Unlocking their potential for Europe.” by the European Foundation Centre (EFC), relates the beneficial effects of using the bicycle in the form of European economic gain derived from its own use. This research therefore provides comprehensive evidence of how several relevant sectors would benefit from cycling: in 2017, the bicycle was able to produce global benefits of more than 150 billion euros per year. More than EUR 90 billion consisted of positive externalities for the environment, public health and the mobility system. A more recent study, again by the European Commission has estimated negative externalities, such as. costs to the environment, health and mobility, however, relating to motorised road transport, estimated at EUR 800 billion per year. It therefore appears that a large number of European countries still have great potential for growth on this issue.

Mobility in 2030”. Esso è il risultato di una revisione sistematica di tutte le politiche dell’UE in materia di soft-mobility, progetto congiunto con diversi gruppi di esperti volto ad aumentare e migliorare la ciclabilità (mobilità ciclabile) in Europa. Si viene a sviluppare così una strategia comunitaria in materia di bici, eliminando ogni frammentazione nei nello sviluppo di politiche pertinenti a livello di istituzioni UE, evitando inefficienze nelle strategie ciclabili locali. Il documento riassume questi temi in obiettivi da raggiungere:

1. Bicicletta come partner paritario nell’intero sistema di mobilità urbana.
2. Crescere nell’uso della mobilità ciclabile all’incirca del 50% in media nel 2020 – 2030, nell’EU.
4. Aumentare gli investimenti dell’UE nel settore della bicicletta a 3 miliardi di euro nel periodo 2021-27 e a 6 miliardi di euro nel periodo 2028-34.

La mobilità green, che è caratteristica intrinseca della bicicletta, migliora la vivibilità di una città e la salute dei suoi residenti in diversi modi, raggiungere gli obiettivi prima citati porterebbe importanti benefici economici nell’intera unione europea. Il documento “The benefits of cycling. Unlocking their potential for Europe.” a cura dell’European Foundation Centre (EFC), ri- conduce gli effetti benefici dell’uso della bicicletta sotto forma di guadagno economico europeo derivato dal suo stesso uso. Questa ricerca fornisce quindi prove esaustive di come diversi settori pertinenti gioverebbero dalla mobilità ciclabile: nel 2017, la bicicletta era in grado di produrre benefici globali per più di 150 miliardi di euro annui. Più di 90 miliardi di euro consistevano in esternalità positive per l’ambiente, la salute pubblica e il sistema della mobilità. Uno studio più recente, sempre ad opera della Commissione Europea ha stimato le esternalità negative, come ad es. i costi per l’ambiente, la salute e la mobilità, relativi però al trasporto stradale motorizzato, stimati a 800 miliardi di euro annui. Risulta quindi come un gran numero di paesi europei abbia ancora un grande potenziale di crescita su questo tema.
The Netherlands is a country composed mostly of cycles and motorcycles, has a population of about 17 million people, and almost 23 million bicycles. For short distances, especially in the urban environment, this means of transport is a popular alternative to public transport and car. But this has not always been the case, we have had to fight on a social level to obtain those rights that make this nation today at the top of the world in terms of green and sustainable mobility. Indeed, cycling in the Netherlands has not always been seen as a viable transport alternative. The Dutch were the first to undertake the construction of highways, so in the late 1950s, the automobile became the predominant means of transport. The few bike paths built at that time were not intended to bring any comfort to cyclists, but were intended to create more lane space for cars.20

Something important changed, Holland became from year to year a more bike-friendly country, two were the main factors that contributed to make this possible. By the middle of the ’70s there was a high number of road deaths, in particular the youngest section of the population was the most affected, this was a cause of indignation and public demonstrations. In the same years, the oil crisis made everyone understand that society, as it had been set up, depended heavily on different fossil fuels and their resulting market risks. As a result, several movements were born, including political ones, which required a change in national strategies. Urban research was carried out to study safer and more functional cities for cyclists, but this was not supported by a national policy that made the differences between the different Dutch cities abysmal.21

As a result of public pressure, urban planning policies have gradually evolved and have begun to regard cycling as an essential part of urban mobility. The European Commission has been working closely with the Member States to ensure that the European Union does not lose sight of the importance of the European Parliament’s role in the development of the European Union. These initiatives have made cities safer and attractive at the same time, and as a result, the number of cyclists has started to increase again. In the early 90’s a national law was adopted, leading almost the entire nation to have roads and cycle routes. Today, even the older age group shows an increase in cycling distance every year, this is mainly due to the combination of the various improvements put in place but mainly thanks to the advent on the market of electric bicycles assisted.22

**NETHERLANDS, FROM CAR SOCIETY TO BIKE SOCIETY**

**OLANDA, DA SOCIETÀ PER AUTO A SOCIETÀ PER BICI**

L’Olanda è un paese composto per lo più da cicli e motocicli, presenta una popolazione di circa 17 milioni di persone, e quasi 23 milioni di biciclette. Per brevi distanze, soprattutto in ambito urbano, questo mezzo di trasporto è una popolare alternativa al trasporto pubblico e all’automobile. Ma non è sempre stato così, si è dovuto lottare a livello sociale per ottenere quei diritti che rendono al giorno d’oggi questa nazione ai primi posti mondiali riguardo la mobilità green e sostenibile. Appunto la bicicletta, nei Paesi Bassi non è sempre stata vista come una valida alternativa di trasporto. Le poche piste ciclabili costruite a quel tempo non erano finalizzate a riportare alcun comfort ai ciclisti, ma venivano intese al fine di creare più spazio di corsia per le autovetture.20

Qualcosa di importante cambiò, l’Olanda divenne di anno in anno un paese sempre più bike-friendly, due furono i fattori principali che contribuirono a rendere ciò possibile. Verso la metà degli anni ’70 ci fu un elevato numero di vittime stradali, in particolare la fascia più giovane della popolazione fu la più colpita, ciò fu motivo di indignazione e manifestazioni pubbliche. Negli stessi anni, la crisi petrolifera ha fatto capire a tutti che la società, per come era stata impostata, dipendeva fortemente da diversi combustibili fossili e dai loro rischi di mercato che ne derivavano. Di conseguenza, nacquero diversi movimenti, anche politici, che hanno richiesto un cambiamento nelle strategie nazionali. Vennero effettuate ricerche in ambito urbano al fine di studiare
The Netherlands not only created a secure and extensive network for cycling, but they designed making cycling activity suitable for people of all ages, and for different types of bicycles.

10. People make clear their mobility will, as protest they painted cycle lane in whole Amsterdam, c. 1975.
Although the Dutch capital is relatively small in size it is able to accommodate over 850,000 people, attract millions of visitors each year and host a surprising number of businesses, shops, restaurants and cultural places. Despite all this activity, Amsterdam is one of the most accessible and fun cities to live and work in. Cycling plays a major role as a future and sustainable key to the quality of life in the Dutch capital.23

As of 2018, the municipal administration has chosen to facilitate the growth of cycling mobility for a large part within the existing urban area, planning the construction of 80,000 new homes in the coming years (Koers 2025), providing work and services close to residential complexes, leading to an increase in car traffic, pollution and overcrowding.24

This urban expansion therefore makes it clear that it is vital for the future of Amsterdam that its residents choose alternative transport systems to cars. Unfortunately, not all districts share the same level of cycling mobility, especially that of Amsterdam Zuidoost, which suffers from a lack of attractiveness to cycling.25 There are several reasons that lead to this deficiency:

- residents live further away from their place of work
- public spaces are designed for a pro-car company, with many parking spaces available
- delicate and fragile socio-cultural contexts
- the bicycle is not seen by people as an eco-friendly medium

Currently in these newly developed urban areas, the bicycle can be encouraged for short distances up to five kilometers, while for longer distances you can see the potential with the e-bike (electric bicycle assisted). Even greater distances can be covered by combining cycling with public transport.26

In addition to improving existing infrastructure, for example, by expanding the cycle paths or preventing new covered parking places for bicycles it is necessary to think of an offer of places and buildings adaptable to the characteristics of the different cyclists and cycling in general.27

**CYCLING 2.0**

The strong growth of residents in the urban agglomeration can be addressed in a sustainable way by integrating the bicycle in urban and architectural design.28

But what does this transition from abstract to concrete involve? To begin with, access to all public buildings should be designed...
with attached storage spaces for bicycles, this assumption would also lead to a particular model of roads, which ideally include appropriate hierarchies, where the mobility of cars is secondary to cycling. Amsterdam and Copenhagen have already introduced such concepts in their architectural design and urban planning strategies.23

Think about the peak hour of most European cities, why not limit the circulation to heavy vehicles preferring the use of bicycles? This would create safer cities and environments for cyclists traveling to school or their work, would free up considerable amounts of space to be used for different activities by making the neighborhoods reclaim to residents.20

An example of this type is the intervention in the vicinity of the botanical garden of Amsterdam, in the Plantage Middenlaan area. The current situation is the result of several discussions,15, 16. Past (1995) and future situation (2021) of the new harbour front at Central Station, where will be build an underground cycle parking.

17. New architectural concept could include the access for the bicycle into the buildings, like Google in Amsterdam.

Attualmente in queste aree urbane di recente sviluppo, la bicicletta può essere incoraggiata per brevi distanze fino ai cinque chilometri, mentre per tragitti maggiori si intravede del potenziale con l’e-bike (bicicletta elettrica assistita). Distanze ancora superiori possono essere coperte combinando la mobilità ciclabile con i trasporti pubblici.23

Difatti oltre a migliorare le infrastrutture esistenti, ad esempio ampliando le piste ciclabili o prevendo nuovi parcheggi coperti per biciclette occorre pensare ad una offerta di luoghi ed edifici adattabili a quelle che sono le caratteristiche dei diversi ciclisti e della mobilità ciclabile in generis.27

CYCLING 2.0

La forte crescita di residenti nell’agglomerato urbano può essere affrontata in maniera sostenibile integrando la bicicletta nella progettazione urbana ed architettonica.28

Ma questo passaggio dall’astratto al concreto cosa comporta? Per iniziare, l’accesso a tutti gli edifici pubblici dovrebbero essere pensati con spazi annessi di deposito per le biciclette, questo presuppuesto porterebbe anche ad un particolare modello di strade, che idealmente comprendano gerarchie adeguate, dove la mobilità composta dalle autovetture risulti secondaria a quella ciclabile. Amsterdam e Copenaghen hanno già introdotto tali concetti nelle loro strategie di progettazione architettonica e pianificazione urbana.29

Pensiamo all’ora di punta della maggior parte delle città europee, perché non limitare la circolazione ai mezzi di trasporto pesanti prediligendo l’uso della bicicletta? Questo creerebbe città e ambienti più sicuri per i ciclisti in viaggio verso la scuola o il proprio lavoro, libererebbe notevoli quan-
which have incrementally led to the redesign of urban space, in the past driven by cars and recently reassigned to pedestrians and cyclists.31

The Meerjarenplan Fiets 2017-2022 (Bicycle Long Term Plan 2017-2022) traces these assumptions, already introduced in previous plans, but with a different attention to urban and built environments. Here the concept of Cycling 2.0 filters, inserting new links to the existing bicycle network and rethinking the role of infrastructure, in a modern and more attractive perspective, also using digital technologies.32

As previously mentioned, the Dutch capital has implemented urban expansion policies, with a discounted increase in cycle traffic also assumed between 10-20% (Koers 2025).33

It is therefore considered as a greater cycling mobility, which makes the city healthier, falling ill less often, makes the workers more productive. It has been estimated that between 2010 and 2015, people who have used the bicycle more often have produced 50,000 days less disease, always preventing in this time period 40,000 tons of CO₂ less. The increase in the use of bicycles makes the economy of Amsterdam stronger and more stable, also between 2010 and 2015, bicycle mobility has contributed to provide €108 million per year, through purchases and sales in the sectors related to it.34

The Meerjarenplan Fiets 2017-2022 (Bicycle Long Term Plan 2017-2022) is therefore the maximum result of making the city of Amsterdam a metropolis entirely dedicated to cyclists, through three objectives:

1. MOBILITA’ CICLABILE FLUIDA

Per raggiungere le loro destinazioni i ciclisti devono attraversare percorsi diretti, veloci e riconoscibili. Ciò significa poter realizzare una rete di piste ciclabili senza auto e caratterizzate da un asfalto dal colore vivace. L’obiettivo fissato è il 2025 con un focus particolare alla rete ciclabile intermittente del quartiere Bijlmer, in Amsterdam ZuidOost.35

Le azioni pratiche risultano:

- inserendo nuovi collegamenti ciclabili privi di ostacoli
- rendendo le nuove piste ciclabili attrattive e composte da iti
1. MOBILITY OF FLUID CYCLE PATHS
To reach their destinations, cyclists have to cross direct, fast and recognizable routes. This means being able to create a network of cycle paths without cars and characterized by a lively color asphalt. The target is 2025 with a particular focus on the intermittent cycle network of the Bijlmer district, in Amsterdam Zuidoost.35

The practical actions result:
• by introducing new obstacle-free cycle links
• making the new cycle paths attractive and composed of interesting itineraries [networks Groennet=Green Network]
• increasing space on the most popular bike paths

2. PARKING AND STORAGE FACILITIES
Cyclists in Amsterdam should find free parking places as close as possible to the most affluent places. The municipality of Amsterdam is working on strengthening existing ones, often congested, and at the same time improving the accessibility of cyclists to public spaces.36

The practical act to this objective includes:
• more bike places available in the infrastructure on the roads
• the use of digital information and posters to make more quickly recognizable the location of the same parking spaces
• an increase in public spaces for cyclists, promoting infrastructure ‘Bike&Walk’ (park your bike and reach your destination on foot)

3. NEW ACTIVITIES FOR CYCLISTS
Amsterdam cyclists will need to be able to choose new and attractive modes of use of their transport, thus facilitating a greater social meeting. These issues are particularly directed towards those districts less inclined to cycling (such as Amsterdam Nieuw-West, Noord and Zuidoost).37

These objectives are practicable through:
• initiatives that make cycling more attractive and enjoyable
• measures to encourage cycling and appropriate behaviour
• financial contributions to encourage interesting cycling initiatives and projects

It is clear that cycling should be involved in new urban and architectural developments. This multiannual plan underlines the need to continue to facilitate cycling, but introduces the desire, in the form of Cycling 2.0, to offer new and attractive offers linked to the world of cycling.

22. Pop-up parking use projectors that illuminate the parking boxes from 19:00-03:00, so to avoid inappropriate parking.
ARCHITECTURE & CYCLISTS: CASE STUDIES

Despite the good bike-friendly policies undertaken by numerous cities, what this process of maturation lacks is the expansion and transformation of existing spaces and buildings into ‘cycle-space’ or ‘BOD’ (bicycle oriented design). The challenge is to consider cycling from marginal use to a more practical form of transit. This would define an architecture based on the needs and needs of those who use the bicycle as a means of daily transport. It must be a strong and natural process, in the same way that the car set the design of cities a century ago. Unfortunately there remains a certain utopian level of not always easy realization, which requires contexts and events not ordinary.37

“No one would say that Le Corbusier’s voisin plan has done the world good, but we can learn so much from its logical process. If Le Corbusier were alive now, struggling with the problems we face (and if his sponsor was not the car manufacturer voisin, but a brand of bicycles), what new vision for cities would he have devised?” (Steven Fleming, 2017).38

The cities of the future should be read as specially built environments for cycling, not only as places where cyclists can circulate but where all aspects of everyday life are at ‘at cycling hand’.39 Some interventions and projects have been identified, of an architectural nature, which have had care and focus on cycling and the spaces used by cyclists, both characterized by a solution never banal, but as attractive as functional.

Nonostante le buone politiche bike-friendly intraprese da numerose città, ciò che in questo processo di maturazione manca è l’espansione e trasformazione di spazi ed edifici esistenti in ‘cycle-space’ o ‘BOD’ (bicycle oriented design). La sfida è quella di considerare la bicicletta da un uso marginale ad una forma più pratica di transito. Si verrebbe definire così un’architettura basata sull’esigenza e le necessità di chi usufruisce della bicicletta come mezzo di trasporto quotidiano. Deve risultare un processo forte e naturale, nello stesso modo in cui l’auto ha impostato la progettazione delle città un secolo fa. Purtroppo permane un certo livello utopistico di non sempre facile realizzazione, che necessita contesti ed eventi non ordinari.37

“Nessuno direbbe che il Piano Voisin di Le Corbusier ha fatto bene al mondo, ma possiamo imparare così tanto dal suo processo logico. Se Le Corbusier fosse vivo ora, alle prese con i problemi che ci troviamo di fronte (e se il suo sponsor non fosse il costruttore di auto Voisin, ma una marca di biciclette), quale nuova visione per le città avrebbe escogitato?” (Steven Fleming, 2017).38

Le città del futuro vanno lette come ambienti appositamente costruiti per la mobilità ciclabile, non solo quindi come luoghi dove i ciclisti possono circolare ma dove tutti gli aspetti della vita quotidiana sono a ‘portata di bicicletta’.39 Sono stati individuati quindi alcuni interventi e progetti, di natura architettonica, che hanno avuto accortezze e focus dedicati alla mobilità ciclabile e agli spazi utilizzati dai ciclisti, entrambi caratterizzati da una soluzione mai banale, ma tanto attraente quanto funzionale.

24. “City of cyclists”, work that imagining new layers of cities, composed by not ordinary building, that respond to the unique attributes of bicycle motion.

25. Separating pedestrian from bike path is making peace between them, so provides fast and safe cycling.
The new tunnel which runs through Amsterdam Central Station and connects it with the north bank of its municipal boundaries is part of the general urban planning plan for the station, commissioned by the Municipality of Amsterdam and Nederlandse Spoorwegen (State Railways) is designed by Benthem Crouwel Architects, and completed in 2016. Already at the end of 2015 this pedestrian-cycle tunnel is used by a large number of cyclists, about 15,000 a day, 24 hours a day. This passage was strictly necessary because of the forced deviations in order to reach the north side of the railway station. The tunnel is 110 meters long, ten meters wide and three meters high. The design makes a clear distinction between the two modes of travel, making the pedestrian level higher than the cycle so that each user has a greater feeling of safety. Cyclists enjoy the spatial feeling of a quick and fast route, accompanied by a continuous series of LED lamps along the raised edge of the trail. The pedestrian walkway has a smooth finish of hand-glazed ceramic tiles, while the bike path has a rougher finish made of black, sound-absorbing asphalt. The pedestrian portion is also equipped with a more artistic feature, is covered on the vertical side by 80,000 tiles type ‘Delft’, glossy white and blue, composed in such a way as to form a picture. The entire composition recalls the old houses on the historical channels (narrow and high), while the tunnel is experienced as a safe place, as an urban room.40

Il nuovo tunnel che attraversa la Stazione Centrale di Amsterdam e che la collega con la sponda nord dei suoi confini comunitari, fa parte del masterplan generale per il riassetto urbano della stazione, commissionato dal Comune di Amsterdam e Nederlandse Spoorwegen (le Ferrovie di Stato) viene progettato da Benthem Crouwel Architects, ed interamente completato nel 2016. Già alla fine del 2015 questo tunnel ciclo-pedonale viene utilizzato da un gran numero di ciclisti, circa 15,000 al giorno, 24 ore al giorno. Questo passaggio era strettamente necessario causa le deviazioni costringenti per poter giungere sul lato nord della stazione ferroviaria. Il tunnel è lungo 110 metri, largo dieci metri e alto tre metri. Il design adottato fa una chiara distinzione tra le due modalità di viaggio, rendendo il livello pedonale più alto rispetto quello ciclabile affinché ogni utente abbia una sensazione di sicurezza maggiore. I ciclisti godono della sensazione spaziale di un percorso rapido e veloce, accompagnato da una serie continua di lampade a LED lungo il bordo rialzato del sentiero. Il percorso pedonale a livello di calpestio presenta una finitura liscia di piastrelle di ceramica smaltate a mano, mentre la pista ciclabile ha invece una finitura più ruvida realizzata in asfalto nero fonoassorbente. La porzione pedonale inoltre si dota di una caratteristica più artistica, viene ricoperta sul lato verticale da 80.000 piastrelle tipo ‘Delft’, di colore bianco lucido e blu, composte in maniera tale da formare un quadro. L’intera composizione richiama le vecchie abitazioni sui canali storici (strette e alte), mentre il tunnel è vissuto come un luogo sicuro, come una stanza urbana.40
RIJKSMUSEUM BICYCLE TUNNEL - AMSTERDAM

The Rijksmuseum Amsterdam, opened on 13 July 1885, was created with the aim of hosting national exhibitions related to the paintings of Dutch masters of the sixteenth and seventeenth centuries. The underpass was an integral part of the original design. The city of Amsterdam had allowed the construction of the museum on the condition that the existing road remained open to vehicular traffic of the time, being the gateway to new developments to the south of the city. The underpass remained open to automobile traffic until 1931, the directors who succeeded each other tried in vain to transform this space into the main entrance of the museum. Their demands were rejected by the municipality due to the renunciation of this vital link for traffic. In 2004 the great transformation, for the great restoration work of the entire museum, the underpass was temporarily closed pending further developments. To the surprise of many, the Spanish studio Cruz y Ortiz Arquitectos, in charge of the renovation, brought to light the idea of transforming this space in the main entrance to the museum. In 2009, through the final solution, two entrances were identified, lateral to the central cycle path of the underpass. The reasons for this choice of design lay in the fact that walking along a straight passage by bike was much safer than facing the outer perimeter of the museum, with the risk of turning into busy intersections. The real predominant intervention is obviously related to the restoration of the museum, but here it was interesting the choice not to divide the different types of soft mobility (pedestrians and cyclists) but to lead them neatly towards the corresponding points of departure and arrival.41

30. The underpass was open to motor traffic until 1931, the persisten ask for a traffic ban by the directors had been succeed.

GALLERIA PER BICI DEL RIJKSMUSEUM - AMSTERDAM

Il Rijksmuseum Amsterdam inaugurato il 13 luglio 1885, nacque con lo scopo di ospitare esposizioni nazionali legate ai dipinti dei maestri olandesi del XVI e XVII secolo. Il sottopassaggio era parte integrante del progetto originale. Il comune di Amsterdam aveva permesso la costruzione del museo a condizione che la strada esistente rimanesse aperta al traffico veicolare dell’epoca, essendo la porta di accesso ai nuovi sviluppi verso sud della città. Il sottopasso rimase quindi aperto al traffico automobilistico fino al 1931, i direttori che si succedettero tentarono invano di trasformare questo spazio nell’entrata principale del museo. Le loro richieste vennero rigettate dalla municipalità per via della rinuncia a questo collegamento vitale per il traffico. Nel 2004 la grande trasformazione, per la grande opera di restauro dell’intero museo, il sottopassaggio venne temporaneamente chiuso in attesa di sviluppi ulteriori. Per la sorpresa di molti, lo studio spagnolo Cruz y Ortiz Arquitectos, incaricato della ristrutturazione, riportò alla luce l’idea di trasformare questo spazio nell’ingresso principale al museo. Nel 2009, attraverso la soluzione definitiva, vennero individuati due ingressi, laterali alla pista ciclabile centrale del sottopassaggio. Le motivazioni di tale scelta progettuali risiedevano sul fatto che percorrere un passaggio rettilineo in bici risultava molto più sicuro che affrontare il perimetro esterno del museo, con il rischio di svolte su incroci trafficati. Il vero intervento predominante è ovviamente relativo al restauro del museo, ma qui è risultato interessante la scelta di non dividere i diversi tipi di mobilità dolce (pedoni e ciclisti) ma di condurli ordinatamente verso i corrispettivi punti di partenza e arrivo.41

31. Own re-processing, Rijksmuseum aerial picture where the yellow line show the underpass route and the red one show the detours that would involve several dangerous route for people.

32. Own re-processing, groundfloor of the Rijksmuseum, where cycle passage, marked in red outlines, goes straight through the middle, passing beside the museum’s entrance and exit indicated with arrows.

33, 34. In 1971 there were no openings at sides with the implications of having dark spaces. After the redevelopment project the whole underpass is much lighter and open. Now there are several windows to look into the museum atriums, with a continuos visual interaction between users and cyclist.
DENMARK PAVILION - SHANGHAI

The Danish pavilion in Shanghai was the project that extended the reputation of BIG la beyond national borders. The circular spiral shape of the pavilion, which also recurs in other projects of the Danish studio, was chosen to create a continuous and atypical exhibition space that the public could ride by bicycle, a traditional means of transport in Denmark (in the pavilion, as many as 1500 city bikes were available for free rental). Another reason was environmental, the spiral shape, combined with a small body of water, would allow the natural ventilation and cooling of the pavilion even in the warm subtropical climate of Shanghai. The supporting structure of the pavilion, designed in collaboration with Arup, was composed of a concrete foundation on which were placed two “curved boxes” in steel. To further strengthen and stiffen the structure, the facade was also designed as a structural element, and the holes that punctuated it, and that contributed to natural lighting and ventilation, were positioned in accordance with structural stresses. The iconic circular swimming pool was positioned in the heart of the pavilion, serving both as a thermal mass for natural cooling and as a symbolic reference to the Danish landscape and culture. In fact, at the center of the pool was placed the famous Little Mermaid of Copenhagen, transported to Shanghai for the occasion. Taking its cue from the theme of Expo 2010, “Better Cities Better Life”, the BIG studio created a merry, microscopic Danish city set in the near future, where urban traffic can be composed largely of bicycle mobility.

PADIGLIONE DANESE - SHANGHAI

Il padiglione della Danimarca a Shanghai è stato il progetto che ha esteso la fama di BIG la di fuori dei confini nazionali. La forma a spirale circolare del padiglione, ricorrente anche in altri progetti dello studio danese, è stata scelta per creare uno spazio espositivo continuo ed atipico che il pubblico potesse percorrere in bicicletta, un mezzo di trasporto tradizionale in Danimarca (nel padiglione, ben 1500 city bikes erano disponibili a noleggio gratuito). Un’altra ragione era di carattere ambientale, la forma a spirale, combinata con un piccolo specchio d’acqua, avrebbe permesso la ventilazione ed il raffrescamento naturali del padiglione anche nel caldo clima subtropicale di Shanghai. La struttura portante del padiglione, progettata in collaborazione con Arup, era composta da una fondazione in calcestruzzo su cui poggiavano due “scatole curvilinee” in acciaio. Per rinforzare ed irrigidire ulteriormente la struttura, la facciata venne progettata anch’essa come elemento strutturale, ed i fori che la punteggiavano, e che contribuivano all’illuminazione ed alla ventilazione naturale, furono posizionati in accordo con le sollecitazioni strutturali. L’iconica piscina circolare venne posizionata nel cuore del padiglione, con funzione sia di massa termica per il raffrescamento naturale che di elemento simbolico riferimento al paesaggio ed alla cultura danesi. Infatti, al centro della vasca venne posizionata la celebre Sirenetta di Copenhagen, trasportata sino a Shanghai per l’occasione. Prendendo spunto dal tema di Expo 2010, “Better Cities Better Life”, lo studio BIG creò un’allegria, microscopica città Danese ambientata in un futuro prossimo, dove il traffico urbano potrà essere composto in gran parte da mobilità ciclabile.
BICYCLE CLUB - SANYA

In 2012, the real estate company VANKE asked the Dutch firm NL Architects to submit a proposal for an attractive Bike Club that would become an integral part of a new large residential complex in Sanya (Hainan, China). The vast complex, consists of several residential buildings characterized by 7 to 21 floors above ground, so it was necessary to insert different recreational and service functions for the community. The pavilion for cyclists was one of the first services needed to activate the new residential area, inside it will host a bicycle shop, some bike-sharing stations and a bar/ café. The building is located in the middle of a park and is characterized by its sloping roof. The project was therefore influenced by the context by taking the form of Chinese pagodas but in equal part by the tropical climate present in the city of Sanya. The roof, then, essence of the pavilion, rests in a sculptural way on vertical glazed roofs along all sides. The protrusion of the roof that has become necessary to obtain a good shade, is taken up and exploited to insert the most attractive function of the pavilion. In the rooftop will be hosted a reduced version of the velodromes for cyclists, where you can unleash your passion. The elegant curvature of the helical track is tilted to provide the right speed to the course of cyclists. It is precisely this peculiarity that makes the NL Architects project simple, human-friendly and brilliantly functional.43

BICYCLE CLUB - SANYA

La società immobiliare VANKE ha chiesto nel 2012 allo studio olandese NL Architects di presentare una proposta per un ‘Bike Club’ attrattivo che diventasse parte integrante di un nuovo vasto complesso residenziale a Sanya (Hainan, China). Il vasto complesso, è composto da diversi edifici residenziali caratterizzati dai 7 ai 21 piani fuori terra, si necessitava quindi inserire diverse funzioni ricreative e di servizio per la comunità. Il padiglione per i ciclisti è stato uno dei primi servizi necessari per attivare la nuova zona residenziale, al suo interno ospiterà un negozio di biciclette, alcune postazioni bike-sharing e un bar/cafè. L’edificio è dislocato nel mezzo di un parco ed è caratterizzato dalla sua copertura a spiovente. Il progetto quindi è stato influenzato dal contesto riprendendo la forma delle pagode cinesi ma in egual parte dal clima tropicale presente nella città di Sanya. La copertura quindi, essenza del padiglione, poggia in maniera scultorea sui tamponamenti vetrati verticali lungo tutti i lati. La sporgenza del tetto che si è resa necessaria per ottenere una buona ombreggiatura, viene ripresa e sfruttata per inserire la funzione più attrattiva del padiglione. In copertura verrà ospitato una versione ridotta dei velodromi per ciclisti, dove poter dare sfogo alla propria passione. L’elegante curvatura della pista elicoidale viene inclinata per fornire la giusta velocità all’andamento dei ciclisti. E’ proprio questa peculiarità a rendere il progetto di NL Architects semplice, a misura d’uomo e brillantemente funzionale.43

41. Imagining a special day event at Bicycle Club

42. In the longitudinal section is possible observe the simply design concept as an addition between velodrom and a chinese pagoda.
8 HOUSE / BIG - COPENAGHEN

Commissioned in 2006 by private companies to the Danish architectural firm BIG, the project develops horizontally 61,000 square meters divided into three different types of housing and 10,000 square meters for commercial activities and offices. The 8 shape provides the best view to the different destinations of use, the building is literally raised in the northeast corner and lowered to the southwest corner, allowing light and air to penetrate the inner courtyards. The green covers of the two sleeves of the shape to 8, of approximately 850 square meters each, are strategically positioned to reduce the amount of heat needed to heat the building giving a visual identity to the project that binds harmoniously to the context characterized by farmland. The building is located at the urban ends of the city of Copenhagen, more precisely in the residential district of Orestad and connects to the urban fabric offering a series of spaces and routes to the community of the neighborhood. The latter start from the street to extend to the top floors of the building, thus offering the spontaneous encounter and interaction between the residents of the 8 House and those of the neighborhood. The project takes advantage of the considerable size to its advantage, creating differences in height that allow you to create paths that give that sense of community typical of the oldest rural villages. Another feature related to its height, is given by vertical connections, which in addition to stairs and elevators, offer the opportunity to access the interior spaces in the saddle of a bicycle, thanks to ramps that follow and develop themselves the iconic shape of 8.

8 HOUSE / BIG - COPENAGHEN

Commissionato nel 2006 da imprese private allo studio di architettura danese BIG, il progetto sviluppa orizzontalmente 61.000 mq suddivisi in tre tipologie differenti di abitazioni e 10.000 mq destinati ad attività commerciali e uffici. La forma ad 8 provvede a fornire la vista migliore alle diverse destinazioni d’uso, l’edificio viene letteralmente rialzato nell’angolo nord-est e abbassato all’angolo sud-ovest, consentendo luce e aria di penetrare nei cortili interni. Le coperture verdi delle due maniche della forma ad 8, di circa 850 metri quadri ciascuna, sono strategicamente posizionate per ridurre l’apporto di calore necessario a riscaldare l’edificio donando un’identità visiva al progetto che si lega armoniosamente al contesto caratterizzato da terreni agricoli. L’edificio appunto si trova alle estremità urbane della città di Copenhagen, più precisamente nel quartiere residenziale di Orestad e si allaccia al tessuto urbano offrendo una serie di spazi e percorsi alla comunità del quartiere. Quest’ultimi iniziano dalla strada fino ad estendersi agli ultimi piani dell’edificio, offrendo così l’incontro spontaneo e l’interazione tra i residenti della ‘8 House’ e quelli del quartiere. Il progetto sfrutta le notevoli dimensioni a proprio vantaggio, creando dislivelli in altezza che permettono di creare dei sentieri che conferiscono quel senso di comunità tipico dei più antichi borghi rurali. Un’altra caratteristica legata alla sua altezza, è data dai collegamenti verticali, che oltre a scale ed ascensori, offrono la possibilità di accedere agli spazi interni in sella di una bicicletta, grazie a rampe che seguono e sviluppano loro stesse la iconica forma ad 8.

43. Aerial view of the whole ‘8 House’ within its urban context.

44. South west corner, the two green roofs finishes at the terrace of the public bar/re-restaurant.

45. Detail on circulation ramp, designed to allow people to biking.

46. The private gardens at the last floor with at the side the circulation ramp.
BICYCLE PARKING GARAGE - UTRECHT

The largest bicycle park in the world is the focus of an urban regeneration that reconnects the railway station to the historic center of the city of Utrecht. Under an iconic cover, a public space is created that revitalizes the surrounding area and welcomes visitors. The Hoogstad studio provides the large elevated square, which allows all the external paths to converge, while below it extends the entire garage. These are three underground floors that house over 13,500 bicycles, thus reaffirming Utrecht’s future of sustainable mobility. The core concept of the entire project was to respect the combination of speed and safety for cyclists. First of all, the adopted arrangement allows to intuitively separate pedestrians from cyclists, through the use of digital technology a system guides cyclists quickly to the free places. The project, despite developing under the road, manages to ensure a good orientation and plenty of daylight thanks to the glazing of the stairs and some light wells. The concrete pillars that support the roof extend up to the top floor of the garage, in detail these are tromboid elements and have a maximum diameter of 5 meters and minimum of 1.2 m. The durable materials used such as concrete, steel and wood, were used with attractive colors to help create a comfortable environment, able to give a feeling of safety to users. The building adds an exciting and surprising architectural dimension to the city, where cycling through this garage becomes a unique experience.

47. The interior of the garage is characterized by the use of exposed concrete and wood, which evoke a raw, industrial aesthetic.

48. One of the several bike ramps in red concrete that run side the bicycle parking.

49. Main entry to bicycle garage with behind the new public square.

DEPOSITO E PARCHEGGIO BICICLETTE - UTRECHT

Il più grande parcheggio biciclette del mondo è il fulcro di una riqualificazione urbana che riconnette la stazione ferroviaria al centro storico della città di Utrecht. Sotto un’iconica copertura, viene creato uno spazio pubblico che rivitalizza l’intorno e accoglie i visitatori. Lo studio Hoogstad prevede la grande piazza sopraelevata, che permette di far confluire tutti i percorsi esterni, mentre al di sotto di essa si estende l’intero garage. Si tratta di tre piani interrati che ospitano oltre 13.500 biciclette, ribadendo così ad Utrecht il proprio futuro di mobilità sostenibile. Il concetto cardine dell’intero progetto è stato quello di rispettare il binomio velocità-sicurezza per i ciclisti. Innanzitutto la disposizione adottata permette di separare in modo intuitivo i pedoni dai ciclisti, attraverso l’uso della tecnologia digitale un sistema guida i ciclisti rapidamente ai posti liberi. Il progetto, nonostante si sviluppi sotto il piano stradale, riesce a garantire un buon orientamento e molta luce di giorno grazie ai tamponamenti ve-trati delle scale ed alcuni pozzi luce. I pilastri in cemento che sostengono la copertura si estendono fino al piano ultimo del garage, nel dettaglio questi sono elementi tromboidi e hanno un diametro massimo di 5 metri e minimo di 1,2 m. I materiali durevoli utilizzati come il calcestruzzo, l’acciaio e il legno, sono stati utilizzati con colori accattivanti affinché aiutassero a creare un ambiente confortevole, in grado di donare una sensazione di sicurezza agli utenti. L’edificio aggiunge una dimensione architettonica emozionante e sorprendente alla città, dove pedalare attraverso questo garage diventa un’esperienza unica.

50. Stairwell and bicycle ramps are well divided to provide safety.
NOTES

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Amsterdam is part of the province of North Holland, it forms a peninsula between the North Sea (West) and the IJmeer (East). The district of Amsterdam Zuidoost (South-East) is an exclave of Amsterdam, as it does not border any other municipal district, however, borders the smaller municipalities of Duivendrecht, Diemen and Weesp. The Bijlmer district is composed of the northern districts of Bijlmer Oost and Bijlmer Centrum, while the southern portion consists of the Amstel III district. The morphological-urban analyses carried out show that, as a result of the numerous redevelopment processes, the district is still composed of fragmented areas, characterized by a heterogeneous and dynamic nature, and it is noted that the district is composed of small urban centers. Amsterdamse Poort (1987) is a commercial area with shops, restaurants and institutions. It began the regeneration of neighboring areas such as Arena Boulevard. In recent years, it has developed and has grown around the stadium (Amsterdam Arena) and is increasingly characterized by the presence of numerous offices and companies in the new economy. Gazenhoef is also part of the radical urban renewal, where the famous honeycomb residential blocks have been replaced by lower blocks of flats. The area is characterized by the new shopping center Ganzenpoort (2002), easily accessible due to the nearby metro station. It is an area characterized by a great diversity of cultures as well as Kraiennest, considered as the development district, where the municipality is investing energies and resources to improve the quality of life and public spaces, inserting new housing, im-

1. Own re-processing ‘Regional organization of Amsterdam county area’, access on 20 August 2019.

Amsterdam fa parte della provincia dell’Olanda Settentrionale, essa forma una penisola tra il Mare del Nord (a ovest) e l’IJmeer (a est). Il distretto di Amsterdam Zuidoost (Sud-Est) è un’exclave di Amsterdam, in quanto non confina con nessun altro distretto comunale, invece, confina con i comuni più piccoli di Duivendrecht, Diemen e Weesp. Il quartiere del Bijlmer è composto a nord dai quartieri di Bijlmer Oost e Bijlmer Centrum, mentre la porzione meridionale è composta dal quartiere Amstel III. Le analisi morfologico-urbane effettuate mostrano come, a seguito dei numerosi processi di riqualificazione, il distretto sia ancora composto da aree fragmentate, caratterizzate da una natura eterogenea e dinamica, e si nota come il quartiere sia composto da piccoli centri urbani. L’Amsterdamse Poort (1987) è un’area commerciale caratterizzata da negozi, ristoranti ed enti istituzionali. Essa ha dato inizio alla rigenerazione delle aree limitrofe come ad esempio l’Arena Boulevard. Negli ultimi anni appunto, si è sviluppata ed è cresciuta attorno allo stadio (Amsterdam Arena) ed è sempre più caratterizzata dalla presenza di numerosi uffici ed aziende della new-economy. Gazenhoef fa anch’esso parte del radicale rinnovamento urbano, dove i famosi blocchi residenziali a nido d’ape sono stati sostituiti da caseggiati più bassi. L’area è caratterizzata dal nuovo centro commerciale Ganzenpoort (2002), facilmente accessibile per via della vicina stazione della metropolitana. E’ un’area caratterizzata da una grande diversità di culture così come Kraiennest, considerato come il quartiere dello sviluppo, dove il comune sta investendo energie e risorse per migliora-

2. Own re-processing ‘District organization of Amsterdam municipal area’, access on 20 August 2019.

AMSTERDAM DISTRICT ORGANIZATION
• A - Centrum
• B - Westpoort
• E - West
• F - Nieuw-West
• K - Zuid
• M - Oost
• N - Noord
• T - Zuidoost
proving infrastructure and increasing the sustainable contribution of buildings. It remains a residential area characterized by the De kameleon shopping center, small shops and the Taibah mosque. The Bijlmer district following the last plans of redevelopment turns out to be almost fully exploited in the built, where the urban voids present consist in the green areas and the water mirrors. It remains characterized by the well defined orthogonal structure, composed of a good promiscuity of use and is circumscribed by the infrastructure: to north, east and west with the transports on track (train and metro), while to south from the highway A9.

My thesis project is concerned with the former Kempering garage, located in the centre of this area, which is still as dense and densified more than the others.

re la qualità della vita e degli spazi pubblici, inserendo nuove abitazioni, migliorando le infrastrutture e aumentando l’apporto sostenibile degli edifici. Rimane un’area residenziale caratterizzata dal centro commerciale De Kameleon, da piccoli esercizi commerciali e dalla moschea Taibah. Il quartiere Bijlmer a seguito degli ultimi piani di riqualificazione risulta essere quasi pienamente sfruttato nel costruito, dove i vuoti urbani presenti consistono nelle aree verdi e negli specchi d’acqua. Rimane caratterizzato dalla struttura ortogonale ben definita, composta da una buona promiscuità d’uso ed è circoscritto dall’apparato infrastrutturale: a nord, est ed ovest con i trasporti su rotaia (treno e metro), mentre a sud dall’autostrada A9.

Il mio progetto di tesi si interessa dell’ex garage Kempering, ubicato nel centro di quest'area, la quale risulta ancora come la più fitta e densificata rispetto le altre.
RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

4. Own re-processing, 'Bijlmer’s district organization', access on 23 August 2019.
ROAD NETWORK


SOFT TRANSPORT


Own photos, at the top cycle path Gulden Kruispad, at the bottom the square Hoekendroopplein, 23/05/2019.
**TEMPORAL STRATIFICATION**

<table>
<thead>
<tr>
<th>1900-30</th>
<th>1960-75</th>
<th>1975-90</th>
<th>1990-2005</th>
<th>&gt; 2005</th>
</tr>
</thead>
</table>

7. Own re-processing, 'Amsterdam growing over time since 1850', access on 25 August 2019.

**CULTURAL HISTORIC VALUE**

![Cultural Historic Exploration Area](image1)

8. Own re-processing, 'Cultural-historic values', access on 25 August 2019.

![City Conservation Area](image2)

9. At the top the 'Bijlmer Castle' in 2012, at the bottom own photo, the 'Bijlmer Museum area', 23/05/2019.

Own photos, at the top single houses in Kalsbergen (1972), at the bottom residences in Pikelastraat (1999), 23/05/2019.
10. Own re-processing, Google Earth for volumetric view and building heights, access on 25 August 2019.

RE CYCLING THE ORDINARY
Adaptive reuse of parkergarage Kempering

LAND USE

- GARAGE KEMPERING
- RESIDENTIAL
- HOTEL AND RESTAURANT
- RELIGIOUS
- EDUCATION
- SPORT AND TOURISM
- RETAIL
- OFFICE AND BUSINESS
- TRANSPORT FACILITIES

After carrying out a preliminary search on statistical and qualitative information, the visit to the area and interviews, it proved useful to summarise all the data found by reasoning on the strengths and weaknesses of the area where the project developed.

This is a qualitative study which aims to grasp the interrelationships between different factors, almost in a situation of cause and effect. This methodology was fundamental to understand the issues on which the project of re-use of garage Kempering could intervene in order to be aware, realistic and effective.

Think of the adjective ‘versatile’, it applies to Amsterdam (and other international cities), with their mixed and heterogeneous populations and visitor streams, which engage with a great variety of activities and ideas.

That is why in Amsterdam Zuidoost the term declines into a range of potentially unexplored meanings, in which functions, ambitions and lifestyles become multiple and interconnected in the rhythms of everyday cities.

Dopo aver eseguito una ricerca preliminare su informazioni statistiche e qualitative, il sopraluogo nell’area e le interviste, si è rivelato utile sintetizzare tutti i dati trovati ragionando sui punti di forza e debolezza dell’area dove il progetto si è sviluppato.

Si tratta di uno studio qualitativo che si pone di cogliere le interrelazioni tra diversi fattori, quasi in una situazione di causa ed effetto. Questa metodologia è stata fondamentale per capire quali fossero i temi su cui il progetto di riutilizzo del garage Kempering potesse intervenire al fine di risultare consapevole, realistico ed efficace.

Si pensi all’aggettivo ‘versatile’, esso si applica ad Amsterdam (e altre città internazionali), con le loro popolazioni miste ed eterogenee e i flussi di visitatori, che si impegnano con una grande varietà di attività e idee.

Ecco che in Amsterdam Zuidoost il termine declina in una gamma di significati potenzialmente inesplorati, in cui funzioni, ambizioni e stili di vita diventano molteplici e interconnessi nei ritmi della città quotidiani.

POPULATION

The Bijlmer Oost (Amsterdam Zuidoost) is a dynamic, young neighborhood where the multiethnic aspect is predominant since its birth: 68% of residents are migrants, from non-Western countries (31% Suriname, 6% Antilles, 28% others).

The district consists of macro residential areas each with its own characteristics, to the north are recently reconstructed and, in some points, still in the process of redevelopment. They stand out for their tranquility and mainly attract elderly people (10% of residents are over 75) and people of Dutch origin.

The southern part is inhabited mainly by migrants, complete families with children (32%) but also families with single parents (17%).

Il Bijlmer Oost (Amsterdam Zuidoost) è un quartiere dinamico, giovane (21% dei residenti è under 17) dove l’aspetto multietnico è predominante (68% dei residenti sono migranti, provenienti da paesi non occidentali (31% Suriname, 6% Antille, 28% altri)).

Il quartiere si compone di macro aree residenziali ognuna delle quali con le proprie caratteristiche, quelle a nord sono di recente ricostruzione ed, in certi punti, ancora in fase di riqualificazione.

Si distinguono per la tranquillità ed attrazione principalmente persone anziane (10% dei residenti è over 75) e persone con origini olandesi.

Per quanto riguarda la parte meridionale essa è abitata principalmente da migranti, nuclei familiari completi con bambini (32%) ma anche famiglie con genitori singoli (17%).

HOUSING

The residents of Bijlmer Oost (Amsterdam Zuidoost) are reasonably satisfied with their dwellings (7.2/10 vs. 7.5/10 average in the city) this increased in the period between 2005-2013 to stabilize in 2015. The majority of the houses are owned by real estate corporate, this trend is decreasing (from 63% in 2011 to 59% in 2013) while the sale is slightly increasing (from 29% to 31%). Approximately 60% of rental homes are in the social segment, where the average rent is relatively low (€ 533 versus € 577 on average in the city). Between 2017 and 2025 additional 945 dwellings will be planned, of which 405 in the Kraiennest area. It is estimated that purchase price for a property remains stable in that time span, it is currently the lowest in all of Amsterdam (€2.112/m² vs €4.437/m²).

RESIDENZE

I residenti del Bijlmer Oost (Amsterdam Zuidoost) sono ragionevolmente soddisfatti delle abitazioni in cui vivono (7.2/10 vs. 7.5/10 di media in città), questa è cresciuta nel periodo tra il 2005-2013 per stabilizzarsi nel 2015. La maggioranza delle case è di proprietà di società immobiliari, questo trend è in calo (dal 63% nel 2011 al 59% nel 2013) mentre la vendita è in lieve aumento (dal 29% al 31%). Circa il 60% delle case in affitto rientra nel segmento sociale, dove l'affitto medio è relativamente basso (€ 533 contro € 577 in media in città). Tra il 2017 e il 2025 saranno previste ulteriori 945 abitazioni, di cui 405 nell'area Kraiennest. Si stima che il prezzo di acquisto per una proprietà rimanga stabile in quell'arco temporale, è attualmente il più basso in tutta Amsterdam (€2.112/m² vs €4.437/m²).

OCCUPATION

The number of new people employed has been stable since 2015 while in the rest of Amsterdam it is in positive trend with an increase in 2017 of 6.8%. With about 2,020 economic activities and approximately 4,370 workers in 2018, the Bijlmer Oost (Amsterdam Zuidoost) has few work activities in relation to its population (151 employees per 1,000 inhabitants vs. 638 average in the city). 64% of businesses and companies in the neighborhood belong to freelancers, of which 16% are Start-Up (56% and 11% on average in Amsterdam). Although the number of shops and businesses has increased, the ratio is 2 per 1,000 inhabitants, much lower than the average in Amsterdam, 7 per 1,000. Significant increase the average annual household income in 2017 was 30.100 €, +3.800 € compared to 2014. In the remaining districts in 2017 there was an average household income of €39,000, +€5,800 compared to 2014.


SWOT ANALYSIS

STRENGTHS

- The Bijlmer Oost is a dynamic and young neighborhood.\textsuperscript{10}
- The district has a high number of faithful and religious activities.\textsuperscript{11}
- Municipality policies are in place to optimise infrastructure and traffic, with a particular focus on soft mobility.\textsuperscript{12}
- The number and quality of parking spaces is positively assessed by residents.\textsuperscript{13}
- Residents of the district are satisfied by the presence of green.\textsuperscript{14}

WEAKNESS

- There are few jobs in the neighbourhood compared to the inhabitants present.\textsuperscript{15}
- The district has a shortage of cultural facilities for the public.\textsuperscript{16}
- The social integration of residents can be improved.\textsuperscript{17}

OPPORTUNITIES

- Growing of population, between 2017 and 2025, 405 additional houses are planned in the district.\textsuperscript{18}

PUNTI DI FORZA

- Il Bijlmer Oost è un quartiere dinamico e giovane.\textsuperscript{10}
- Il quartiere presenta un alto numero di fedeli e attività religiose.\textsuperscript{11}
- Sono in atto politiche da parte del comune tese ad ottimizzare le infrastrutture e la viabilità, con una particolare attenzione verso la mobilità sostenibile.\textsuperscript{12}
- Il numero e la qualità dei posteggi auto è valutato positivamente dai residenti.\textsuperscript{13}
- I residenti del quartiere sono soddisfatti dalla presenza di verde.\textsuperscript{14}

PUNTI DI DEBOLEZZA

- Nel quartiere sono presenti poche attività lavorative in rapporto agli abitanti presenti.\textsuperscript{15}
- Il quartiere presenta una carenza di strutture culturali per il pubblico.\textsuperscript{16}
- L’integrazione sociale dei residenti è migliorabile.\textsuperscript{17}

OPPORTUNITÀ

- Popolazione in crescita, tra il 2017 e il 2025 sono previste ulteriori 405 residenze nel quartiere.\textsuperscript{18}
Lack of parking and public storage for bicycles persists.\textsuperscript{19}

Residents require an addition of playgrounds and spaces dedicated to young people.\textsuperscript{20}

The district Bijlmer Oost (Amsterdam Zuidoost) is looking for a place that can meet different needs characterized by a temporary nature.\textsuperscript{21}

It is indicated by the common will to give new impulses to the economy, improving and developing new forms of jobs, proposing events and activities related to the artistic and cultural theme.\textsuperscript{22}

It is required to make the new green grafts inside the neighborhood more attractive and functional.\textsuperscript{23}

The district is mostly composed of people often born between two cultures.\textsuperscript{24}

**THREATS**

The level of security in the neighborhood is unstable, and has returned to guard levels due to the increase in the number of thefts and robberies.\textsuperscript{25}

Increasing number of crimes committed by younger age groups.\textsuperscript{26}

The inhabitants of Bijlmer Oost (Amsterdam Zuidoost) find themselves more and more often alone and isolated.\textsuperscript{27}

Residents propensity to move away.\textsuperscript{28}

Insiste una carenza di parcheggi e depositi pubblici per le biciclette.\textsuperscript{19}

I residenti richiedono un’aggiunta di parchi giochi e spazi dedicati ai giovani.\textsuperscript{20}

Il quartiere Bijlmer Oost (Amsterdam Zuidoost) è alla ricerca di un luogo che possa assolvere a necessità di diverso tipo caratterizzate da una natura di temporaneità.\textsuperscript{21}

Viene indicata dal comune la volontà di dare nuovi impulsi all’economia, migliorando e sviluppando nuove forme di lavoro, proponendo eventi ed attività legati al tema artistico e culturale.\textsuperscript{22}

Si richiede di rendere più attraenti e funzionali i nuovi innesti di verde all’interno del quartiere.\textsuperscript{23}

Il quartiere è per la maggior parte composto da persone spesso nate fra due culture.\textsuperscript{24}

**MINACCE**

Il livello di sicurezza nel quartiere è instabile, ed è tornato su livelli di guardia a causa dell’aumento del numero di furti e rapine.\textsuperscript{25}

Numero in crescita di reati commessi dalle fasce di età più giovani.\textsuperscript{26}

Gli abitanti del Bijlmer Oost (Amsterdam Zuidoost) si ritrovano sempre più spesso soli e isolati.\textsuperscript{27}

Propensione da parte degli abitanti a cambiare quartiere trasferendosi.\textsuperscript{28}
FUTURE PERSPECTIVE 2019-2022

IMPROVING DEVELOPMENT OPPORTUNITIES FOR YOUNG PEOPLE

The percentage of children and young people who can fully exploit their learning potential through extra-language support should be increased, rethinking a balanced range of facilities to practice sports proposing a healthy lifestyle, new social and creative skills.

The Bijlmer Oost (Amsterdam Zuidoost) is characterized by numerous inhabitants often raised between two cultures, it is necessary to strengthen the identity of children and adolescents through a greater knowledge of their historical-cultural background.29

IMPROVING THE SECURITY

The perception of security has returned to levels that require attention, especially in the Kraiennest (Bijlmer Oost) area adjacent to the Bijlmer Museum, the feeling of insecurity is the highest in the neighborhood.

This results from so many factors, mainly burglaries and street robberies, one solution in this respect is surely to strengthen social cohesion, a defensive shield that can evade criminal activity with the possibility of being discovered, it leads to a greater sense of security.30

In 2018, a Neighbourhood Prevention Team was set up, which, once instructed on suspicious behaviour, reported them to the police. This experiment has been a success because it has led residents to expose themselves and join making themselves visibly present for the whole community. In the coming years we will try to expand this concept of social cohesion in the whole Bijlmer Oost (Amsterdam Zuidoost).31

IMPROVING THE LIVING ENVIRONMENT THROUGH SUSTAINABILITY

The municipality of Amsterdam offers many programmes in the field of sustainability, unfortunately the Bijlmer Oost is still lagging behind in this respect.

One of the points that reawakens greater satisfaction is the care and presence of green areas in the neighborhood, in this sense it is priority to make more functional and attractive the addition of green.
green. For example through green facades, neighborhood parks and urban gardens. As energy transition from fossil fuels to renewable energy follows, in this delicate context, the result must be achieved without economic repercussions for families and people with a low income while maintaining the same cost of use. This issue becomes goal for 2019, formulated and supported with stakeholders who will be converted into a plan of action.32

STRENGTHENING ECONOMIC, ARTISTIC AND CULTURAL OFFERINGS

Spaces for economic activities deserve as much attention as cultural offers so that residents do not have to look for those elsewhere. In the Kraiennest area (Bijlmer Oost), the district intends to create spaces for new start-ups so they will have the opportunity to develop further. Bijlmer Oost has always been the center of artists and enterprising, socially active and working people outside the mainstream. It is therefore necessary to give a new impulse to the economy through recurrent events and/or annual that connect to the local cultures. In 2019 a vision will be developed for the management of the public space of the area ‘Bijlmer Museum’ under conservation, thus becoming a protected urban landscape and acquiring a greater tourist-recreational value.33

OPTIMIZATION OF INFRASTRUCTURE

Following a measurement of public support among residents and survey results, it was decided that the area on the Karspeldreef, between the shopping mall De Kameleon and the former garage Kempering, will become a parking area with disc time thus reducing the inconvenience of long-term stops from non-residents. This makes possible a new regulation, management and application of parking spaces in this place. The municipality is currently also working on cycle paths to make them shorter, more direct and safer by improving accessibility. In addition, the analysis shows that there is a shortage of parking facilities and bike storage.34

Per esempio attraverso facciate verdi, parchi di quartiere e orti urbani. Di pari passo segue la transizione energetica dai combustibili fossili all’energia rinnovabile, in questo delicato contesto il risultato deve essere ottenuto senza ricadute economiche per le famiglie e le persone con un reddito basso mantenendo lo stesso costo di utilizzo. Questo tema si transforma in obiettivo per il 2019, formulato e supportato con le parti interessate che verrà convertito in un piano d’azione.32

RAFFORZARE LE OFFERTE ECONOMICHE, ARTISTICHE E CULTURALI

Meritano attenzione gli spazi per le attività economiche quanto le offerte culturali affinché i residenti non debbano cercarli altrove. Nell’area Kraiennest (Bijlmer Oost), il distretto intende creare spazi per le nuove start-up affinché abbiano l’opportunità per svilupparsi ulteriormente. Il Bijlmer Oost è sempre stato il centro di artisti e persone intraprendenti, socialmente attivi e che lavoravano al di fuori del mainstream. Serve quindi dare un nuovo impulso all’economia tramite eventi ricorrenti una tantum e/o annuali che si colleghino alle culture locali. Nel 2019 sarà sviluppata una visione per la gestione dello spazio pubblico dell’area ‘Bijlmer Museum’ sottoposta a conservazione, diventando così paesaggio urbano protetto, e acquisendo un maggiore valore turistico-ricreativo.33

OTTIMIZZAZIONE DELLE INFRASTRUTTURE

A seguito di una misurazione del sostegno pubblico tra i residenti e dei risultati delle indagini, è stato deciso che l’area sulla Karspeldreef, tra lo shopping mall De Kameleon e l’ex garage Kempering, diventerà una zona parcheggio a disco orario riducendo così l’inconveniente delle soste a lungo termine per chi non è residente. Ciò rende possibile una nuova regolamentazione, gestione e l’applicazione dei parcheggi in questo luogo. Il comune sta lavorando attualmente anche sulle piste ciclabi-
INTERVENTIONS ON PUBLIC SPACES

In 2018 an investigative study drew up priorities of residents that the municipality intends to implement via budget for development areas, at the top of the list turned out to be the demand for new play areas.35

OTHER

The neighborhood is looking for a temporary space that can act as a meeting place, and that would be accessible to people who now meet daily in the Ganzenpoort spaces. The temporary place must have space for meetings, daytime activities and contribute to training people through courses.

This property needs to stay nearby, and is planning to become permanent on a later stage.36

GARAGE KEMPERING REDEVELOPMENT

The Kempering garage is the last historic building in the Kraiennest area (Bijlmer Oost), and was nominated in the past for its demolition, decision suspended in 2018.

Part of the neighborhood supported conservation and redevelopment, so in 2019 investigations were undertaken into redevelopment projects.

In addition, during discussions with the Pentecostal church located within the garage, they examined all the possibilities according to their property right on the property.

The technical conditions of the garage have also gone through a first study, while at the moment the municipality has commissioned economic investment surveys. In the event of a call for tenders, the district will play a role in the selection and verification of the best project for the former garage.37
NOTES

4. Ibid.
6. Ibid.
9. Ibid.
11. Ibid.
12. Ibid.
13. Ibid.
14. Ibid.
15. Ibid.
16. Ibid.
17. Ibid.
18. Ibid.
19. Ibid.
20. Ibid.
21. Ibid.
22. Ibid.
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24. Ibid.
25. Ibid.
26. Ibid.
27. Ibid.
28. Ibid.
29. Gemeente Amsterdam, Gebiedsplan 2019 Bijlmer-Oost = Area plan 2019 Bijlmer Oost (Amsterdam: Gemeente Amsterdam, 2019).
30. Ibid.
31. Ibid.
32. Ibid.
33. Ibid.
34. Ibid.
35. Ibid.
36. Ibid.
37. Ibid.

PHOTO CREDITS

5. https://maps.amsterdam.nl/plushoofdnetten/.
6. Ibid.
11. https://www.leafbaarmeter.nl/kart?indicador=0&scalelevel=0&periodo=2&krentiskaart=1&location=Bijlmer&latitude=0 longitude=0/kaart/.
14. Ibid.
15. Ibid.
The Bijlmermeer was one of the many inland water bodies (meer) scattered throughout the Netherlands. Reclaimed for the first time at the beginning of 1600, remained in rural state within the territory of Weesperkarspel until 1966, when it was necessary to create new houses for the Dutch middle class and identified as the ideal location this area to South-East of the old town of Amsterdam. This municipality was annexed without however being incorporated within the confines of the capital, becoming an enclave in the province of Noord-Holland.1

1. Green circle show Bijlmermeer drainage free in Amsterdam Map, c. 1500.

2. Map of Bijlmer after its first drainage, the land is divided into 28 pieces of 20 meters deep, 1626.

Il Bijlmermeer era uno dei molti corpi idrici interni (Meer) sparsi in tutti i Paesi Bassi. Bonificato per la prima volta all’inizio del 1600, rimase in stato rurale all’interno del territorio di Weesperkarspel fino al 1966, quando si ebbe la necessità di creare nuove abitazioni per la classe media olandese e si identificò come location ideale questa zona a Sud – Est del centro storico di Amsterdam. Questo comune fu annesso senza però essere incorporato all’interno dei confini della capitale, diventando un enclave nella provincia del Noord-Holland.2

4. Weesperkarspel (Bijlmermeer) residents skating on ice, 1896.

5, 6. Farmhouses on Bijlmer Ringsloot in Weesperkarspel (Bijlmermeer), 1896.
AMSTERDAM DEVELOPS IN THE SOUTH-EAST

The precursor principle of expanding the Dutch capital follows the second version of an urban plan, called ‘Plan Zuid’, a project of 1915 by the architect H.P Berlage.2

In 1933, with the fourth edition of the International Congress of Modern Architecture (Ciam), was issued the Charter of Athens’, through which new architectural and urban principles were introduced: ‘[...] Healthy City’. This had to respond to the situation of the largest city, which grew out of all proportion after the industrial revolution. Through the new and modern ideals the cities would be more hygienic, green, spacious and bright, with the most efficient road systems. Urban planning therefore organized collective life in a rational way thanks to the spatial distinction between the various functions. The chaotic city would become the functional city.”3

The real expansion of Amsterdam towards the South-East evolved after the drafting of the General Expansion Plan (Algemeen Uitbreidings Plan - AUP) by the urban planner Cornelis van Eesteren (1897-1988), adopted by the city council in 1938, where it was expected that the city would have a population growth of up to 960,000 inhabitants in the early 2000s.4

Thanks to its position at the center of the western expansion of the Netherlands, the polder* Bijlmermeer has always been considered an area where you can insert new urban agglomerations.

i. ‘Ciam’ (‘Congres Internationaux d’Architecture Moderne’). This group of European architects, led by Le Corbusier, began their activity in 1928 and concluded it in 1959 with the last congress in Otterlo (Holland).

ii. ‘polder’ - In the Netherlands, flat coastal zone, situated at a level below that of the high tide, once subject to flooding and currently surrounded by dams which, allowing the drainage, have made it possible for them to be transformed into a fertile land. The first polders were drained in 13th sec., and the work continued in the following centuries with the use of windmills, [...]. The further development of pumping systems, with the introduction of electric motors and Diesel, made it possible to undertake an imposing action of reclamation of land progressively submerged by the sea, due to the very slow lowering of the soil, in the very heart of the country [...].7

AMSTERDAM SI SVILUPPA A SUD-EST

Il principio precursore di espandere la capitale olandese segue la seconda versione di un piano urbanistico, chiamato ‘Plan Zuid’, progetto del 1915 ad opera dell’architetto H.P Berlage.2

Nel 1933 con la quarta edizione del Congresso Internazionale di Architettura Moderna (CIAM), venne emanata la ‘Carta di Atene’, attraverso la quale si introdussero nuovi principi architettonici e urbanistici: ‘[...] Healthy City’. Questa doveva rispondere alla situazione delle città più estese, cresciute a dismisura dopo la rivoluzione industriale. Attraverso i nuovi e moderni ideali le città sarebbero state più igieniche, verdi, spaziose e luminose, con sistemi stradali più efficienti. La pianificazione urbanistica quindi organizzava la vita collettiva in maniera razionale grazie alla distinzione spaziale tra le varie funzioni. La città caotica sarebbe diventata la città funzionale.”3

La vera espansione di Amsterdam verso Sud-Est si evolve successivamente alla redazione del General Expansion Plan (Algemeen Uitbreidings Plan - AUP) opera dell’urbanista Cornelis van Eesteren (1897-1988), adottato dal consiglio comunale nel 1938, dove si prevedeva che la città avrebbe avuto una crescita demografica sino a 960.000 abitanti nei primi anni 2000.4

Grazie alla sua posizione al centro dell’espansione occidentale dei Paesi Bassi, il polder* Bijlmermeer è sempre stato considerato un’area dove poter inserire nuove agglomerati urbani, si-
tions, situation accelerated with the Second World War.
Post-war reconstruction began in 1950 from the Sloterdijk and Geuzenveld suburbs west of Amsterdam. In 1965 the Department of Urban Development [de Afdeling Stadsontwikkeling] presented the operational plan for the first 18,000 apartments to be located in Bijlmermeer. The designer at the head of the Urban Development and Public Works Office in Amsterdam responsible for Bijlmer urban planning was Siegfried Nassuth, little known architect until this project, who graduated in Engineering in Delft. The preliminary design of 1963 provided housing for 17,000 households, mostly through buildings with a height of 6 to 8 floors, and a small percentage in low tenements. 

Post-war reconstruction began in 1950 from the Sloterdijk and Geuzenveld suburbs west of Amsterdam. In 1965 the Department of Urban Development [de Afdeling Stadsontwikkeling] presented the operational plan for the first 18,000 apartments to be located in Bijlmermeer. The designer at the head of the Urban Development and Public Works Office in Amsterdam responsible for Bijlmer urban planning was Siegfried Nassuth, little known architect until this project, who graduated in Engineering in Delft. The preliminary design of 1963 provided housing for 17,000 households, mostly through buildings with a height of 6 to 8 floors, and a small percentage in low tenements.
THE CRITICALITIES TO THE MEGA-PROJECT

In 1968 the first residential block was delivered, that of Hoogoord, but immediately it was realized that the new neighborhood could not offer a decent life, and after the first pressures from the citizens opened an investigation in 1970, called Mattemann\textsuperscript{ii} note on the social and economic problems of Bijlmer. The high cost of rents discouraged people to move into the new neighborhood, the gross monthly rent of a four-bedroom apartment, including heating and service costs, amounted to about 350 Dutch forint, 2,800 euros today. With the many vacant apartments the real estate companies began to sell them off in a hasty and reckless manner.\textsuperscript{v}

To this delicate economic situation was added in 1975 the decolonization of Surinam, which led tens of thousands of migrants in the Netherlands, especially the Bijlmermeer attracted by the almost donated housing, complicating the fragile social composition of the neighborhood.\textsuperscript{viii}

FIRST EFFORTS FOR IMPROVEMENT

In 1976 the Bijlmer had 37,777 inhabitants, with only 9110 families, 40% with dependent children, so it was considered essential to proceed with the completion of work on infrastructure.\textsuperscript{vii}

In 1980 the subway finally connected the district with the center of Amsterdam, despite this huge improvement the first problems related to carelessness, vandalism and theft insisted in...
most public areas. The management of the various residential blocks of Bijlmer has always been chaotic due to the numerous private housing companies. In 1983 the municipality in agreement with the central government decided to centralize the properties and management of the district in a single public company, the Nieuw Amsterdam.\textsuperscript{10}

The garages for auto express in these years the first signs of over-design, since it was originally assumed that each family owned at least one and a half cars, while in the '90s there will be less than one car for every two families, That is why I am voting in favour of the report. During the '80s the real estate company Nieuw Amsterdam risked bankruptcy on a couple of occasions, bringing to light the need for economic and design alternatives, which however demanded a structural change of the Bijlmer.\textsuperscript{11}

18. Groender Parking garage in 1973 shows first signs of its overdesign, almost always empty and under used.

19. In the '80s the situation got worse, making garages places suitable for criminal activity and used as a dump. The rooftop of the Groonder Parking garage was used to store cars and caravans abandoned.

20. Amsterdam Metro on it’s first day of operation in Bijlmermeer, 1977
REGENERATION AND DEMOLITION

In the middle of the ’80s the Bijlmer presented a degraded social and economic scenario and preoccupante, this involved the Nieuw Amsterdam to commission OMA (Office for Metropolitan Architecture) a study on the future possibilities of the neighborhood. R. Koolhaas explained how the Bijlmer: “[…] As powerful as Stonehenge’, could restart from its existing buildings as a focal point for new economic possibilities. OMA sought a solution to the problem by introducing a new coherence between green space design, traffic structure, infrastructure and missing services […].” 12

He introduced a longitudinal element, called the ‘Bijlmer strip’, which would create a series of places and social spaces in his passage. The municipality and all the other parties involved were not sufficiently prepared for radical changes of this magnitude and in the end the project was not implemented, but it certainly played a leading role in the subsequent evolutions of Bijlmermeer. 13

21. OMA, Masterplan, proposal for the renovation of the urban pattern with modern extension for social housing, 1986.

RIGENERAZIONE E DEMOLIZIONE

A metà degli anni ’80 il Bijlmer presentava uno scenario sociale ed economico degradato e preoccupante, ciò comportò la Nieuw Amsterdam a commisionare ad OMA (Office for Metropolitan Architecture) uno studio sulle possibilità future del quartiere. R. Koolhaas spiegò come il Bijlmer: “[…] ‘as powerful as Stonehenge’, potesse ripartire dai suoi edifici esistenti come punto focale per nuove possibilità economiche. OMA ha cercato una soluzione al problema, introducendo una nuova coerenza tra la progettazione degli spazi verdi, la struttura del traffico, le infrastrutture e i servizi mancanti […].” 12

Introdusse un elemento longitudinale, chiamato ‘Bijlmer strip’, che avrebbe creato nel suo passaggio una serie di luoghi e spazi sociali. Il comune e tutte le altre parti coinvolte non erano sufficientemente pronti a cambiamenti radicali di questa entità e alla fine il progetto non venne attuato, ma sicuramente esso ha giocato un ruolo di primo ordine nelle successive evoluzioni del Bijlmermeer. 13

22. OMA, Masterplan maquette, new urban activities on the Bijlmerstrip in red (Bijlmer-dreef main road), 1986.
On October 4, 1992, a Boeing 747 El Air cargo jet just launched from Amsterdam Schiphol crashed into the Kruitberg residential block. The tragic accident killed 43 people in addition to the flight passengers, and many others were injured. The dramatic event gave the impetus for a model containing guidelines for the redevelopment of the entire district where: "The physical layout of the Bijlmermeer is decreed an error of design and urban planning Dutch [...]". Among the points that will be implemented in the following years:  

- **Education and Work**  
  Unemployment fell as a result of increased recruitment and training of local staff, and economic support was given to those who wanted to start a business in the neighborhood.

- **Maintenance and Safety**  
  The housing corporation 'Nieuw Amsterdam' put in place operations of management and redevelopment of about 1400 apartments.

- **Changes in the structure**  
  The first stages covered the study prepared by OMA, on the Amsterdamse poort shopping centre and the Ganzenhoef metro/shopping centre. During this phase more than 800 houses and five garages were demolished, with the construction of 1500 new residences.

Un tragico episodio colpì il delicato quartiere, il 4 ottobre 1992, un Boeing 747 El Air cargo jet appena decollato dall’aeroporto di Amsterdam Schiphol si schianta sul blocco residenziale Kruitberg. Il tragico incidente tolse la vita a quarantatré persone oltre ai passeggeri di volo, e molte altre rimasero ferite. L’evento drammatico diede l’impulso per un modello contenente linee guida per la riqualificazione dell’intero quartiere dove: "Il layout fisico del Bijlmermeer viene decretato un errore della progettazione e dell’urbanistica olandese [...]". Tra i punti che verranno attuati negli anni successivi:  

- **Istruzione e Lavoro**  
  La disoccupazione diminuì grazie ad una maggiore assunzione e formazione di personale locale, inoltre venne dato sostegno economico a chi voleva aprire una attività nel quartiere.

- **Manutenzione e Sicurezza**  
  La società immobiliare ‘Nieuw Amsterdam’ mise in atto operazioni di gestione e riqualificazione per circa 1400 appartamenti.

- **Cambiamenti strutturali**  
  Le prime tappe percorrevano lo studio redatto da OMA, sull’Amsterdamse Poort shopping centre e il Ganzenhoef metro-shopping centre. Durante questa fase furono demoliti oltre 800 abitazioni e cinque garage, con la costruzione di 1500 nuove residenze.
Ganzenhoef, Kraiennest, and Amsterdamse Poort were the districts subject to major interventions, where early results of regeneration began to be seen in 1996 when residents of the demolished buildings were transferred to new homes.17

"[...] The relaunch of Bijlmermeer is the largest restructuring project in the Netherlands. The total investment, excluding the area of the Arena stadium, is over 1.6 billion euros. The part of this investment that will not produce any return is about 450 million euros. 50% of these contributions are provided by the construction industry, mainly through the Central Fund for Housing, and 50% by the city of Amsterdam."18

BIJLMERMEER IN THE NEW MILLENNIUM

In 2002 the Projectbureau Vernieuwing Bijlmermeer drafted the Final Plan of Approach, the document provided for the renewal of the last areas of the district not yet under the process of transformation.19

IL BIJLMERMEER NEL NUOVO MILLENNIO

Nel 2002 il Projectbureau Vernieuwing Bijlmermeer redige il Final Plan of Approach, il documento prevedeva il rinnovo delle ultime aree del quartiere non ancora avviato a processo di trasformazione.19

29. Demolished by 2013 (red).


31. Bijlmermeer 2013: new buildings (red), renovation (brown), to be constructed (purple).
In 1996 the new stadium of the Ajax football club (Amsterdam Arena) was opened to the public with a capacity of over 50,000 seats, with this intervention triggered the redevelopment of the entire area by commissioning architect Pi del Bruijn a master-plan of urban growth, delivered then in 1994, where it was planned a large boulevard (familiar to the Bijlmer Strip of OMA) 70 m wide which would combine the different activities of the ‘Amsterdamse Shopping and Office Centre’ passing under the new railway station, Bijlmer Station, signed by Grimshaw Architects and Arcadis Articon Architects, inaugurated in 2007. Two years later the second phase of economic regeneration began, through more and less significant projects at the social level, for a total cost of 56 million euro.

Nel 1996 venne aperto al pubblico il nuovo stadio dell’Ajax football club (Amsterdam Arena) con una capacità di oltre 50.000 posti, con questo intervento scaturì la riqualificazione dell’intera area commissionando all’architetto Pi del Bruijn un masterplan di crescita urbana, consegnato poi nel 1994, dove si prevedeva un ampio boulevard (familiare alla ‘Bijlmer Strip’ di OMA) largo 70 m il quale avrebbe unito le diverse attività dell’‘Amsterdamse Shopping and Office Centre’ passando al di sotto della nuova stazione ferroviaria, la Bijlmer Station, firmata da Grimshaw Architects e Arcadis Articon Architects, inaugurata nel 2007.

Due anni più tardi ebbe inizio la seconda consistente fase di ri-generazione economica, attraverso progetti più e meno rilevanti a livello sociale, per un costo totale di 56 milioni di euro.
The Nelson Mandela Park, also known as Bijlmerpark, is definitely one of the most useful social interventions, transformed by the Mecanoo studio between 2009 and 2011. The project of the Dutch studio refers to the real urban parks, inserting 6 hectares of sports facilities and 700 residences along the entire perimeter.22

**GARAGES DISPOSAL AND REGENERATION OF HISTORIC RESIDENTIAL BLOCKS**

Thanks to the demolition of the garage Kikkestein-Kruitberg (2005) and in 2013 of the garage Kleiburg, it was possible to redevelop the area around the metro station Kraiennest, in 2012 then the inauguration of the Kameleon Shopping Centre designed by NL Architects. The building remains on the front of one of the main arteries, the Karspeldreef, providing retail spaces, a guarded parking lot and 220 new residences.23

The renovation of the residential stock has been subjected to numerous demolitions, for a total of 7000 apartments, the only exception is the renovation of the historic residence Kleiburg (2013), always by the Dutch studio NL Architects, that restructured:

**DISMISSIONE DEI GARAGE E RIGENERAZIONE DEI BLOCCHI RESIDENZIALI STORICI**

Tra gli interventi socialmente più utili risulta sicuramente, il Nelson Mandela Park, conosciuto anche come Bijlmerpark, viene trasformato dallo studio Mecanoo tra il 2009 e il 2011. Il progetto dello studio olandese si rifà ai veri parchi urbani, inserendo 6 ettari di strutture sportive e 700 residenze lungo l’intero perimetro.22

Grazie alla demolizione del garage Kikkestein-Kruitberg (2005) e del garage Kleiburg (2013), si è reso possibile riqualificare l’area intorno alla stazione della metro Kraiennest. Nel 2012 quindi l’inaugurazione del Kameleon Shopping Centre su progetto di NL Architects, l’edificio rimane sul fronte di una delle arterie principali, la Karspeldreef, fornendo spazi per il retail, un parcheggio custodito e 220 nuove residenze.23

Il rinnovamento dello stock residenziale è stato sottoposto a numerose demolizioni, per un totale di 7000 appartamenti, l’unica eccezione è l’intervento di ristrutturazione della storica residenza Kleiburg (2013), ad opera sempre dello studio olandese...
res the main fabric of the building (elevators, corridors, installations, etc.), and leaves the apartments unfinished and unfurnished. This design idea minimized initial investment, unexpectedly creating a new business model for Dutch construction.24 The disposal of the various garages on the Karspeldreef (5 of 6) led to the redevelopment of residential towers Kralenbeek, Kempering, Klieverink, Kouwenoord. The project of the architect B. Jongerius focuses on the entrance to the residential towers, doubling the internal useful height, making them lighter and more transparent through a double-height glazing, characterizing every single tower through the use of different color. Aluminium plates have also been added, inclined, to the balconies to break the monotony given by their horizontal lines. These two simple but not trivial interventions give residential towers the formal appearance of a modern home.25

NL Architects, che ristruttura il tessuto principale dell’edificio (ascensori, corridoi, impianti, ecc.), e lascia gli appartamenti incompiuti e non arredata. Questa idea progettuale ha ridotto al minimo gli investimenti iniziali, creando inaspettatamente un nuovo modello di business per l’edilizia olandese.24 La dismissione dei vari garage sulla Karspeldreef (5 di 6) ha portato alla riqualificazione delle torri residenziali Kralenbeek, Kempering, Klieverink, Kouwenoord. Il progetto dell’architetto B. Jongerius si concentra sull’entrata alle torri residenziali, radoppiando l’altezza utile interna, rendendoli più leggeri e trasparenti attraverso una vetrata a doppia altezza, caratterizzando ogni singola torre attraverso l’uso di un colore differente. Sono state aggiunte inoltre delle piastre di alluminio, inclinate, alle balconate per rompere la monotonia data dalle loro linee orizzontali.25


39, 40. The redevelopment project for Kleiburg residential block is about renovate the main structure, elevators, galleries, installations, but to leave the apartments unfinished and unfurnished in order to minimizes the initial investments costs.

39, 40. The redevelopment project for Kleiburg residential block is about renovate the main structure, elevators, galleries, installations, but to leave the apartments unfinished and unfurnished in order to minimizes the initial investments costs.

41, 42, 43. Four historic residential towers are object to redevelopment project. Special focus goes to balcony renovation and main entrances.
An integral conservation project was carried out on the Develsteinen Garage, the only historical infrastructure to be preserved and converted into a street-food food market, designed by Harvey Otten and Ted Schulten, and inaugurated in 2015 under the name of World of Food. The intervention makes visible the impressive quality of the reinforced concrete structure, and through the cutting in the slabs it was possible to obtain a higher height with additional natural light. The materials needed for the restoration were taken from the garages of similar nature in the demolition phase, and also thanks to this move that, with limited resources and budgets, this new activity exposes the pride of the most multi-ethnic district of Amsterdam.26

Questi due interventi semplici, ma non per questo banali, donano alle torri residenziali l’aspetto formale di una casa moderna.25 Un progetto di conservazione integrale è stato eseguito invece sul Develsteinen Garage, l’unica infrastruttura storica ad essere stata conservata e riconvertita in un mercato alimentare street-food, su progetto di Harvey Otten e Ted Schulten, ed inaugurato nel 2015 con il nome di World of Food. L’intervento rende visibile l’impressionante qualità della struttura in cemento armato, ed attraverso il taglio nei solai è stato possibile ottenere un’altezza maggiore con un ulteriore luce naturale. I materiali necessari al restauro vennero prelevati dai garage di simil natura in fase di demolizione, e anche grazie a questa mossa, che con risorse e budget ristretti, questa nuova attività espone l’orgoglio del quartiere più multi-etnico di Amsterdam.26

43. Develstein parking garage before redevelopment project, view from the Develstein High-rise building, c. 1990.

44. World of Food (former Develstein parking garage) after renovation, photo from the Daalwijkdreef main road, 2015.

45. World of Food creates a new stage in the renewal of Amsterdam Southeast, providing an exotic food market in a spectacularly transformed old garage.
NOTES
7 Ibid.
8 Traduzione personale (Bolle, Wouter, and Meijer, Johan. Van Berlage tot Bijlmer: architectuur en stedelijke politiek = Da Berlage naar Bijlmer: architectuur en politiek urba
9 Ibid.
10 Ibid.
11 Bijlmer in tijd en chronologische vol-
gorde, van opbouw naar afbraak, sloop en
eengezins = Bijlmer in tijd, van opbouw naar afbraak, sloop en
eengezins = Bijlmer nel tempo in ordine cro-
gorde, van opbouw naar afbraak, sloop en
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In 1975 more than 13,000 homes had already been built in the Bijlmermeer: separation of the different destinations of use through the utopian objectives on modern living, large amount of green areas, such as parks and hills and separation of fast mobility (cars) from the slowest (pedestrians and cyclists). The first infrastructures of service to the residences followed the same phases and the times of construction of the latter. The Kempering garage remains the last original infrastructure on the Karspeldreef, and has been abandoned since 2017. The building was part of a complex in series, of 4 similar infrastructures in size, materials and type of construction, located on the south side of this road. These one were still an essential part of the urban and road project, as they served the adjacent residential blocks as covered parking, returning directly to the housing. The connection between the residences and the car parks was through covered pedestrian walkways, which were dismantled in the mid-90s. The modifications to the road system, (first of all the cancellation of the elevated carriageways), and the demolition of many residences connected to the garages has made their use superfluous for today’s times.\(^1\)

1. Historic plan of parking garage linked with their residential blocks on Karspeldreef, Kempering one is outlined in orange, 1971.

2. Aerial view of the several cars infrastructure on Karspeldreef, with Kempering garage outlined in orange, 1978.

TECHNICAL PROPERTIES AND TRANSFORMATIONS

The garage develops vertically on four levels with a total area of 11 175 m² and an interpiano height of 2.65 m (floor to ceiling). Between the load-bearing structure and the carriageway the floor height is just 2.20 m, this is one of the most difficult compositional problems to solve in the project of transformation of the building. The modular construction method of the infrastructural typology is similar to most of the historical buildings present in the district. The system of beams and pillars in reinforced concrete and prefabricated slabs have allowed large spaces and free of encumbrances in order to allow correct maneuvering spaces for cars.2

The garage has undergone several conversion processes: in 1979 the ground floor of the West Front was used as a commercial space for a printing house which, in 1989, rented the same spaces to the Dutch Pentecostal church. In 1993 it finally acquired the premises and a further portion of the garage, to settle until today. In 1995, the entire East Block was transformed to house offices and workspaces, which are currently abandoned. 2005 is the year of urban metamorphosis with demolition works, including the lowering of the main artery Karspeldreef, realizing in fact a new entrance to the garage.3

4, 5, 6. Kempering garage special feature is the covered connection to the homonymous residential block, c. ’80s.

PROPRIETÀ TECNICHE E TRASFORMAZIONI

Il garage si sviluppa verticalmente su quattro livelli con una superficie totale di 11 175 m² ed una altezza interpiano di 2.65 m (piano di calpestio-solaio soprastante). Tra la struttura portante e la carreggiata l’altezza del pavimento è di appena 2.20 m, questo risulta uno dei problemi compositivi più ostici da risolvere nel progetto di trasformazione dell’edificio. Il metodo costruttivo modulare della tipologia infrastrutturale è simile alla maggior parte dell’edificato storico presente nel quartiere. Il sistema di travi e pilastri in calcestruzzo armato e le solette prefabbricate ne hanno consentito spazi ampi e liberi da ingombranti al fine di consentire corretti spazi di manovra per alle autovetture.2

Il garage è stato sottoposto a processi di conversione negli usi diverse volte: nel 1979 il piano terra del fronte Ovest, viene adibito a spazio commerciale per una tipografia che, nel 1989 affittò gli stessi spazi alla chiesa Pentecostale Olandese. Essa nel 1993 acquisì definitivamente i locali e un ulteriore porzione del garage, per stabilirsi fino ai giorni odierni. Nel 1995 l’intero blocco Est viene trasformato per ospitare uffici e spazi lavorativi, che attualmente risultano abbandonati. Il 2005 è l’anno della metamorfosi urbana con opere di demolizioni, tra cui il ribassamento dell’arteria principale Karspeldreef, realizzando di fatto un nuovo ingresso al garage.3

The area in question is contained between the Karspeldreef road, the modal interchange node of the Kraiennest metro station and the intersection with Gravendijkdreef. As of 2012, with the improvement of the economic situation, the garage Kempering is sold by Woonstichting De Key (housing company) to the district of Amsterdam Zuidoost. This transition from private to public also marks the future indecision about the future of the same building. Already with the urban plan dating back to 2004, some ideas and wishes of the inhabitants had been taken away from the demolition of the garage. It provided for radical transformations or an adaptive reuse of it, but even today there remains a feeling of confusion and indecision about it. In 2018, with the election of the new local administration, the question was asked again about the future of the Kempering garage: Demolition or Redevelopment? 4

In detail, several investigations have identified concrete needs for the renovation of the entire neighborhood:

- more security and attractiveness for the area
- most affordable residences
- a new neighborhood community center

The zone plan limits possible transformations to only residences and parking lots, so in the case of a final decision on its reuse, it will be crucial to initiate technical changes to the plan.

SITE ACCESSIBILITY
- Highway Entrance/Exit
- Metro station
- Parking garages
- Main cycle network

MEETING PLACES
- Festivals and Concerts
- Sports fields
- Playground
- Other - Recreational/sports facilities

SOCIO-CULTURAL ORGANISATIONS
- Current Bijlmer Museum
- Dutch Pentecostal church
- Taibah mosque
- Other - Religious institutions
- Other - Neighborhood associations

NON RESIDENTIAL ACTIVITIES
- Craftwork
- Bar and restaurant
- Educational institutions
- Shops and retail
- Medical and health facilities
- Offices

11. Own representation drawing, 'Activity and accessibility map' around the Kempering garage (K).
KEMPERING ACCESSIBILITY AND ACTIVITIES WITHIN KM

The Kempering garage, in the heart of the Kraiennest district (Bijlmer Oost), thanks to its incredible central location is easily accessible not only by car but also by taking advantage of the modal interchange of the Kraiennest metro station. Also behind the building runs the main cycle network of the neighborhood that adds to the wide choice of means of transport with which to reach the building. The Taibah Mosque (East Front) and the Dutch Pentecostal Church (West Front) define a sort of social perimeter, outside of which only residential buildings prevail.

CURRENT CONDITION AND DEGRADATION

In February 2018, analyses were carried out to determine the chloride content in the slabs, the carbonation and compressive strength of the concrete and the tensile strength of the steel. The situation has been assessed as not critical, the high levels of chloride present in the upper portions of the floors do not at present result in severe damage, but it is realistic to expect that they can be significant for structural risks within the 50 years of life aspired. Other accidental damage has been observed in the pillars, probably caused by the handling of cars, and in two areas of the first floor, where fire has spread during a fire. Another factor of particular importance is the mechanical damage, probably occurred in 2016, as a result of the coarse demolition of glazing.5

KEMPERING ACCESSIBILITÀ E ATTIVITÀ ENTRO IL KM

Il garage Kempering, nel cuore del distretto Kraiennest (Bijlmer Oost), grazie alla sua incredibile posizione centrale risulta facilmente raggiungibile non solo in auto ma anche sfruttando il nodo di interscambio modale della stazione metropolitana Kraiennest. Inoltre alle spalle dell’edificio corre la rete ciclabile principale del quartiere che si aggiunge alla vasta scelta di mezzi di trasporto con il quale raggiungere l’edificio. La moschea Taibah (fronte Est) e la chiesa Pentecostale olandese (fronte Ovest) definiscono una sorta di perimetro sociale, al di fuori del quale prevalgono solo edifici residenziali.

DEGRADO E CONDIZIONI ATTUALI

Nel febbraio del 2018 sono state effettuate delle analisi per determinare il contenuto di cloruro nei solai, la carbonatazione e la forza di compressione del calcestruzzo e la resistenza a trazione dell’acciaio. La situazione è stata valutata non critica, gli alti livelli di cloruro presenti nelle porzioni superiori dei solai non comportano attualmente danni gravosi, ma è realistico aspettarsi che possano risultare significativi per rischi strutturali entro i 50 anni di vita aspettati. Sono stati osservati altri danni di carattere accidentale, nei pilastri, causati probabilmente dalla movimentazione delle autovetture, e in due aree del primo piano, in cui si è propagato del fuoco durante un incendio. Un altro fattore di particolare rilievo sono i danni meccanici, probabilmente verificatisi nel 2016, a seguito della demolizione grossolana dei tamponamenti vetrati.5

LEGEND

Damage to the structural grid
- M  Mechanical damage from curtain wall removal
- A.1  Accidental damage from cars manoeuvre
- A.2  Accidental damage from fire propagation

Existing openings system
- Openable windows
- Curtain wall/double skins

Vertical distribution and access
- Existing staircase
- Cars access
- Functions entrances
- Traffic ramps

Functions
- Existing religious institution
- Existing office area

BIJLMERMEER DISTRICT CONFIGURATION
FOCUS: Kempering parking garage

RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering
ECONOMIC AND FINANCIAL ASPECTS

The district of Amsterdam Zuidoost is willing to make a one-off contribution to restoring the basic functionality of the building, in contrast the municipality of Amsterdam does not intend to provide additional funds for any type of project related to the garage. Currently the municipality is trying to minimize operating costs for the garage, but are still between 40,000 and 50,000 euros per year.1

In this sense, the economic feasibility study on the redevelopment of the Kempering garage was very useful for the design phase. Attached is the extract concerning the summary costs of various type projects, drawn up through technical reports by Bouwkundige Begeleidings Adviesgroep (B.B.A.) (engineering and consulting company). These cost estimates were made on the basis of four different scenarios, which are compared with the recovery cost in order to reactivate the parking function of the garage (columns 1 and 2). Columns 3 and 4, on the other hand, refer to change-of-use scenarios, differ in the number of square metres, while columns 5 and 6 refer to hypotheses of transformation into offices or only with commercial functions, such as scenarios 3 and 4, are based on the removal of two intermediate levels of the garage. Assuming that the useful life of the building is extended to 50 years, this survey assumes that only the structural repair and restoration costs to make the garage usable are included, the possible replacement of the coverage or the costs of new functions are not included, as is not included in the economic estimate the reinforcement of existing beams, pillars and foundations.7

ASPETTI FINANZIARI ECONOMICI

Il distretto di Amsterdam Zuidoost è disposto a dare un contributo una tantum per ripristinare la funzionalità basilare dell’edificio, in contrapposizione il comune di Amsterdam non intende fornire ulteriori fondi per qualsiasi tipo di progetto riguardante il garage. Attualmente il comune sta cercando di ridurre al minimo i costi operativi per il garage, ma risultano ancora tra i 40.000 e 50.000 euro l’anno.6

In tal senso di estrema utilità per la fase progettuale è stata la consultazione dello studio di fattibilità economica riguardo la riqualificazione del garage Kempering. In allegato l’estratto riguardo i costi sommari di diversi progetti tipo, redatto attraverso rapporti tecnici da Bouwkundige Begeleidings Adviesgroep (B.B.A.) (società di ingegneria e consulenza). Queste stime dei costi sono state effettuate sulla base di quattro diversi scenari, che vengono confrontati con il costo di recupero al fine di riaprivare la funzione di parcheggio del garage (colonna 1 e 2). Le colonne 3 e 4 si riferiscono invece a scenari di cambio di destinazione d’uso, si differenziano per il numero di metri quadrati, mentre le colonne 5 e 6 si riferiscono ad ipotesi di trasformazione in uffici o solo con funzioni commerciali, anch’esse, come gli scenari 3 e 4, sono basate sulla rimozione di due livelli intermedi del garage. Con l’assunzione che la vita utile dell’edificio venga prorogata a 50 anni, la presente indagine assume: che vengono inclusi solo i costi di riparazione strutturali e di ripristino delle condizioni per rendere il garage utilizzabile, l’eventuale sostituzione della copertura o i costi di nuove funzioni non sono inclusi, come non è incluso nella stima economica il rinforzo delle travi, dei pilastri e delle fondazioni esistenti.7
RECYCLING THE ORDINARY
Adaptive reuse of parker garage Kempering

17. Economic report of B.B.A. about a sample project of reuse and transformation of the garage Kempering.

<table>
<thead>
<tr>
<th>OPERATIONAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>number of floors: 4</td>
</tr>
<tr>
<td>storey height: 2.6</td>
</tr>
<tr>
<td>BVO (Buyer Value Option) m²: 11.444</td>
</tr>
<tr>
<td>number of dwellings: 56</td>
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</table>

<table>
<thead>
<tr>
<th>REHABILITATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>restoration work</td>
</tr>
<tr>
<td>A1 remove general debris in the garage 20.000 € 20.000 €</td>
</tr>
<tr>
<td>A2 repair damage to pilars 10.000 € 10.000 €</td>
</tr>
<tr>
<td>A3 steel underlays HEB 240 / carbon fiber reinforcement for transitional paths 200.000 € 200.000 €</td>
</tr>
<tr>
<td>A4 repair ceiling layers 125.000 € 125.000 €</td>
</tr>
<tr>
<td>A5 cathodic protection on floors strips (25 mm screed and floor coating) 3.360.000 € 2.550.000 €</td>
</tr>
<tr>
<td>A6 demolition 310.000 €</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>REINFORCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>load floors</td>
</tr>
<tr>
<td>B1 carbon adhesive reinforcement 3.000.000 €</td>
</tr>
<tr>
<td>B2 cost of steel beam (HEB 240) 980.000 € 1.000.000 € 1.000.000 €</td>
</tr>
<tr>
<td>ramp replaced between axle 8-15 2.000.000 € 2.000.000 € P.M</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SUBTRACTION</th>
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<tbody>
<tr>
<td>subrecs</td>
</tr>
<tr>
<td>C1 floor pairing behall plumbing 30.000 € 15.000 € 10.000 € 10.000 €</td>
</tr>
<tr>
<td>C2 following phase, annual operating catholic protection (around 4.000 €/year - monitoring e and operating costs), including repairs 20.000 € 10.000 € 20.000 € 20.000 €</td>
</tr>
<tr>
<td>C3 savings through structural beams, not included needs to be assessed with the constructor P.M</td>
</tr>
<tr>
<td>freely demolish floor areas</td>
</tr>
<tr>
<td>C4 removing floor areas (1st and 3rd floor) to achieve additional floor 500.000 € 750.000 €</td>
</tr>
<tr>
<td>C5 roof subtraction</td>
</tr>
<tr>
<td>C6 roof recesses serving skylights because of natural light lackness inside the building (approx. 2x2.4 m, total 36 openings) 45.000 €</td>
</tr>
<tr>
<td>considerations</td>
</tr>
<tr>
<td>It was decided to remove for office/commercial floors (1/3) to create sufficient height. It is also possible to arrange a number of large openings in the building (to be determined in the structural beams at the 1st and 3rd floor continue to be maintained)</td>
</tr>
<tr>
<td>rake by structural beams (for pipes and ducts purpose) are not included</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL INCL.</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL INCL. VAT - PER m² GFA (ground floor area)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAINTAINING PARKING USE</th>
<th>TRANSFORMING GARAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>fully parking garage</td>
<td>Housing</td>
</tr>
<tr>
<td>excl. Office</td>
<td>Tip. 1</td>
</tr>
<tr>
<td>(north side)</td>
<td>Housing</td>
</tr>
<tr>
<td></td>
<td>Tip. 2</td>
</tr>
<tr>
<td></td>
<td>Office</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
</tr>
<tr>
<td>number of floors: 4</td>
<td>4</td>
</tr>
<tr>
<td>storey height: 2.6</td>
<td>2.6</td>
</tr>
<tr>
<td>BVO (Buyer Value Option) m²: 11.444</td>
<td>9.365</td>
</tr>
<tr>
<td>number of dwellings: 56</td>
<td>56</td>
</tr>
</tbody>
</table>

All prices incl.VAT and price level in March 2019

Options (cost per portion)
- free to demolish floor area - between axis 1-4 30.000 €
- free to demolish floor area - between axis 16-19 30.000 €
- free to demolish floor area - between axis 7-13 50.000 €
- free to demolish floor area with stability utilities - between axis 1-4 50.000 €
- free to demolish floor area with stability utilities - between axis 15-19 50.000 €

BIJLMERMEER DISTRICT CONFIGURATION
FOCUS: Kempering parking garage
REHABILITATION AND CONVERSION OPERATIONS, SPECIFIC TO THE ECONOMIC REPORT

COLUMN 1 SX
Reactivation of the parking function:
- repair work for continued operation
- gross floor area: 11.444 m²

COLUMN 1DX
Reactivation of the parking function (excluding former office area facing east):
- demolition of premises between axes 15 and 19, 2.640 m²
- repair work for continued operation
- gross floor area: 8.804 m²

COLUMN 2
Transformation into residences tip. 1:
- repair work on construction elements
- reinforcement of the floors by means of carbon adhesive reinforcement
- removal of ramps between axes 8 and 15, insertion of new horizontal floors
- constructive openings in slabs for insertion of vertical connections
- gross floor area: 9.365 m²
- new dwellings: 56 units

COLUMN 3
Transformation into residences tip. 2:
- repair work on construction elements
- reinforcement of floors by the overlapping of a new layer of concrete
- removal of floors of 1st and 3rd flat, thus increasing the net internal height
- removal of ramps between axes 8 and 15, insertion of new horizontal floors
- constructive openings in slabs for insertion of vertical connections
- gross floor area: 5.059 m²
- new dwellings: 36 units

COLUMN 4 AND 5
Conversion into offices and/or business premises:
- repair work on construction elements
- reinforcement of floors by the overlapping of a new layer of concrete
- maintenance of ramps
- constructive openings in slabs for insertion of vertical connections
- removal of floors of 1st and 3rd flat, thus increasing the net internal height
- gross floor area: 5.722 m²

Regarding the hypothesis of the total removal of the floors on floors 1st and 3rd, depending on the specific project it is possible to obtain important economic savings by partially demolishing these floors.

OPERAZIONI DI RIPRISTINO E TRASFORMAZIONE, SPECIFICHE DEL RAPPORTO ECONOMICO

COLONNA 1 SX
Riattivazione della funzione di parcheggio:
- lavori di riparazione per il funzionamento continuato
- superficie lorda di pavimento: 11.444 m²

COLONNA 1DX
Riattivazione della funzione di parcheggio (esclusi area ex-uffici fronte est):
- demolizione di locali tra gli assi 15 e 19, 2.640 m²
- lavori di riparazione per il funzionamento continuato
- superficie lorda di pavimento: 8.804 m²

COLONNA 2
Trasformazione in residenze tip. 1:
- lavori di riparazione sugli elementi costruttivi
- irrobustimento dei solai, attraverso il rinforzo adesivo in carbonio
- rimozione delle rampe tra gli assi 8 e 15, inserimento di nuovi pavimenti orizzontali
- aperture costruttive nei solai per inserimento collegamenti verticali
- superficie lorda di pavimento: 9.365 m²
- nuove abitazioni realizzabili: 56 unità

COLONNA 3
Trasformazione in residenze tip. 2:
- lavori di riparazione sugli elementi costruttivi
- irrobustimento dei solai, attraverso la sovrapposizione di un nuovo strato in cls
- rimozione dei solai del 1° e 3° piano, aumentando così l’altezza interna netta
- rimozione delle rampe tra gli assi 8 e 15, inserimento di nuovi pavimenti orizzontali
- aperture costruttive nei solai per inserimento collegamenti verticali
- superficie lorda di pavimento: 5.059 m²
- nuove abitazioni realizzabili: 36 unità

COLONNA 4 E 5
Trasformazione in uffici e/o locali commerciali:
- lavori di riparazione sugli elementi costruttivi
- irrobustimento dei solai, attraverso la sovrapposizione di un nuovo strato in cls
- conservazione delle rampe
- aperture costruttive nei solai per inserimento collegamenti verticali
- rimozione dei solai del 1° e 3° piano, aumentando così l’altezza interna netta
- superficie lorda di pavimento: 5.722 m²

Riguardo l’ipotesi della rimozione totale dei solai ai piani 1° e 3°, a seconda dello specifico progetto è possibile ottenere importanti risparmi economici demolendo parzialmente questi solai.
NOTES

2 Ibid.
3 Ibid.

PHOTO CREDITS

1 https://archief.amsterdam/beeldbank/?-mode=gallery&view=horizontal&q=Kempering&page=1&reverse=0.
2 Ibid.
3 Private collection, Gemeente Amsterdam Stadsarchief, Amsterdam Zuidoost historic archive.
4 https://archief.amsterdam/beeldbank/?-mode=gallery&view=horizontal&q=Kempering&page=1&reverse=0.
5 Ibid.
6 Private collection, Gemeente Amsterdam Stadsarchief, Amsterdam Zuidoost historic archive.
7 Ibid.
9 https://www.megavolt.nl/042.html.
11 Personal graphic drawing.
12 Personal image.
13 Ibid.
14 Ibid.
15 Ibid.
16 Personal graphic drawing.
17 Personal translation and graphic image.
KEMPERING GARAGE:
active friendly building for Bijlmer
As previously seen, the former Kempering garage is an ordinary building in a state of neglect, within a predominantly residential area, the aim of the project is therefore to stop this monotony by offering a socially useful building to the Kraiennest district. The adaptive reuse of this building has combined several strategies focused on developing the most appropriate formal and functional choices in relation to the context. This premise has been translated into three key points that have led the entire project phase:

ORDINARY ACTIVITY RENEWED
Analyzing the existing spatial and social relationships, it was important to reactivate an ordinary and daily function for the Kempering garage. This feature, lost with the decommissioning of the car storage business, is regained through the recovery project that offers the entire building accessible to cycling.

PUBLIC SPACE OPEN TO ALL
In order to obtain a more lively and dynamic neighborhood, a good typology and distribution of public spaces are expected. In the Kempering garage reuse project this premise blends with the other two points, offering attractive recreational and cultural services through the new Bijlmer Museum, which improve the health and well-being of the entire community.

SPACE/TIME SHARING
Having identified a good mix of uses and activities for the building, public and private, you are able to accompany a temporized program that promotes the use of the new garage Kempering 24/7. Space and time sharing will allow the building to stay active and on full days for much of the year, thus increasing the feeling of security perceived in the neighborhood.

PROJECT GUIDELINE

Come si è visto precedentemente l’ex garage Kempering è un edificio ordinario in stato di abbandono, all’interno di una area prevalentemente residenziale, l’obiettivo del progetto è quindi di interrompere questa monotonia offrendo un edificio socialmente utile al quartiere Kraiennest. Il riuso adattivo di questo edificio ha combinato diverse strategie focalizzate ad elaborare le scelte formali e funzionali più idonee in relazione al contesto. Questa premessa è stata tradotta in tre punti chiave che hanno condotto l’intera fase progettuale:

ATTIVITÀ ORDINARIA RINNOVATA
Analizzate le relazioni spaziali e sociali esistenti, è stato importante riattivare una funzione ordinaria e quotidiana per il garage Kempering. Questa caratteristica, persa con la dismissione dell’attività di deposito auto, viene riacquistata attraverso il progetto di recupero che offre l’intero edificio accessibile alla mobilità ciclabile.

SPAZIO PUBBLICO APERTO A TUTTI
Al fine di ottenere un quartiere più vivace e dinamico si prevedono una buona tipologia e distribuzione di spazi pubblici. Nel progetto di riutilizzo del garage Kempering questa premessa si fonde con gli altri due punti, offrendo servizi ricreativi e culturali attrattivi attraverso il nuovo Bijlmer Museum, che migliorano la salute e il benessere dell’intera comunità.

CONDIVISIONE SPAZIO/TEMPO
Individuato un buon mix di usi e attività per l’edificio, pubblico e privato, si è in grado di affiancare un programma temporizzato che promuove l’uso del nuovo garage Kempering 24/7. La ripartizione degli spazi e dei tempi permetterà all’edificio di rimanere attivo e accesso interi giorni per buona parte dell’anno, aumentando così la sensazione di sicurezza percepita nel quartiere.
THE STRATEGY OF THE PROJECT

The Kempering garage remains part of the Kraiennest district, the last area that retains the original character of the Bijlmer district. Then at spatial level the building is bordered to the north by the historic Karspeldreef artery (multi-lane, high-traffic urban road), to the south by the secondary Kemangiestraat urban road, redeveloped with the completion of the district’s main cycling pedestrian track. In the predominantly residential context, of socio-cultural importance are the numerous religious institutes present. To conclude the space perimeter of the Kempering garage (east side) there is the Taibah mosque, an important pole for Muslim congregation, while inside the building (west side) there is the Dutch Pentecostal church, promoter of the debate on the future of the same building. These factors have integrated the design guidelines, determining in fact the intervention strategies for the adaptive reuse project.

The first step addresses the existing infrastructure by connecting the garage to the existing road network. Two new volumes are then extruded on the north and south sides in order to create the new entrances to the building, preferring respectively a mixed mobility to the north, and cycling to the south. The intervention plays on the ordinary role of the former garage, characterized in the past by parking cars inside, now located outside, and instead providing storage inside for the new bicycle mobility.

STRATEGIE DI PROGETTO

Il garage Kempering rimane inserito nel distretto di Kraiennest, ultima area che conserva il carattere originario del quartiere Bijlmer. Quindi a livello spaziale l’edificio viene delimitato a nord dalla storica arteria Karspeldreef (strada urbana a più corsie, ad alto scorrimento), a sud dalla strada urbana secondaria Kemangiestraat, riqualificata con il completamento della principale pista ciclopédonale del quartiere. Nel contesto, prevalentemente residenziale, di importanza socio-culturale sono i numerosi istituti religiosi presenti. A concludere il perimetro spaziale del garage Kempering (lato est) si trova la moschea Taibah, importante polo per i fedeli musulmani, mentre all’interno dell’edificio (lato ovest) risiede la chiesa pentecostale olandese, promotrice del dibattito sul futuro dello stesso edificio. Questi fattori hanno integrato le linee guida progetuali, determinando di fatto le strategie d’intervento per il progetto di riuso adattivo.

Il primo passo si rivolge alle infrastrutture esistenti collegando il garage alla viabilità esistente. Vengono quindi estrusi due nuovi volumi sui lati nord e sud al fine di creare i nuovi ingressi all’edificio, prediligendo rispettivamente una mobilità mista a nord, e la mobilità ciclabile a sud. L’intervento gioca sul ruolo ordinario dell’ex-garage, caratterizzato in passato dai posteggi auto interni, ora dislocati all’esterno, e prevedendo invece al suo interno depositi custoditi per la nuova mobilità ciclabile.
The second strategic approach aims to make use of the existing socio-cultural context, focusing on the two religious institutions present in the Kraiennest neighbourhood. In this way, the ‘Corridor of Communities’, a passage that connects the Pentecostal church to the Taibah mosque, is created, so it’s crossing the heart of the building, thus offering opportunities and activities for social and cultural exchange.

The third strategy strongly concerns the architecture that will be identified, already proposing some guidelines for subsequent form interventions. The aim is to equip the Kempering garage with a ’vibrant heart’ of activities and services originating in the middle of the ’Community Corridor’. From the basement of the garage will start an action of cutting and opening that will end on the fourth floor of the building, providing a correct amount of light and air, previously non-existent and providing the necessary space for the new landmarks.

As a result of the design strategies, the building will be divided into 3 portions, interconnected by the traffic ramps preserved in part. The existing blocks 1 and 2 will host residences and work activities, while the third block, created from scratch, will host services and cultural activities for the district.

La seconda impostazione strategica intende avvalersi del contesto socio-culturale esistente, concentrando su le due istituzioni religiose presenti nel contorno del quartiere Kraiennest. Si viene a creare così il ’Corridoio delle comunità’, un passaggio che collega la chiesa Pentecostale alla moschea Taibah, si attraversa così il cuore dell’edificio, offrendo in tal modo occasioni ed attività per lo scambio sociale e culturale.

La terza strategia riguarda fortemente l’architettura che verrà identificata, proponendo già alcune linee guida per i successivi interventi di forma. Si vuole dotare il garage Kempering di un ’cuore’ pulsante di attività e servizi aventi origine nel mezzo del ’Corridoio delle comunità’. Dal livello interrato del garage partirà un’azione di taglio e apertura che terminerà al piano quarto dell’edificio, fornendo una corretta quantità di luce e aria, prima inesistente e prevedendo gli spazi necessari per i nuovi landmark.

A seguito delle strategie di progetto l’edificio risulterà suddiviso in 3 porzioni, interconnesse dalle rampe di circolazione conservate in parte. I blocchi esistenti 1 e 2 ospiteranno residenze e attività lavorative, mentre il terzo blocco, creato ex-novo accoglierà servizi ed attività culturali per il quartiere.
CLIMATE STUDY

The city of Amsterdam has a humid and rainy climate as it is influenced by the North Sea. It has a not particularly icy winter with average minimum temperatures (January and February) of 3.5 °C, and enjoys a cool summer with an average temperature (July) of 20 °C. Precipitation is relatively abundant (about 800 mm per year) but above all they are frequent and distributed throughout the year, where autumn is the rainiest season, and the least rainy spring. From December to February, when windy actions does not prevail, there is a winter not freezing with fairly mild temperatures, so that you can reach 10/12 degrees. When the city is reached by cold air masses from Russia, the temperature drops below zero. Snowfalls in the Dutch capital are quite frequent, although they are generally not abundant and occur in the form of sleet. The summer, from June to August, is mild, and is characterized by pleasant periods, in which the daytime temperatures are between 20 and 25 degrees. The wind blows constantly from the sea, and even the rain is quite frequent. Rarely do warm days occur, in which the temperature can reach 28/30 degrees. The sunshine in Amsterdam is not optimal from November to February, while it is better from May to September.1

The Kempering garage is placed in an urban context that marks in segmented periods the reception of solar radiation. It is therefore essential to make the best possible use of other natural resources such as wind and precipitation that do not present negativity or deficit.

STUDIO CLIMATICO

La città di Amsterdam presenta un clima umido e piovoso poiché influenzato dal Mare del Nord. Ha un inverno non particolarmente gelido con temperature minime medie (gennaio e febbraio) di 3,5 °C, e gode di un’estate fresca con una temperatura media (luglio) di 20 °C. Le precipitazioni sono relativamente abbondanti (circa 800 millimetri annui) ma soprattutto sono frequenti e distribuite nel corso dell’anno, dove l’autunno risulta la stagione più piovosa, e la meno piovosa la primavera. Da dicembre a febbraio, quando non prevalgono azioni ventose, si ha un inverno non gelido con temperature abbastanza miti, tanto che si possono raggiungere i 10/12 gradi di massima. Quando invece la città è raggiunta dalle masse di aria fredda dalla Russia, la temperatura scende sotto lo zero. Le nevicate nella capitale olandese sono abbastanza frequenti, anche se in genere non sono abbondanti e avvengono sotto forma di nevischio. L’estate, da giugno ad agosto, è mite, ed è caratterizzata da periodi piacevoli, in cui le temperature diurne sono comprese tra i 20 e i 25 gradi. Il vento soffia con costanza dal mare, e anche la pioggia è abbastanza frequente. Raramente si verificano delle giornate calde, in cui la temperatura può raggiungere i 28/30 gradi. Il soleggiamento ad Amsterdam non è ottimale da novembre a febbraio, mentre risulta migliore da maggio a settembre.2

Il garage Kempering è inserito in un contesto urbano tale da scandire in periodi segmentati la captazione dell’irraggiamento solare. Risulta quindi di fondamentale importanza sfruttare nel miglior modo possibile le altre risorse naturali quali vento e precipitazioni che non presentano negatività o deficit.
3. Personal elaboration, annual average wind diagram and annual average sunshine about Kempering Garage, Amsterdam, access on 9 March 2020.

 Prevailing wind from West
Average wind speed 10 kts

 Prevailing wind from South west
Average wind speed 12 kts

 In summer, the new Kempering garage has excellent sunlight with direct light from 6:20 am to 18:20.

 In winter the neighbouring buildings produce an important shade that limits direct light to 4 hours, from 9:50 to 12:50.
PROJECT SHAPE EVOLUTION

The Kempering garage is a modular building stratified by layers, is characterized by two portions (A and B) distinguished by their rigidity and symmetry, but with difference in height (80 cm). One of the vertical connections, repeated from one side to the other through the traffic ramps, resolves this gap between the two portions. The process of arriving at a coherent form of intervention is therefore based on filing and accentuating these peculiarities. The design phase will formulate new volumes able to bridge the existing difference in altitude, providing activities and technologies able to take advantage of the new spatial geometries.

The transformations identified in the project strategy affected: the entrances, advancing new volumes towards urban infrastructure; the corridor between communities, a linear void that encourages social encounter; and the new central atrium, an opening in the garage can bring new light needed.

1. The first step operates on the nature of the multi-storey garage, the presence of traffic ramps. These last ones, conserved and used to allow an internal circulation to the bicycle mobility, are imitated through two new volumes adjacent to them (C and D), with base in the basement and top on the fourth floor.

2. In the middle of the garage, exactly in the center, at the new atrium, the two new volumes identified before are cut, in order to create the right opening obtaining a new type of symmetry.

3. At this stage, the symmetry of the existing volume pairs (tip.A and tip.B) is reinforced by proposing a new number parity in the total volumes. This adds two additional bodies (C* and D*), which are parallel and identical to the bodies found in phase 2.

4. The new symmetry acquired will be joined, in the center of the atrium, through the volume of the museum Bijlmer (B.M). This new body will be the focal point of the project, thanks to its position identifiable from every point of view of the garage.

EVOLUZIONE DELLA FORMA DI PROGETTO

Il garage Kempering è un edificio modulare e stratificato da layers, è caratterizzato da due porzioni (A e B) contraddistinte per la loro rigidità e simmetria, ma aventi differenza in quota (80 cm). Uno dei collegamenti verticali, ripetuto da una parte all’altra attraverso le rampe di circolazione, risolve questo divario tra le due porzioni. Il processo per arrivare ad una forma d’intervento coerente, si basa quindi sul limare ed accentuare queste peculiarità. La fase progettuale formulerà nuovi volumi in grado di colmare la differenza di quota esistente, prevedendo attività e tecnologie in grado di cogliere al meglio le nuove geometrie spaziali.

Le trasformazioni individuate nella strategia di progetto hanno interessato: gli ingressi, avanzando nuove volumetrie verso le infrastrutture urbane; il corridoio tra le comunità, un vuoto lineare che incoraggia l’incontro sociale; e il nuovo atrio centrale, un apertura nel garage in grado di portare nuova luce necessaria.

1. Il primo step opera sulla natura del garage multipiano, la presenza delle rampe di circolazione. Quest’ultime, conservate ed utilizzate per consentire una circolazione interna alla mobilità ciclabile, vengono imitate attraverso due nuovi volumi adiacenti ad esse (C e D), con base nel piano interrato e sommità al piano quarto.

2. Al centro del garage, esattamente nella mezzeria, in corrispondenza del nuovo atrio, i due nuovi volumi prima identificati vengono tagliati, al fine di creare la giusta apertura ottenendo un nuovo tipo di simmetria.


4. La nuova simmetria acquisita vedrà unirsi, in mezzeria dell’atrio, attraverso il volume del nuovo museo Bijlmer (B.M). Questo corpo derrà punto focale dell’intervento progettuale, grazie alla sua posizione individuabile da ogni punto di vista del garage.
5. The new volumes identified so far (C and D), arriving on the roof of the garage, have the possibility to increase and increase their influence. According to the needs of the program they advance creating new spaces.

6. The extension occurred in step 5 is modeled and refined for circulation needs, climatic needs and in order to obtain free areas. The numerical limits of this extension are defined mainly through the flows of cyclopedens, the spaces dedicated to sports activities and the green component.

7. In order to have a dynamic and flexible space to the use of the different users, the underground floor is alternated by raising it up to the existing first floor (height +2.80 m), thus creating gaps useful for the insertion of light and temporary structures, functional for passive heating and cooling too.

The project action therefore originates in the heart of the garage and ends at the top joining to the original building. The new volumes, characterized by green roofs, lie gently creating with the structure of the garage a landmark sustainable and historical dedicated to the multi-ethnic community of Bijlmermeer.

5. I nuovi volumi identificati sin ora (C e D), arrivando sulla copertura del garage, hanno la possibilità di accrescere e aumentare la loro influenza. In base alle necessità del programma essi avanzano creando nuovi spazi.

6. L’estensione avvenuta nello step 5 viene modellata e rifinita per necessità di circolazione, esigenze climatiche e al fine di ottenere aree libere. I limiti numerici di questa estensione vengono definiti soprattutto attraverso i flussi dei ciclopedoni, gli spazi dedicati alle attività sportive e alla componente verde.

7. Ai fini di avere uno spazio dinamico e flessibile all’uso dei diversi utenti, al piano interrato l’intervento viene alternato rialzandolo sino al piano primo esistente (quota +2.80 m), creando così dei vuoti utili all’inserimento di strutture leggere e temporanee, funzionali anche al riscaldaimento e raffrescamento passivo.

L’intervento progettuale ha quindi origine nel cuore del garage e termina in cima unendosi al fabbricato originale. I nuovi volumi, caratterizzati da coperture verdi, si adagiano delicatamente creando con la struttura del garage un landmark sostenibile e cronostorico dedicato alla comunità del Bijlmermeer.
TIMING OF INTERVENTION

The Kempering adaptive reuse project has been divided into 3 stages of action compatible with the Bijlmer Oost, area plan 2019-2022’ drawn up by the Amsterdam Zuidoost district.²

PHASE 1
- demolition existing structure: creating atrium and the community corridor, conservation parts of the ramps
- demolitions outdoor area 1: removal of the planivolumetric order of the green and the external paths in preparation for the next phase
- addition of new entrances in NORTH and SOUTH

PHASE 1B
- functional restoration of the building: introduction to the ground floor of a restaurant and a lounge bar
- activation of the central atrium: new light structures for cafeteria and library, proposal of temporary use activities, such as events and festivals
- completion of external area 1: parking facilities, cycle paths and green

PHASE 2
- demolition existing structure: last working in order to place the residences and coworking activities in the floors 1, 2 and 3.
- vertical activation building: connection between the various floors through the stairwells and the services
- installation of vertical closures: completion of the facade and curtain walls of the garage bare parts to the north, south and west

FASIZZAZIONE TEMPORALE D’INTERVENTO

Il progetto di riuso adattivo del garage Kempering è stato suddiviso in 3 fasi di azione compatibili con il ‘Bijlmer Oost, piano d’area 2019-2022’ redatto dal distretto di Amsterdam Zuidoost.²

PHASE 2B
- Pentecostal requested expansion: realization on the first floor, the new ceremonies hall
- functional building renovation: introduction to floors 1, 2, 3 of new residences
- new light partitions: introduction to floors 1, 2, 3 retail and coworking activities

PHASE 3
- the new Bijlmer museum: educational cultural center for the district connected to the whole building
- realization of new landmarks: the new inclined volumes, starting from the cover of the museum, host activities dedicated to the community and are completed on floor 4st

PHASE 3B
- completion of new landmarks: execution of the last volumes on floor 4st
- creation of external area 2: preparation of the sports field, insertion of the urban area and the greenery on the floor 4st
RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BIJLMER
architecture design
RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BLIJMER
architecture design
KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BIJLMER

1. reception room
   Pentecostal church
2. bike storage
3. book store
4. café
5. restaurant
6. lounge bar

LEGEND

cycle path

ground floor

KARSPELDREEF

KEMANGIESTRAAT

RE CYCLING THE ORDINARY
Adaptive reuse of parkergarage Kempering
RE CYCLING THE ORDINARY
Adaptive reuse of parkergarage Kempering

LEGEND
1. ceremonial hall
   Pentecostal church
2. bike storage
3. workshop
4. exposition room
   Bijlmer museum
5. housing

FIRST FLOOR

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BIJLMER
architecture design

cycle path
RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

SECOND FLOOR

LEGEND
1. coworking/start-up
2. bike storage
3. management Bijlmer museum
4. classroom Bijlmer museum
5. housing

cycle path
RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

THIRD FLOOR

LEGEND
1. coworking/start-up
2. bike storage
3. office
   Bijlmer jobcentre
4. classroom
   Bijlmer jobcentre
5. housing

cycle path
FOURTH FLOOR

RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

LEGEND
1. cultural centre
2. bike parking
3. youth centre
4. housing
cycle path
RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

SECTION A-A

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BIJLMER architecture design
RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BIJLMER
architecture design
RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BIJLIER
architecture design
4th FLOOR - LOOKING BIJLMER JOBCENTRE TERRACE

RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BIJLMER
architecture design
RE CYCLING THE ORDINARY
Adaptive reuse of parking garage Kempering

NORTH ELEVATION

SOUTH ELEVATION

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BILJMER
architecture design
WATER MANAGEMENT SYSTEM
Through canalizations present in the green roofs, it is able to recover the meteoric waters and subsequently distribute them, thus reducing the use of drinking water.

GREEN ROOF
The cover of the new volumes will be composed, in its last layer, by extensive vegetation, whose low maintenance will be provided by rain. Its use will reduce the heating and cooling energy required by the new Kempering garage.

HYBRID VENTILATION
Thanks to the orientation and the reuse project of the garage, it is now able to channel the air flows from the south-west. This in summer will produce the Venturi’s effect able to passively cooling the building, while in winter the channelled air currents combined with the heating of the activities in the basement, will produce an effect ‘warm-pocket’, able to raise the temperature felt in the garage atrium.

SUSTAINABLE CYCLE PATH
The cycle path of the new garage Kempering, is composed by piezoelectric flooring able to produce kinetic energy at the passage of each cyclist. Once transformed it will be possible to provide additional clean energy to the needs of the building.
LOOK INSIDE!

KEMPERING GARAGE:
active friendly building for Bijlmer

‘USERS AND ACTIVITY’ AXONOMETRIC EXPLODED VIEW
The new Kempering garage will offer a series of new spaces where the elderly of the neighborhood can meet and spend moments of social life together.

The community of the Pentecostal church will see the spaces dedicated to the reception and ceremony doubled, with a consequent increase in the activities offered.

The renovated garage provides useful services to families with children to care, such as pre/after school at the Bijlmer museum and numerous cultural and recreational activities that come to life inside.

The new commercial activities will be able to create a internal economy that will be combined with work spaces dedicated to young start-ups.

Within a larger theme related to cycling in Amsterdam Zuidoost, the new garage is a proposition of a new way of attraction and all outdoor activities that in the moment of lack in the neighborhood.

A delicate issue in the neighborhood, it is solved by offering district training/classroom and redeployment services to people in difficulty.

The new young generation of people who want to relax or get together with friends, or to join an event, will see the new garage as a concrete alternative in the lacked offer in the neighborhood.

People who come from outside the neighborhood and plan a visit to the Bijlmer museum, will find a multipurpose building that hosts other activities both permanent and temporary.

Within a larger theme related to cycling in Amsterdam Zuidoost, the new garage is proposed as a focal and attraction point of cycling and sports routes, making available 24/7 a large supervised bicycle park.

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People who come from outside the neighborhood and plan a visit to the Bijlmer museum, will find a multipurpose building that hosts other activities both permanent and temporary.

The renewal garage also offers new spaces for the elderly of the neighborhood to meet and spend moments of social life together.

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A delicate issue in the neighborhood, it is solved by offering district training/classroom and redeployment services to people in difficulty.
1st FLOOR - THE NEW BIJLMER MUSEUM

RE CYCLING THE ORDINARY
Adaptive reuse of parkergarage Kempering

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BIJLMER architecture design

Bijlmer Museum
Dutch Housing History

Bijlmer Museum
Dutch Housing History
GROUND FLOOR - COMMUNITIES CORRIDOR

RE CYCLING THE ORDINARY
Adaptive reuse of park/garage Kempering

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BILMERE
architecture design

OF
KEMPERING GARAGE COMMUNITIES CORRIDOR

restaurant
lounge bar
cafe
book store
bike storage
Pentecostal church
During the visit to Amsterdam, I had the opportunity to organize quality interviews with professional figures, public institutions and people involved in the recent and past history of Kempering garage. The selection of these subjects was carried out in a dual way, identifying two categories. The former holds technical positions for the municipality of Amsterdam [department ‘Monuments and Archeology’], the other consists of members of the district executive committee Amsterdam Zuidoost. Subsequently, meetings were prepared with subjects directly involved in the Bijlmermeer district and the former garage Kempering: an institution for the heritage, the Bijlmer museum and the Pentecostal church, which is located inside the building.

The interviews were semi structured to determine pros and cons from all respondents, however, individual questions have been identified for specific subjects, through a set of themes that would guide, but leave room for autonomous deepening of the topics. For actors in public positions the objective of the interview was to argue and explain the process of ‘decision stall’ concerning the future of the building in question. The conversations held with users who work or live in the Bijlmer neighborhood were motivated by social factors rather than technical.

The usefulness of this tool has been to understand hidden information and dynamics in order to realize a project of sustainable, conscious and concrete adaptive reuse. From this small number of respondents also emerged figures more interested in retraining than in other positions. Their interpretations of reality, their questions on certain subjects and their prospects for the future have been of singular use in the personal process of development and learning the thesis.
Over the course of its glorious years, much-loved Dutch architecture has also made resounding mistakes, as a success for this new ideological post-CIAM neighborhood, designed for many families in the outskirts of Amsterdam. The master plan was born under a positivist impulse in the mid-1960s with the intention of finally giving housing to more than 50,000 citizens of Amsterdam, subjected to a serious housing shortage. It’s a great project, or at least it was on paper, the new district was as large as the entire old town, with very long residential semi-hexagonal buildings immersed in the immense green, all within walking distance, served by an elevated metro and with driveways at the right safety distance. A utopian vision that soon, and still being completed, began to manifest some problems:

“The middle class did not accept the invitation to move to the Bijlmer because of the shortage of main services such as kindergartens and schools”.

A large part of the housing remained vacant until the arrival in ‘76s of the migrants from Suriname who were confined in these empty quarters, turning Bijlmer’s utopian dream into a Dutch’s banlieu.

REPAIRING THE FAILURE

In the mid-1980s, the idea spread that demolition is the only solution. Not before a last desperate attempt by OMA architects who chooses an unexpected way, not demolishing and forgetting what it was but proposing to Intensify Bijlmer with new residential buildings, offices, hotels, schools, new public spaces, squares, parking and streets. The ideological clash between those who want to erase everything and those who want to save the neighborhood was so tense that a decision was not reached. At least until October 4, 1992, when a plane crashed on one of the buildings, this tragic event began the demolition process.

Over the last twenty years the Bijlmer has changed its face radically. Thirty of the fifty hexagonal buildings were demolished and replaced with new, lower buildings.

THE BIRTH OF THE BIJMELER

For Amsterdam the existing architectural heritage is very important, there are 3 types of monuments: monument with no change permit, building with no official state as a monument, but interesting in some way and the last order where the buildings don’t have any interesting character. For the department of P. Vlaardingerbroek the Bijlmer district has a particular historical interest (especially urbanistic one), but it is still under study, mainly due to the fact that since 1997 new portions of built-up housing have been added which are still under evaluation. The Dutch economy, and in particular the Amsterdam economy, has a particularly fruitful moment, in contrast to the fact that the city itself has a very conservative culture:

“Amsterdam is a city completely open to change, new and fresh buildings, but the inhabitants want to maintain everything same”.

For these reasons, no one is interested in giving into the solution leading to the demolition of the Kempering garage. Over the next few years, new residential buildings and offices will be concentrated mainly in the southern ring of Amsterdam. He believes that an out of the ordinary approach can resolve the situation surrounding this building:

“You could bring some intuition from your Italian approach to propose a project for this garage”. 

The existing building stock in Bijlmer

For Amsterdam the existing architectural heritage is very important, there are 3 types of monuments: monument with no change permit, building with no official state as a monument, but interesting in some way and the last order where the buildings don’t have any interesting character.
In this particular district, there are always been three kinds of issue: migrants, squatters and vacancy. The Bijlmer was constructed in the early ’60s, in order with CIAM ideology the most important thing was the structure of the built environment with the separation of its traffic (cars, pedestrians and public transport) with green elements between them. The Kempering garage was very important for this organization, where the driveways were and where you put your car.

Now the garage more or less, has lost its context, the driveway into the building it’s gone, the primary concrete structure is the only thing still there: "[...] the building is not used as a garage, and I believe it’s not will use it in that way anymore".

Now there is a problem because there were more like this garage and most of them are turned down, Kempering is the last one. So therefore some people think it should become a monument. As already mentioned on several occasions, H. V. der Zandem believes that if the building has lost its original identity through the disappearance of its function, only if the architectural structure remains and therefore it cannot be included in a list of cultural heritage: "[...] in a future a renovation project it’s better that Kempering it’s not considered in that way, so you can modify whatever you like”.

For some people, it’s more the idea, because the district for a long time it wasn’t the best place to be and live in Amsterdam. Horribly wrong were happening there, criminal activities, outcast lived there etc. City town tries to solve problems, also demolishing buildings and piece of environments: "[...] now the neighbourhood is back on right track".

That was possible because a lot of the characteristics of the old district have been lost, now it’s just the idea, something of the Bijlmer which is still there:

"We want to preserve that, the remaining buildings that are still interesting part of the completed Bijlmer”.

Currently the Amsterdam heritage department is studying the possibility of an historic-urbanistic value for the Bijlmermeer, but until its declaration there is just a ‘Sentimental Value’. In particular, the garage within this re-qualification discourse holds a potential ‘Social Value’ rather than a more tangible value.

There are more or less important buildings, there are many economic difficulties, usually it is the market that decides the fate in situations similar to this garage:

"[...] there are two possibilities to start projects such as Kempering, a really interesting and winning project or a high historical value”.

This always if the government does not want to invest any economic fund. Some company can take a little risk in project with less profit, they have to see another purpose like, spins off that give them good name and good advertisement.

Also, temporary use could be a good strategy just to initiate the process.
ne, it’s possible because both local government and city town are looking a short-term solution for this building.

NEW GARAGE KEMPERING PROSPECTIVE

Would be interesting reuse the garage with something that still using the building as it was and given new layer and new elements, or mix with others function. From this point of view, structural problems could arise due to the construction rules of today, so the slabs should be reinforced and more resistant horizontal elements added, such as the wind bracing. But in the other hand you would already have important foundations as well as the main structure formed by pillars and beams:

“*You have everything that you need to start your project*”.

Residential purpose is possible, there is a lot of the market request, the city town drew up a document, the document Koers 2025 provide new housing solutions and regulations at this need. It’s always possible built something new when you don’t have anything, but when there is a building that it’s possible still reuse it would be a pity tear it down:

“I think it’s more from circular economic point of view, doesn’t make any sense build new environments, producing new construction and demolition debris”.

In this way Kempering garage could be a sort of green point for the district, with a sustainable effort. In order to help Dutch’s problem about water level control, would be interesting studying technological solutions like water management collection, green roof and solar energy:

“*Reuse the old one, but transform it in something new*”. 
24-05-19

50 minutes with: arch. Sander Schreuder
(GroenLinks = GreenLeft party)

S. Schreuder besides being part of the southeast district committee also exercises the profession of architect, discussing the Kempering garage with him led to reasoning very close to my technical studies. He start immediately explaining how the demolition of the building would be like dismantling a portion of the life of those who lived in the Bijlmermeer, a question not to be underestimated in his opinion:
 "Kempering remind us how was live there!"

People need time both to appreciate and to hate a building, he assumes that in the case of new construction in place of the garage would take at least 20 years for the community to absorb its existence. The Bijlmermeer was born under special needs, in the early 60's the old town of Amsterdam was of poor housing quality, extremely densified where people lived in very small and unhealthy environments. New residential complexes were urgently needed, so the government decided to expand the urbanized area to the south, creating an ‘ideal city’ originally designed for the middle and high Dutch class.

WHAT’S WRONG IN BIJLMER’S CONCEPT

According to the arch. Schreuder this new settlement was mostly an experiment:
 "[...] the avant-garde ideals of ‘CIAM’ turned into mistakes: few uses other than residence, lack of security in buildings, axes and spatial structures were rigid”.

Since its inception this district has been subjected to gentrification, an area born for middle and high class has become a social housing district. In recent years as a result of the demolition of higher housing blocks, the construction of lower buildings led the average price of houses to increase dramatically. Nowadays social housing presents gigantic waiting lists, there is a worrying difficulty in finding accessible homes, especially for young people who find themselves at home with their parents. S. Schreuder explains how in this scenario, in collaboration with arch. Dautzberg, they submitted in 2013 a redevelopment plan for the Kempering garage, their project was estimated to return 8% of initial investment in 10 years. The basic idea was to insert small housing units that could be modified according to preferences, various recreational activities for the community and office spaces. Their project was rejected, one of the reasons was the lack of a parking space.

DEMOLITION IS WRONG

He explains how in their vision did not require car parks also seen the nearby metro stop, also it compared to the other proposals their project planned to reuse the skeleton in c.a of the garage:
 "[...] if we have to demolish things, demolishing cost money, at least if you keep the main structure already reduce the intervention costs!".
The same fate happened to other projects that led to the decision to demolish the garage. As other involved parties, he is convinced that there is much more than demolition and construction of another residential complex as happens in most cases: “It’s the easy way, but not maybe the best way!”. Moreover, there have always been problems related to the dismantling of the garage, related to the legal rights of the Pentecostal church, which resides within it. It explains how we can not only consider the structure of the city but also pay attention to the social structure when talking about new construction.

**LAST DECISION FOR KEMPERING**

S. Schreuder sets the example of the Old City Town, with its buildings and canals: “You see that all buildings have history and character, of course the Kempering garage is not so pretty but it has history, different attributes and could bring something to the neighbourhood”. Following these reasons, the GreenLeft party, after winning the municipal elections in 2018, has opened an investigation into the garage: “Why demolish when you can do something else with it, it is sustainable and may also affect the cultural heritage, it could be more than built something new, there are a lot of free spot where you can do that”. This determination by different figures and people was a great support to the entire process. After the researches and technical report dated December 2018, recently the district commission has opened also a vote in order to decide to open a contest notice regarding the possibility of renovation of the garage, with its term of use extended from 10 to 30 years: “Maybe it is important for your report, as You know I have knowledge about the garage, I have also did a design for it, being involved in this situation both as a political party and as an architect, I abstained from voting on the fate of Kempering in order to avoid any possible conflict of interest”.

It goes on to summarize how reports regarding the state of degradation of the building have indicated the good possibility on the prolonged use of the structure until 30 years, provided that consolidation works have to make right now and that a market survey with experts will be launched shortly to assess the economic risks and opportunities. The latter, if it will be successful, it will officially open the competition for the rehabilitation of the Kempering garage. At the moment, beyond the Pentecostal Church, squatters have settled on the side that once used as offices, so he sees positively the possibility of temporary use of the garage, provided that the main security operations are carried out and that the provisional use promotes and starts a redevelopment process. He cares to make me think about how the people in the houses in front of the garage Kempering see only failure and sadness in it: “Try to imagine what influence could already have on those same people the recovery of that object”.

A. Jol comes from studies of economic nature and he was not born in Amsterdam, but he is immediately very prepared about the historical evolution of the Bijlmermeer district. Specifies that the initial idea was to provide numerous houses surrounded by greenery to the city of Amsterdam, Suriname became independent and many migrants arrived in Holland in search of a better lifestyle needed houses. Many flats of the Bijlmermeer were empty but:

”[...] was not the initial idea to have so many people with different cultures in the same place”.

Thus social problems arose, something that the city had to face seriously. From an architectural point of view, he explains, that it was really original and revolutionary for the era, but now: ”[...] if you look at it from above it certainly still has some value, if you look directly it is a fairly standard architectural structure [...]”.

POLITICAL FAILURE

Despite this he believes that it is important to preserve some parts and to recognize others as historical heritage, such as the building where the Bijlmer museum resides. Arriving at the relative speech, the Kempering garage, he comments that the demolition had already been decided 10 years ago. From the political class of the era promises were made to the people who bought house in the neighborhood: ”[...] the demolition would be followed by a redevelopment of the whole area”.

This is because the vacant building had become like a ghetto. He finds it striking that after years of debate and discussion on the issue, a change in Dutch legislation took away decision-making and operational power from local mini-governments in neighborhoods. Parallel to this speech he explains how their opposition colleagues (GroenLinks party) who have always been in favour of democratic decisions, they opposed the idea of a referendum, in his view, probably due to the fact that they did not have a majority.

TURNING DECISION

Due to the lack of agreement between the local political forces, the central government in July 2018 allocated €60,000 for new studies and research on the possibility of renovating the garage. A. Jol does not agree at all with the use of additional public money for a situation which, in his opinion, had already embarked on the road of demolition and reconstruction:

”These are circumstances in which people lose faith in politics!”.

He, politically oriented to the ‘Right’ party, would like to arrive at a compromise to solve this problem of the garage, for the good of all the Bijlmermeer, poor neighborhood with social problems that has always expressed itself with the vote towards the ‘Left’ side.

IF DEMOLITION WILL NOT

He is convinced that no investor could reuse the former function of the garage, given the multiple presence of free parking spaces in the neighborhood, he believes instead that it is important to invest in young people and start-up:

”The Kempering garage could be used as a bridge to make businesses, following the World of Food examples”, likewise positively sees possibilities related to tourism through also ‘Bike Special Tours’:

”[...] able to make discover and see the real green side of Amsterdam to all Dutch and, maybe European, people”.

The city does not want to take risks, so he believes that the ideal is to divide the investment into 50% public and 50% private. Finally he underline the need to speed up the whole process:

”[...] people feel unsafe with a building in this state of vacancy, there are not only positive memories about this garage!”.
22-05-19

65 minutes with: Henno Eggenkamp

Henno Eggenkamp is the Bijlmermeer and with the museum could be seen as one of the first inhabitants of the district, as everyone wanted leave it quickly, but he lived there for 48 years now.

RIGHT FROM THE START

The area of the Bijlmermeer was land for farmers, but it was a fruitless territory because of the rise of the water, they earned little money: “It was a lake here!”. So in the ’60s, given also the need for new housing settlements, the municipality of Amsterdam decided to use these lands to create the city of the future: “It had be the new city of Amsterdam, the best city ever built in Netherlands”. Then high rise buildings and high roads for more safety (cars, bycicle and pedestrians), quick public transport (metro, bus and train) to make the place accesible were built. In the ‘city of the future’ with offices and institutions in the center, the people had to live outside of it in quite land surrounded by greenery: “[... ] safe outside, safe inside, safe on the way, everything was for safety”.

SOCIAL HOUSING

The flats in the Bijlmermeer were the biggest and the best houses ever built for social housing, around 100 and 120 m². So the government after providing that, they made sure of how much the rent was, because of sure the rent is transfered in the living conditions. The rent also does how big your house should be: “[...] low rent, smaller house and in the other side high rent bigger house”. The district wasn’t mean just for the labor people but also for higher/middle class. But the carelessness of political institutions did not take long to arrive, shops, bars and social places dedicated to the community have been opened by members of the same families who lived in the buildings where these spaces were created.

MUSEUM MOST MALIGNED

At the beginning of the new millennium H. Eggenkamp opened the first website, but the Bijlmer museum was opened only in 2017. He would like to emphasize that it has not received any funds from the government: “They don’t wanna have a Bijlmer Museum in a way, wanting to demolish the whole Bijlmermeer, in no way want to maintain a space that gathers and preserves its history”. The government is ashamed of the Bijlmermeer, because it had become a ‘ghetto’, the same is still happening with the Kempering garage issue. The garage was relevance for the Bijlmermeer in the history as it is now: “It is the last old piece that remind the idea of what this place was”. The all development of district was done to make people happy, those were designed to create a better society. He believes that now we have forgotten all these ideals, building were constructed to have better living conditions, now there is no longer an ideology on how society should live: “[...] so now we are for the money more”. To this extent the garage is a fraction of that, it was a facilities and now could be renovated as place to contain other things than cars. Also because there are not all these cars in the Bijlmer to request additional parking facilities: “[...] in addition garages have always been expensive, and people here don’t wanna pay to park”.

14. Initial stage for Bijlmermeer construction, water pumping the polder in ’60s.

15. The Bijlmer as it was constructed from 1966 in a polder near Amsterdam was rigid, thoroughgoing and colossal. The modernist district suffered the typical estate’s social problems, directly linked to its urban design.


16. Initial stage for Bijlmermeer construction, water pumping the polder in ’60s.
The garages are obsolete structures, useless for the times that run, all people want to find parking in front their house. An example of this concept are the numerous demolitions of other historic garages present in the neighborhood due to the redevelopment that took place over the years. The Dutch Government is increasingly encouraging sustainable mobility through the use of public transport. Now you live very well in the Bijlmer, it is a district in continuous change full of potential especially because there are many people of different culture and social class who live in this neighborhood. A single family house, with green and single garage costs 350,000 € (4,500 €/m²), while an apartment in one of the blocks of the Bijlmer costs 250,000 € (3,000 €/m²). For him there is little or nothing to offer to this catchment area: “You would need to include several recreational activities, some proper restaurants, night clubs where you can dance and maybe a cinema, unfortunately it’s a quite boring place, nothing happens here”

H. EGGENKAMP’S DREAM

He wants to have a real exhibition space that is not only about Bijlmer itself, but that is part of a much larger museum. The bigger museum should be about the history of housing in Holland, starting from 1901 when there was the law for cheap residential buildings for the poorest people, arriving to 20 years ago when the central government stopped the big interesting in the housing market, supervising the level of all the rents prices. It would also like to implement its contribution to the community, developing programs with various activities ranging from the most cultural to the recreational one.

OLD VERSUS NEW

H. Eggenkamp in any case is convinced that it should demolish as little as possible. Especially in cities like Amsterdam, that when you demolish buildings it tend to turn into something like New York, the Dutch people are conservative, they are afraid and they are reluctant to change, they love the city as it is. There was an atypical case where the government wanted to demolish one of the last historical buildings of the Bijlmer, after numerous protests, that sparked a competition to refurbish the residential block Kleiburg: “[...] well, if someone was ready to pay 1€ for the whole block, he could have it”.

The Kleiburg was empty from several years, awaiting its demolition, sold to the consortium DE FLAT: “[...] they provided great houses affordable to everyone, because customizable, it’s now the biggest success of the Bijlmermeer”.

BIJLMERMEER DISTRICT NOW

According to H. Eggenkamp the district remained basically that of a time but redecorated, the CIAM idea was fine, the substantial problem was the people who lived here together with the fact that there was nothing to do in the neighborhood. People were unemployed, criminal activity was the only source of income.He remembers that in the past there were 200 people in line to buy bread, and even find themselves in having coffee was reason to be able to converse each other: “[...] on this front, we no longer do anything together, we just go shopping at the De Kamelon mall”.

While on the urban front the neighborhood now it is nancy and it is expanding in other parts, like Amstel III district. Now there you can find offices, hotel and restaurants, the municipal administration wants to mix the destinations of use present in the area: “[...] working, living and outgoing activities in one place, so there will be another ‘NewCity’!”.

KEMPERING GARAGE FUTURE

He has a basic idea about it, the garage should become a place of collective aggregation, where you can spend your time having fun. In his imagination it could become a nice and extraordinary location, something that can change and borrow in time, from week to week, from month to month: “[...] funny place, funny concerts, show movies, so a liberty place not just a boring middle class spot”.

This building is located in a particular area, where you can play from past to future as anywhere, there is not much historical value of particular importance or significance, but rather there is a making-city value. The garage was officially closed in 2017, the neighborhood is tired of waiting, a redevelopment project would revitalize the whole Bijlmermeer.
CO-CURATOR ‘IMAGINE IC’

23-05-19

45 minutes with: Danielle Kuijten

THE ‘IN BETWEEN’ INSTITUTION

Imagine IC is a scheme, a project in the sense that they are aiming at something outside and beyond the simple organization, is a mix between a museum and an archive:

“[..] you would look outside, you would see that our society was looking completely different, so there was a big friction between what we are saying in the archives and in the museum about the Netherlands and what the Netherlands was as society”.

So imagine IC started collecting information in a big historical project where it identified the first generation of migrants to ask them:

“How was for you arrive and start a new life here? That because we have the story in the archives from the Dutch perspective, but we miss all the others”.

Together with Amsterdam North colleagues, where also they are today, Amsterdam Southeast is the biggest borough. It is much newer though, Southeast was incorporated in the mid ’60s to create housing for the middle classes. The villagers in the area became citizens of Amsterdam and gradually got a lot of new neighbours. From the ’70s and ’80s onwards, from the period in which Suriname gained independence, the borough has become home to many newcomers in Amsterdam and in the country.

HERITAGE DEMOCRATIZATION

Heritage is something to discuss and negotiate with the people who live it every day, it cannot be just a concept imposed by the high. D. Kuijten believes that it is necessary to give voice to people regarding the conservation and safeguarding of a certain kind of situations through events, workshops, exhibitions etc., this creates a participatory organisation based on a fair exchange of values between them and people: “We always work with people, we collect their stories and we make them visible”.

Heritage is also a political concept: “You need to have the right tools and you have to know how to use them”.

When you talk about ‘Heritage Democratization’ it does not only refer to the use of explanatory criteria such as the historic value or esthetic value, but also associates other parameters such as social value and the emotional value.

In her opinion, before we can decide whether a building is or not a cultural heritage, we must evaluate all these 4 values together. This was the reason why Imagine IC in 2016 decided to organize events and exhibitions of public interest, inviting different stakeholders who provided their opinion about the garage.

EMOTION NETWORKING

When you start exchanging ideas and opinions with people about something, everyone shares their emotion about it, this is how we talk about ‘Intentional Heritage’:

“This was the approach for garage Kempering, several people with different ideas sat around a table discussing this situation, this led us to have more knowledge in that circumstance”.

This first phase of the ‘Emotional Network’ was followed by art exhibitions but also other events, such as promulgation platforms and festivals. D. Kuijten wishes to emphasize that their organization is not a political institution but rather an institution for heritage. Their intention has always been to collect and make visible the emotions that insist on an object or a situation in order to arrive at the ‘heritage possibilities’, monument physically there and monument for the mind. They are the direct link between the population and the municipality, and they provide those in need with all the material in order to make a decision. In the ’90s the neighborhood was subjected to a strong redevelopment project, great changes, many iconic buildings were demolished.
The longest-living inhabitants of Bijlmermeer are worried to don’t recognize anymore their neighborhood and to lose the last landmark that reminds them their childhood:

"[...] every person needs to have a sense of belonging to the place".

In 1992 there was the plane crash in the Bijlmer district where many people died. The whole city was definitely affected, the little society that lived there was ripped apart, so the inhabitants began to move away because they could no longer live in the Bijlmermeer, the sense of community was almost lost:

"It took a long time to heal this wound".

For these reasons too, D. Kuijten sees better a project that recovers the garage, and that especially involves both the Pentecostal church and the Taibah mosque:

"These two religious institutions are the social fabric of Bijlmermeer".

Moreover, in order to make the process economically possible, it is essential that the project really connect with the neighborhood, avoiding to implement the already present phenomenon of gentrification by offering different activities:

"[...] the balance between the different social classes is the real challenge".
E.M. Ofosi is very willing to explain his intentions, dreams and rights to the garage Kempering. The Dutch Pentecostal Church resides inside the garage, located in the Bijlmermeer, since its first lease dated 1991.

A PERIOD FULL OF DARKNESS

In 1993, following the growing social problems of the neighborhood, decides to take on legal responsibilities, acquiring the property:

“It was a dark period, marked by criminal activities, shootings and pickpockets, we as Church felt obliged to redevelop the area through our activities, bringing peace to the community”. This important step gives impetus to renovation and construction of an auditorium for c. 600 people. This space inside the Kempering garage thus became the first Dutch Pentecostal church, the largest African church in Amsterdam. He is particularly sensitive to remember the events and situations that characterized the most difficult years for the neighborhood. He believes that something went wrong in the system devised by the local government, the simultaneous presence of minority, foreign and migrant groups also led to a conflict between Dutch culture and migrant culture:

“People, because they were piling one on the other, felt discrimination under the table [...]”.

There was an overcrowding of people, congested in these spaces, the lack of work, income and future prospects led to a social disorder. Continuous, specifying that the green space was organized badly and the too many buildings brought nothing else than obscurity and discomfort, with the consequence of criminal activity, the people were afraid to move to this district for the lack of projects.

REGENERATION

After the 1992 aerial disaster, the municipality effected some interventions of improvement, demolishing some buildings among the tallest new residences and shops. He holds particularly happy to remember that the creation of infrastructures, new greeneries (Nelson Mandela Park also known as Bijlmerpark), public space cleaning and the diversified use destination, completely made an upgrade to the district: “The best to the world! Here is now a heaven for the community, the Bijlmermeer is the Manhattan in New York!”.

GARAGE KEMPERING MEANING

E.M. Ofosi remembers as that space and ground has become sacred for the church since from the moment of its opening. He cares to underline that the church has its rights of ownership on that ground. He pays 6.000 €/year of various taxes (water, light, gas), religious community is therefore autonomous and responsible:

“We are ready to improve us and to increase our spaces of reception!”.

Since 2008 the municipality has involved them in several meetings about the future of the area and this building. In 2015 they introduced a renovation project of the whole garage, where it would have been converted in a polyfunctional space with some economic and social activity. The town administration didn’t foresee other future if not the demolition way.

NEIGHBOURHOODS CHANGE

The Pentecostal Church, having a right of ownership on the garage, he was called in 2016 to choose among two solutions:

21. PIWC Youth Amsterdam meeting in Pentecostal Church, October 2019.
1. Remain where they are, they can expand in height but the rest of the building it will be demolished.
2. The church is temporarily moved, the garage is demolished. In the moment in which the new building will be ready the church will return in its native position. E.M. Ofosi held the second solution as the most optimal, so the city town would have renovated the whole area, but after the 2018 City Town Elections, the political change corresponded with a decisional change respect the matter Kempering Garage. The building won’t be demolished anymore because considered by the new administration as ‘Emotional Monument’. The church did not enthusiastically accept this decision, they tried for years to expand as quickly as possible:
   “We spent a lot of money on technical expertise, projects and lawyers, we are just waiting for a political decision!”

According to him the whole garage should not be subjected to retraining for different problems related to heights, light and safety. He would see well the recovery of some portions of the same artifact in order to remember its original form. He also explains the reasons behind his idea:
   “We live in modern times, where spaces and structures are far from what we find ourselves now, young people deserve a fresh and contemporary building, but above all safe, what would happen in case of fire?!”. 

He insists that the location is excellent as well as the annexation to the neighborhood. The Kempering garage is also close to the Muslim community of the nearby Taibah mosque, with which there is a high degree of respect, friendship and peace. E.M. Ofosi has doubts about the economic nature of a recovery project, stressing the fact that the church would only invest money in its own spaces. He believes that the number of houses is not balanced enough by the number of social activities in the neighborhood. Many people live here:
   “[...] any of them who have lived the last 25 years in the Bijlmermeer can witness improvements occurred [...] but the lack of spaces for collective aggregation can lead us back to the problems of the past”. 
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PHOTO CREDITS

KEMPERING GARAGE: ACTIVE FRIENDLY BUILDING FOR BIJLMER
The processes of reconversion of abandoned architectures are now a well-known theme, which if applied to ordinary buildings and spaces involves a phase of ‘listening’ to concepts that are not always immediate and definitive.

In this perspective, we have therefore tried to identify factors (physical, territorial and cultural) that would avoid giving subjective interpretations on the ordinary character or not of an architecture.

Speaking of the ordinary therefore means placing man and his diversity, his present and his future needs at the centre of the project, but above all by carefully analysing the environmental history of the places he lives.

Following this approach, an investigation was carried out into the state of abandonment of the Kempering garage, a typical ordinary building created for the ‘quantity without quality’, where some pre-existing social and cultural phenomena, think of the everyday object as an expression of memory and identity, to be preserved.

With the aim of identifying a functional recovery practice it was necessary to assess the degree of resilience and transformability of the building, supporting the evaluations of some case studies having as peculiar characteristic the duality between stability and openness that leads to stimulate users to become an active part in this type of processes.

It turned out that the existing architectural heritage gives freedom to innovation and that through the practice of adaptive reuse it is possible to represent new ways of making architecture, restoring identity to places while also ensuring new sustainable developments.

In order to bring back a daily sense to the new Kempering garage it was essential to identify a characterization consistent with the place, able to encourage an ordinary use, and at the same time extraordinary, the building.

It is well known that cycling is an authoritative carrier of social and economic changes and of how much it is an activity more than daily and characteristic in the Dutch scenario. These concepts arbitrarily converge in a future perspective, which sees the city of Amsterdam as the world capital of cycling 2.0. This concept is read on an architectural scale, through projects and case studies that explain the use of the spaces that cyclists cross.

The Bijlmermeer district, based on urban, social and historical analyses, has shown that, despite the significant improvements, there is still room for regeneration initiatives, especially related to the place, able to encourage an ordinary use, and at the same time extraordinary, the building.

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The Bijlmermeer district, based on urban, social and historical analyses, has shown that, despite the significant improvements, there is still room for regeneration initiatives, especially related to the place, able to encourage an ordinary use, and at the same time extraordinary, the building.
However, it is important to keep in mind that thesis research has focused mainly on the Kraiennest district, an urban area in search of the true identity for its residents often born between two cultures, the Dutch and the migrant.

Whereas such a result is only achievable when the user approaches the built environment and makes full use of its spaces, the project has adapted to the immediate neighbourhood, in terms of both functions and programmes, inspired partly by the social contribution of religious communities and in part by the cultural contribution of the Bijlmer Museum.

The recovery action aims precisely at the concreteness of daily life and the transformations that the neighborhood is already experiencing, proposing a sustainable ‘green’ building, open to all through its public spaces.

The project of the new garage Kempering, finally active and useful for the district of Kraiennest, is therefore a focal point able to offer unusual activities capable of stimulating processes related to cycling and the definition of increasingly sustainable buildings.

tutto alla mobilità ciclabile.

Tuttavia, è importante tenere presente che la ricerca di tesi si è concentrata soprattutto sul distretto Kraiennest, area urbana alla ricerca della vera identità per i suoi residenti spesso nati fra due culture, quella olandese e quella migrante.

Considerando che un risultato tale è raggiungibile solamente quando l’utente si approccia all’ambiente costruito fruendo appieno dei suoi spazi, il progetto si è adattato nei confronti dell’immediato vicinato, in termini sia di funzioni che di programmi, ispirati in parte dal contributo sociale dato dalle comunità religiose e parzialmente dall’apporto culturale del Bijlmer Museum.

L’azione di recupero mira proprio alla concrezizzazione della vita quotidiana e alle trasformazioni che il quartiere sta già vivendo, proponendo un edificio sostenibile e ‘green’, aperto a tutti attraverso i suoi spazi pubblici.

Il progetto del nuovo garage Kempering, finalmente attivo e utile per il distretto di Kraiennest si pone, quindi, come punto focale in grado di offrire inusuali attività capaci di incentivare processi legati al cicloturismo e alla definizione di edifici sempre più sostenibili.
I would like to thank my father, my mother and my brother, for your closeness, your affection, were of fundamental importance to conclude this course of studies, helping me in the normal course of ‘obstacles’ that life confronts us. To all my friends, from the closest to the iconic, goliardically identified in groups ‘Scimmiette’, ‘TDogFanClub’ and ‘7bello’, which in addition to listening to all my tensions have managed to deflect the normal stress that this research work has brought.

To all of you, a thank you from the core of my heart.

Thanks to the professor Roberta Ingaramo for her guidance and advice, which allowed me to develop this exciting and current theme, reaffirming me how architecture is made of processes in continuous evolution.

To the valuable external advice of PhD. Pieter Vlardingerbroek, who, together with the Amsterdam City Archives, led me to clearer historical-environmental ideas for my thesis.

To all the people involved in the process of recovery of the garage Kempering, called into question through interviews, which led me to even more sustainable cultural reasoning, I dedicate a special thanks for the time dedicated to me and the positivity transmitted.

Desidero ringraziare fortemente il mio babbo, la mia mamma e mio fratello, per la vostra vicinanza il vostro affetto, sono stati di fondamentale importanza per concludere al meglio questo percorso di studi, aiutandomi nel normale ‘cammino ad ostacoli’ che la vita ci pone davanti. A tutti i miei amici, dai più stretti ai più storici, indentificati anche goliardicamente nei gruppi ‘Scimmiette’, ‘TDogFanClub’ e ’7bello’, che oltre ad ascoltare le mie tensioni sono riusciti a sviare il normale stress che questo lavoro di ricerca ha portato.

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