

Manoeuvre Habitation

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Cloud Studio, Spring 2018

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Instructors

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Provocation

According to the Population Division of the Department of Economic and Social Affairs of the United Nations, most of the world population will live in densified urban areas by 2050. This densification of the metropolis will place further emphasis on the high-rise tower and its integration within the context of the city. A new evaluation of the high-rise tower and its relationship to the traditional horizontal organization of the city should create a new typology. This new vertical and horizontal environment will need to adapt to the demands of the metropolis and its user.

Urbanization

Even with the advancements of the tower, our cities are organized horizontally emphasizing streets, building blocks, plazas, and parks. The high-rise building is consistently disconnected from the fabric of the city. How can the urban quality of the city be organized into the vertical?

Movement

Our high-rise towers are limited to the movement of the elevator, a technology invented over 150 years ago. How can we rethink metropolis and vertical urbanisms based on a new development and mode of circulation? New technology offer vertical and horizontal movement by a patented magnetic elevator.

Neighborhoods

Can the high-rise tower start to develop and distinguish a range of qualities and environments? How can the high-rise integrate the culture and diversity of the city? Can it created horizontal zero-zero level conditions?

What will be the strategy for the contemporary city and who will challenge this development? We have to radically change our perception of what is a city; we have to find a new definition and even a new word for what we call 'the city' or the 'Metropolis,' a name that was coined in the early 20th century.

During the second part of the 20th century, the rediscovery of the traditional city was the focus of attention. But just as the phone operates together with the computer and the e-mail to communicate, the new city, the city to come is more complex than the city as we know it so far, because our culture is simply much more complex as well.

New infrastructural devices have to be developed. Perhaps the virtual realm will help the city to get a new identity, in which our constantly changing world is meeting instability. The way the World is dealing with Financial Issues and the role/position of the Bank, Property-ownership and the playground for developers and entrepreneurs are not anymore bound to one city; they relate by Stock-exchange and the International Property-development as a Global issue. We would like to speak in this respect about the city to come, the city we experience in a dreamlike condition; the un-sensational, the un-thought, the un-environment, the seemingly un-complex perception of a new reality.

To understand the World we are living in at this moment, we have to redefine the 'Map of the World', a mental construct which at least since 1492 has undergone many reinterpretations. We could read the World anno 2050 as a collective living space for all of us, in which all the continents are in reach within 288 minutes, and the maximum travel distance at each continent will be 72 minutes, the time in which every city on each continent will be able to be reached. During the studio research, 'The Globe' will be our territory, the Continents are our daily living space, and the Metropolitan 3D-City our home surrounded by an untouched green/blue environment.

The basic question we should put forward is: How will the city develop within our extremely exciting, complex, but 'shrinking' world? This problem was not solved during the twentieth century, although an important attempt was made to think about an 'International Style,' an idea that people all over would be able to live their lives within one ideological construct.

Our Contemporary civilization is based on imperfect systems, on uncertainties, and is much more adaptable and flexible; but Risk is an issue which is not any-more related to one person or Institution.

01 Agenda

Moments: History of Amsterdam

02 Research / Morphology

03 Research / Mobility

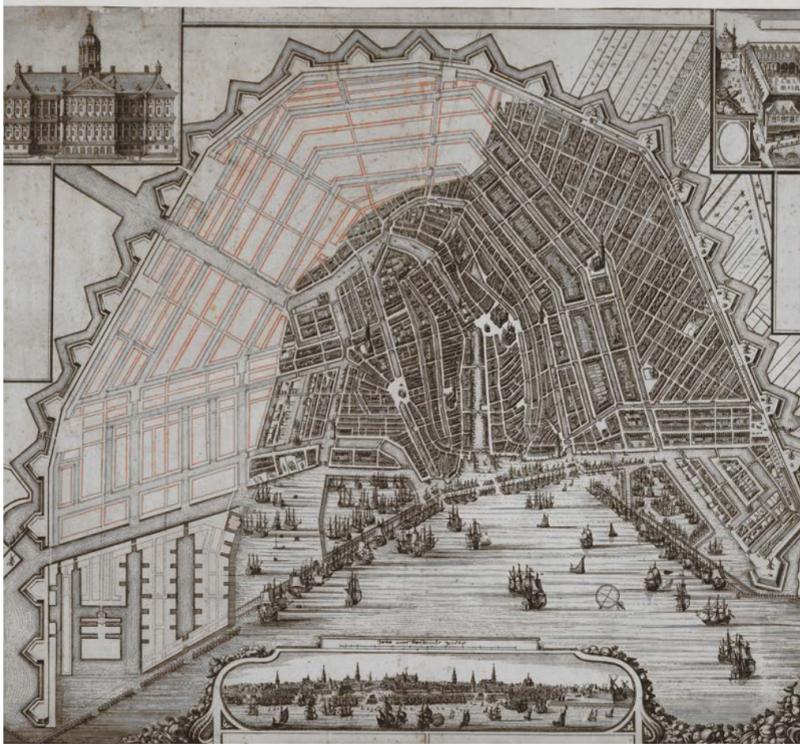
04 Neighbourhood / Manoeuvre

05 Urban Scheme

01 Agenda

Dutch photographer
Dutch film director
Urban planning history Amsterdam
Moments: History of Amsterdam
Amsterdam neighbourhoods
Sluisbuurt Zeeburgereiland urban analysis

Moments: Histories of Amsterdam



Amsterdam during the Golden Age (1620-1670)

Amsterdam, through time has proved itself to be both a resilient city, prided in its preservation and rich history of perseverance, as well as being a city of innovation, adaptability, and initiative. It is the epitome of Dutch culture and growth. It was quite literally built from nothing, forged from water over time, made to be land and that land into a city. Amsterdam was a city of achievement, in its creation and in its output. Throughout time it went from fortified city to an incredible prosperous world trading capitol. Its success brought it continual population and urban growth, as well as the ability to become a city and a country ruled by itself. The Netherlands history as a nation, however complex, was always sewn with unity. As a people, the Dutch were able to develop an empire from the water, and through it all develop an ambition for future thinking, tolerance, and expansion of knowledge and opportunity. At

this point in Amsterdam's history, with globalization and a much more prominent and impactful shift towards technology, Amsterdam is at a tipping point. The city is more popular than ever, What economy has left in trade, the city has made up for in population influx. It is the city of innovation and receptiveness, and it is a prime location for a future global city. However, it cannot physically grow much more, and its current density and fabric, while incredible to experience, cannot support the opportunities its future could hold. By looking at Amsterdam's distinct history, we are able to find what key moments define the essence of what the city is today, the points in time that created a shift for the global city Amsterdam is soon to be. These moments of history can also inform a mindset for creating a new neighborhood in the city, the next chapter of its history, and potentially the last needed chapter.



German Occupation of Amsterdam (1942)



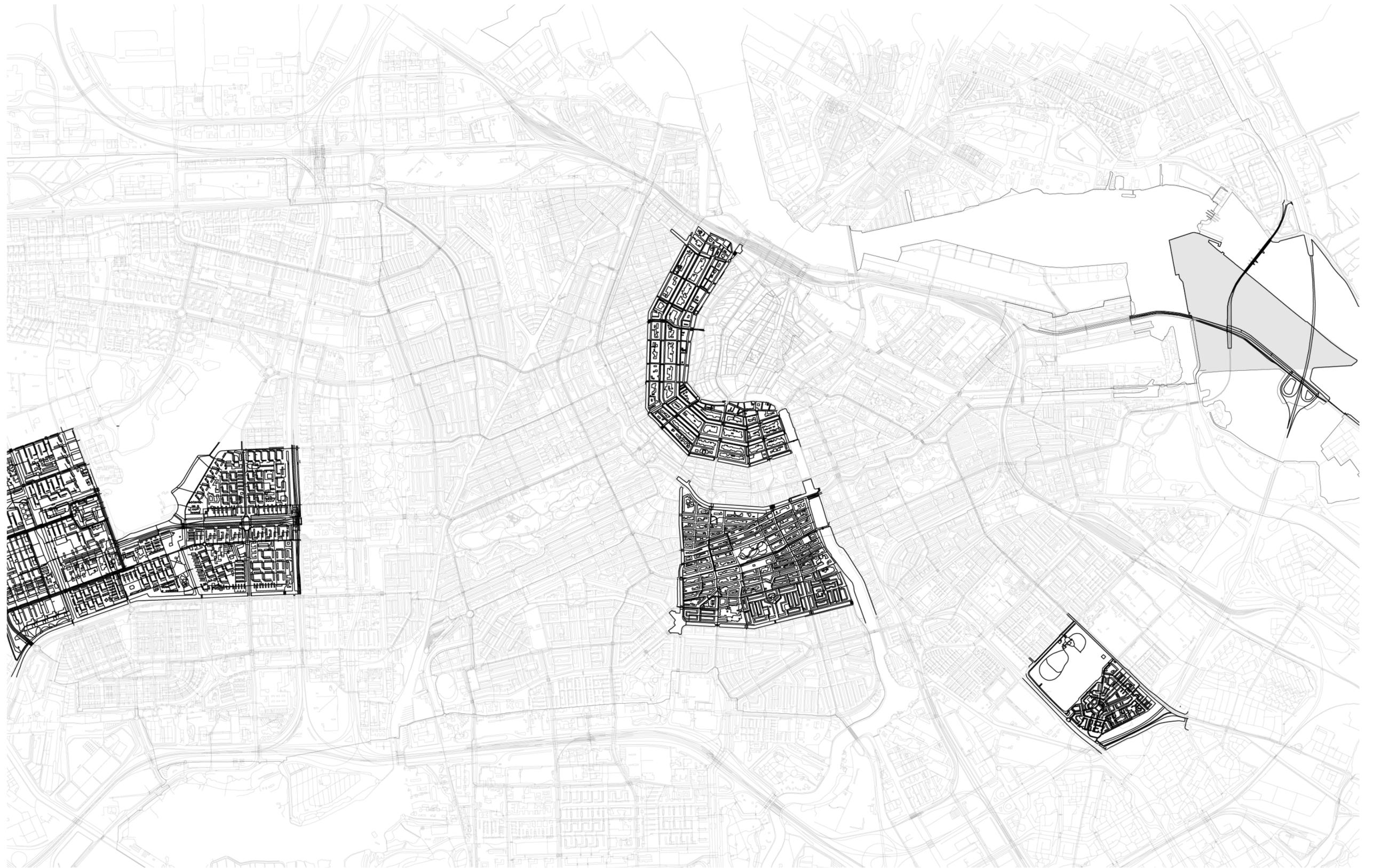
Anglo-Dutch Wars (3rd-1670, 4th-1780)



Centraal Station and the Second Golden Age (1889)

Research/Morphology

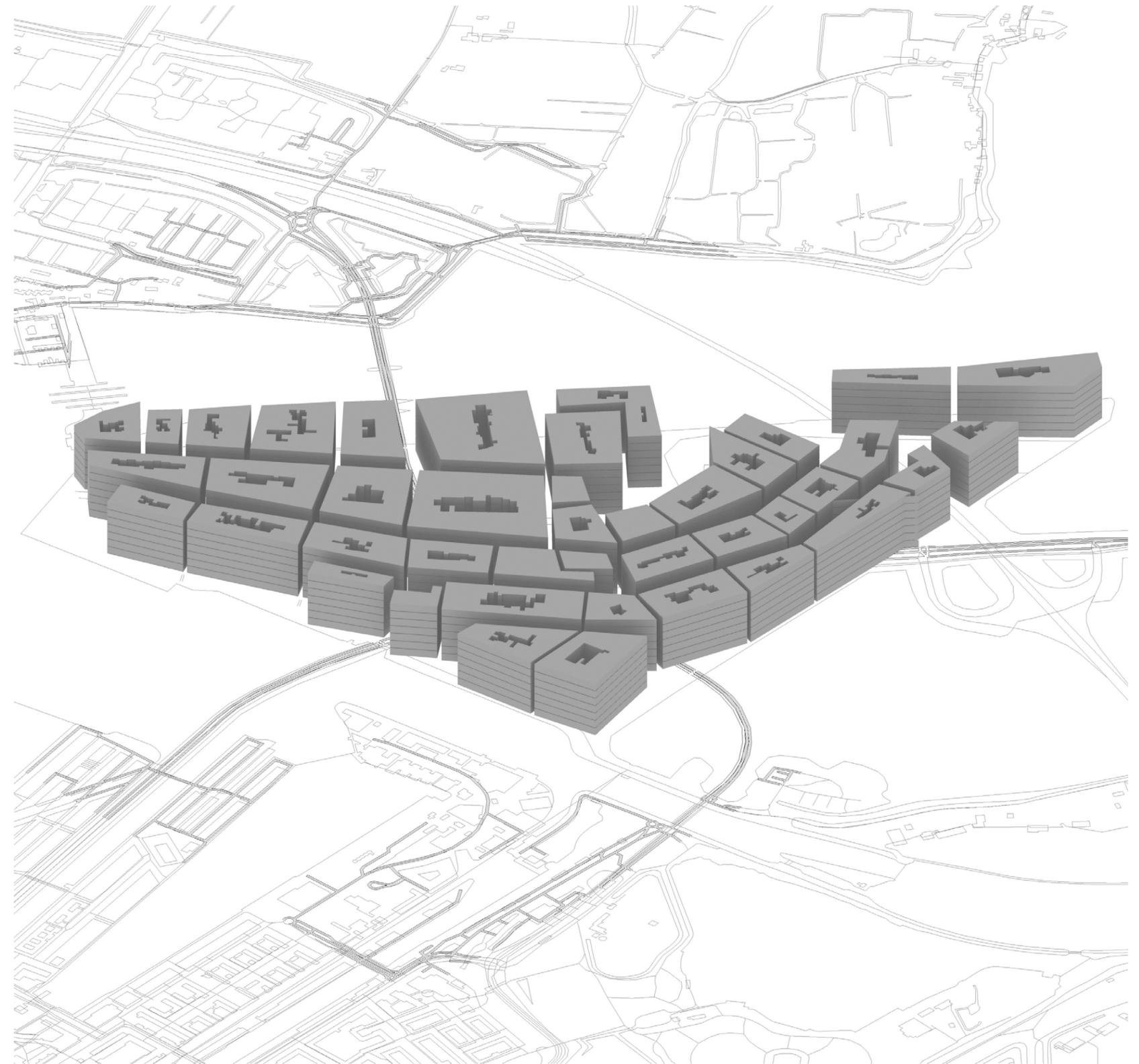
study of how things form and have relationships with other similar structures





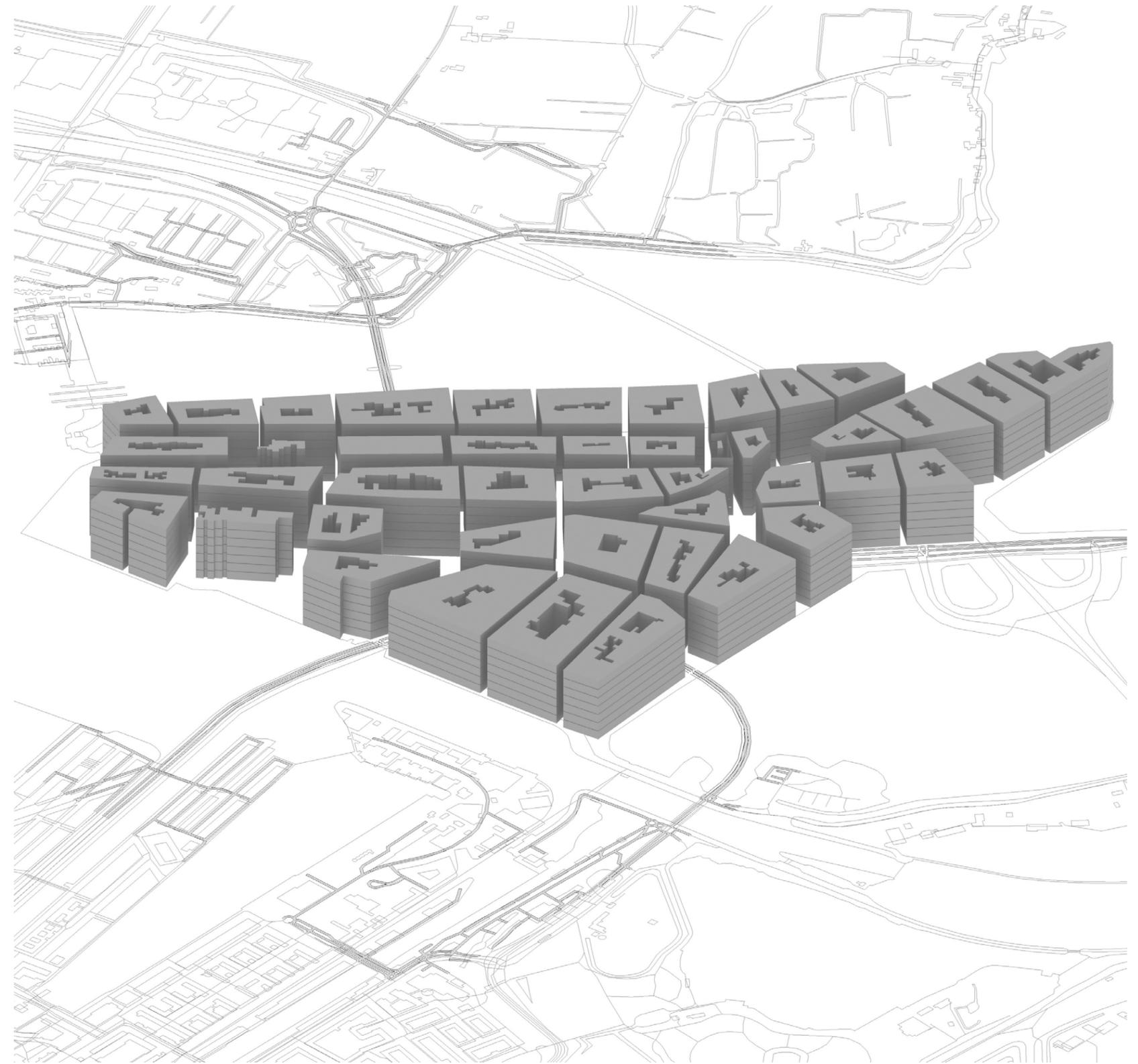
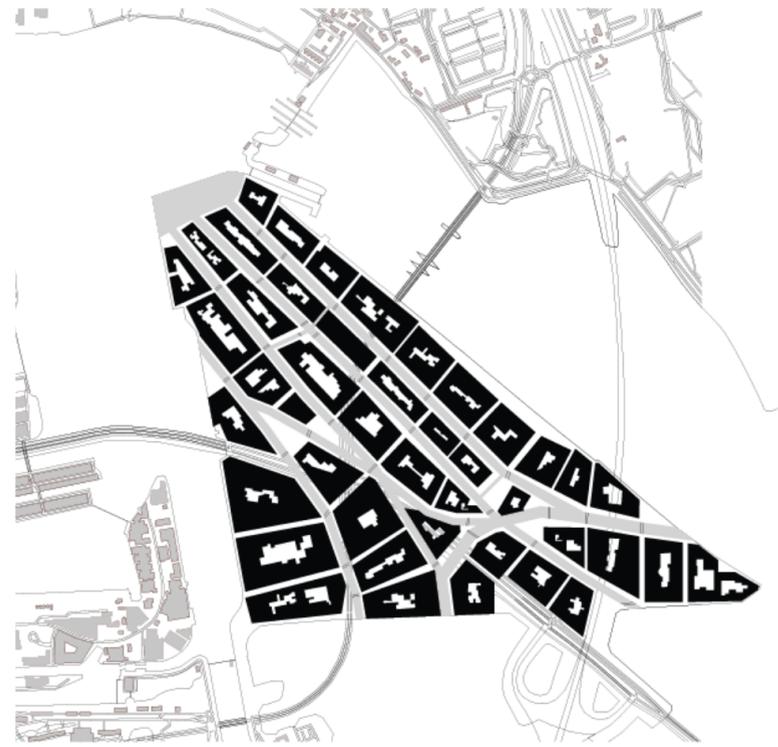
While the fabric of each neighborhood obviously cannot just be irrationally placed onto the site, using the logic of each neighborhood to create a new condition could yield some clues toward the density needed as well as the fabric to support that density. This also calls for a more thorough understanding of the reasoning and evolution of each neighborhood. We can take the neighborhood with its current fabric and compare it to its initial concepts, plans, and expectations. This will start to reveal some clues about how each neighborhood evolves, as well as how the city of Amsterdam handles the kind of creation and changes within neighborhoods.

Here, while analyzing Grachtengordel, we can see that the logic of the neighborhood, with canal rings placed around a “new river” in this instance. The blocks are then formed between the waterways, all outward facing toward the water, with inner courtyards.



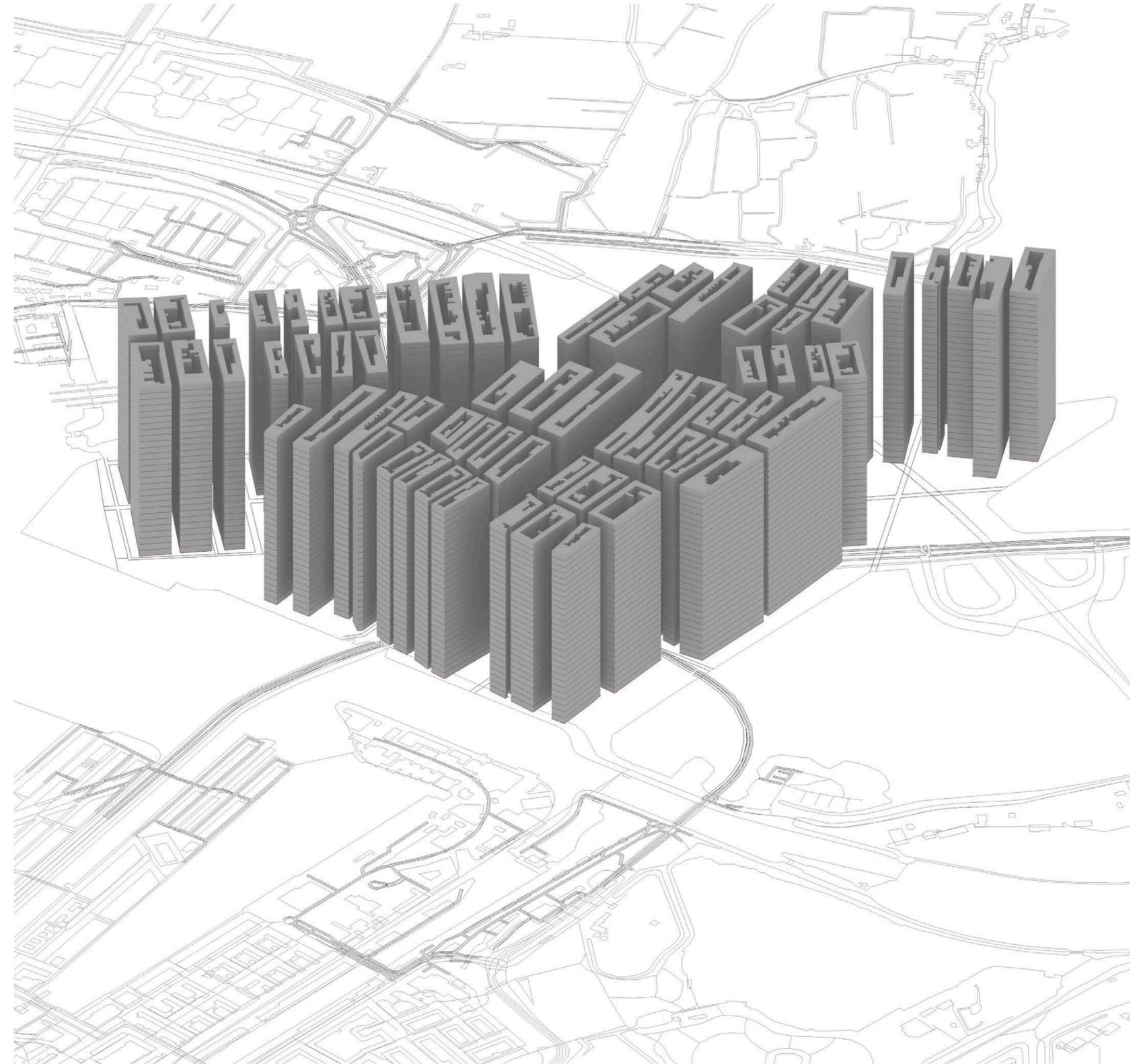


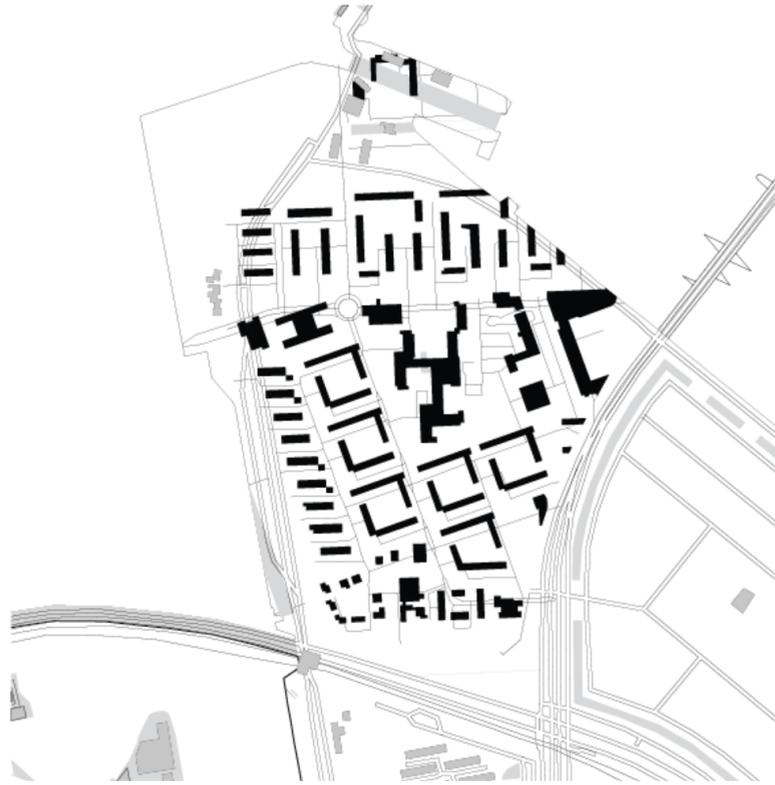
In this second iteration of Grachtengordel, we can see that the canal rings are now placed around the existing river to the Northeast, with the canal system acting as a true kind of circulation by water through the site to its many edge boundaries. The blocks are again arranged similarly. In both instances, the sheer height of the blocks, at 36 floors, are vastly different than the original neighborhood. This new height would create a condition that would completely alter the understanding and experience of the neighborhood. This circumstance will exist in every study of the neighborhoods.



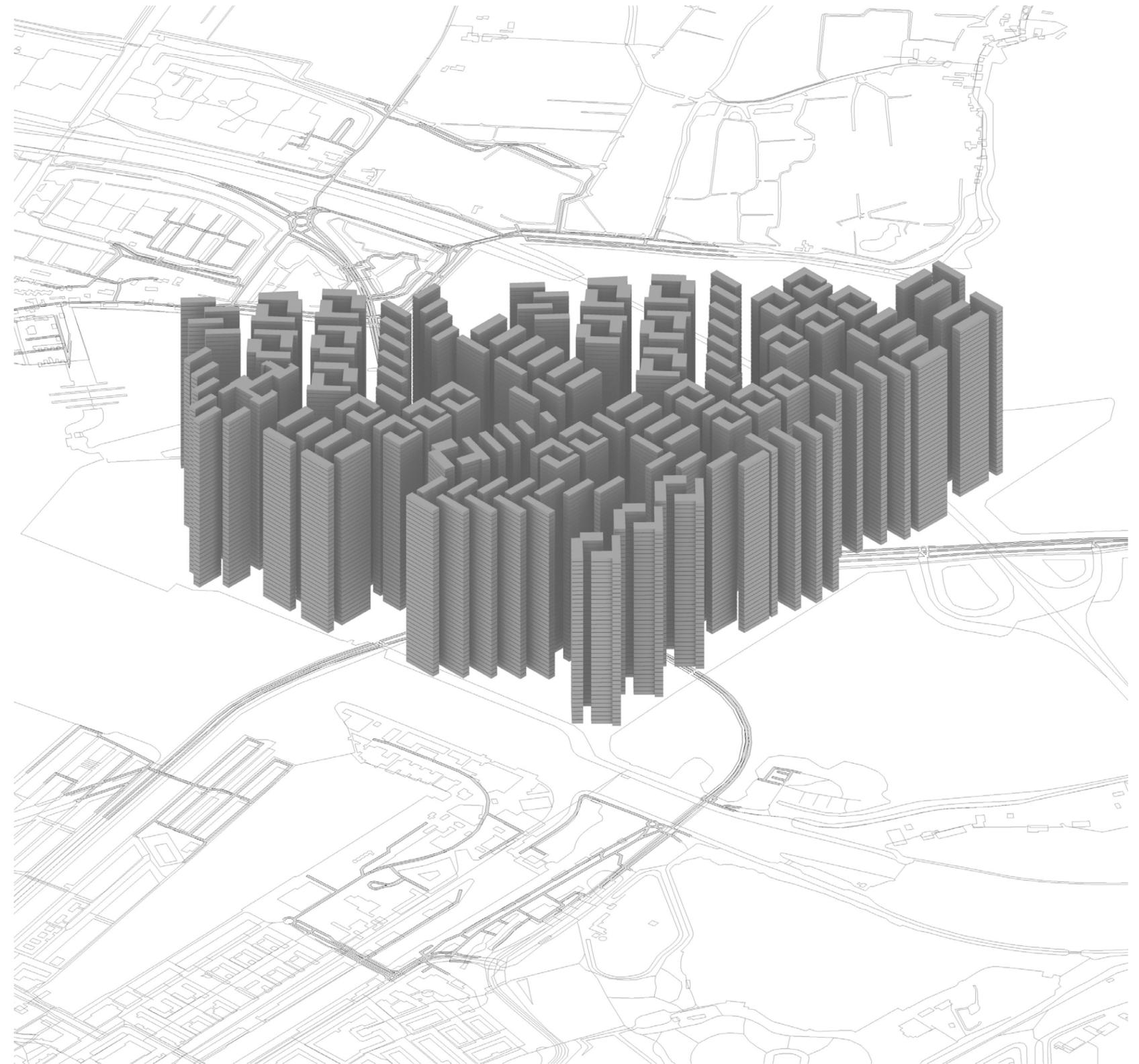


Here, De Pijp also altered to fit with-
in the context of the island, shows
yet again that the density required for
the island creates blocks and build-
ings that are vastly larger than anything
one would ever experience in De Pijp.



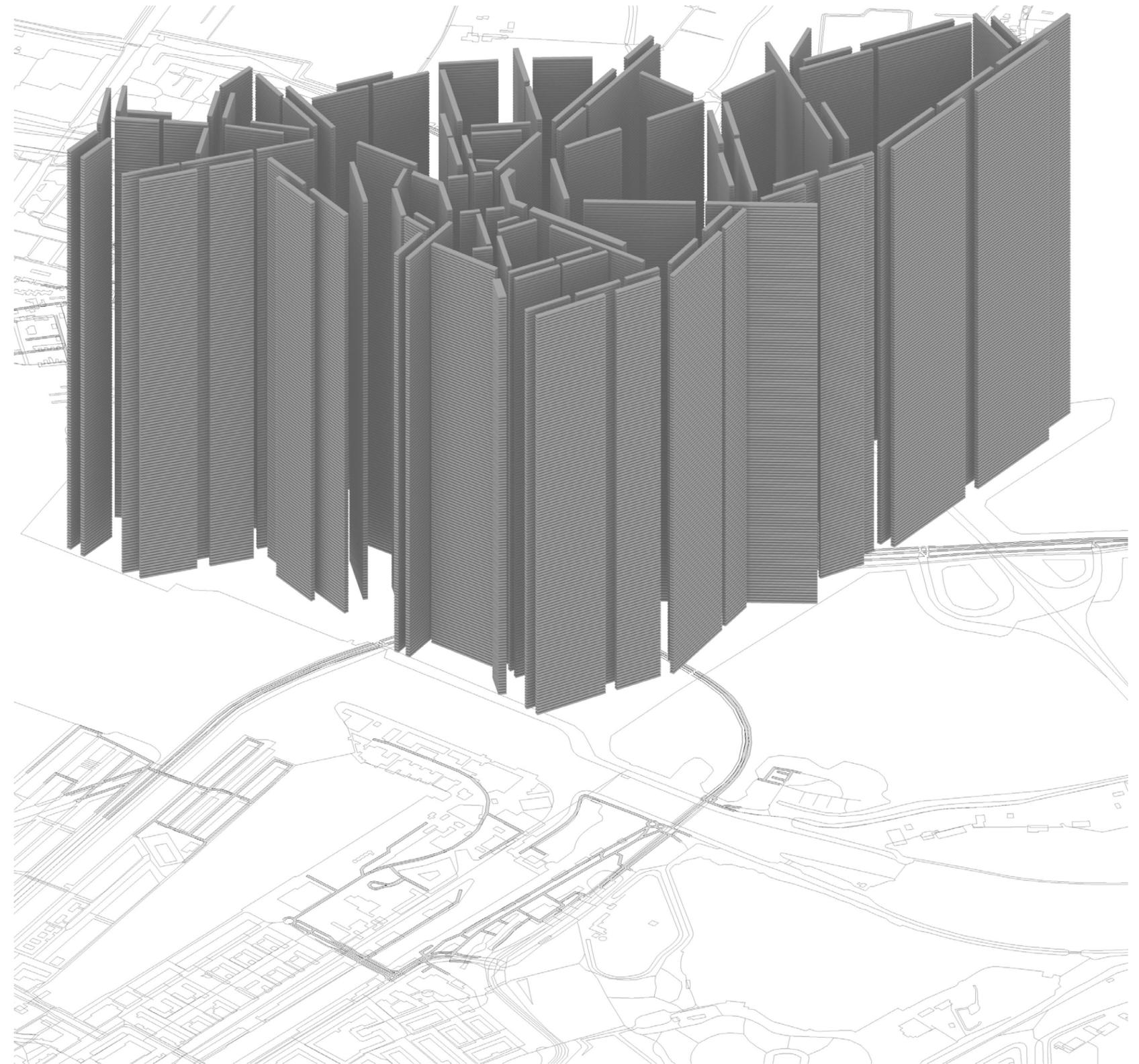


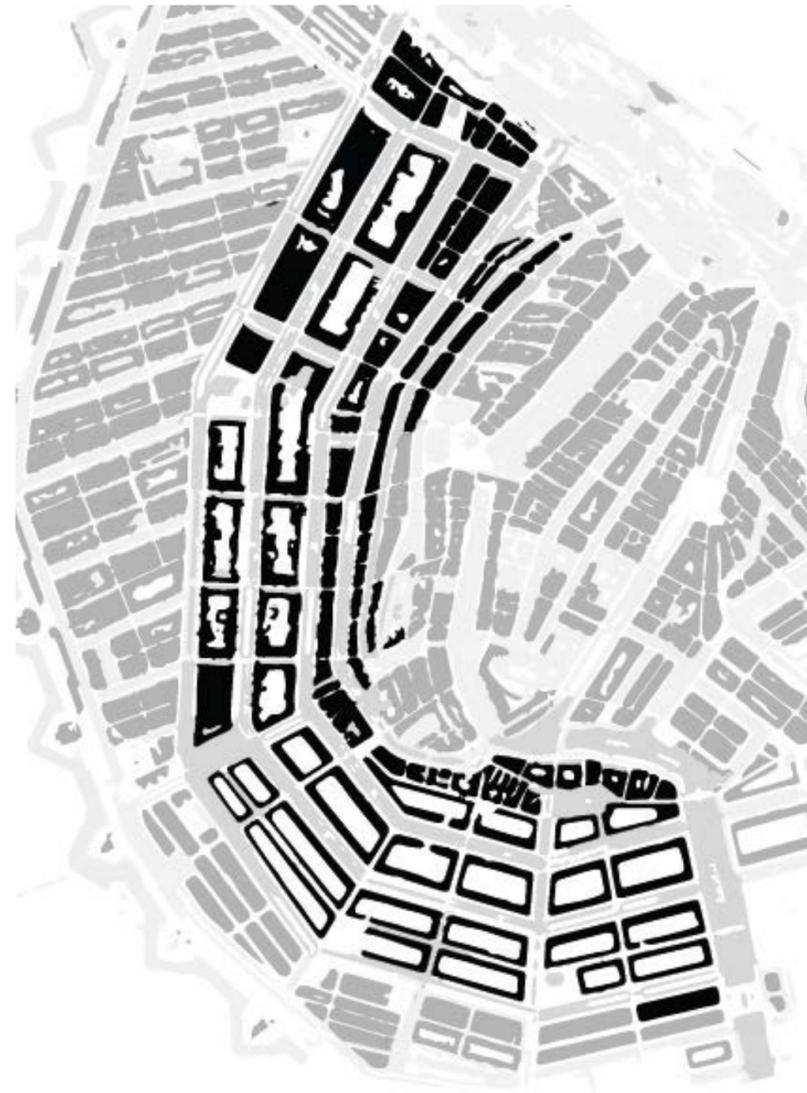
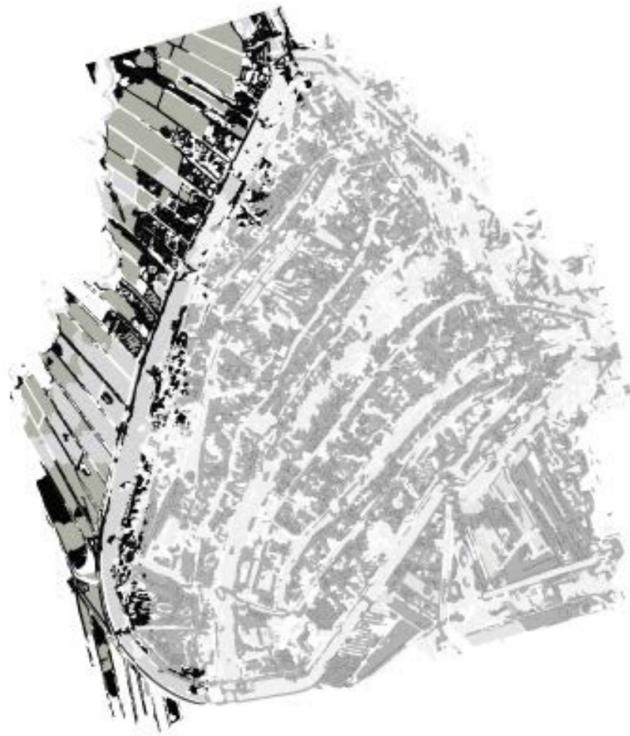
Osdorp, the neighborhood with the tallest existing buildings of the four studies, is still vastly warped in light of the density needed, with its normally 5-8 story tall buildings now at 118.





Finally, Betondorp, whose fabric most closely fits within the site even unchanged, shows the sheer ridiculousness of applying a density to any kind of neighborhood that has previously existed in Amsterdam. At 288 stories, the small and intimate neighborhood becomes a terrifying presence with every building at twice the height of the tallest building meant to be placed on the site.





1500

Pre Grachtengordel

1615

Golden age and the start of the canal rings

2000

Grachtengordel today, nearly unchanged

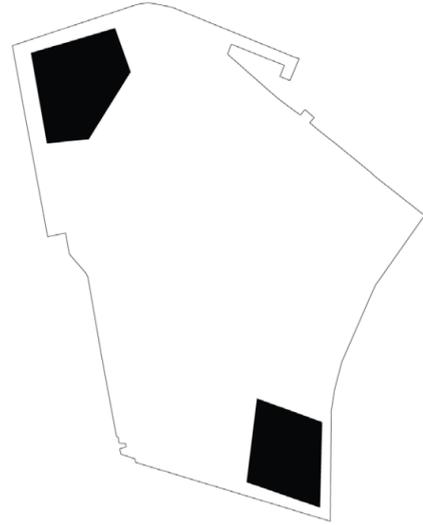
2100

What begins to be most interesting about these neighborhoods is the consistency of them. While their demographics and programs may change, the fabric of these neighborhoods never does. Grachtengordel alone is a great example of the serious preservation of neighborhoods, as it has changed very little in its fabric or building type in the 400 years it has existed. Nearly every neighborhood in Amsterdam follows this example. Though many are newer, the pattern always stays the same: there is a plan for the neighborhood, an implementation of that scheme, and then years and years of sameness to follow. Each neighborhood acts as a historical moment, frozen for the present to still experience. Each urban plan an innovative addition to the city, but then left to be what it was at the time of its origin. This framework for building a city naturally caused the city to be dated, as each neighborhood,

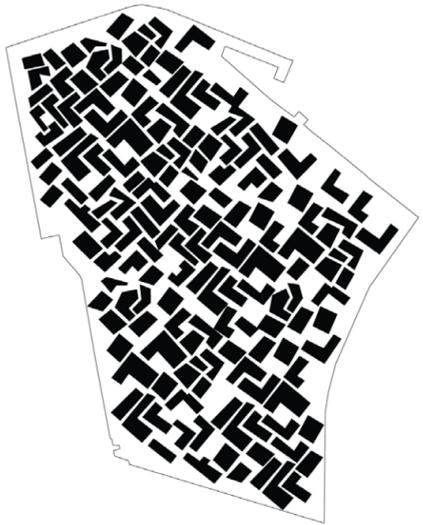
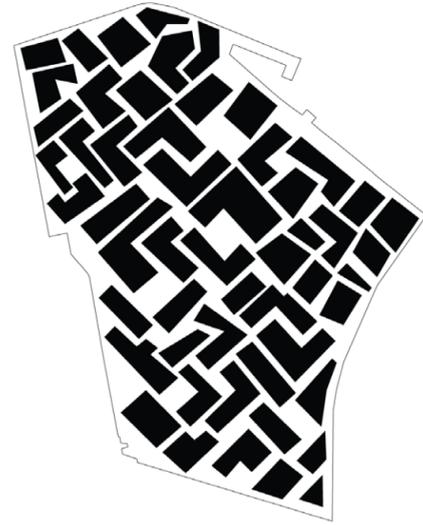
while innovative at first, soon became a thing of past planning. With the preconception that the neighborhoods could not update or change, they were left to stay stagnant, as they were in their original form. This form of city growth and sprawl is usually unsustainable, leaving holes in a city. Amsterdam however, maintained such a steady influx of population, that everything remained filled, no matter the age, and often the neighborhoods were even thoroughly embraced. Amsterdam is now however at a new point. The consistent density and sprawl, ever unchanging throughout the city, has left little land left for new growth. It is vital to find a new means of acquiring density. To do so efficiently, the next neighborhood needs to be able to adapt, to accommodate new populations, to change into the density and fabric that is needed in twenty, fifty, and two hundred years even. With that evolutionary quality, it lets the neighborhood not only sustain itself, but it also establishes it as the last framework needed for any neighborhood in Amsterdam.

Research/ Mobility

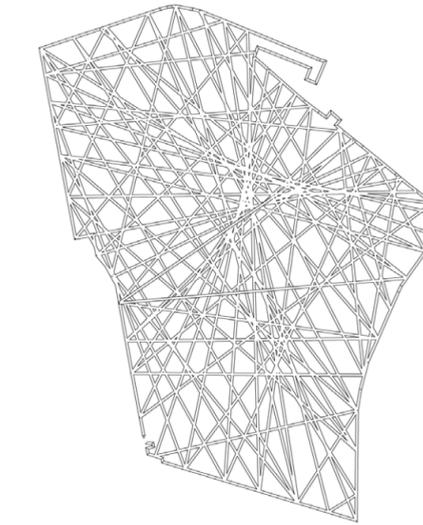
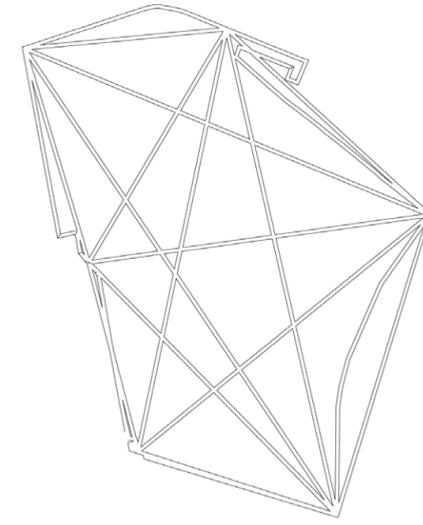
ability to move or be moved through various structures or levels



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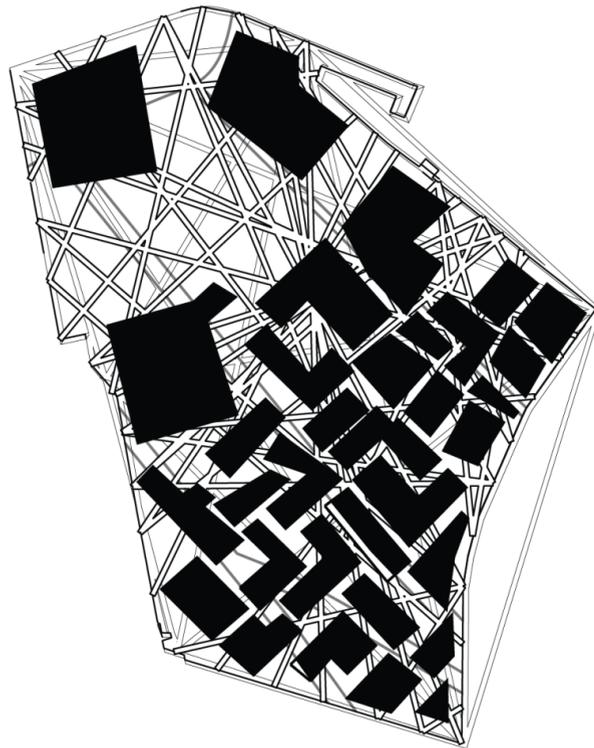


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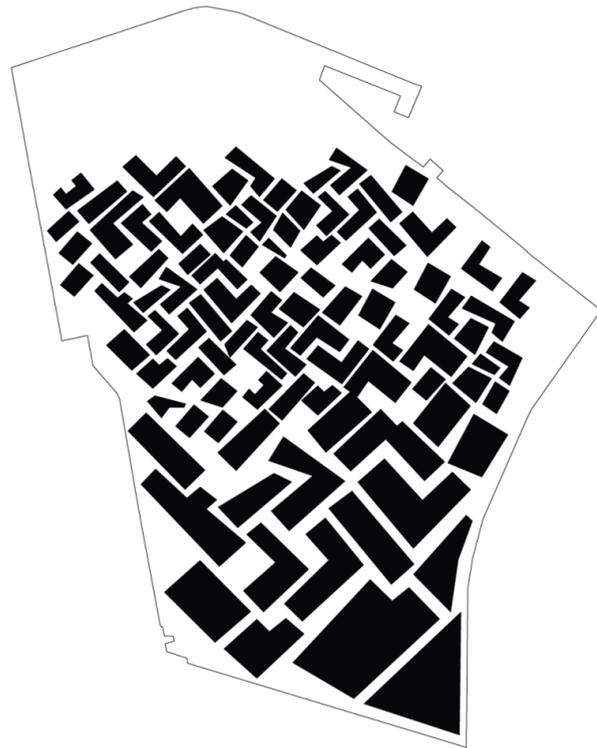
When beginning to study how to arrange and densify a new type of neighborhood for Amsterdam, the general scale and fabric of the thing must be considered. Amsterdam thus far has consisted mainly of low rise, dense collections of housing that arranges itself along canals, or streets, creating a truly genuine form of horizontal neighborhood. However, as we have seen, the current fabrics of Amsterdam cannot support the density needed, while maintaining any sort of horizontal neighborhood experience. So, the kind of scale and organization of building fabrics and circulation fabrics must be considered. While these two parts are traditionally

considered together, they can now start to be considered independently as a method for starting to redefine and reconsider the horizontal neighborhood into a vertical density. By separating the two from one another, it creates a kind of freedom for organization to happen. If neither depend on the other, they can arrange themselves in logical manners, not in a kind of back and forth dialogue. That dialogue though, will have to be considered later, as the two must interact in a manner that will eventually be the determinate for how the neighborhood is experienced. That will be what defines the new horizontal or vertical neighborhood.



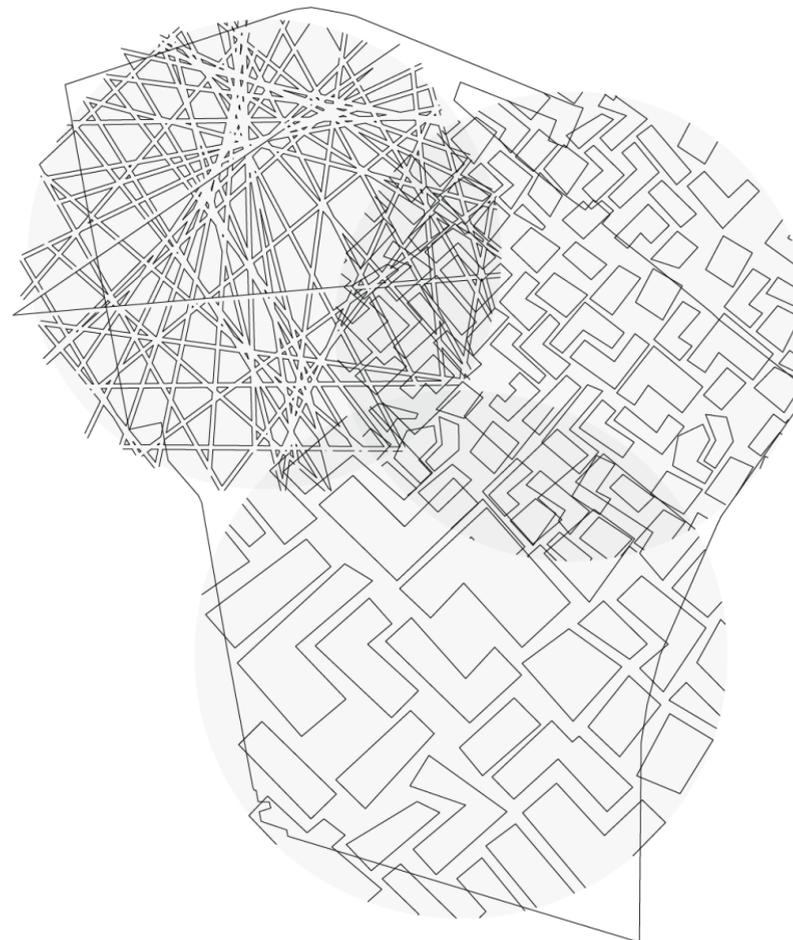
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When these parts start to combine, or even be superimposed on one another, the kind of new nature of how this fabric could act begins to emerge. When considering just the fabric of the mass, the general arrangement and orientation of one part to the next, the size, the height, the density all have to be manipulated to create a fabric that is accommodating to many different options for expansion and differentiation. When posing this fabric with that of circulation, an interesting relationship starts to emerge. There is a suggestion of both intersection but also of separation. This balance of both combining and separating is important in maintaining a fabric that is both ever changing, but also suggestive of change. The images to the right also suggest this necessity, but specifically the image of the three parts combined, each

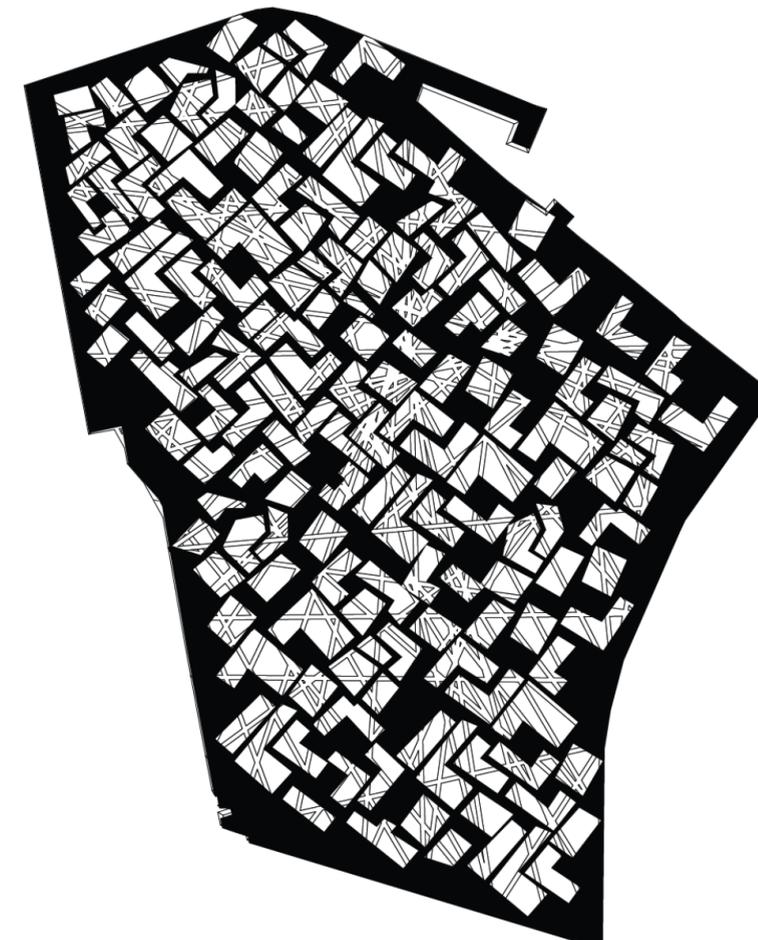


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individual in moments, and combined in others. This very blatant venn diagram version of a neighborhood fabric, while not suggestive of real built form, suggests instead a need for optimal opportunity. This neighborhood cannot be a simple copy paste of a building type, a program, a circulation pattern. It has to be a collage of fabrics, densities, programs, heights, circulation opportunities, and visual connections and cues. By providing a system that is based in a patched dispersed collection, it poses the opportunity and suggestion of continual change from the beginning. It is not one scheme implemented everywhere. That kind of a plan would never allow for any change, it is too large and absolute to be changed. An intricate and ever changing fabric however, provides a more constructive system for continual revision and addition.

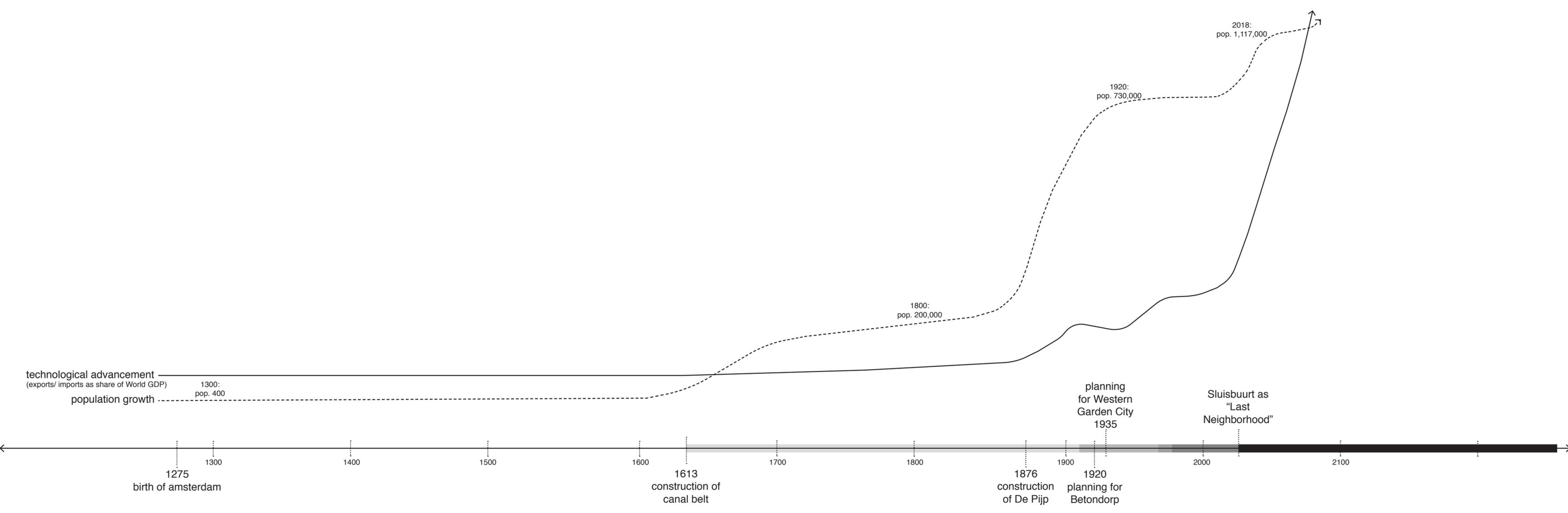


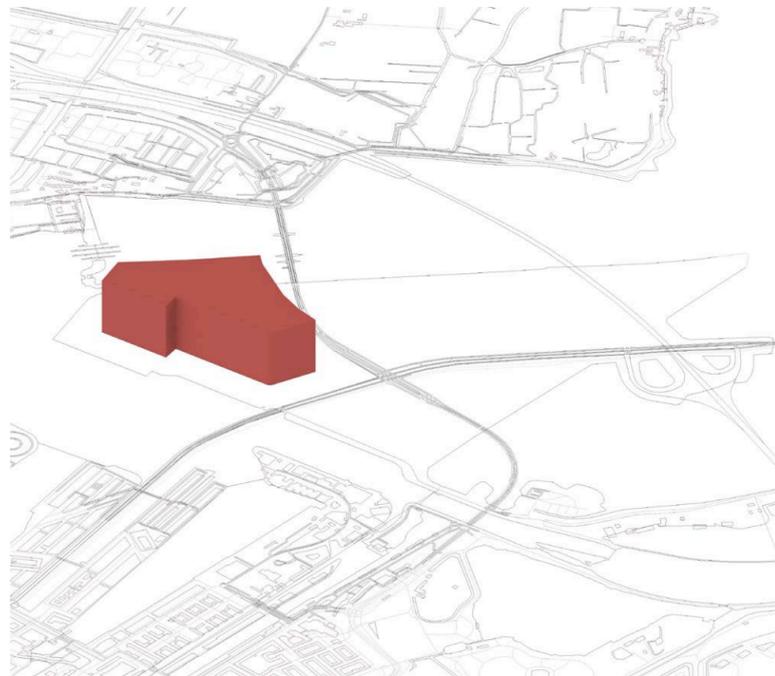
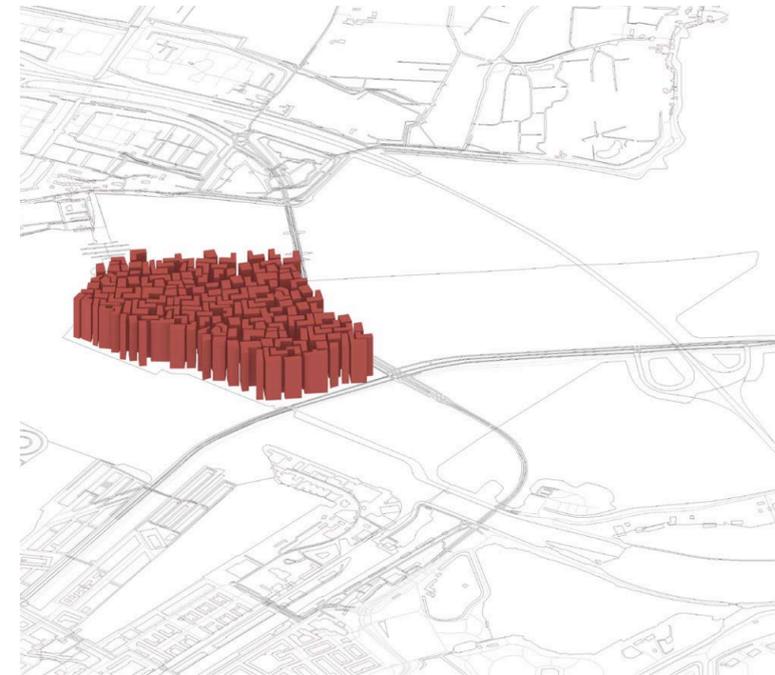
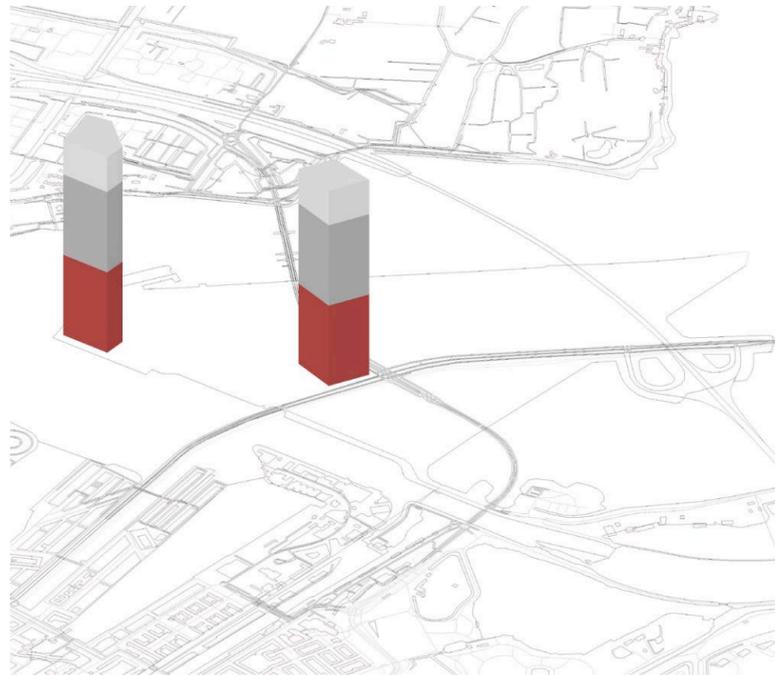
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Neighborhood/ Manouvre

series of moves to guide or manipulate



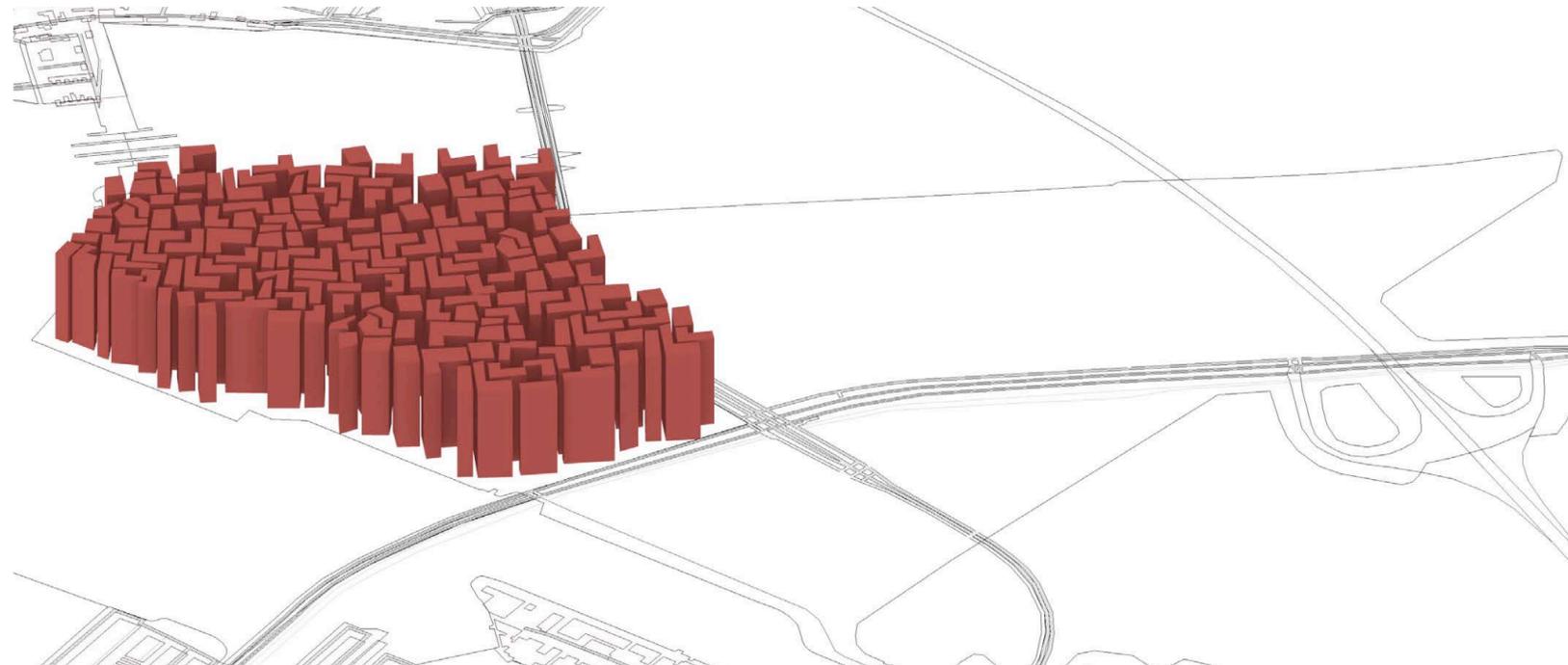


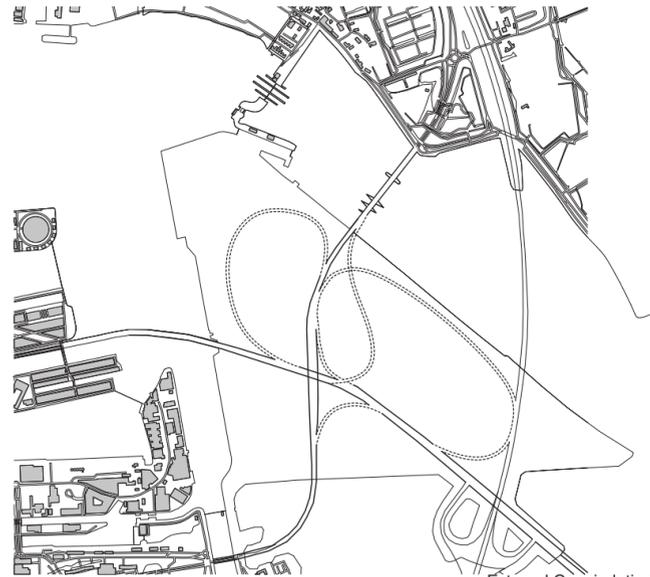
50,000 people
 $40\text{m}^2/\text{person} = 2,000,000\text{ m}^2$
 Site is $327,323\text{ m}^2$ currently.
 Island is $1,117,967\text{ m}^2$ currently.

Breakdown options:

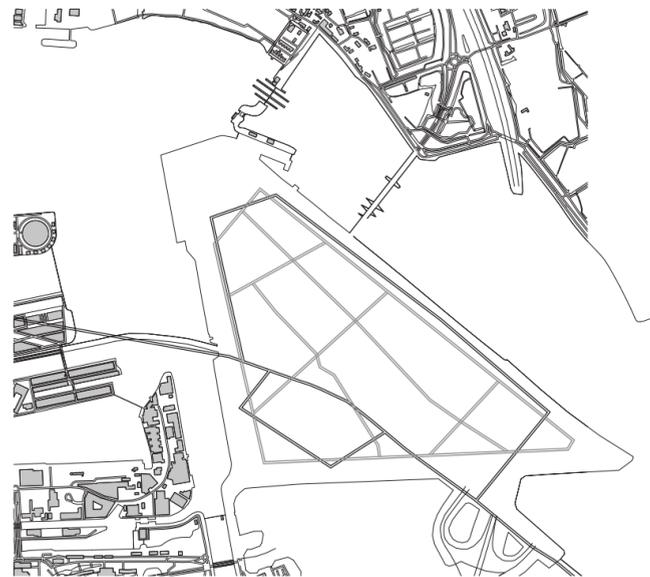
50% residential 50% other program > 25% circulation
 $2.75\text{mill}, 2.75\text{mill}, 1.375\text{ mill} =$
 $6.875\text{ million sqm or}$
 $20.625\text{ million m}^3$

40% residential, 40% other program > 20% circulation
 $40\%\text{housing} = 2,000,000\text{ m}^2$
 $7\%\text{ civic} = 350,000\text{ m}^2$
 $5\%\text{ education} = 250,000\text{ m}^2$
 $6\%\text{ food/ commercial} = 300,000\text{ m}^2$
 $15\%\text{ office space} = 750,000\text{ m}^2$
 $7\%\text{ greenspace} = 350,000\text{ m}^2$
 $20\%\text{ circulation} = 1,000,000\text{ m}^2$





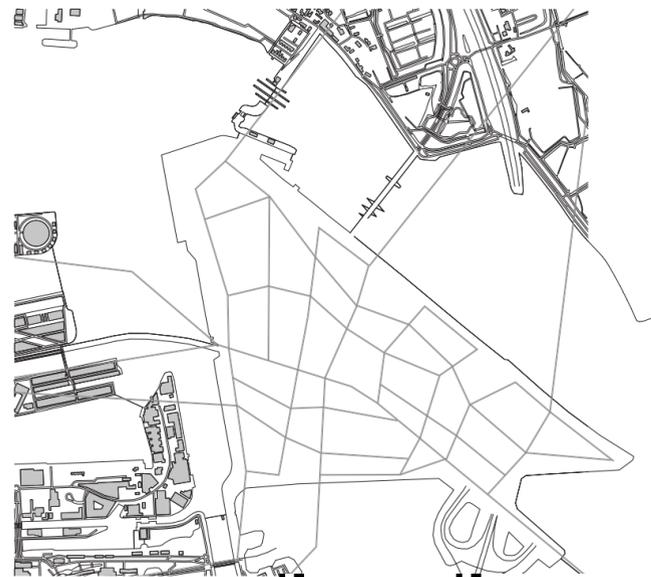
External Car circulation



Tram and Internal Car Circulation

To start to understand these layers of urban condition or densification, they can be approached separately at first. If the system has the ability to support anything at any level, circulation and mass for example can start to exist individually, and later adjusted and maneuvered to better speak to each other. As a first iteration of understanding circulation for the year 2020, the existing highways were kept (though their elevation may change), the rail system expanded upon to create a central loop, internal vehicle traffic added to support the gaps between the rail, and finally bike lanes added to create an even denser and more engrained system. As stated this is an iteration for 2020. The next step would be to iterate for 2050, 3000, etc. and start to study how circulation and vehicular movement might adapt over time. The goal would then be to reflect that additive/ subtractive need within the framework at that time.

Bike Circulation





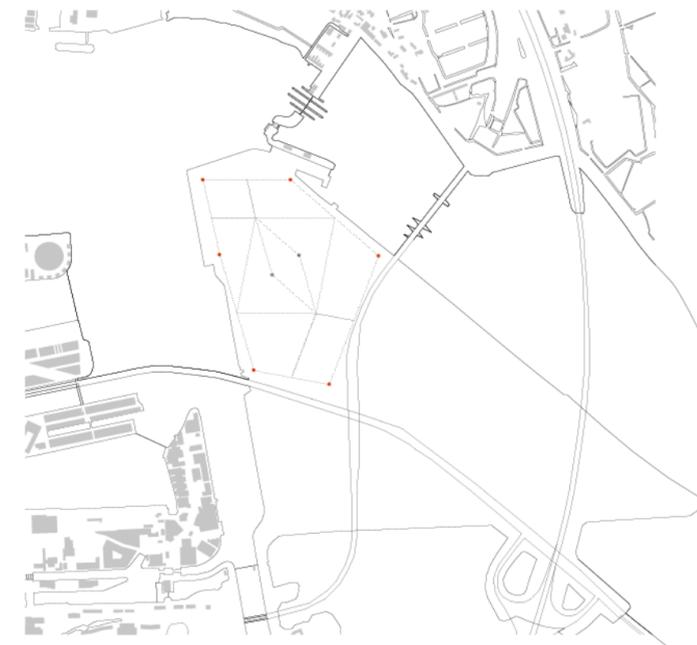
Nodes with 50 & 100 m perimeter



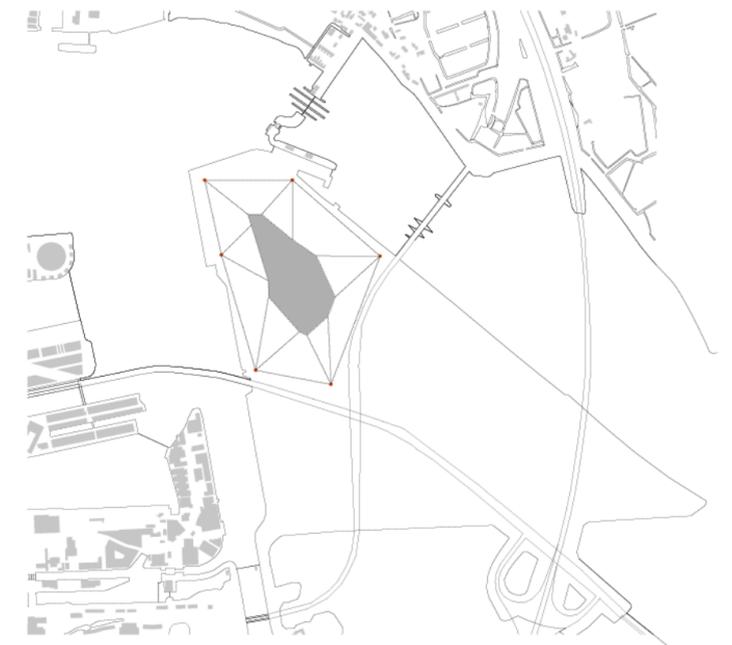
Nodes, readjusted as tangents with 100 m perimeter



original nodes with tangent perimeters to neighboring nodes



Nodes as edge boundaries to create perimeter



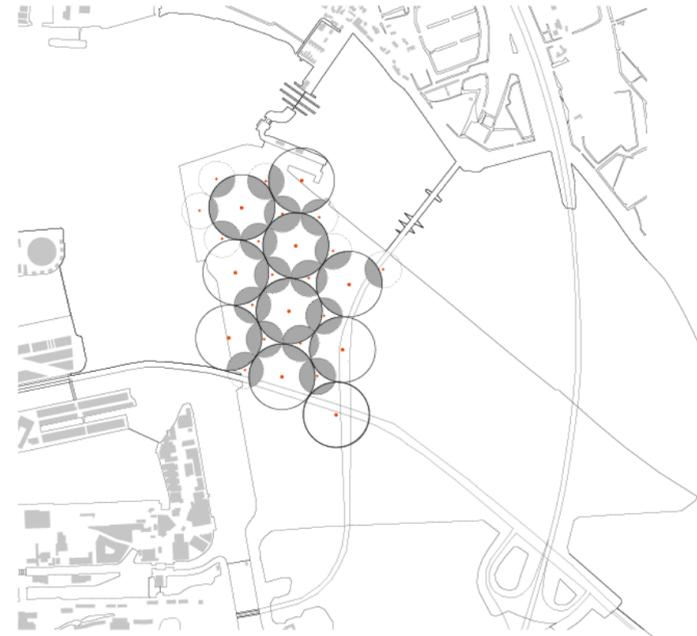
Space between nodes acting as perimeter

The organization of the site begins to become the kind of prominent first step in creating a new evolving neighborhood. While the neighborhood needs to be able to be ever changing, the organization of it then must be established in a sense that it can inform the growth and change of the neighborhood, without being changed itself. To do this, a logic must be applied in the organization of the site. Sluisbuurt acts as a kind of isolated condition to test this method on first. However, by wiping the site clean, the island has very little to inform any sort of organization method. The obvious important moments on the island emerge where the highways enter and intersect on the island. The lock is also a key feature of the island, as well as the north-western most point of the island, facing the city center. The south-eastern most tip also offers an interesting moment in its interaction

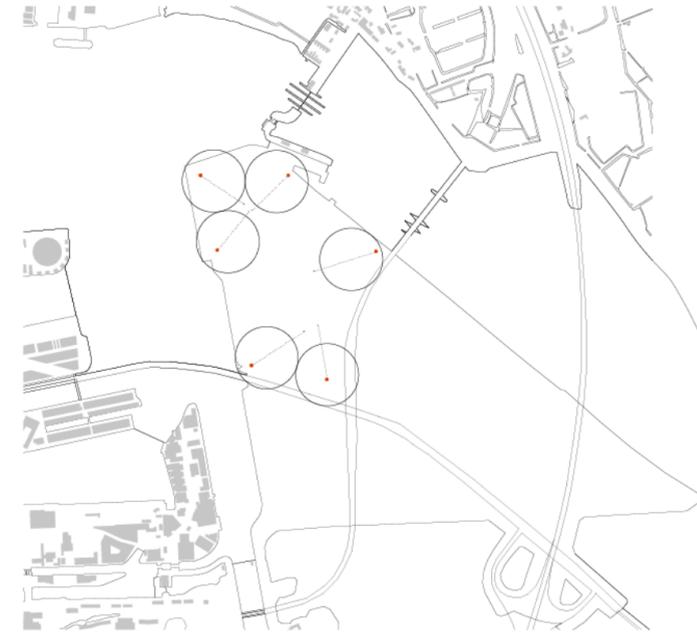
with the greater IJmeer. Finally, the South Eastern corner of the island also offers a moment of intersectin and continuation to the islands south of Zeeburg Island, and a connection to the landlocked neighborhoods to the west. Now, again by just lookinga at those moments in Sluisbuurt, the section can start to be investigated by those key moments, or nodes, on the site. By testing their boundaries and distances, forms of organization can start to emerge. These are all just first takes at understanding possible organizations, and suggest ways for densities to ebb and flow, as well as for new conditions to emerge, such as in the drawing to the left and below. Already, when just considering this portion, a kind of central climate emerges that suggests a different approach or program than the evolving infrastructure around it.



Original nodes as designated, with varying densities as infill, based on tangents



Original nodes as designated, with varying densities as infill, with overlap



Nodes, not as centerpoints, but as vectors for force.



Nodes as both centerpoints and vectors

These next studies start to test the densities and organizations of the site and potential infrastructure. The nodes, which were somewhat predetermined, start to inform other nodes that can be infilled and that correspond to varying densities. They can also start to overlap and create intriguing possibilities of various infrastructures intersecting and interweaving. This brings to bring about questions of what that condition could be, rather than a larger central condition like represented on the previous page, it creates smaller and more numerous conditions based in intersection rather than isolation. On the opposite page, the nodes are starting to have a hierarching, and a suggestion of a kind of force applied to them. By placing nodes, but dispersing them from the central point of a region, they start to inform how things can infill, and suggest that there is a separate organization happening. This new organization can then pull parts of the neighborhood towards or away from other parts. By doing this, a general trajectory of infill can happen, suggesting

that the whole island would not need to be built up at once, but rather certain nodes with hierarchy (as deemed on the previous page), could come first, and new nodes could follow, infilling under the direction and suggestion of the previous nodes. This situation gives hierarchy to some areas though, and if these types of organization are taken formally, they create a hierarchy within infrastructure type that may not be desired. It brings the question of what these infills and infrastructure are, and how the island should develop. By basing it all on other structures, the validity and resilience of that as an organization could cause its demise. Creating a hierarchy based only in the infrastructure, while suggesting that infrastructure is evolving and always adaptable, creates a situation where one day even the informing structures could be questioned and changed. If the informant is removed or changed, then the whole organization is as well. Is it infill based on previous structure, or is it all structure acting as infill?



Standardized infill, with nodes as suggestions for how others orient and infill



Infill based on changes of density, with nodes as suggestions for how others orient and infill



Key nodes and their possible connections

The next step in this investigation would be to consider how these nodes begin to connect to one another. Is there a need for every infrastructure to be connected to another, or is it okay to simply connect the key moments to one another? This question becomes particularly integral when considering these as vertical nodes, not just a 2-D planar moment on the site. It would probably be most accurate to combine all suggestions here in varying forms at varying datum levels throughout the site. Once extended to the full island, the implementation of these could push and pull to create various opportunities for connection. This goes back to the idea of creating a collage of systems and organizations for the island to develop. By implementing many of these options, there is more opportunity for variations in conditions.



All nodes, with a specified route of connection, and sub-connections



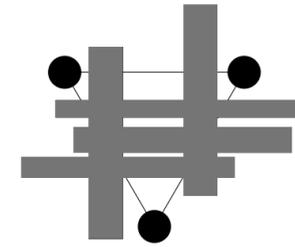
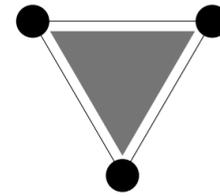
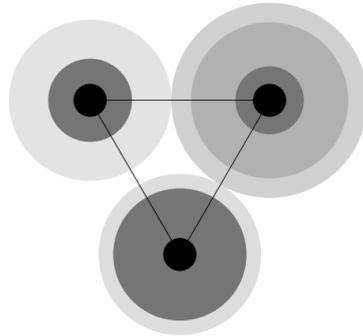
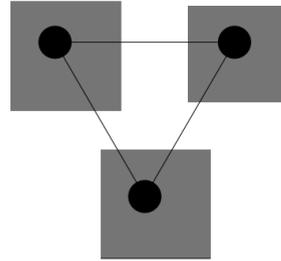
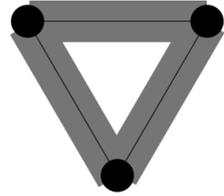
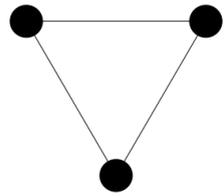
All nodes, with a specified route of peripheral connection, and interior secondary connections



All nodes and their possible connections



All nodes, with a specified central route of connection, and sub-connections



When starting to consider how these nodes and connections can start to formulate mass, quite a few options can emerge. The first, suggesting mass that follows along the circulation/connections, is intriguing if considering a single point start. However, when considering it in terms of a bookended evolution, it suggests a large span from one end of the site to the other. While that could be a way to go, it creates a large infrastructure from the beginning that suggests a very strict set of rules and architectures.

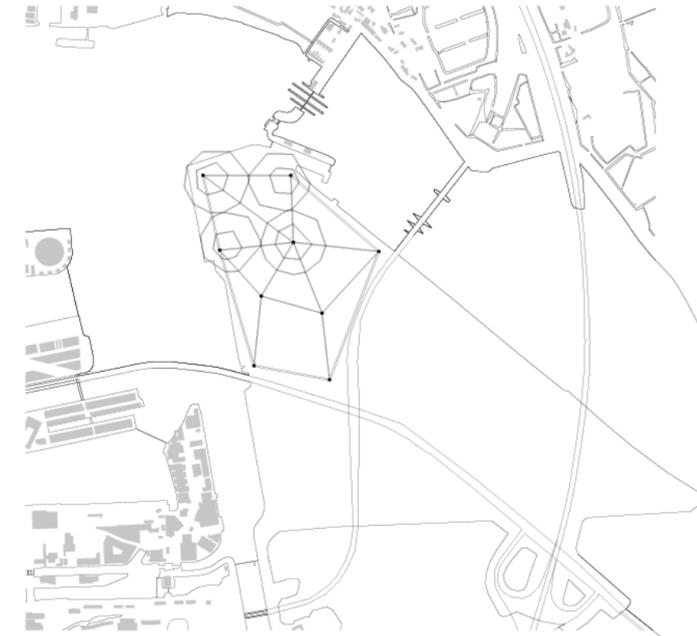
The idea of radially building out from a core is probably the most plausible option. It allows for one node to exist independently, and depends on no other core or circulation to exist until it needs to. This model seems to be most favorable in terms of additive/ subtractive architectures.

The idea of creating an interior condition to circulation could create a large nearly continuous mass, and also is dependent on 3 or more nodes and circulations to exist. The last model acts as a kind of structure to hold up mass that in no way relates, only intersects. Again, while intriguing, it offers no suggestion to evolution, and would beg the question as to why even extend past the two initial nodes.



Fixed circulation with suggestion of radial development

Next, by investigating these forms, if a combination of density, organization, infill, and connection is picked, a kind of formalization can start to emerge based on the radial expansion suggested. This could be applied only in the directions of growth/ the force suggested by the nodes, or it could be applied radially around the centerpoint suggested, or the node suggested. Those radial formalizations could then be taken as levels for development. When applied in a vertical manner, they could represent datum levels, where other program and more specified architectures could be infilled, using these datums as both a structural component, and as a guideline for infilling.



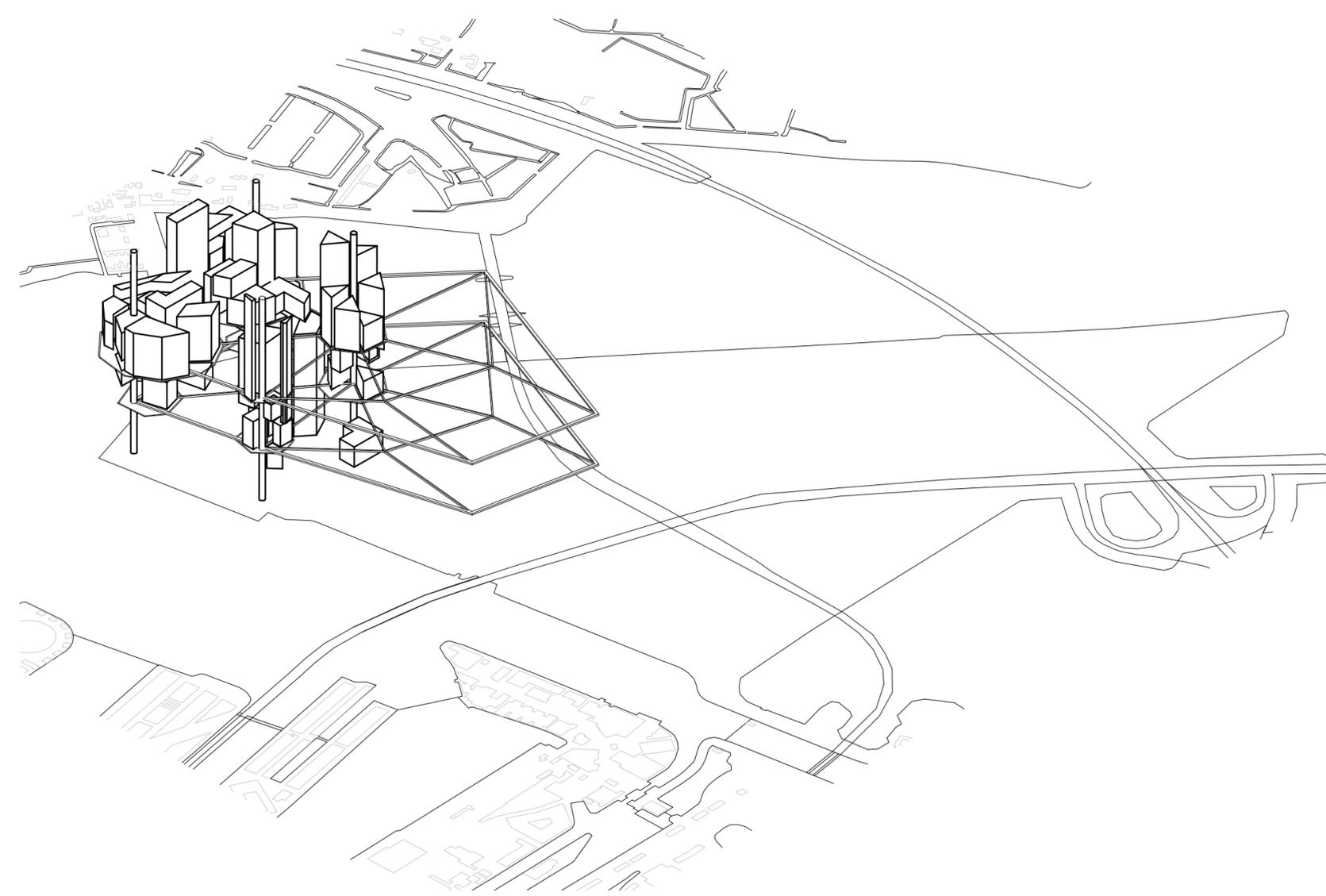
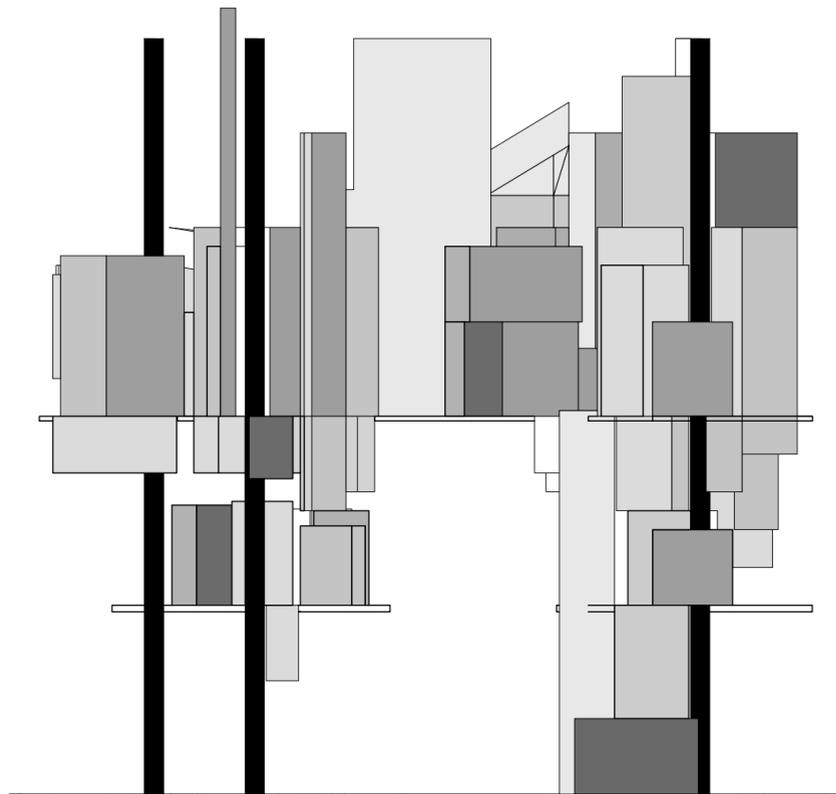
Suggestive datum levels formalized in all directions of radial growth



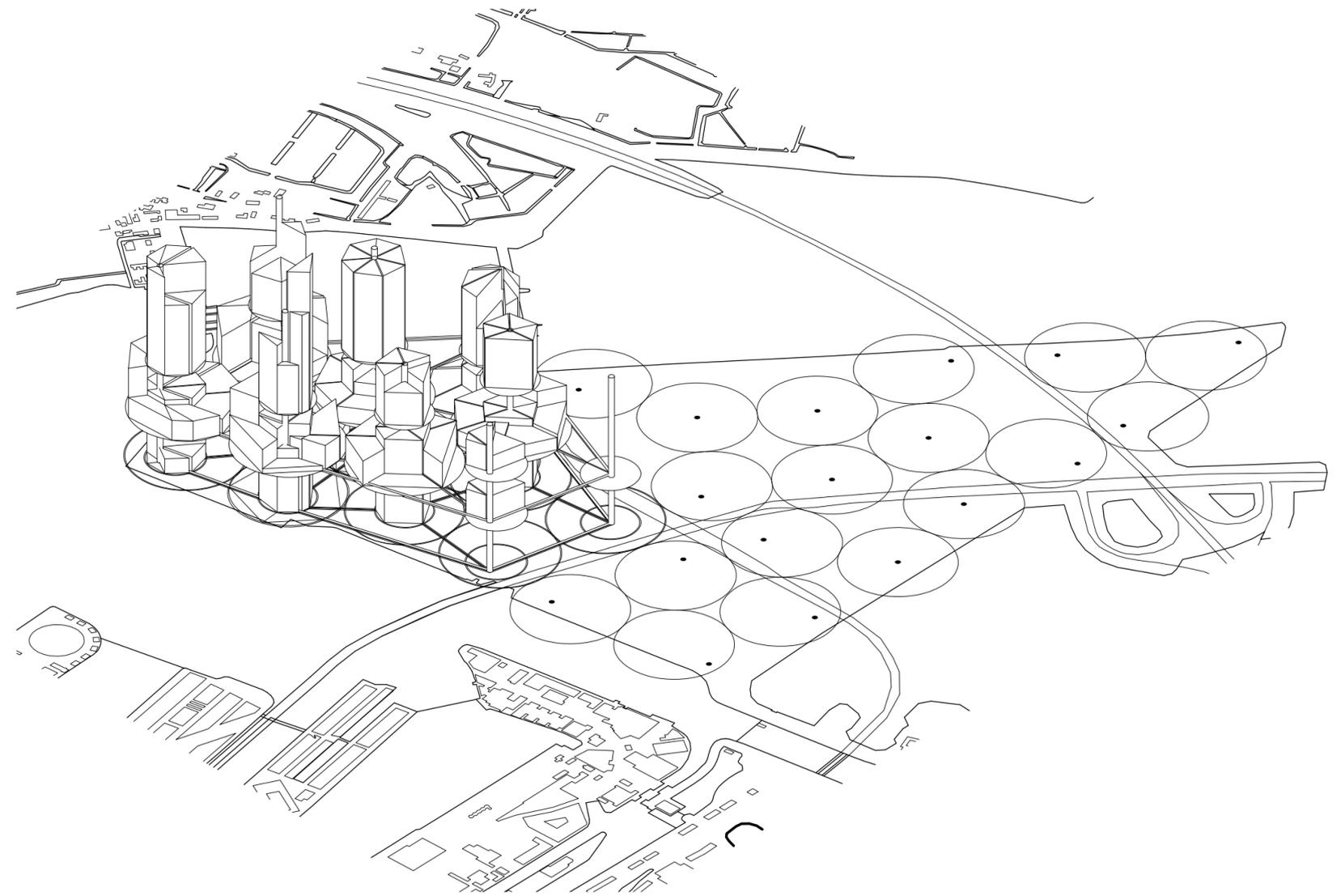
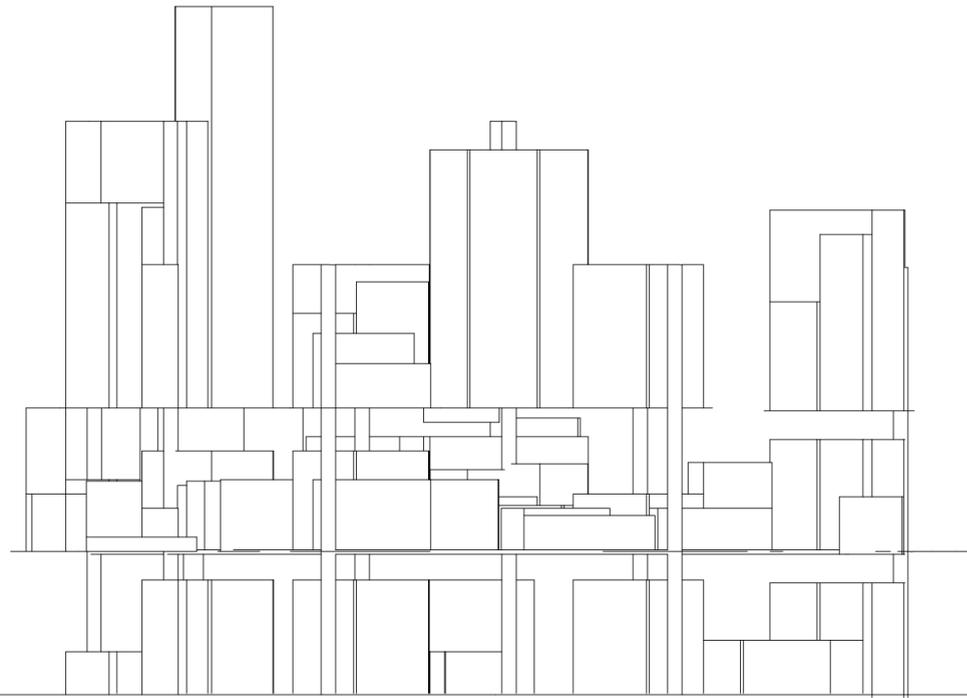
Suggestion of infill on these kind of datum/ platform levels



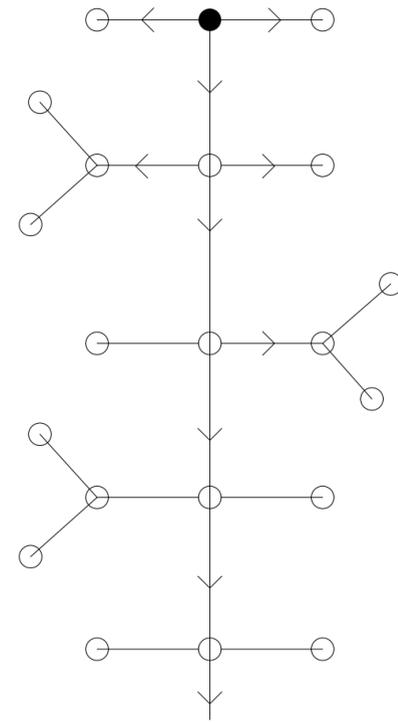
This radial development formalized, basing off of the expected pull/ force of next elements



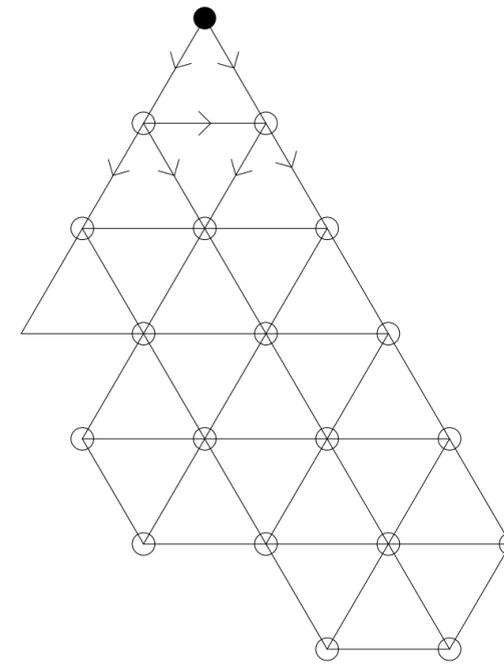
This dispersment of building type onto various datum levels could then actually be considered as the key component to this thing growing. In this first iteration of a scheme, the development of the circulation is established and put in place, allowing for it to inform where intersections will happen, or where the central points of this infrastructure can stem from. The datum levels, still based on a radial idea, span out from there, with infill then happening on those levels.



A simpler version of this idea can be seen here, where the system is based truly on a radial system, with the infill following an up and then out pattern, where a structure is formed and infilled upon, before a new one springs up at the next intersection. This allows for infill to only happen on the basis of when it is needed.

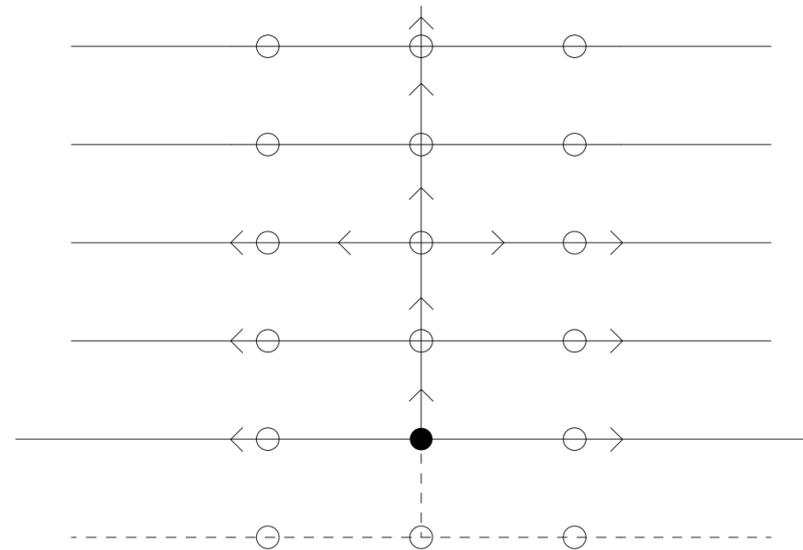


Single-start Hierarchy Expansion in Plan

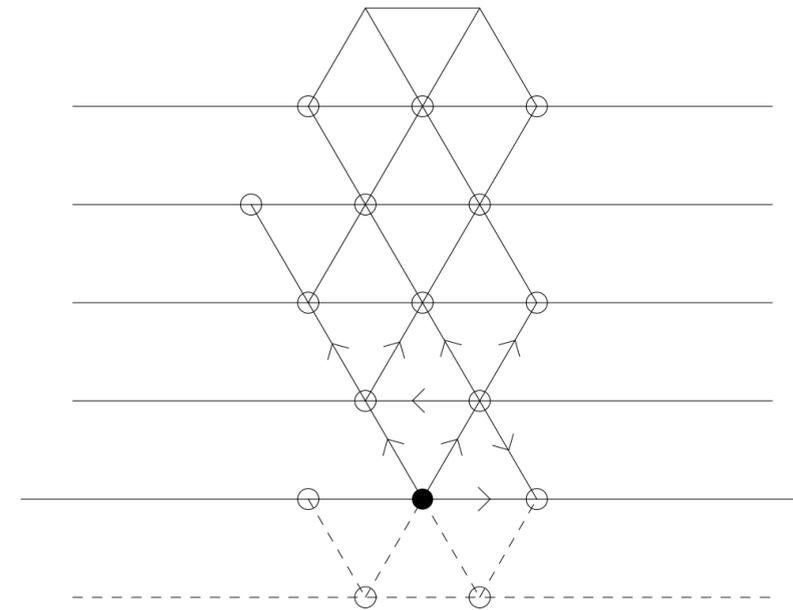


Single-start Equality Expansion in Plan

While these first iteration models suggest a kind of organization for the infill and growth of the island, a more established plan for expansion must be developed. Here, there is a suggestion for the expansion to occur from one point, and move outwards. This point could be anywhere, but most likely at some corner/ end, and then suggests that the expansion happen in a specified direction. The left possibility suggests a kind of linear sprawl, with the right a more rigid sprawl from one point out. Both could be implemented on the site, and ultimately result in similar schemes. This sprawl could also be taken into the vertical, suggesting that the infill of each structure happen from one point or datum level (most likely the central point at ground level), and infill upwards.

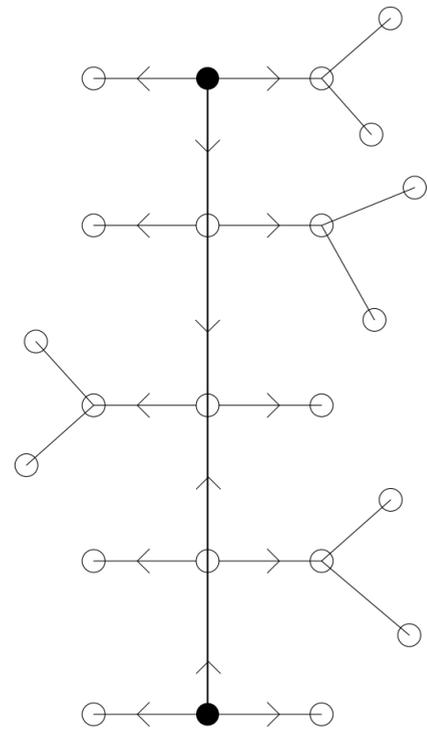


Single-start Hierarchy Expansion in Section

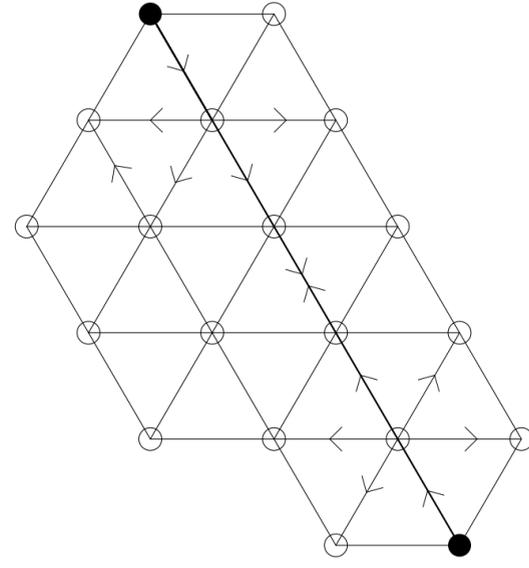


Single-start Equality Expansion in Section

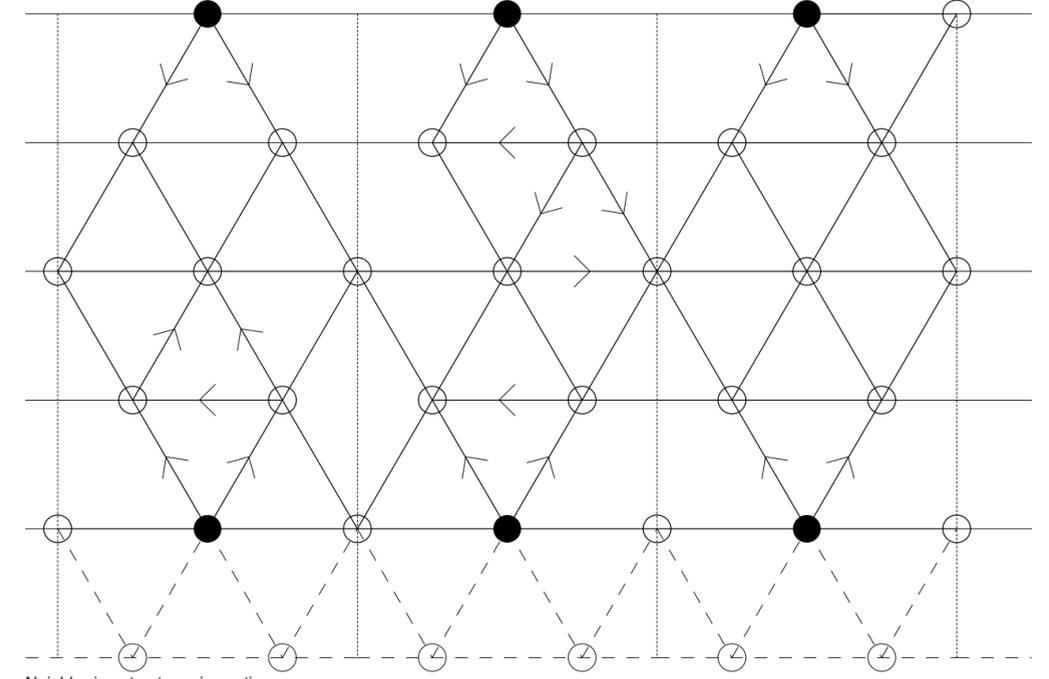
The follow page suggests a similar looking, but vastly different organization. It is based on two end points, with expansion happening inwards. This organization suggests a set course for development, whereas the single start plan would allow for infinite expansion in theory. The endpoint expansion suggests instead that the infill happen between boundaries that are predetermined. This is important in that this method would suggest that the neighborhood must be contained, it cannot just act as an ever expanding neighborhood. If it were to be able to continually expand, it would be no different than any other previous development in Amsterdam, But, by confining its development and continual evolution, it can be established as a neighborhood. This boundary also allows for a cyclical effect to take place within the site. Since it has two starting points, it also has a middle. This means that once development occurs and infill reaches the middle, the system can either start over at the starting points again, or ripple back towards the starting points, creating a continually evolving and changing machine, based on necessity, population growth, and time.



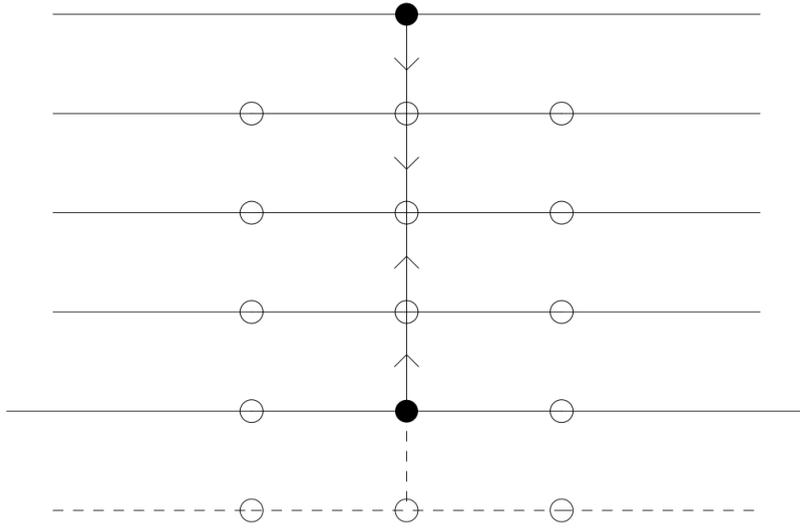
Bookended Hierarchy Expansion in Plan



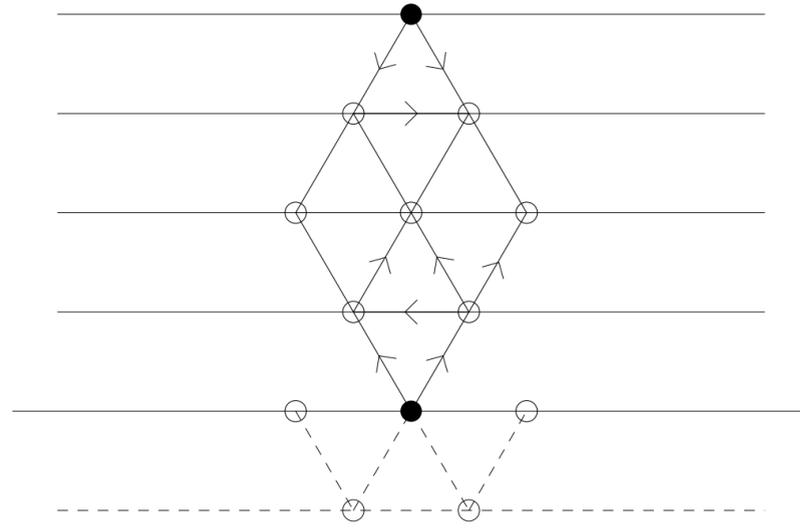
Bookended Equality Expansion in Plan



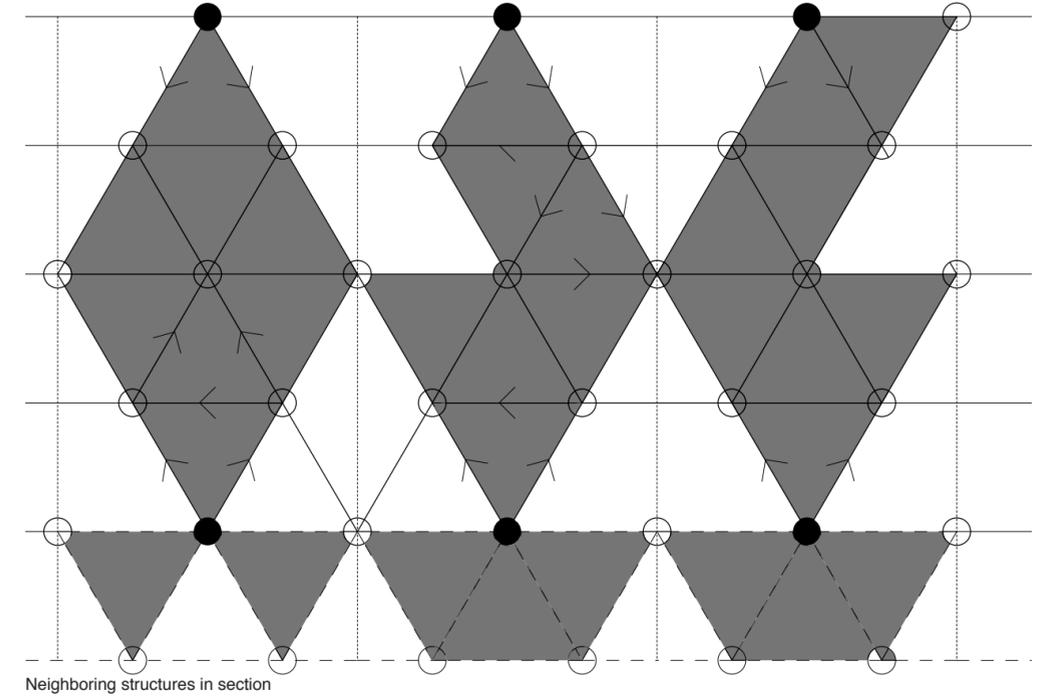
Neighboring structures in section



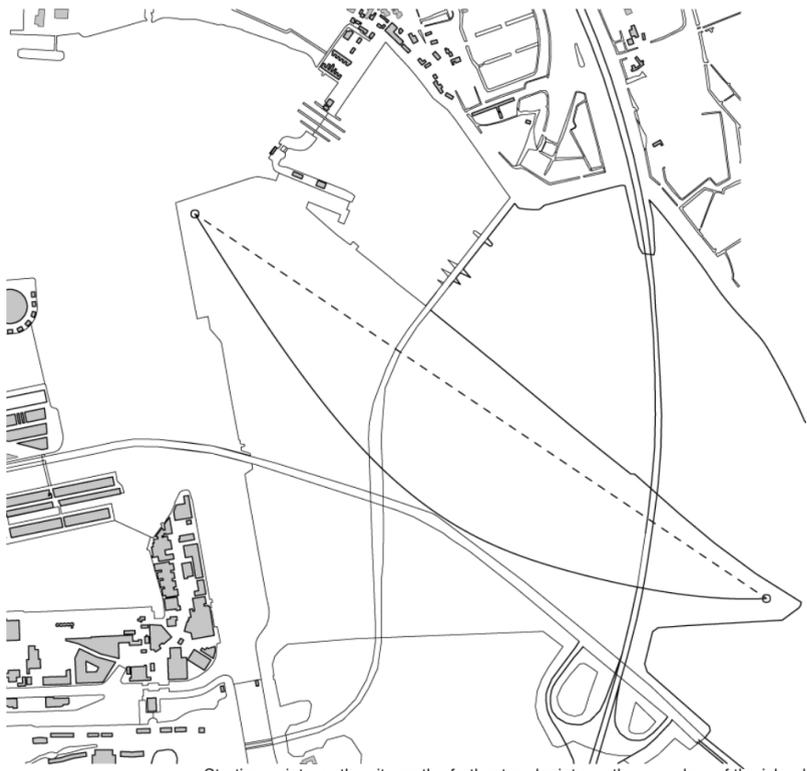
Bookended Hierarchy Expansion in Section



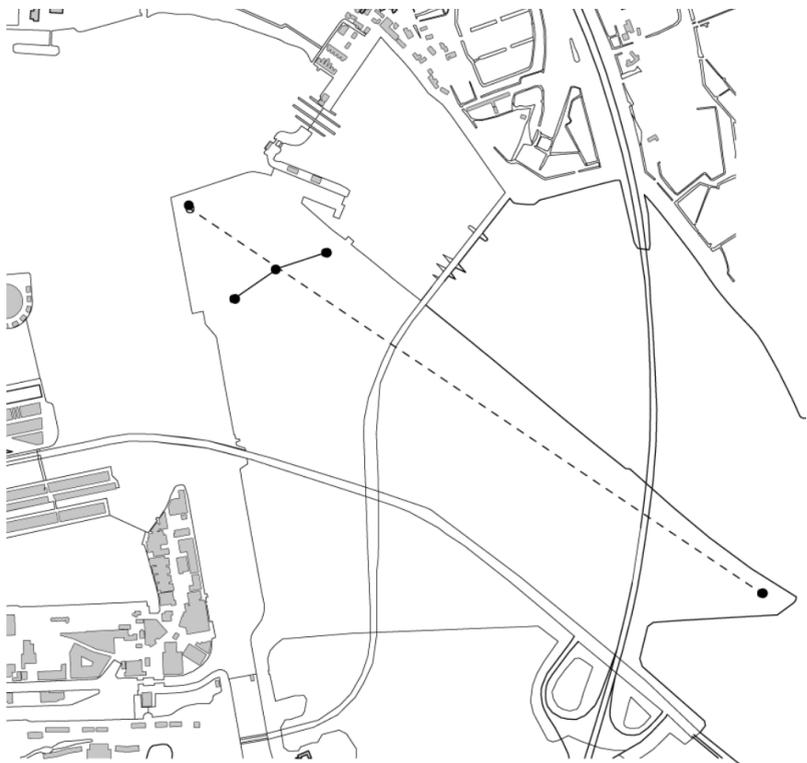
Bookended Equality Expansion in Section



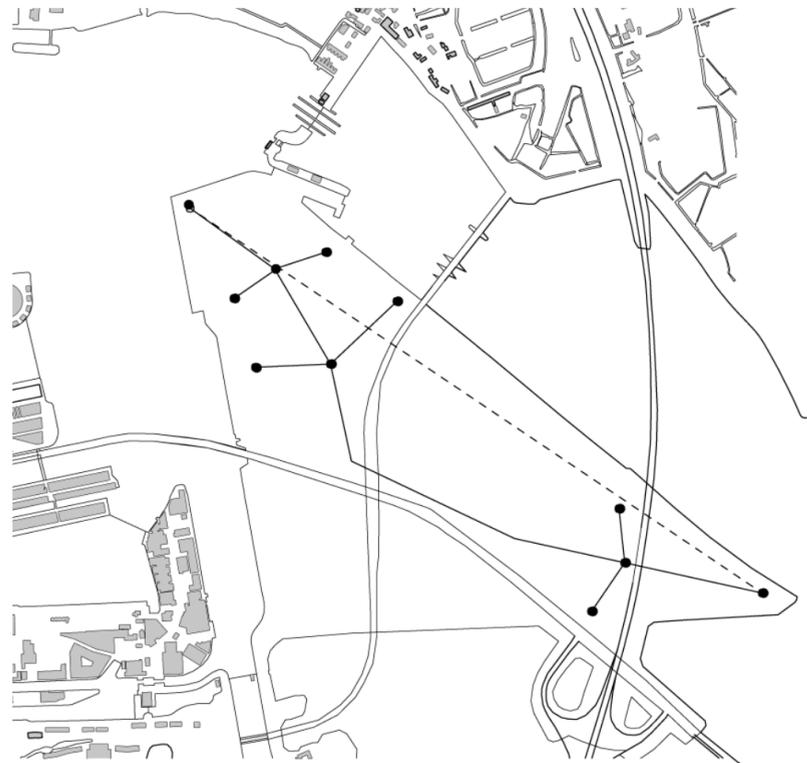
Neighboring structures in section



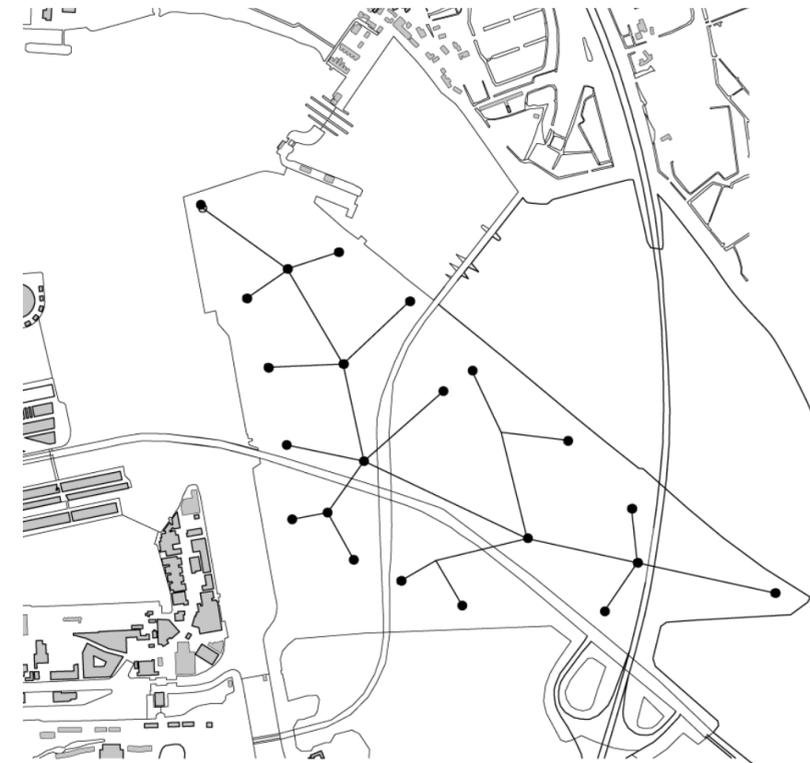
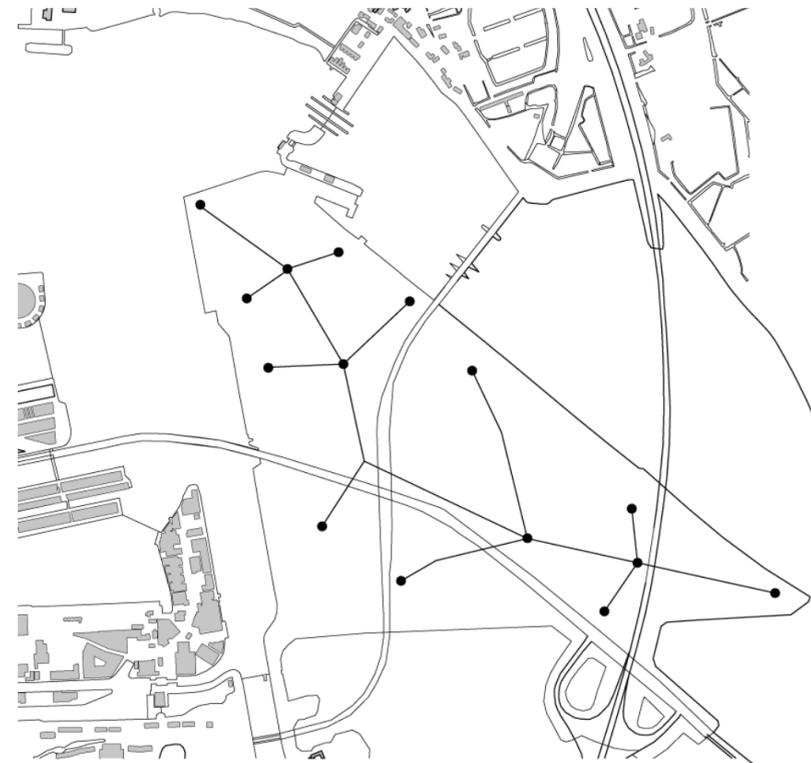
Starting points on the site as the furthest endpoints on the boundary of the island



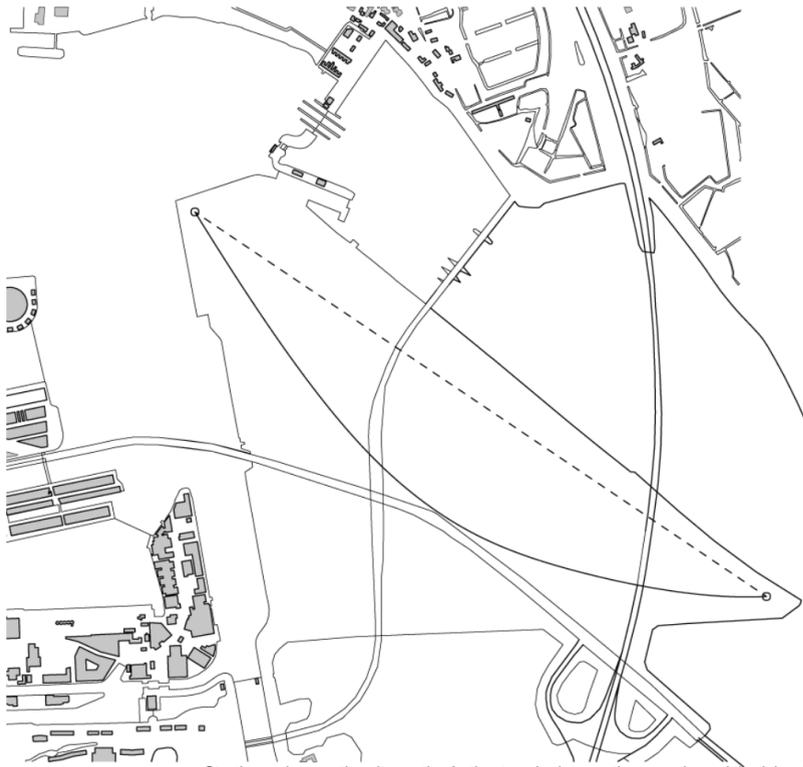
The beginning development



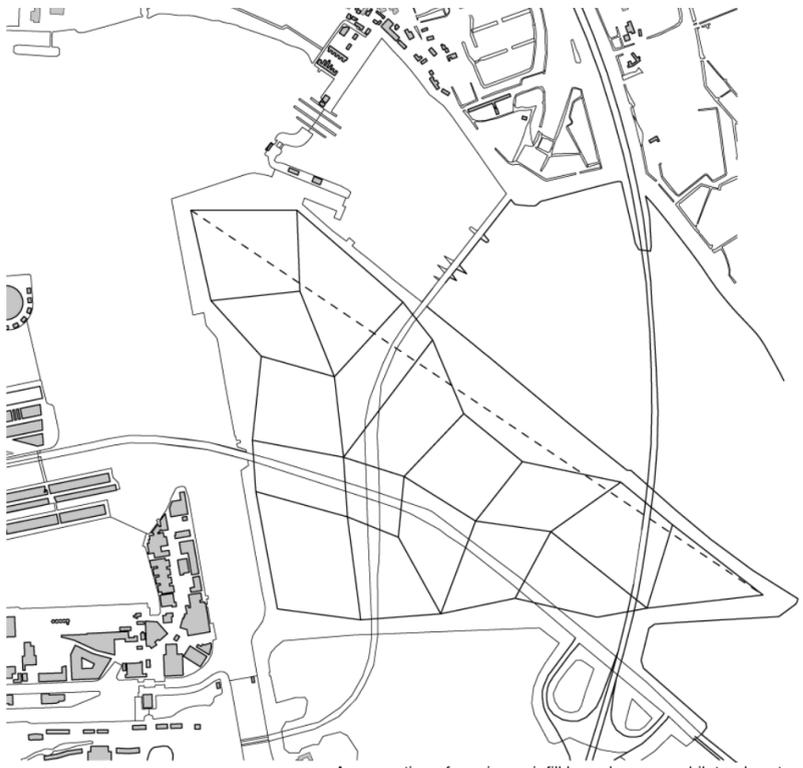
As population demands, infill begins to happen at both ends



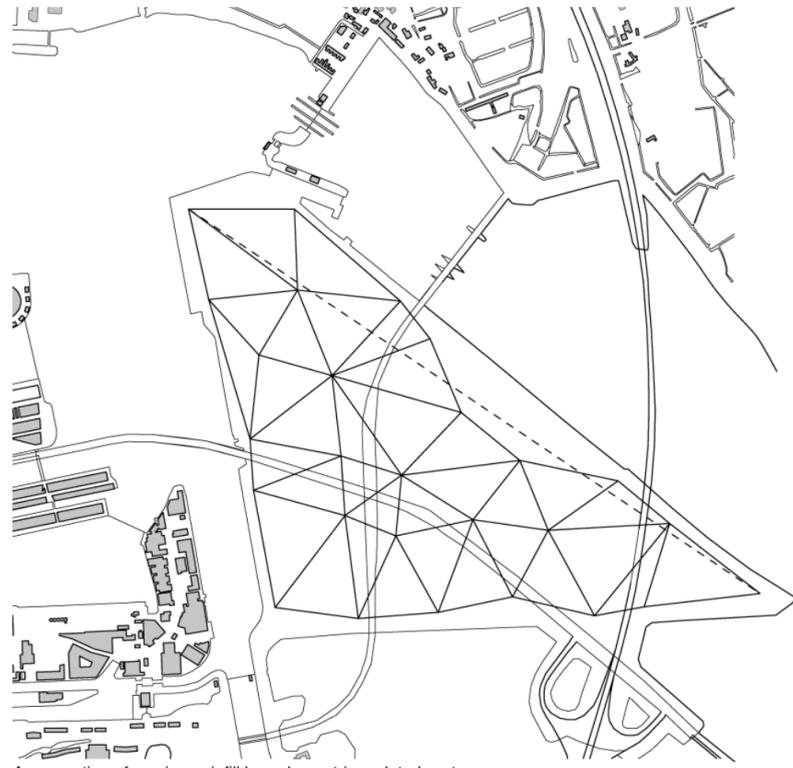
A maximum density of infill occurs at the ground level, so the system must push back out



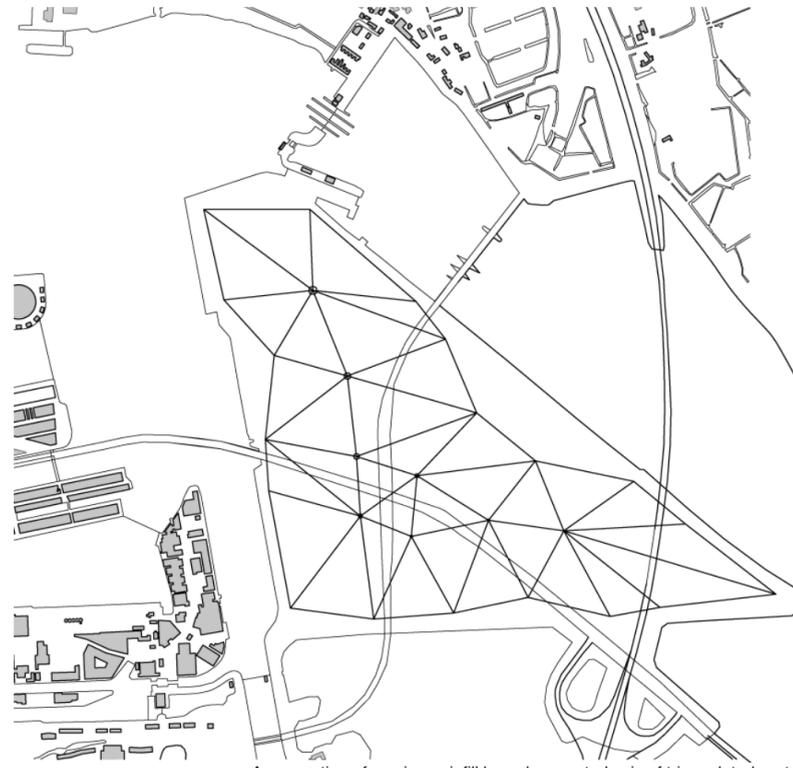
Starting points on the site as the furthest endpoints on the boundary of the island



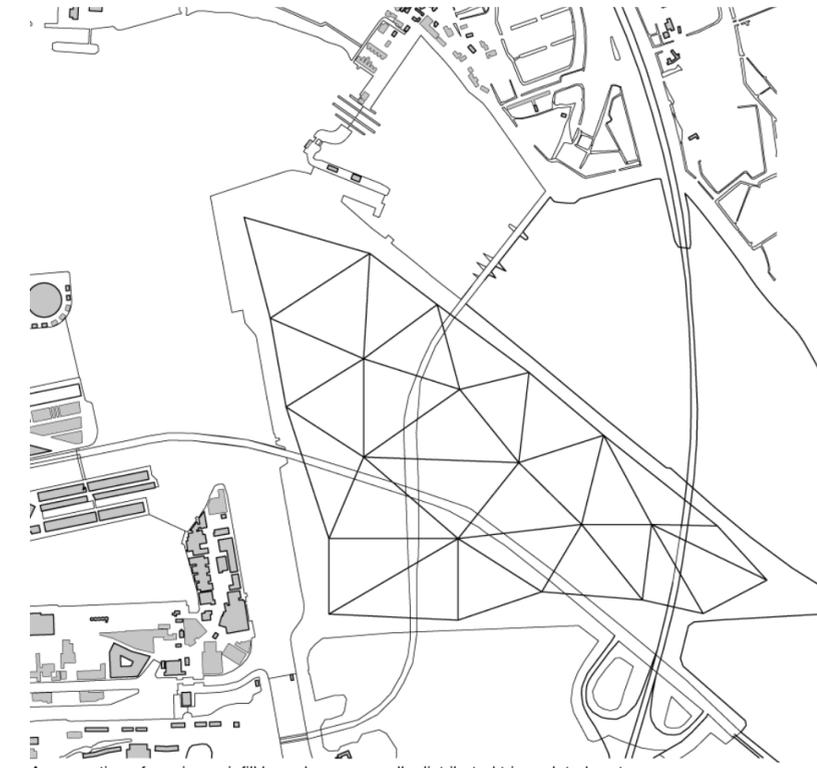
A suggestion of maximum infill based on a quadrilateral system



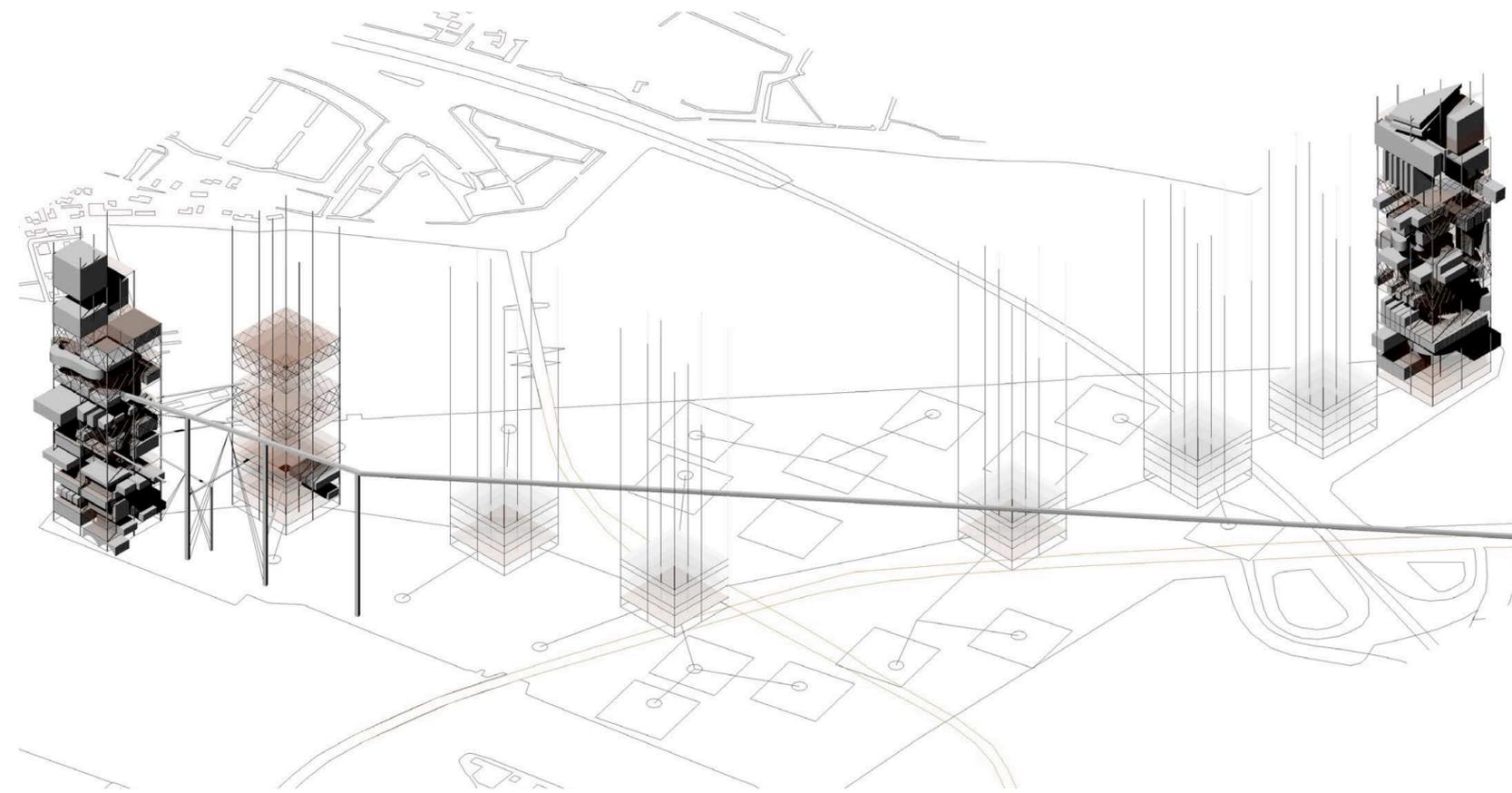
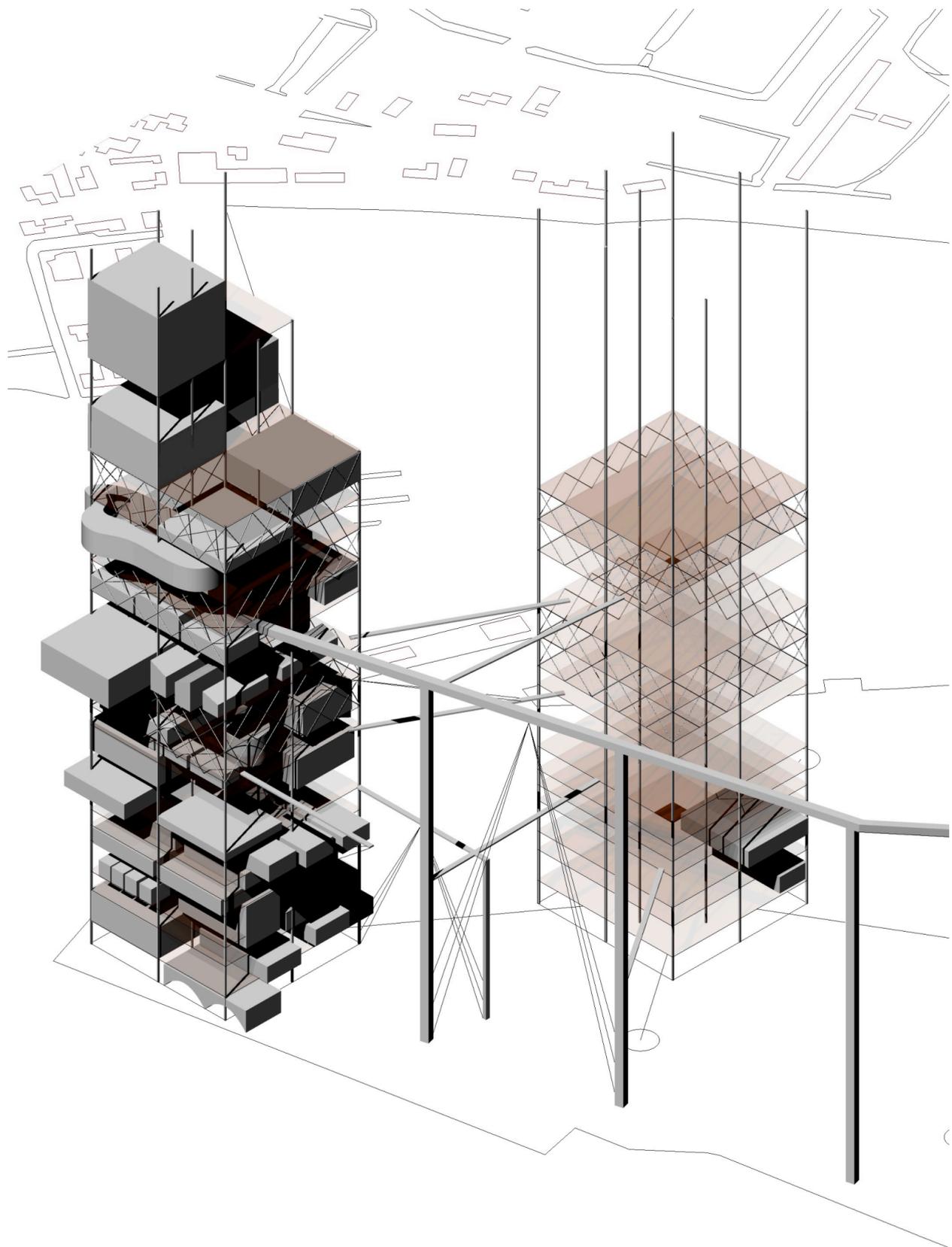
A suggestion of maximum infill based on a triangulated system



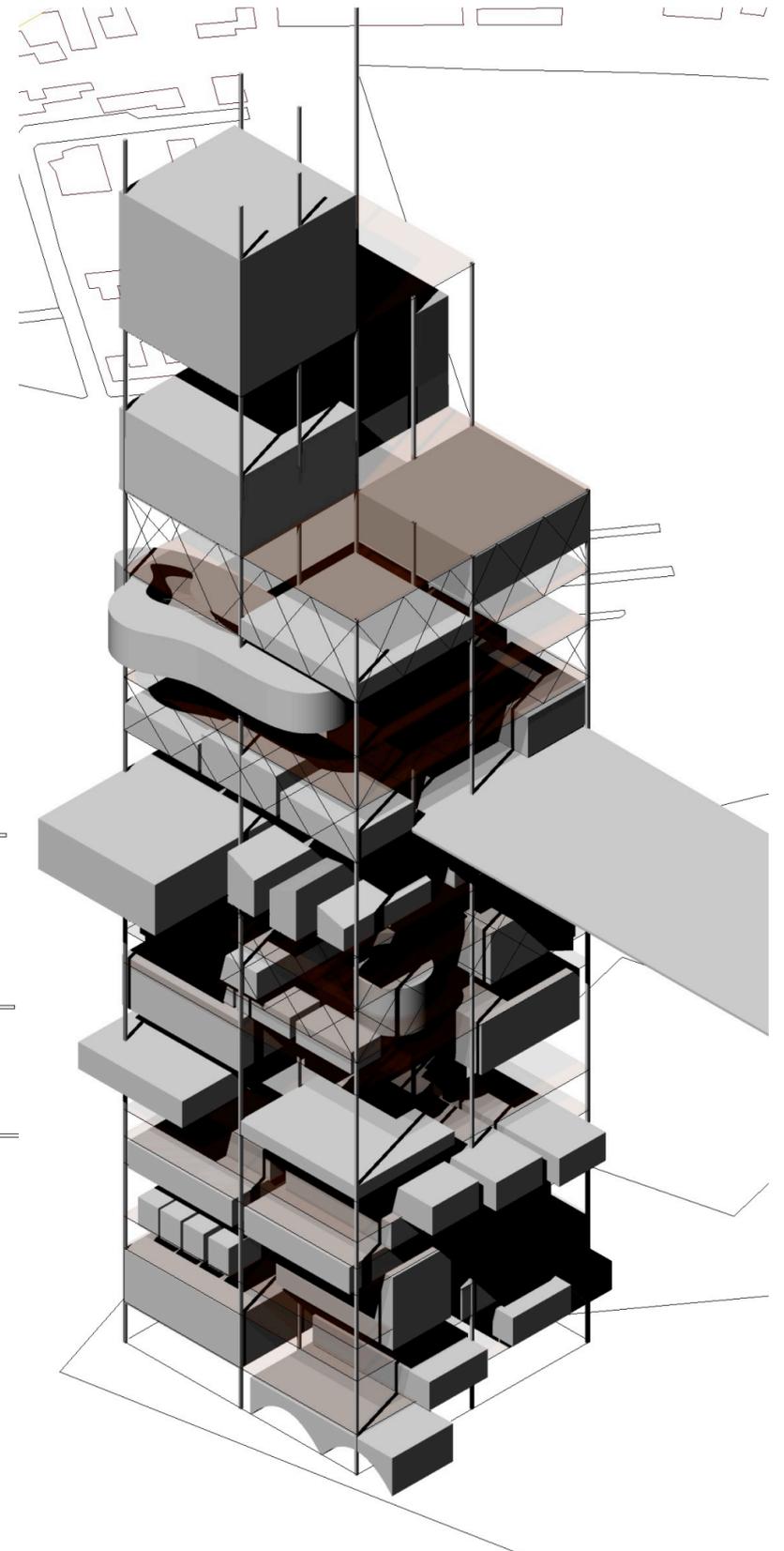
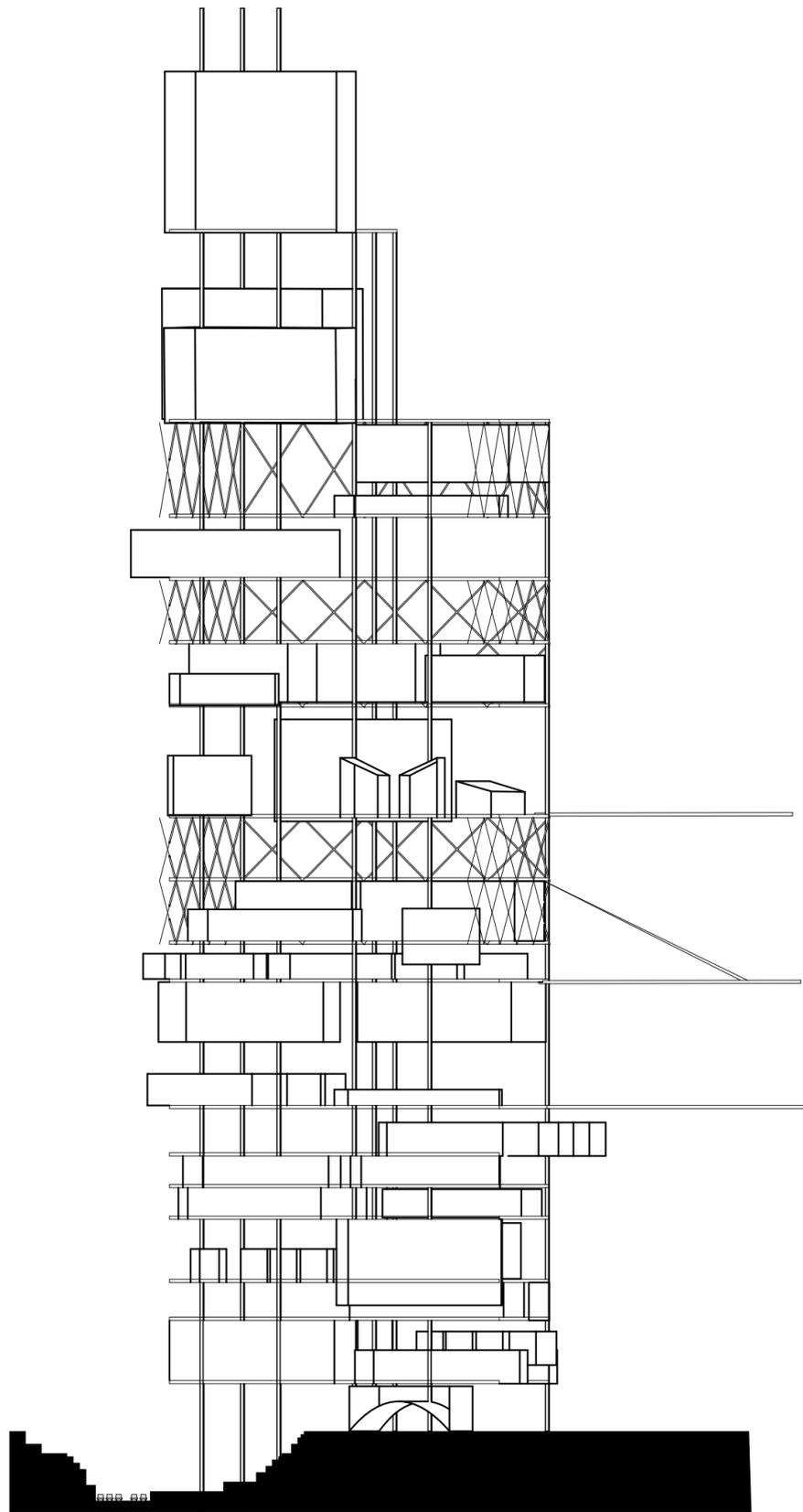
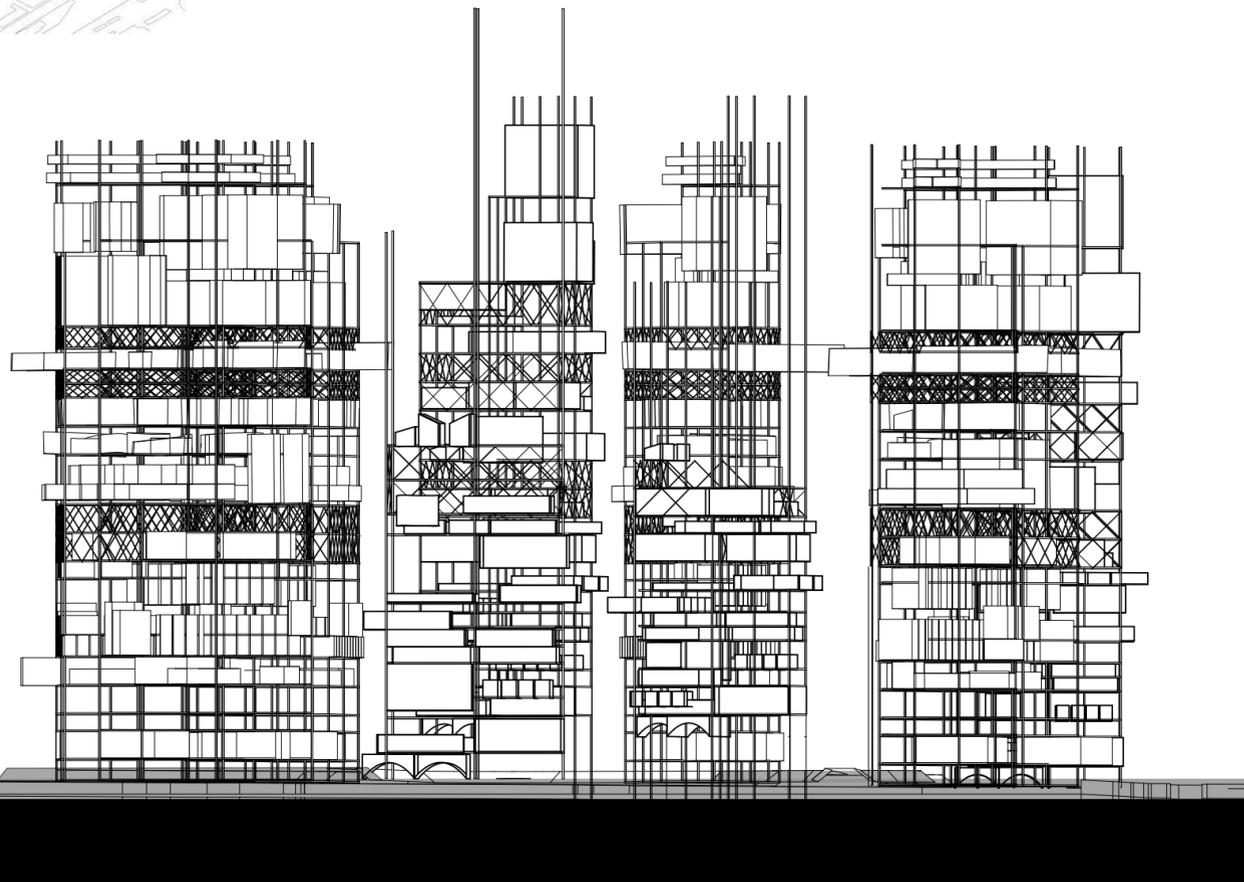
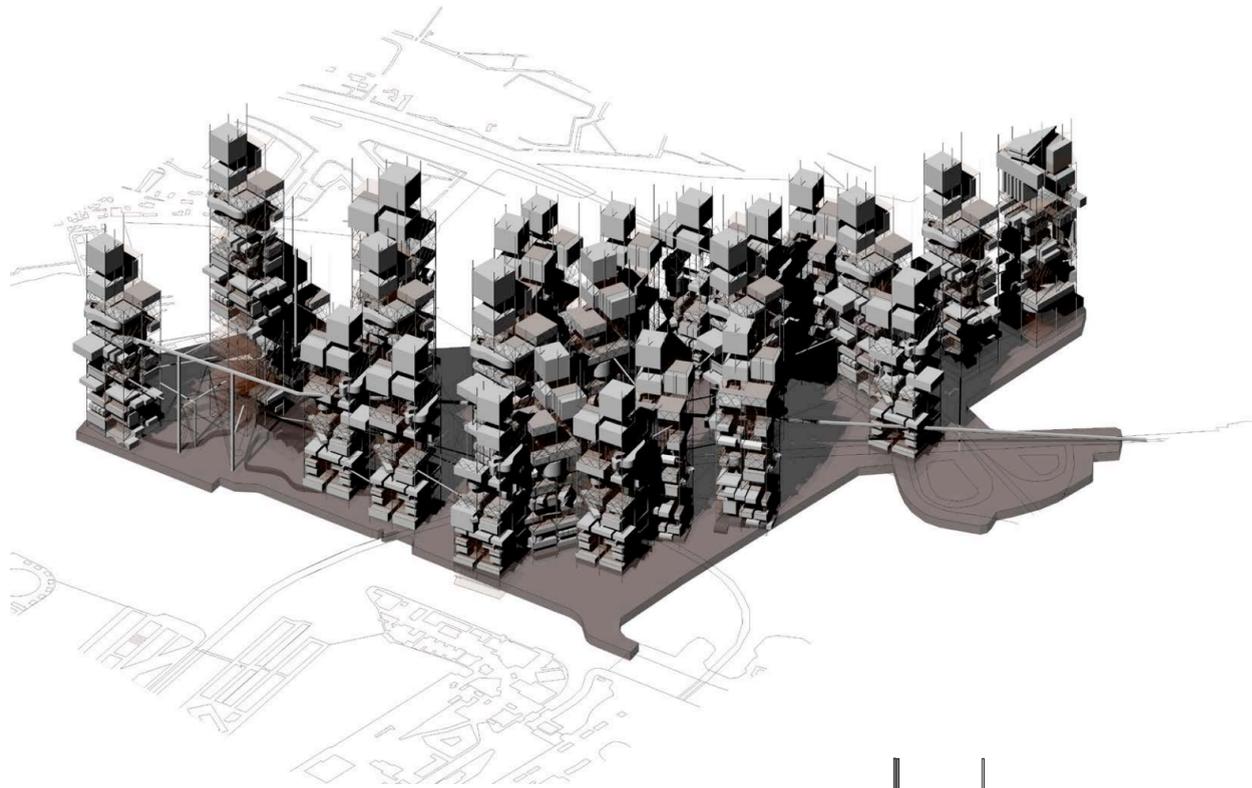
A suggestion of maximum infill based on central axis of triangulated system

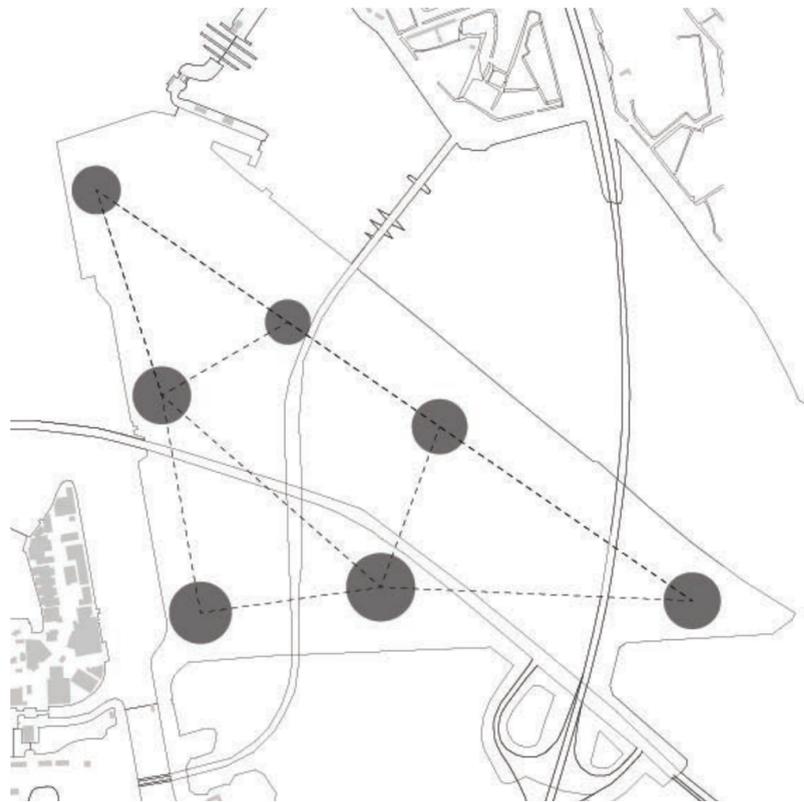


A suggestion of maximum infill based on an equally distributed triangulated system

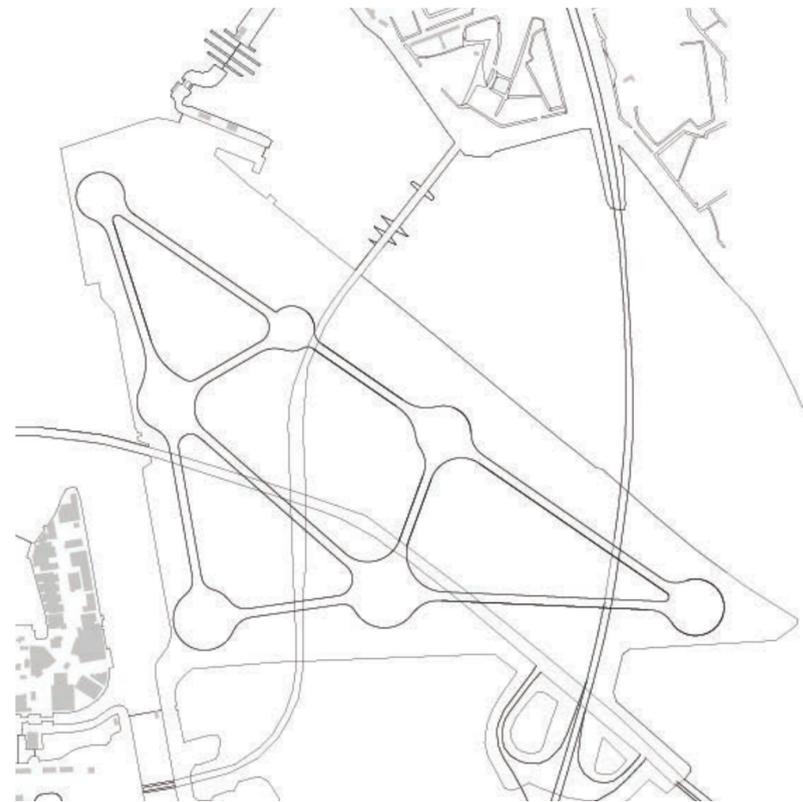


A first suggestion of how these parts could infill from endpoints inwards.

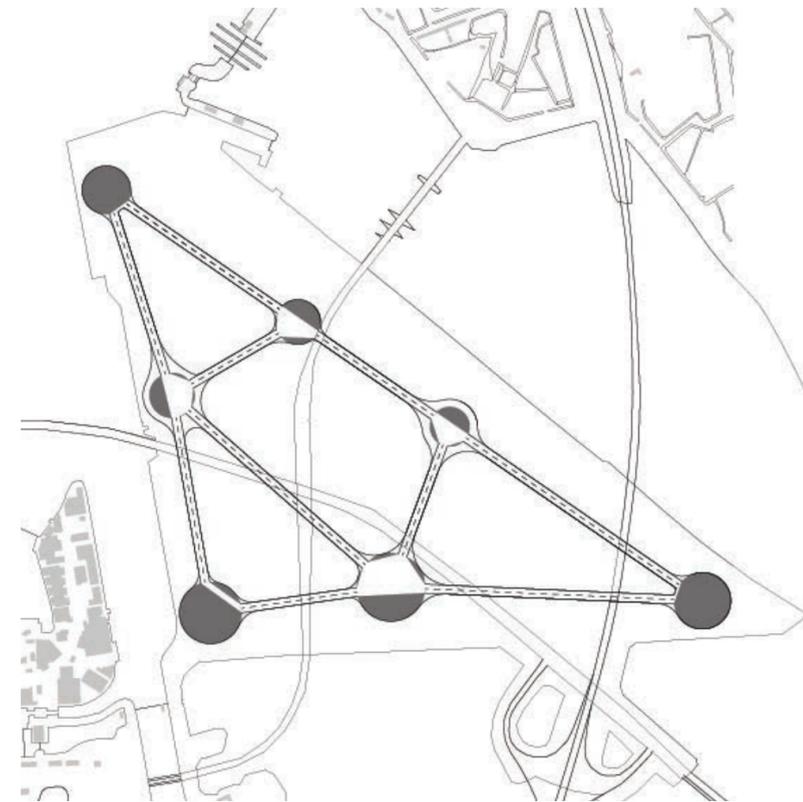




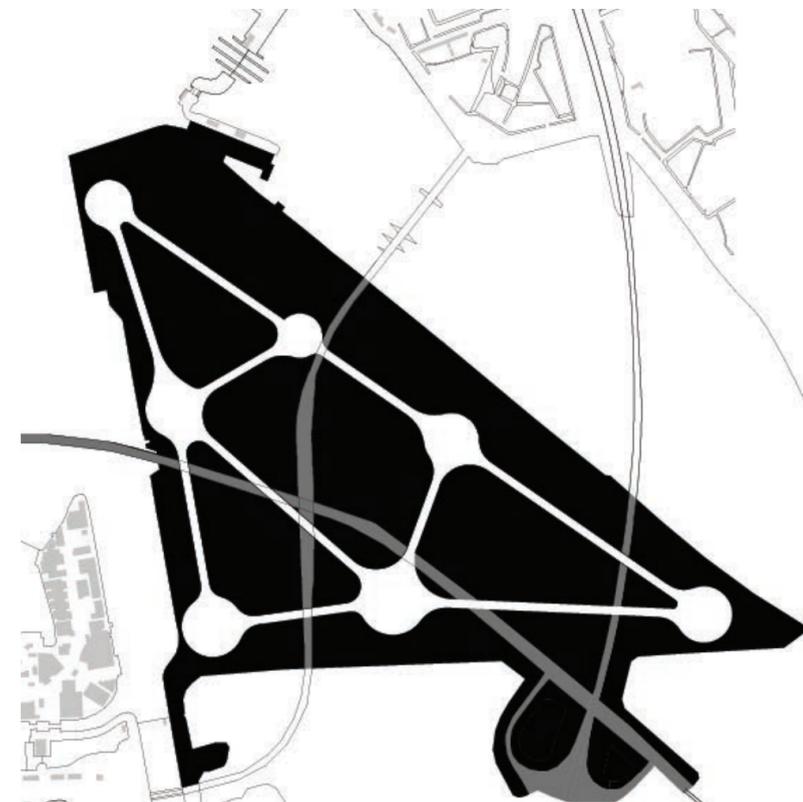
While all of these forms of infill could work, they are still basing the general organization on a few key moments that are only defined by a potentially temporary infrastructure. As stated before, this could cause a serious flaw in the organization of the island and the ability for any part of it to have a longevity that informs any other part. So, there needs to be some other outside organization that can inform everything else, while maintaining a consistency and separation from the actual infill and program of the island. Given the determined understanding of a two pointed starting system, the natural form of the island as a triangle suggests a logical potential for a three point system that would infill inwards, creating an even more specified center. The proposal for formalizing these points is based on a kind of guiding circulatory implementation on the ground level. The three key points, and intermediate points, act as central public moments, such as plazas, museums, or parks, and are the key centralization for an area. They are connected through a raised system that acts as a sort of dyke or boulevard. This boulevard system is the main circulation to the infill of the island,



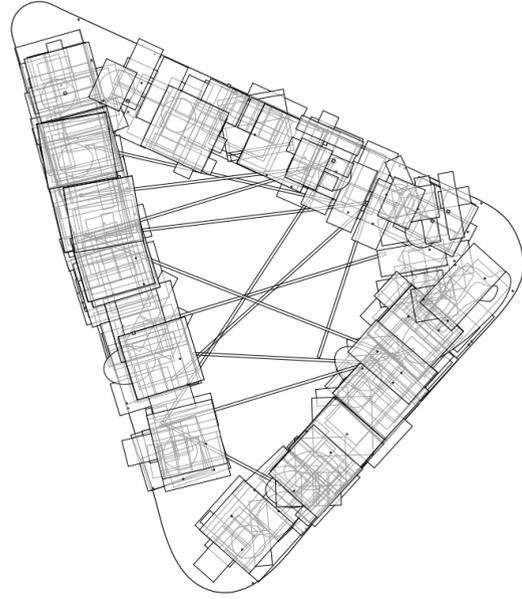
from the key nodes. While the exposed boulevard can act as the main foot and bike path for the island, it can also hide below it train and vehicular traffic. The nodes naturally become stations, where people exit upwards to experience the boulevard and enter into the infill portions. The boulevard then demands the human interaction as it connects the nodes both visually and physically. The boulevards as connections naturally separate the island into four zones. These zones inform the development of the island, the outermost first, the inner zone last. They also allow for different scenarios for density and development. For instance, the south-western zone would likely be the least tall, and potentially most dense fabric, while the north-western zone would be the tallest and most dispersed fabric. These different types of density and infill again allow for variations in development that allow the neighborhood to continually experiment and change. The zones, while accessed primarily by the boulevard, could have their own inner circulations, acting as yet another instance of collage happening, and allowing for a more practical experience of the site.



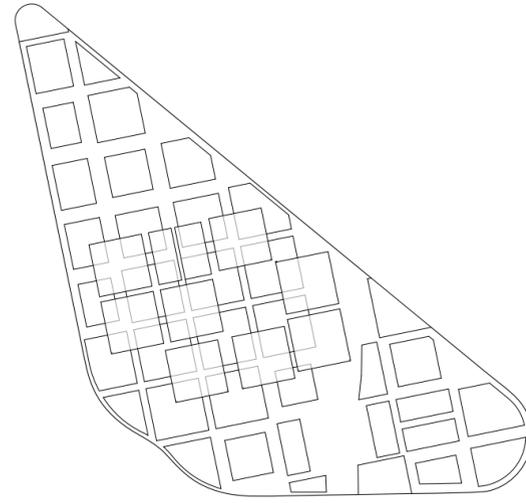
The boulevard system, now its own piece and the key organizational tool for the island, allows for a more intriguing experience and interaction with the island as well. By raising the boulevard system, water could be let back into the site, and up to the boulevard. This would create even more of a permanence for the boulevard, as it becomes the boundary of the island. Each zone could be played with, either allowing for a recessed ground plane, a datum level below the new zero level of the boulevard, or even allowing those to also be given over to water. This lower datum, whether it be water or land allows for more density, as well as a more careful interaction between the building and the boulevard. The



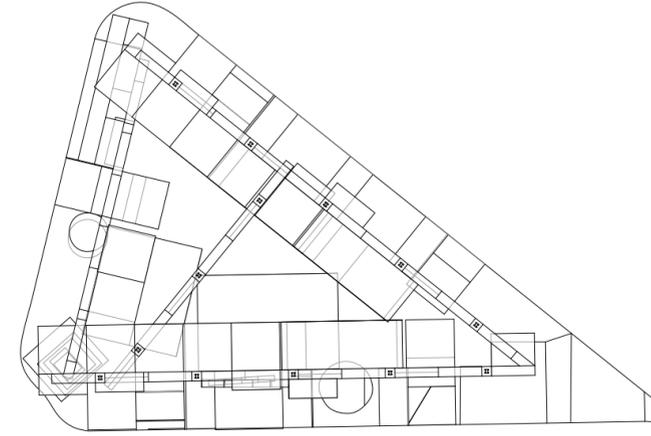
experience of the amsterdam street can be brought here too, by letting the boulevard and the building interact at the same human scale, while hiding levels that extend below the seeming ground plane. This lower plane also allows for the internal circulation of the zones to happen at a new interior ground plane, while also putting the existing highways at a datum level that is lower than the primary modes of circulation at the boulevard level. All of this acts as a way to physically establish the boulevard and plaza system as the main organizing principle, letting all other organizations unfold within that system.



Organization and structure of the north-west zone: tallest, less dense fabric



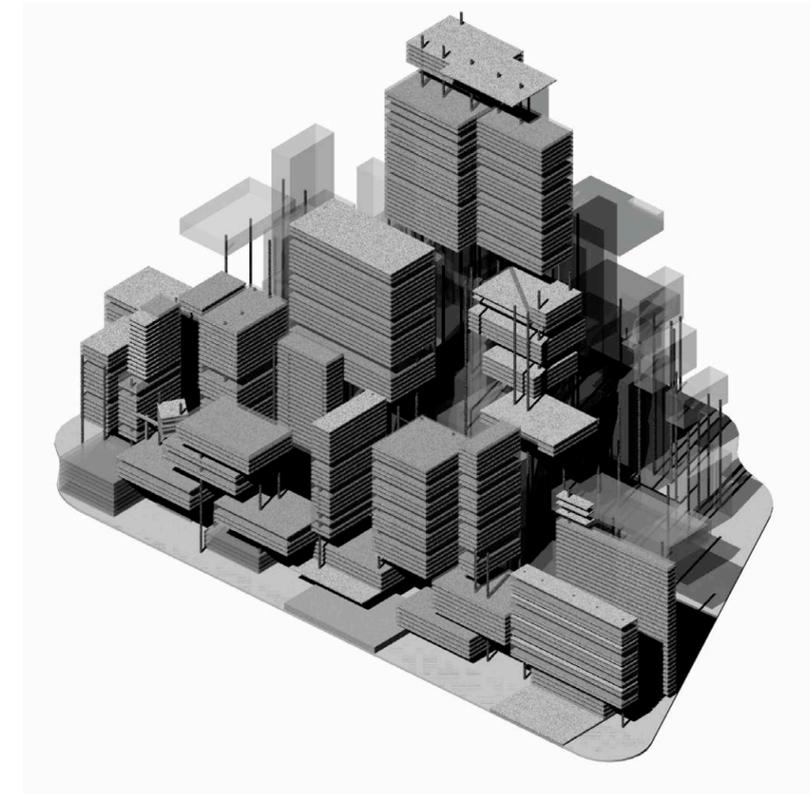
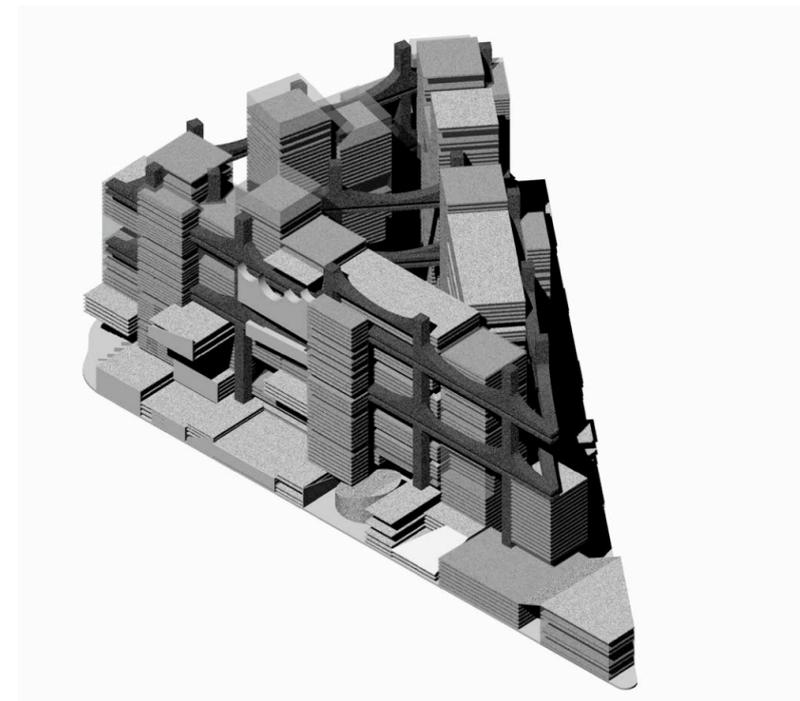
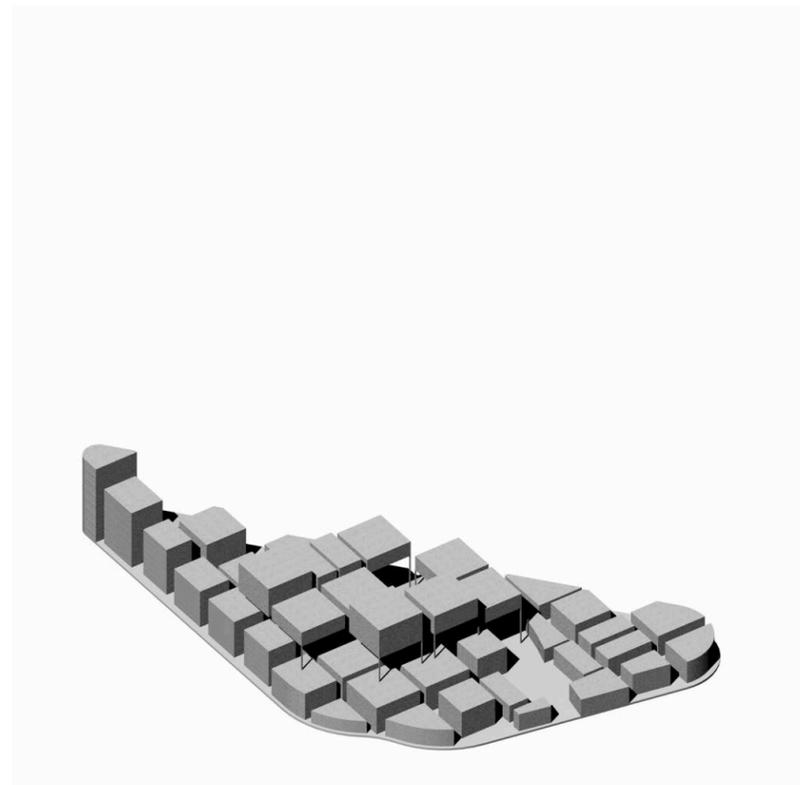
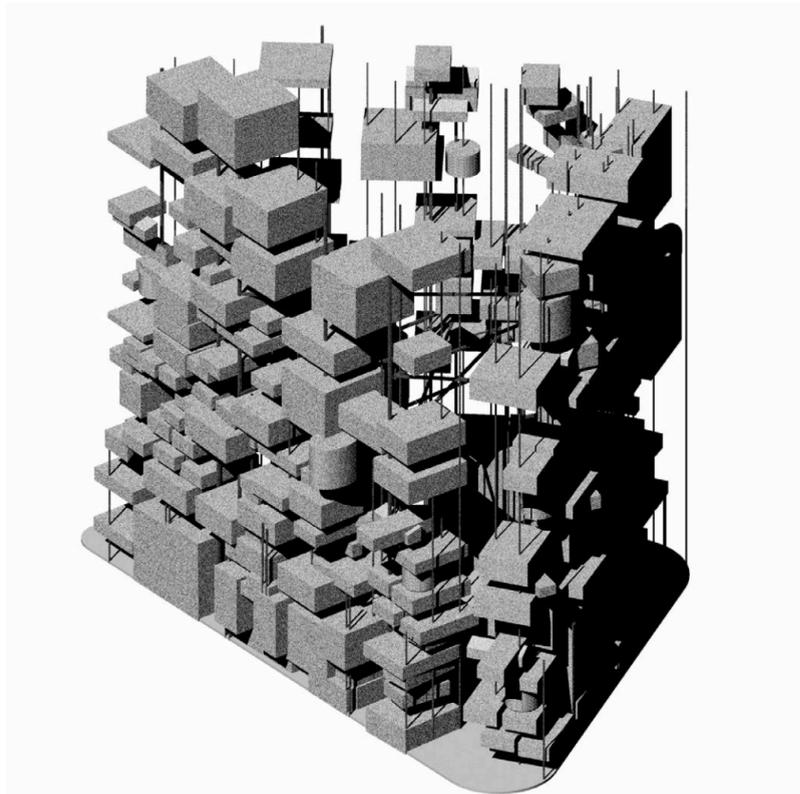
Organization and structure of the south-west zone: lowest, dense fabric



Organization and structure of the east zone: mid-height, med- density of fabric



Organization and structure of the middle zone: tall, dense fabric







The final iteration of the scheme for Zeeburg Island is composed of an exterior dyke that takes on the shape of the old boundaries of the island and lets water into the periphery of the site where it meets the interior boulevard system. The raised boulevard and civic centers outline the four zones, each unique in their composition and application of superstructure. These superstructures, while suggestive based on the required heights and densities of the zones, could potentially be changed in time for new technology, or a change in density. The island as seen here and in the previous plan and following section, is the island at an 80% capacity at this iteration. While the majority of the outer zones are filled to their capacity, the interior zone still has room for growth and further density. If it were to reach that density, the system could start to regenerate the parts that are not working due to density, age, technology, or other unforeseen changes for our cities' future. While the scheme is still highly suggestive of any true forms of architecture, it starts to at least suggest a platform for which architects and developers could begin to infill and add to the scheme, creating many moments that challenge our current understandings of program dispersment, architectural form and cohesion, relationships between circulation and mass, private and public space, interior and exterior.

