Architecture & Urban Design—Amsterdam and Boston

MSc 2 Elective Design Studio AR0067 Spring 2018–2019

Cavallo, R.; Harteveld, M.G.A.D.; Kuijper, J.A.; Hoogkamer, S.S.

Publication date
2020

Document Version
Final published version

Citation (APA)
Cavallo, R., Harteveld, M. G. A. D., Kuijper, J. A., & Hoogkamer, S. S. (Eds.) (2020). *Architecture & Urban Design—Amsterdam and Boston: MSc 2 Elective Design Studio AR0067 Spring 2018–2019*. TU Delft OPEN Publishing. https://books.bk.tudelft.nl/index.php/press/catalog/book/767

MSc 2 Elective Design Studio AR0067 Spring 2018—2019

Architecture & Urban Design —Amsterdam Boston

ARCHITECTURAL DESIGN CROSSOVERS
CHAIR OF URBAN DESIGN

edited by
Roberto Cavallo
Maurice Harteveld
Joran Kuijper
Sanne Hoogkamer

tutors
Boudewijn Almekinders
Roberto Cavallo
Maurice Harteveld
Steven Steenbruggen
Wenwen Sun

students
Andrea Cappiello
Andrea Malangnino
Annemijn Kuiper
Antoine Béchet
Binghui He
Dorien Tulp
Eric Bezemer
Esma Karadag
Gabriele Piazzo
Hei Yi Fong
Jianing Liu
Jiawei Zhao
Lotte Souren
Louis Bernard de Saint Affrique
Maud Ebbers
Pik Lam Theodora Ho
Rick Schoonderbeek
Ruoxi Wang
Shaoqi Zhang
Siobhan Hudson
Sylvan Muijlwijk
Violeta Sánchez Sánchez
William Guild
Xuan Liu
Yanjiao Wang
Yijing Li
Yingjie Zhang
You Wu
Yuchen Wang
Yuqing Mao
Ziyang Xue

Architecture & Urban Design—Amsterdam and Boston
MSc 2 Elective Design Studio
AR0067
Spring 2018–2019

edited by
Roberto Cavallo
Maurice Harteveld
Joran Kuijper
Sanne Hoogkamer

GROUP
OF **ARCHITECTURAL DESIGN CROSSOVERS** in collaboration with Chair of Urban Design

Architecture & Urban Design —Amsterdam Boston

MSc 2 Elective Design Studio AR0067 Spring 2018–2019

ARCHITECTURAL DESIGN CROSSOVERS
CHAIR OF URBAN DESIGN

edited by
Roberto Cavallo
Maurice Harteveld
Joran Kuijper
Sanne Hoogkamer

tutors
Boudewijn Almekinders
Roberto Cavallo
Maurice Harteveld
Steven Steenbruggen
Wenwen Sun

students
Andrea Cappiello
Andrea Malangnino
Annemijn Kuiper
Antoine Béchet
Binghui He
Dorien Tulp
Eric Bezemer
Esma Karadag
Gabriele Piazzo
Hei Yi Fong
Jianing Liu
Jiawei Zhao
Lotte Souren
Louis Bernard de Saint Affrique
Maud Ebbers
Pik Lam Theodora Ho
Rick Schoonderbeek
Ruoxi Wang
Shaoqi Zhang
Siobhan Hudson
Sylvan Muijlwijk
Violeta Sánchez Sánchez
William Guild
Xuan Liu
Yanjiao Wang
Yijing Li
Yingjie Zhang
You Wu
Yuchen Wang
Yuqing Mao
Ziyang Xue

This book is published by TU Delft Open,
Faculty of Architecture
and the Built Environment,
Delft University of Technology.

ISBN 978-94-6366-291-8

Edited by
Roberto Cavallo
Maurice Harteveld
Joran Kuijper
Sanne Hoogkamer

Leadership and Coordination
Group of Architectural Design Crossovers,
Section Theory & Territories, Department
of Architecture, in collaboration with the Chair
of Urban Design, Department of Urbanism,
Faculty of Architecture and the Built
Environment, Delft University of Technology

Design Studio Coordinators
Roberto Cavallo (dept. of Archtecture)
Maurice Harteveld (dept. of Urbanism)

Tutors
Boudewijn Almekinders
Roberto Cavallo
Maurice Harteveld
Steven Steenbruggen
Wenwen Sun

Design
Joran Kuijper
Sanne Hoogkamer

Cover
Joran Kuijper

Photography
Joran Kuijper

Publication sponsors

TU Delft BK Bouwkunde — Delft University of Technology, Faculty of Architecture and the Built Environment

TU Delft | Deltas, Infrastructures & Mobility Initiative

GROUP OF **ARCHITECTURAL DESIGN CROSSOVERS**

Chair of Urban Design

City of Amsterdam

Contents

Introduction
Continuously changing urban conditions

Roberto Cavallo
Maurice Harteveld
Joran Kuijper

Massive urbanization puts pressure on public space and demands new programs along with alternative gathering places such as public interior spaces and a variety of forms of collective spaces. Moreover, in the rapidly changing city, infrastructure and mobility remain of vital importance. A coevolving diversity of program cannot be planned, but interventions in the city need constantly to be grounded on sharp design approaches to respond adequately to the necessities of the time—while being environmentally sustainable, given the available resources.

In general, infrastructure, mobility, and public life manifest themselves in various forms as carriers of such urban development. Design experiments, as put forward in this book, show how to work with continuously changing urban conditions, with mobility transforming cities whilst with public spaces taking various forms, with programs which hybridize, and with new technologies to keep up with the urban dynamics. Given these themes, designs should carry awareness of the inclusiveness and accessibility of various systems and places, facilities, and technologies. Spatially this means questioning how to keep the city open and connected, attractive, and livable.

In the interdisciplinary MSc II Design Studio *Architecture & Urban Design*, students of the master tracks Architecture, Urbanism and Landscape Architecture of the Faculty of Architecture and the Built Environment work closely together. The integrative approach of this graduate course setting allows the students to examine urban space as architectural space and architectural space as urban space. Through an experimental design method, developed during the 2018 national research project *Stad van de Toekomst*,[1] the studio is founded on the interest in the intervention in the built environment and its immediate effect on architecture and urban design. The global framework of the Stad van de Toekomst project is directly projected on Amsterdam Sloterdijk Station and Boston South Station areas, compressed and applied to this ten-week graduate course.

Taken from a wider angle, the project is motivated by urgent social as well as local tasks in the urban areas, varying from housing demand, social inclusiveness, new economy, climate adaptation, and the like, taking into account the transitions in energy, mobility, circularity, and digitization. This echoes through in the central question of the Stad van de Toekomst project: *How can we design and develop a transformation area in an integral way into an attractive and future-proof urban environment?* In addition particularly, the project is motivated by the major system transitions impacting on societal tasks effectively desiring progressive urbanization in the first place. On Sloterdijk Station, Amsterdam by resp. Roberto Cavallo, and Maurice Harteveld:

> "Railways are by nature too often physically disconnected from their (urban) environment, forming an autonomous transport system that follows the logic of efficiency in performance and technique, even when they are located in central urban areas. According to this practice, many railways have been built in the past without considering their integration into the surrounding (urban) environment."[2]
>
> "In a shift of senses, particularly stations have become multi-modal hubs for commuters and office workers, and thus urban, architectural and infrastructural disciplines have come closer together. The development and design of the current Sloterdijk Station, replacing the first, exemplifies this. It is built on a cross-point of train tracks. While its architects Harry Reijnders, Jan van Belkum, and Wienke Scheltens added subsequently new station halls in 1983, 1986, 1997, and 2008, a variety of other designers and engineers have responsibility for the plot-wise development in the proximity of the station. Each one adds a piece, closer and closer to each other. They do in multi-disciplinary teams more and more, hence professionals work increasingly synchronic. Nevertheless, disciplinary boundaries and plotlines are today as clear as they have been. The result is a fascinating clash of infrastructural and architectural presence. From an urban perspective, the area is highly connected by public transport, but poorly accessible by different means. From a human perspective, it is still not vital, hardly designed to remain, let alone livable."[3]

Architecture & Urban Design Amsterdam and Boston
Introduction *Continuously changing urban conditions*

On South Station (South Station Air Right Project and the South Station Transportation Center), Boston by the City of Boston, Massachusetts Bay Transportation Authority the Boston Planning & Development Agency, and the South Station Air Rights project:

"South Station is an iconic Boston building, with its original façade harkening back to the history that makes our city what it is today. South Station was first constructed in 1899 and soon became the busiest railroad station in America. Following a nationwide decline of railroad use, South Station experienced a deterioration in use, service, and condition. In 1979, the BRA sold South Station to the Massachusetts Bay Transportation Authority (MBTA). The terms of this sale gave the MBTA ownership of South Station with the intent of transforming it into an intermodal transportation center containing bus, rail, and subway connections, while the Boston Planning & Development Agency (BPDA) would retain air rights above the station for future non-transportation development.

Progress on the South Station Transportation Center began in 1984 with the addition of new rail, the construction of a new concourse, and the creation of a Red Line connection. Foundations were placed between the tracks to support future construction in the air rights above. In 1995, a bus terminal was constructed containing 23 berths and 223 parking spaces. These improvements constitute the existing conditions of the South Station Transportation Center; an improvement from its 1965 condition, but short of becoming a landmark intermodal facility.

The *South Station Air Rights* Project will see the completion of the long-awaited intermodal transportation center and the continuation of South Station's history of being a regional transportation hub and destination. In 2016, the BPDA approved the air rights project, which will begin in late January 2020. The nearly 5-year project will deliver privately funded improvements to South Station's rail and bus terminals.

The South Station Air Rights Project will include the long-awaited completion of the South Station Transportation Center. Currently, the South Station rail terminal and bus terminal are two separate buildings, making connections between them inconvenient. The completion of the South Station Transportation Center will create comfortable and convenient transfers to all modes of transit, with direct connections between the rail and bus terminal. Additionally, a mixed-use tower will be constructed to provide office and residential space adding 700,000 square feet of office space and 166 residential units."[4,5,6]

Infrastructure and mobility solutions in Amsterdam and Boston, combined with proper ways of urbanization and densification, are the main themes of this publication. The projects are not looking for classic area development solutions, but for updated ways to consider the city as a whole, based on tuned relations between different transitions in mobility given urban areas. The close interrelation between urbanism and architecture is the main premise in this.

The design studio started with a study trip to the case cities, providing the participating students with comparative background and feeling of large metropolitan city developments and transformations. In addition, interactions with colleagues at MIT and Harvard universities and at the City Hall, including sessions on the urban challenges of Boston, enriched the knowledge on American urban strategies and operations in relation to the future of the city.

This book shows the results of the studio work done by 31 students from different nationalities.

1 Berkers et al., *De Stad van de Toekomst.*
2 Cavallo, "Stations and Station Areas: Envisioning Spatial Integration with the City."
3 Harteveld, "Metropolitan Stations, Places for Change and Innovation."
4 Boston Planning & Development Agency (BPDA). "South Station Air Rights"
5 Massachusetts Bay Transportation Authority (MBTA). "South Station Transportation Center Improvements"
6 South Station Air Rights. "Project Overview and Benefits"

References

Berkers, Marieke, Hans de Boer, Edwin Buitelaar, Tom Daamen, Paul Gerretsen, Maurice Harteveld, Roberto Cavallo, Jutta Hinterleitner, Fransje Hooimeijer, Hedwig van der Linden, and Ries van der Wouden. *De Stad van de Toekomst: Tien Ontwerpvisies Voor Vijf Locaties, Verbeelding Voor Een Vierkante Kilometer Stad*. Edited by Marieke Berkers, Hans de Boer, Anoek Haamans, Jutta Hinterleitner, Paul Gerretsen, and Raymond Linssen. Amsterdam: BNA Onderzoek, 2019.

Boston Planning & Development Agency (BPDA). "South Station Air Rights", 2019.

Cavallo, Roberto. "Stations and Station Areas: Envisioning Spatial Integration with the City." In *Stations as Nodes: Exploring the Role of Stations in Future Metropolitan Areas from a French and Dutch Perspective*, edited by Manuela Triggianese, Roberto Cavallo, Nacima Baron, and Joran Kuijper, 45–49. Delft: TU Delft Open, 2018.

Harteveld, Maurice. "Metropolitan Stations, Places for Change and Innovation." In *Stations as Nodes: Exploring the Role of Stations in Future Metropolitan Areas from a French and Dutch Perspective*, edited by Manuela Triggianese, Roberto Cavallo, Nacima Baron, and Joran Kuijper, 175–77. Delft: TU Delft Open, 2018.

Massachusetts Bay Transportation Authority (MBTA). "South Station Transportation Center Improvements", 2019.

South Station Air Rights. "Project Overview and Benefits", 2019.


Boston
South Station
500 m | 500 m


Amsterdam
Sloterdijk Station
500 m | 500 m

Fascinations

Right after their site visit the students kicked-off the design studio by pitching a one-slide visual. Based upon a personal fascination grounded in architecture, urban design, or landscape architecture, the students were asked to focus in particular on their project *city*, Boston or Amsterdam,—not directly on the project *location*. Setting them free from any current project area bounded restrictions encouraged the use of in particular their city experience and imagination as the main input for creating the visual.

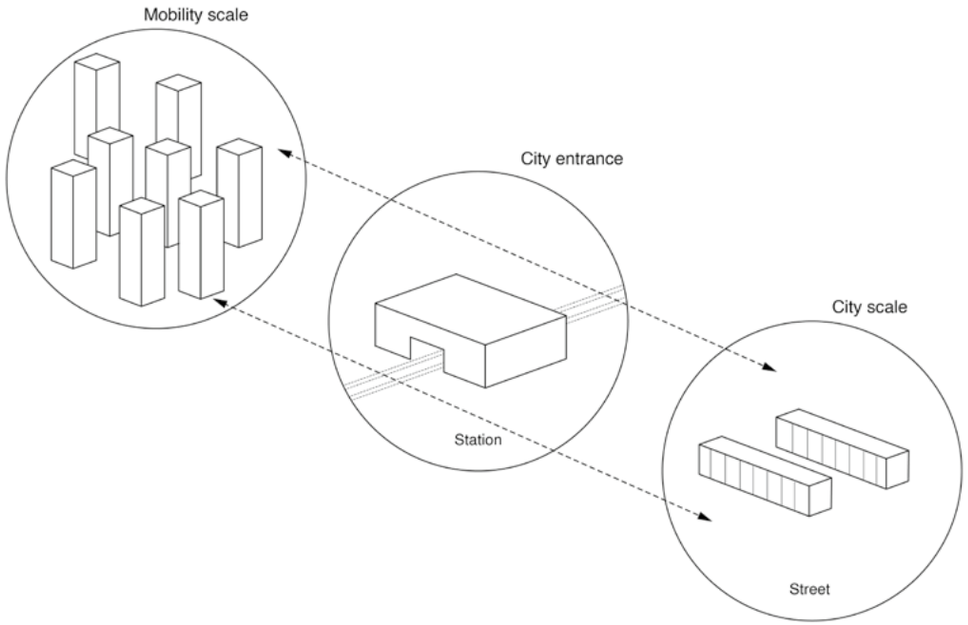
This resulted in a great diversity of directions as a start for the collective location analyses and the individual design projects. The mixed-use of media—photography, graphics, collages, depictions of historic events, drawings, data analyses, etc.—gave the students the opportunity to show what they are confident about at.

Combined with the various backgrounds of the students, *Architecture, Urban Design, and Landscape Architecture*, multidisciplinary groups with a mix of specialists were formed immediately after the pitches, kick-starting the ten-week design studio.

At the end of the course, most of the fascination driven visuals were used as a start of the student's final presentations.

"Create healthy, green, fair and harmonious urban places for all living being as stimuli to gather wanders in public plan and spaces"

Amsterdam
Fascination *Maud Ebbers*



INTERVENTION 1

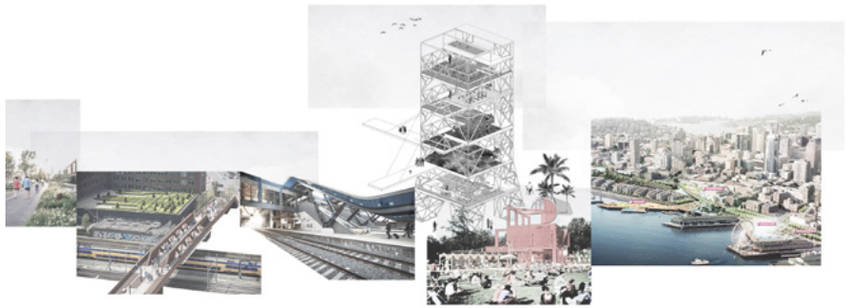
Sloterdijk Station
Coherent Open Space

INTERVENTION 2

Linear Park

INTERVENTION 3

Leisure Park



INTERVENTION 4

New Station As Connector

INTERVENTION 5

Waterfront Renewal Area

Amsterdam
Fascination *Dorien Tulp*

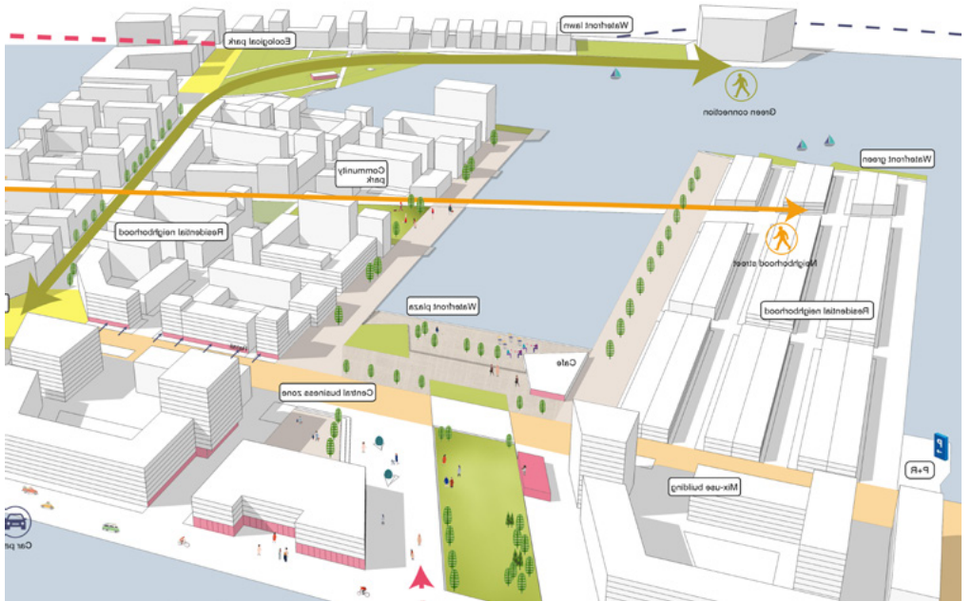
Amsterdam
Fascination *Yingjiea Zhang*

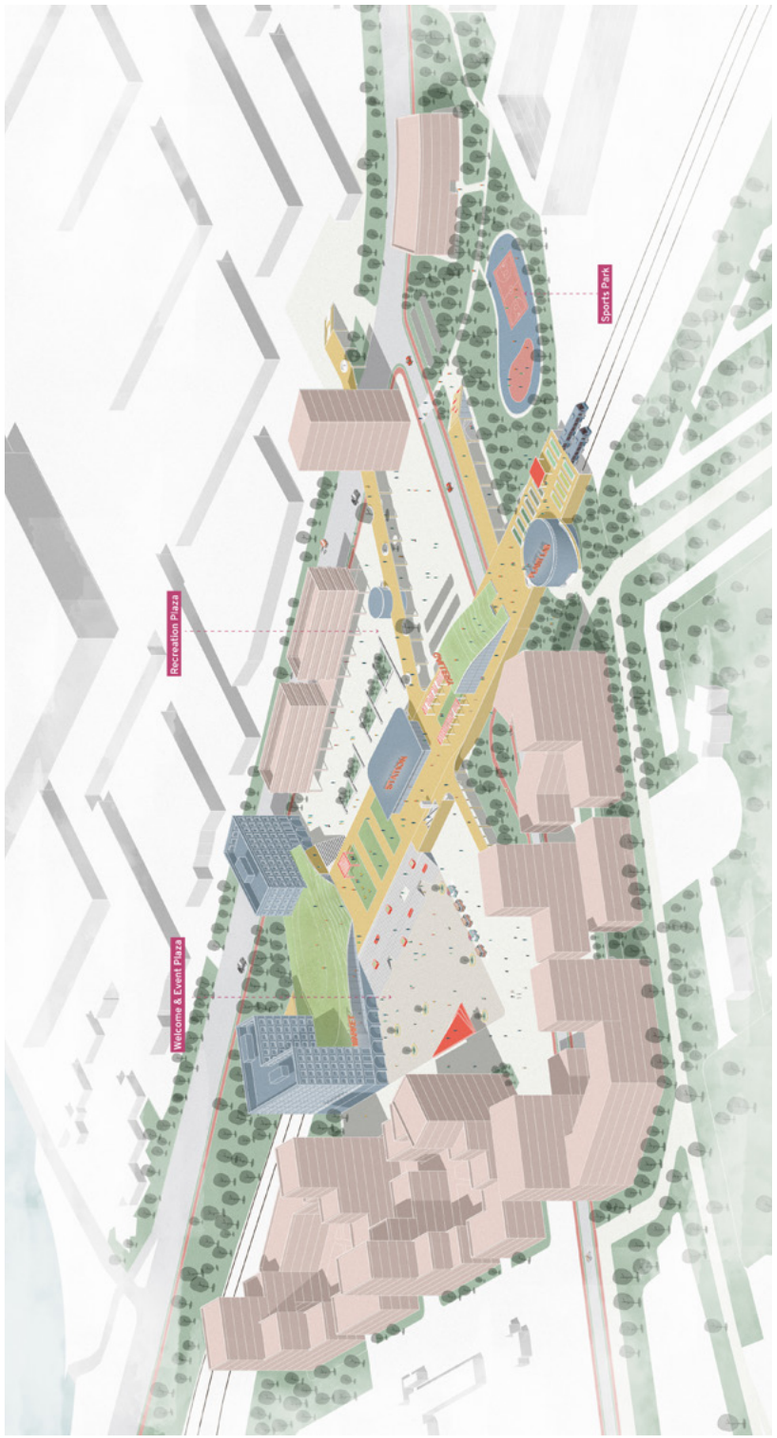
Amsterdam
Fascination *Xuan Lui*

Amsterdam
Fascination *Ruoxi Wang*

Amsterdam
Fascination *Pik Lam Theodora Ho*

Amsterdam
Fascination *Yanjiao Wang*



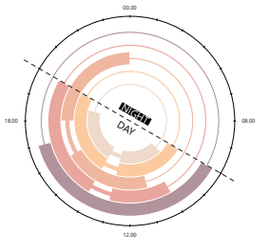


Amsterdam
Fascination *Yijing li*

Amsterdam
Fascination *Shaoqi Zhang*

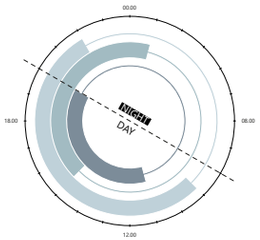
L scale

South Boston



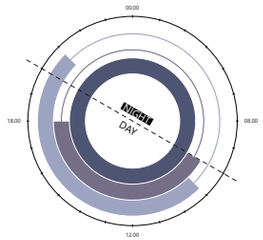
XL scale

City of Boston



XXL scale

North-East States



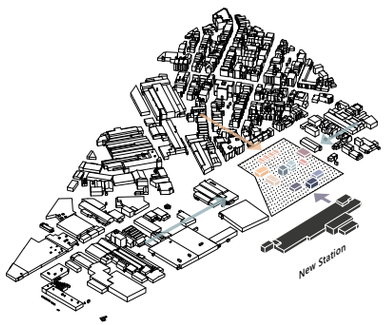
Young workers | Productive activities
- Offices
- Coworking spaces

Young people | Night life
- Cafes and bars

Families | Neighborhood identity
- Kindergarten
- Multipurpose space

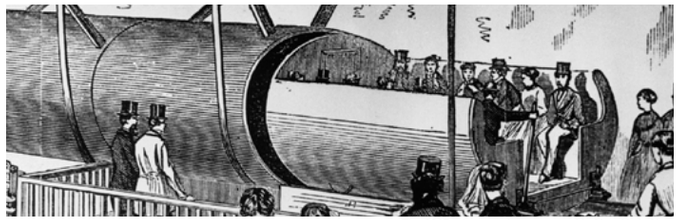
City life | Cultural activities
- Library
- Forum and Teather
- Exhibition space

Travelers | Business & Restoration
- Conference space
- Offices
- Accommodation

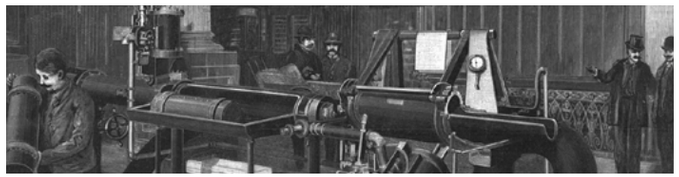


"In 35 minutes you can be 400 miles away: Where would you go?"

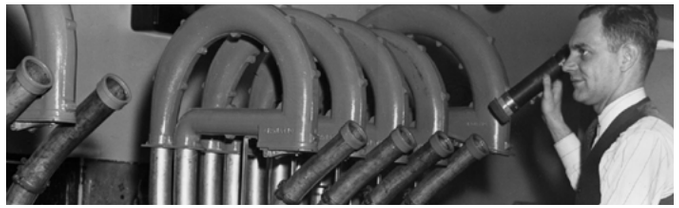
Dirk Alhborn, CEO @Hyperloop



The 1867 tube was demonstrated in New York City.



The New York mail system made use of the pneumatic tube, as shown in this 1897 drawing.



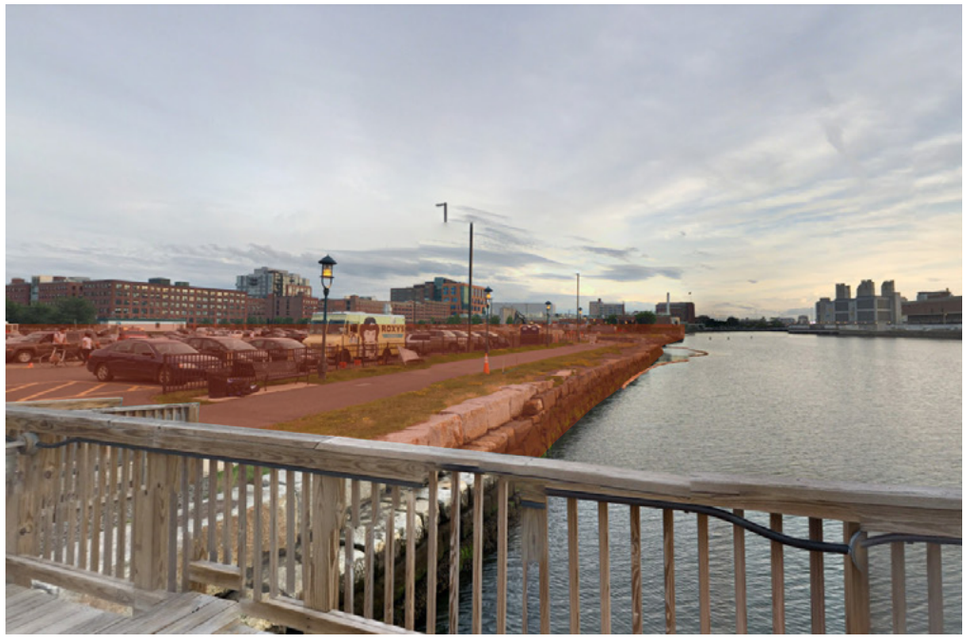
American Airlines in 1945

In the 1956 story "Double Star,",sci-fi author Robert Heinlein wrote about "vacutubes."

In 2016, Hyperloop Transportation Technologies, a startup building off Musk's concept, is creating a 5-mile test track for a Hyperloop system in Quay Valley, California.

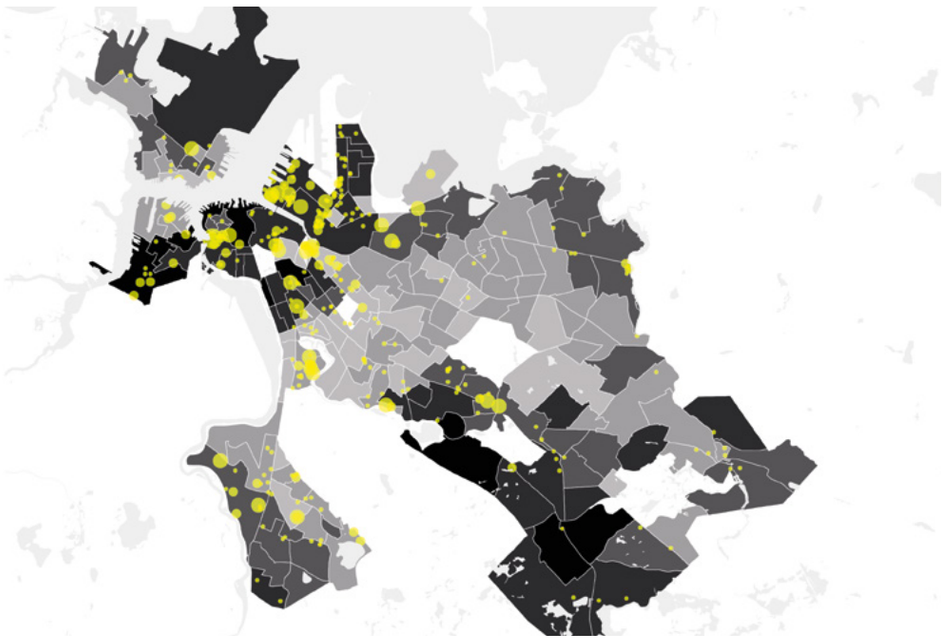
The NEW Golden era of pneumatic tube /

A Fascination in the effects of the hyperloop on the built enviroment.



A modern, simplistic but playful space that identifies the history of the city, interacts with nature, and creates spaces for community to gather and grow.

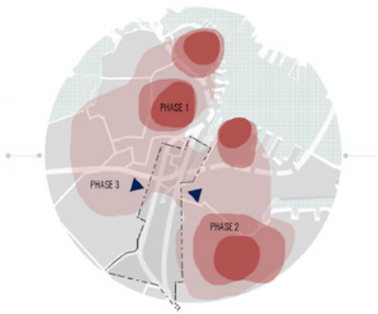
Boston
Fascination *Jianing Liu*



Boston
Fascination *Antoine Béchet*

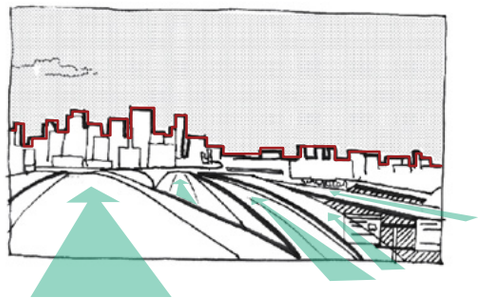
population density -social groups-
urban fabric -shape morphology of streets + public spaces-
meeting points -public events network-
disused spaces

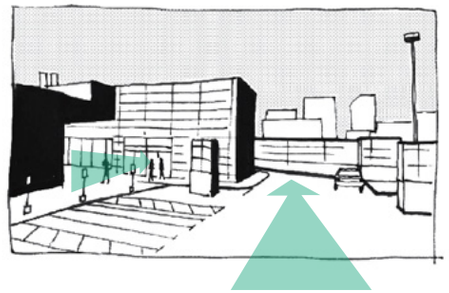
current state
-zones + uses-
local **networks of events** -
disconnection

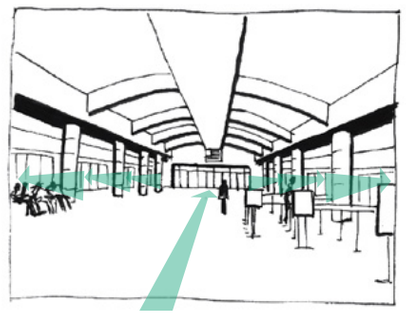


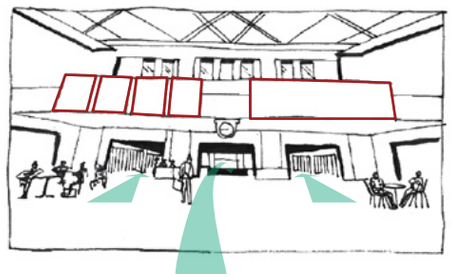
adaptation to transformations

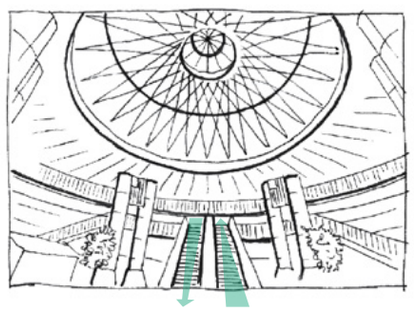
process based on **PHASES**
assimilation and absortion of changes

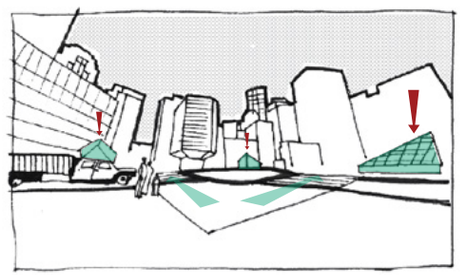




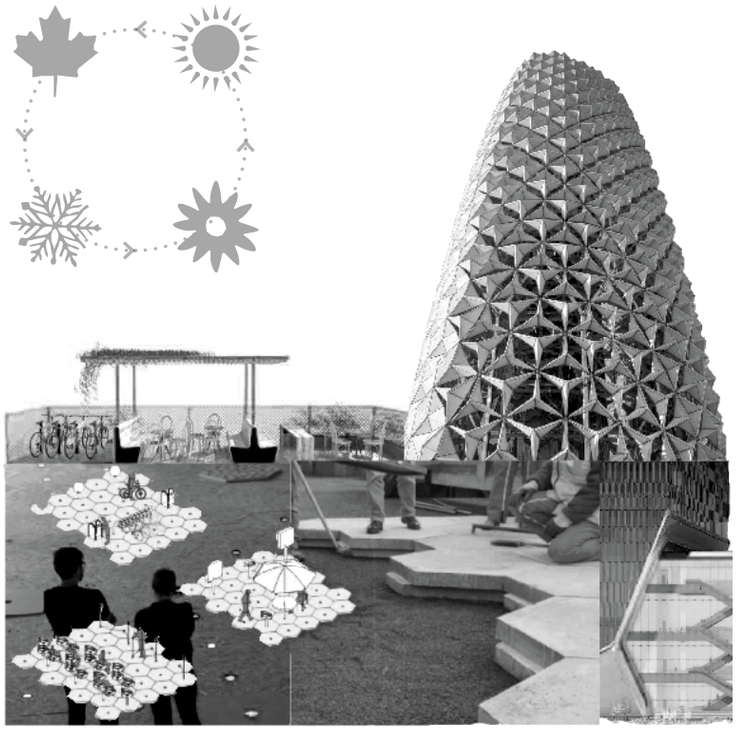






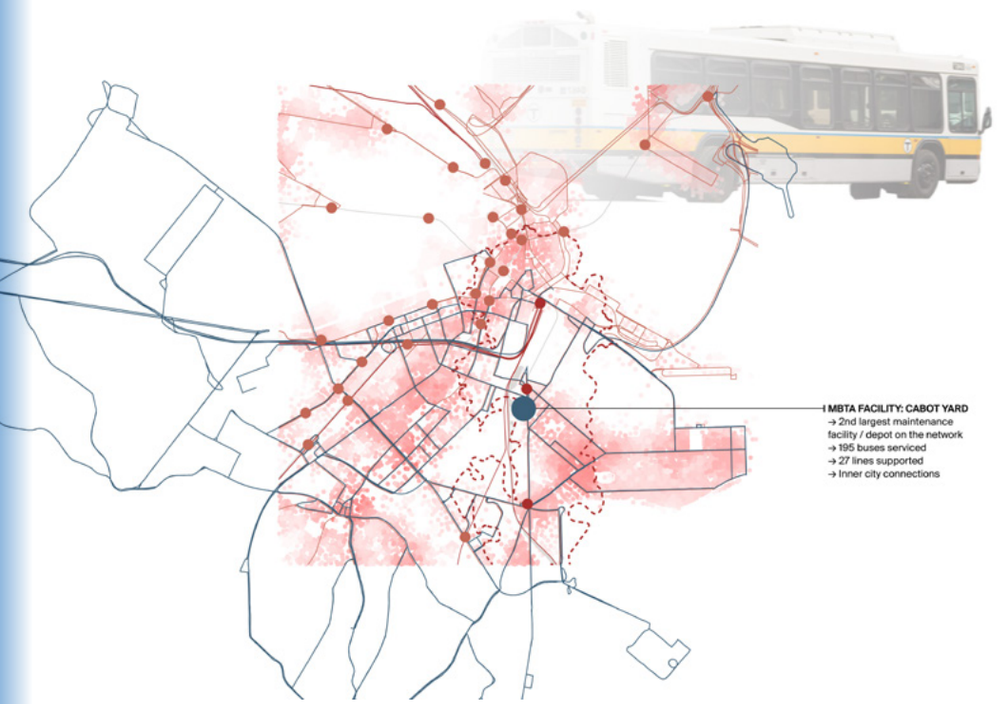


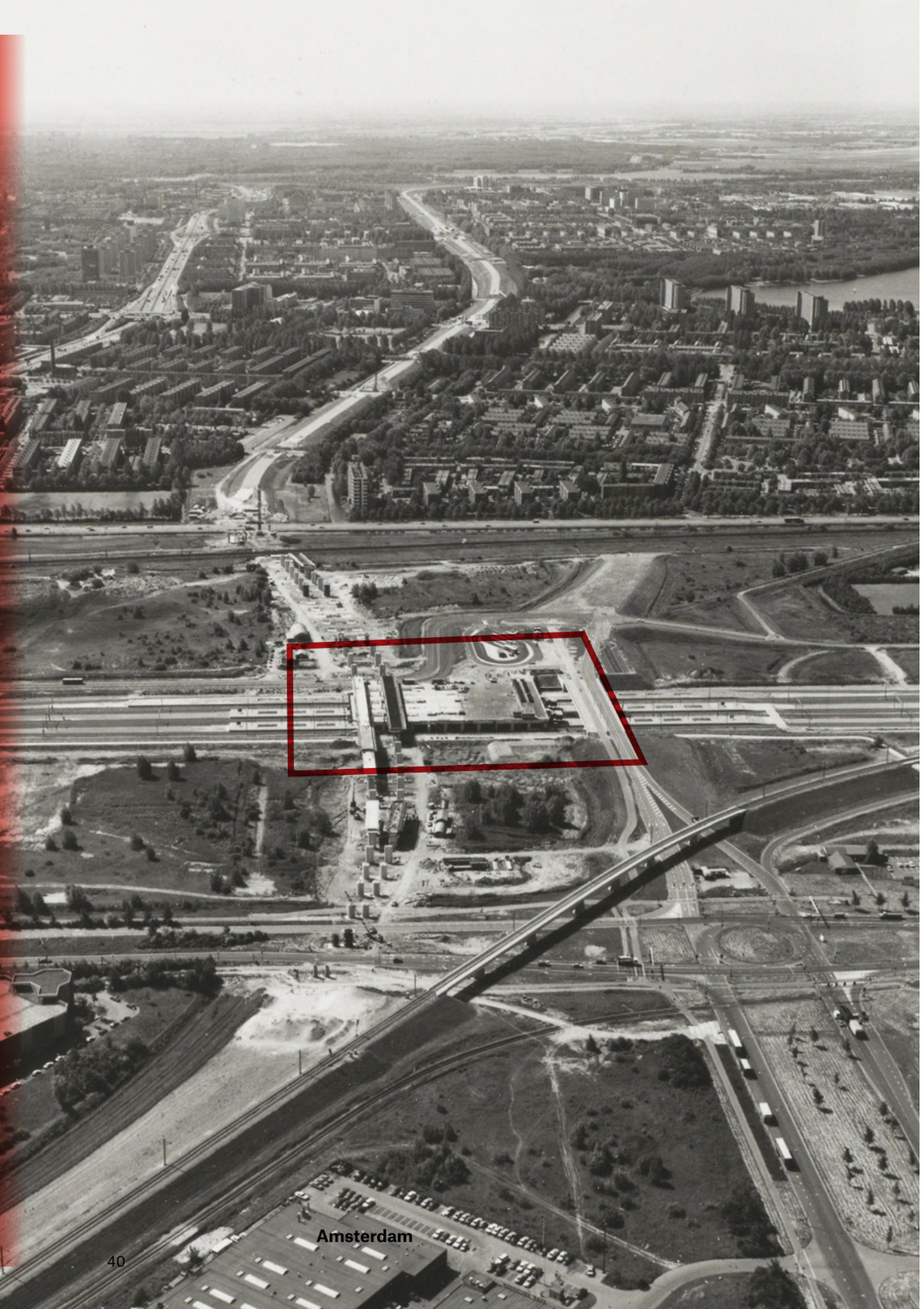
"How technological innovations change(d) the way we dwell, eat, work, socialize, circulate, and experience space in the city?"



Boston Adaptive Design
Fascination *Sylvan Muijlwijk*

Boston New life for ‘Left-over’ spaces
Fascination *Rick Schoonderbeek*


MBTA FACILITY: CABOT YARD
→ 2nd largest maintenance facility / depot on the network
→ 195 buses serviced
→ 27 lines supported
→ Inner city connections



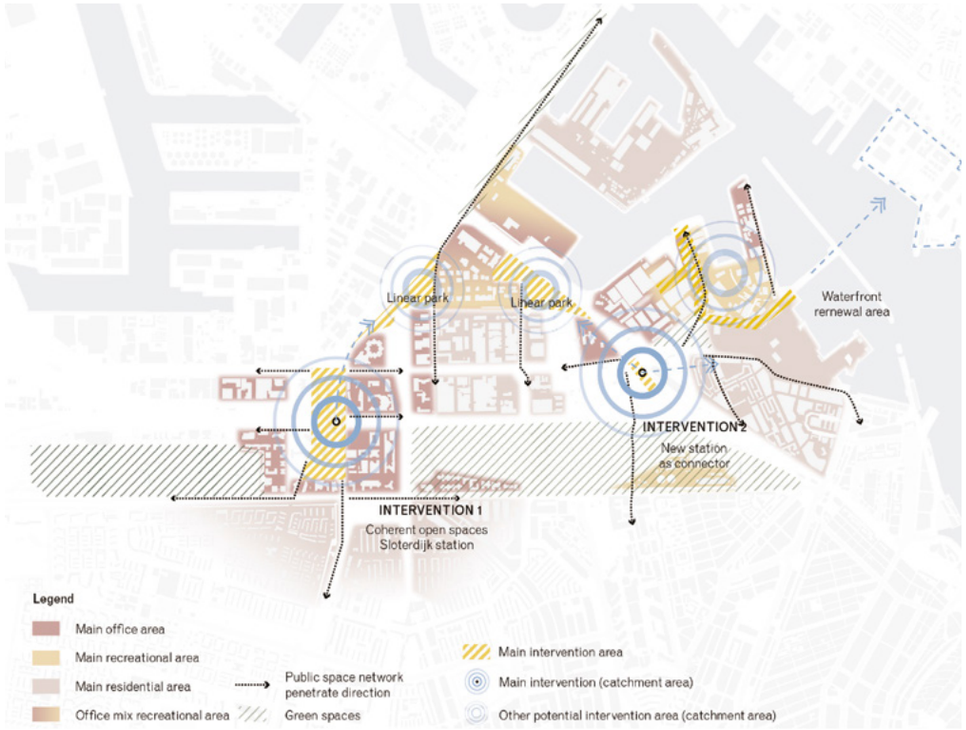
Aerial picture of the construction of Ringspoorbaan and construction Sloterdijk Station
Stadsarchief Amsterdam
Archief van de Dienst Ruimtelijke Ordening, ca. 17 June 1983

Amsterdam

Students
Binghui He
Dorien Tulp
Eric Bezemer
Hei YI Fong
Jiawei Zhao
Lotte Souren
Pik Lam Theodora Ho
Ruoxi Wang
Shaoqi Zhang
Xuan Liu
Yanjiao Wang
Yijing Li
Yingjiea Zhang
You Wu
Yuchen Wang
Yuqing Mao


Amsterdam
Sloterdijk Station
Amsterdam

Sloterdijk Station at the Orlyplein under construction
Stadsarchief Amsterdam
Marc M. Gravemaker, 13 April 1986



Urban Acupuncture

Bingui He
Xuan Liu
Yuqing Mao
Zhang Yingjiea

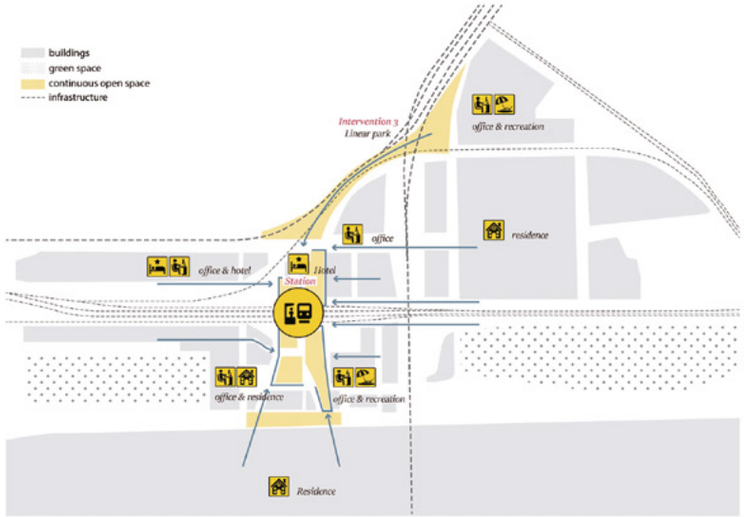
Nowadays, there are three urgent problems in the Netherlands, therefore also in Amsterdam: the population growth, the housing market is under pressure, and the mobility network is reaching its limits. They are related to three main topics: livability, capacity and accessibility. So what's our answer to these three questions?

For livability, we are going to diversify public spaces for different users as well as improving accessibility by creating better connected sidewalks, cycling paths and public transportation—while limiting the usage of cars.

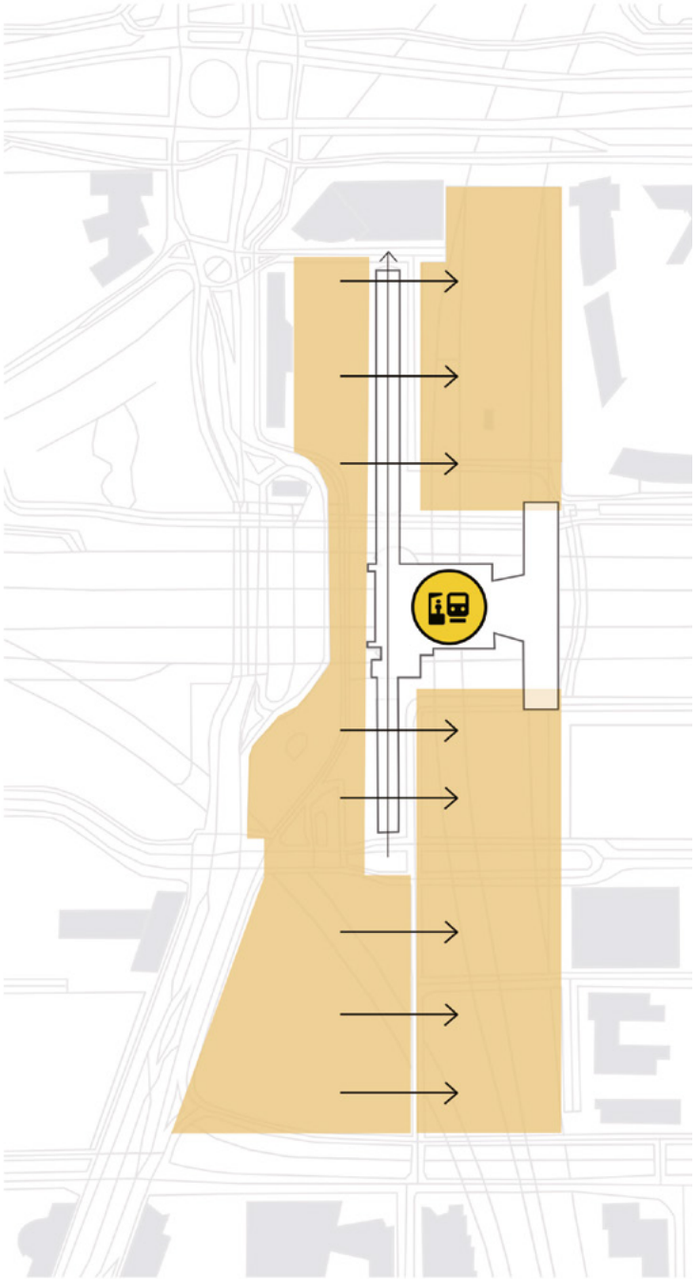
The mono-functional neighborhoods will be transformed into multi-function compact urban city fabrics to increase the housing capacity

"Small scale interventions will transform on a larger urban scale"

Strategy on the large scale:
on the larger scale, connections on both directions
are made by creating continuous public spaces



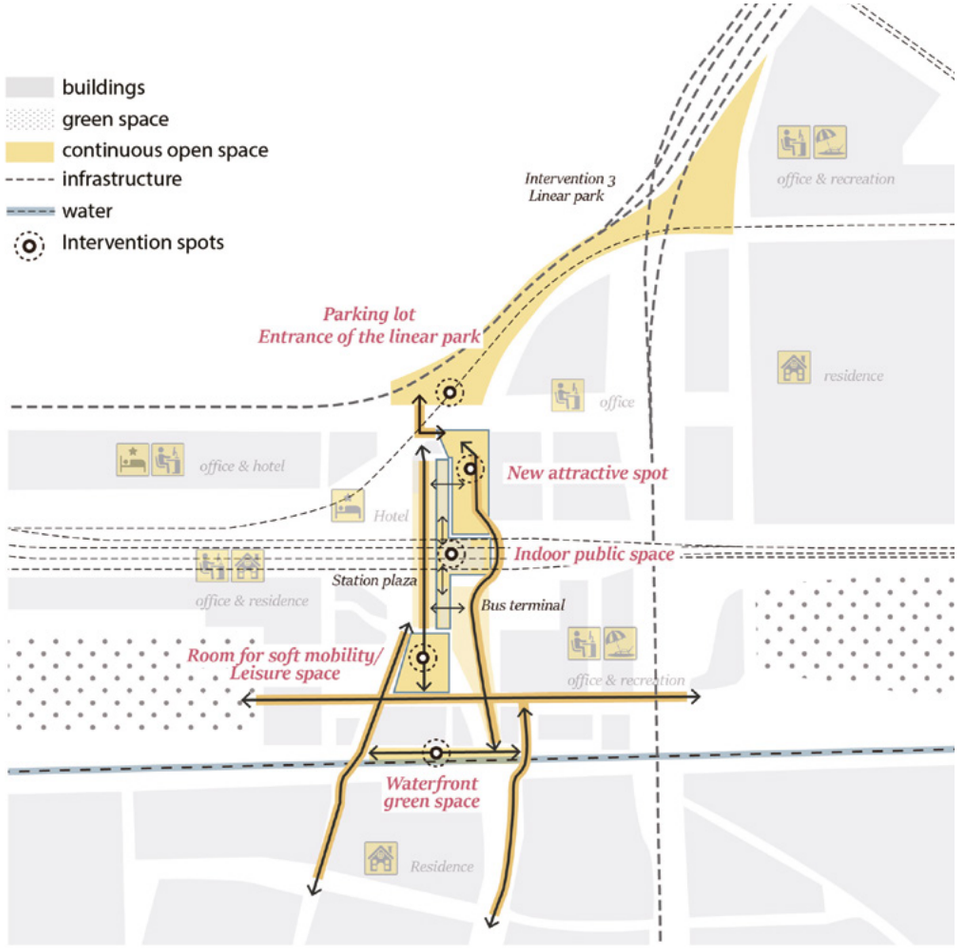
Strategy on the medium scale:
the station becomes a new attractive spot by
providing diverse public spaces for different users

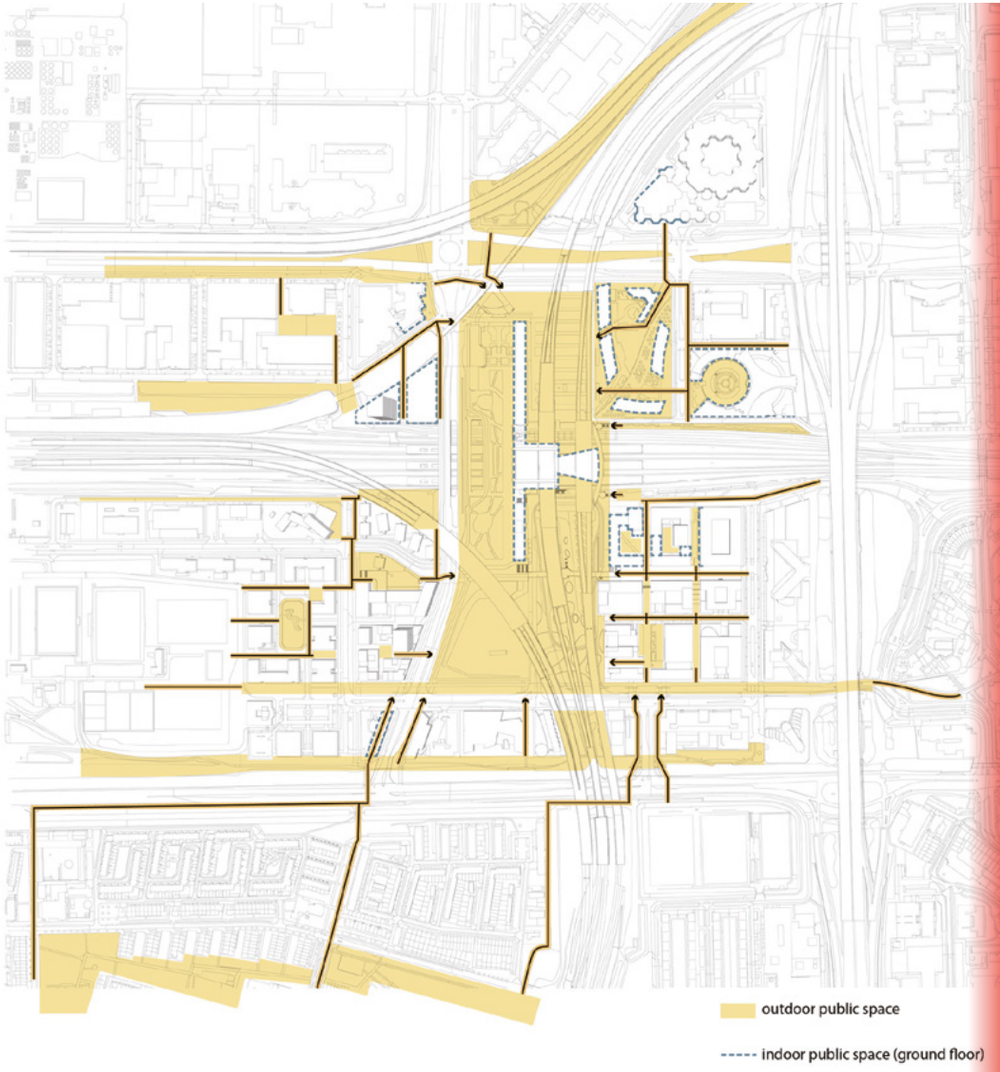


Strategy on the
small scale:
by transforming the
function of the two
buildings and linking
them to the station,
we create different
forms of public
spaces, and soften the
transition of height
difference enhancing
the connectivity

Vision

The waterfront green space is integrated with the public spaces around the station inviting residents to the site. By adding new public spaces we create room for soft mobility and leisure space, while completing the public space network from a larger scale. The under-bridge parking lot are placed to the other side of the road under the infrastructure, so the space is returned to the people. Making visual connections and adding a green corridor to the other side strengthens the link between the station and the linear park.





Urban Acupuncture

Bingui He

The design is a regeneration project of the industrial harbor area next to Haven-Stad. From our group vision, this is a future mixed-use new development area. Combined with the three main issues we addressed in our group vision the design question here is how to regenerate industrial area into a habitable neighborhood meeting the requirement of new housing by improving the livability and mobility and meeting and meeting as well the future needs.

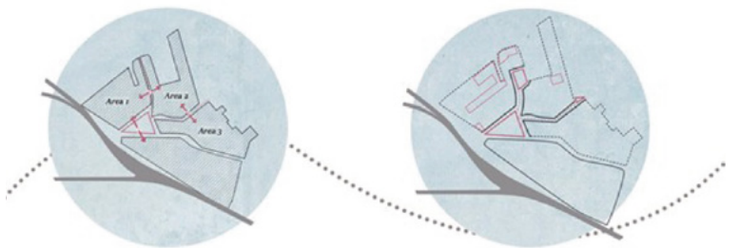
After the group analysis, I realized that this area is parking dominated and there are many not well-used green areas. So the concept of the design is to making use of the not well-used areas, to create more public spaces and a more attractive neighborhood. In addition to that: creating better mobility to the surroundings and within the site itself; making smooth the transition from small local scale to large city scale; diversify spatial dimensions at different levels in order to reach better accessibility, livability and capacity.

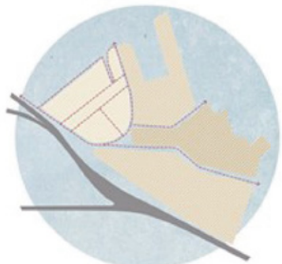
Problem Statement 1

Disconnection between urban context

Problem Statement 2

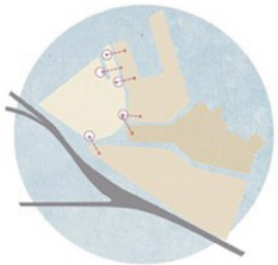
Dominated parking lots and not well-used green space





Solution 1

Flexible routine connecting neighborhoods



Solution 2

Regeneration wasted green space and parking lots

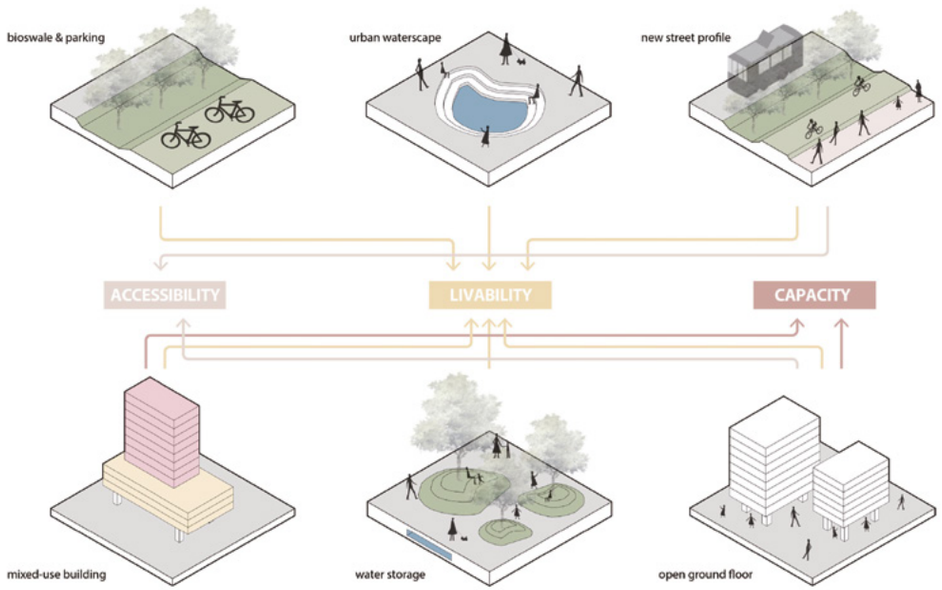
Urban Acupuncture

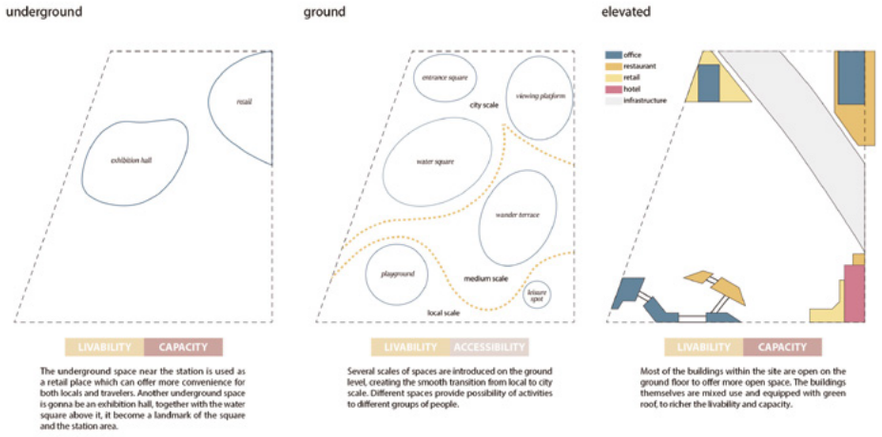
Xuan Liu

The design area is close to Sloterdijk Station and it is currently a vacant spot.

From our group vision, it is suitable for a leisure space in the future. Combining with the three main issues we addressed in our group vision, the design question here is how to create a casual open space with better accessibility, livability and capacity that can increase the value of the land and meet the future needs. After the analysis, I realized that large height difference on site offers lots of advantages yet it's only being dealt with stairs.

So the concept of the design is making use of the height difference to create more fluent mobility to the surroundings and within the site itself, making smooth transition from small local scale to large city scale, diversifying spatial dimensions at different levels, in order to reach better accessibility, livability, and capacity.

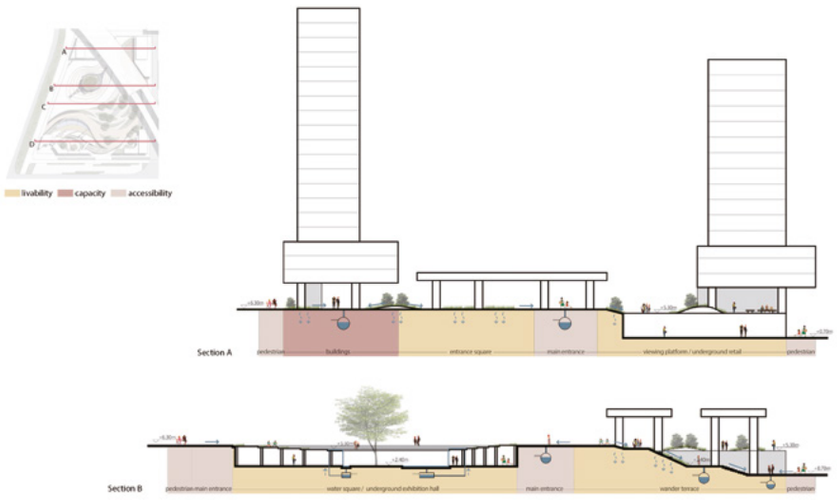




The underground space near the station is used as a retail place which can offer more convenience for both locals and travelers. Another underground space is gonna be an exhibition hall, together with the water square above it, it become a landmark of the square and the station area.

Several scales of spaces are introduced on the ground level, creating the smooth transition from local to city scale. Different spaces provide possibility of activities to different groups of people.

Most of the buildings within the site are open on the ground floor to offer more open space. The buildings themselves are mixed use and equipped with green roof, to richer the livability and capacity.



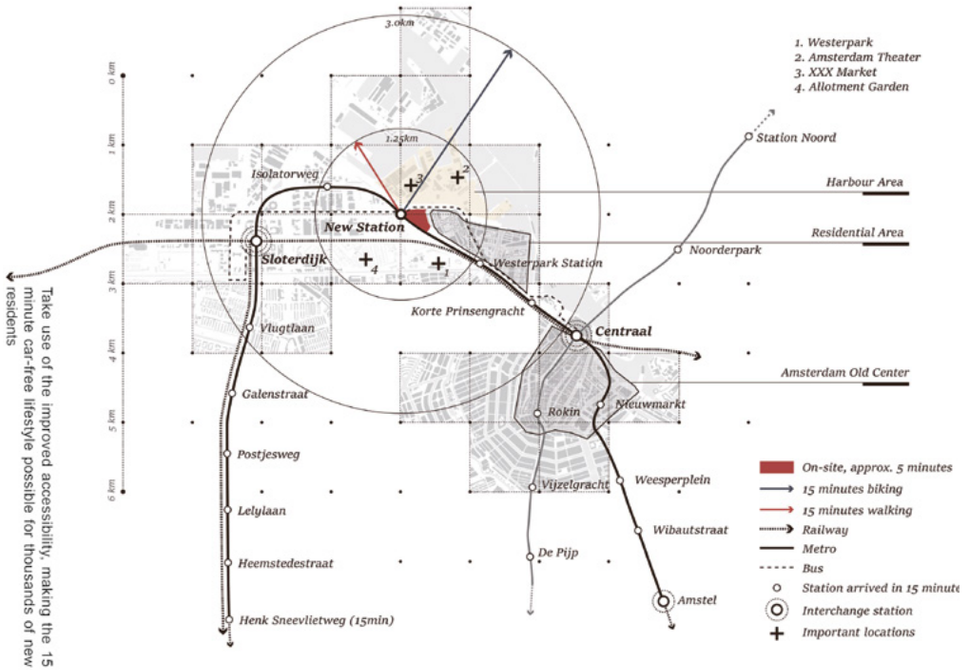
Urban Acupuncture

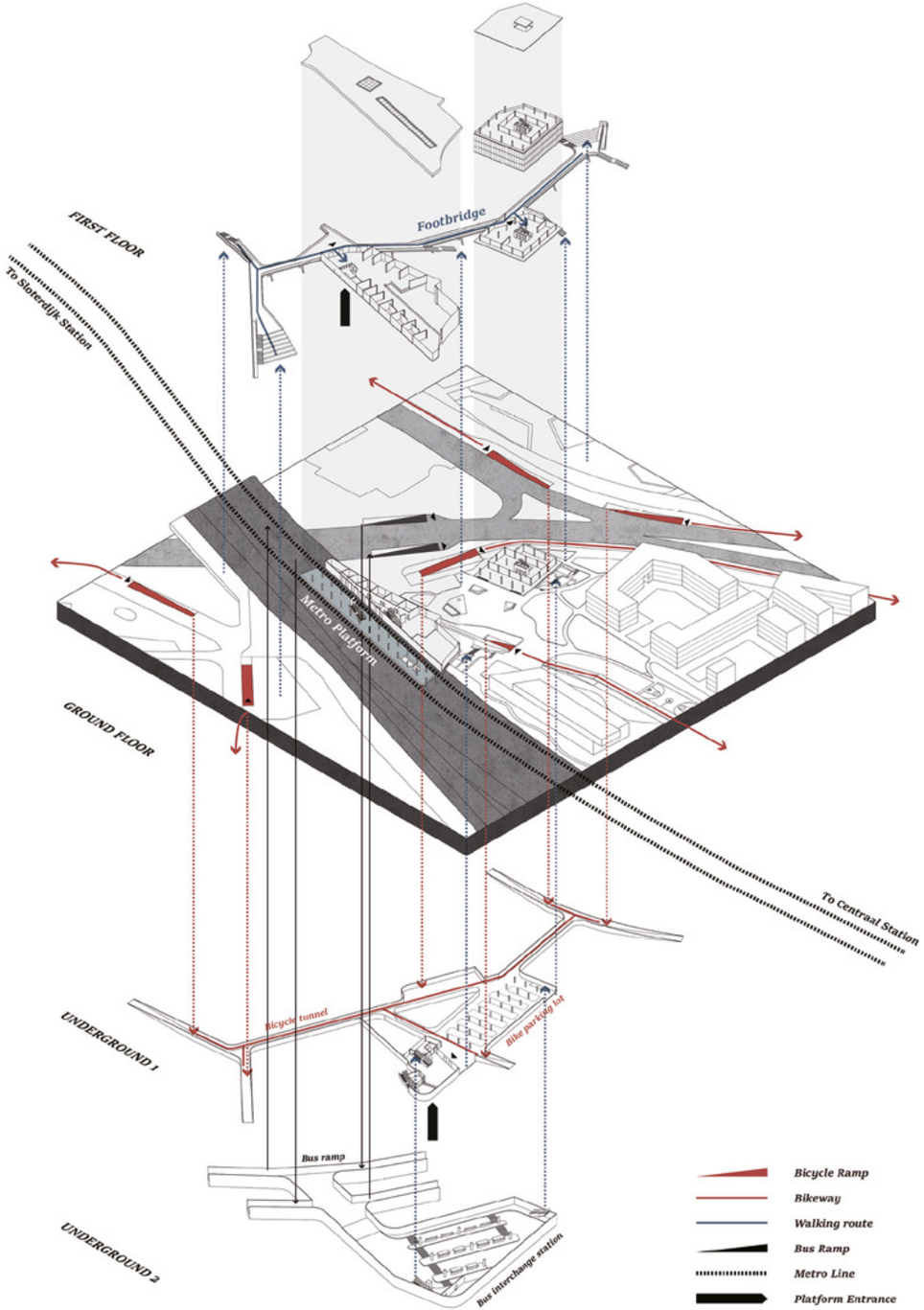
Yuqing Mao

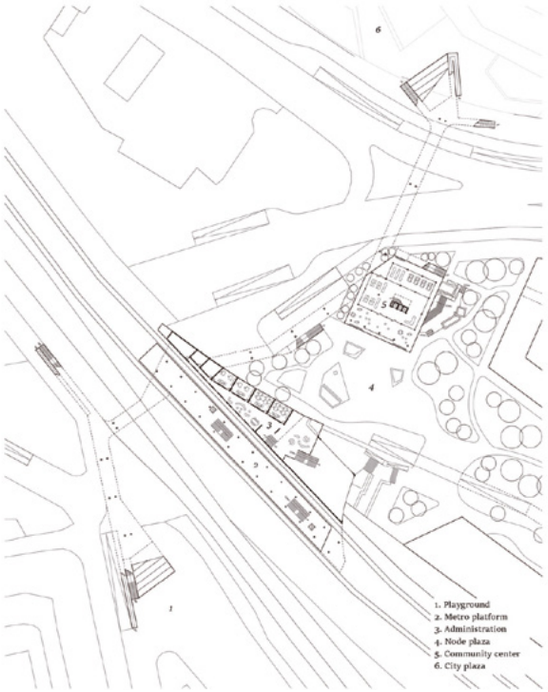
The site, which is an urban node where different types of transportation converge, is located near the harbor area. The biggest problem here is the disconnection caused by the huge infrastructure between urban areas and the existing dispersive public spaces. Next to that, the existing residential community on the east side of the urban node is excluded. In addition, according to the authorities, there is higher demand of residential units in Sloterdijk.

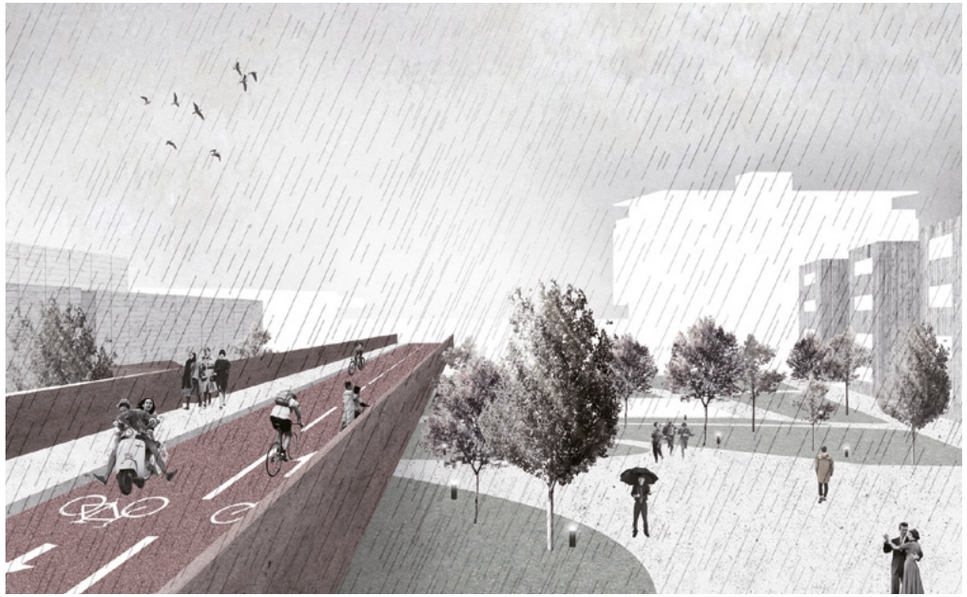
Consequently, to improve the livability, accessibility and capacity, this plan introduce several strategies on both urban and architectural scale:

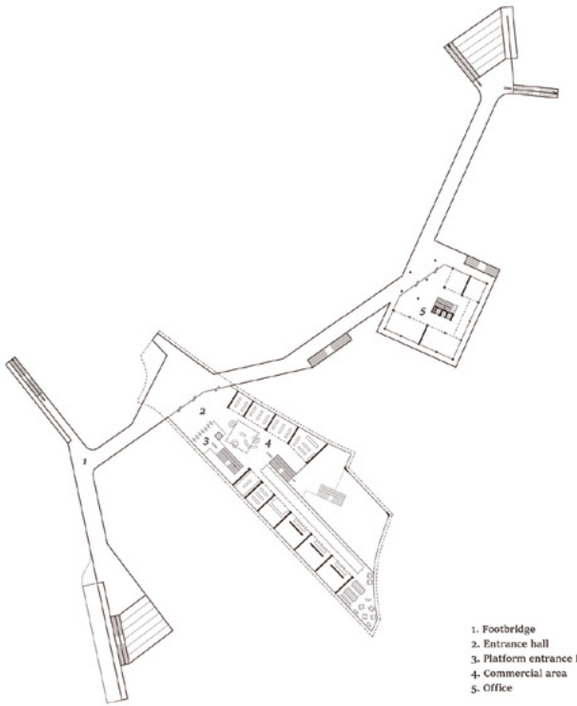
1. Downscaling and simplification of the motorway connecting to the metro station complex;
2. Upgrading the walkway and bike-way by creating several urban links and developing a continuous public space network;
3. Expanding the old residential area with a transitional zone along with making a central green corridor as buffer zone.






1. Playground
2. Metro platform
3. Administration
4. Node plaza
5. Community center
6. City plaza




1. Footbridge
2. Entrance hall
3. Platform entrance B
4. Commercial area
5. Office

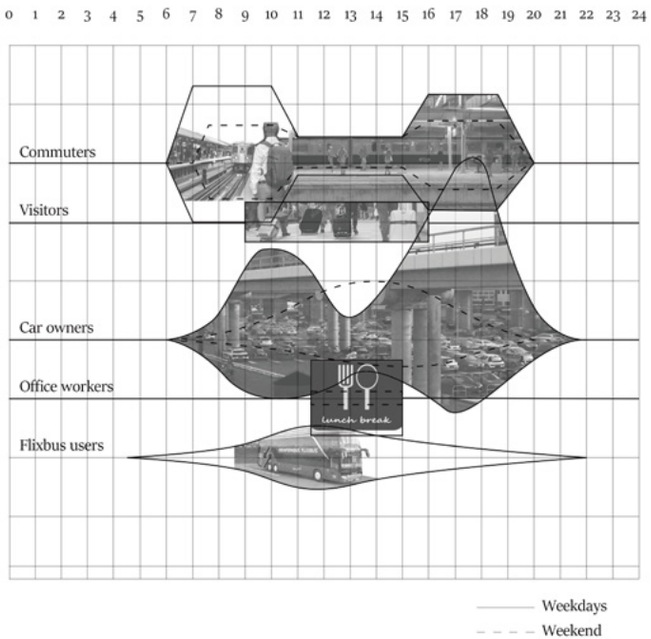
Urban Acupuncture

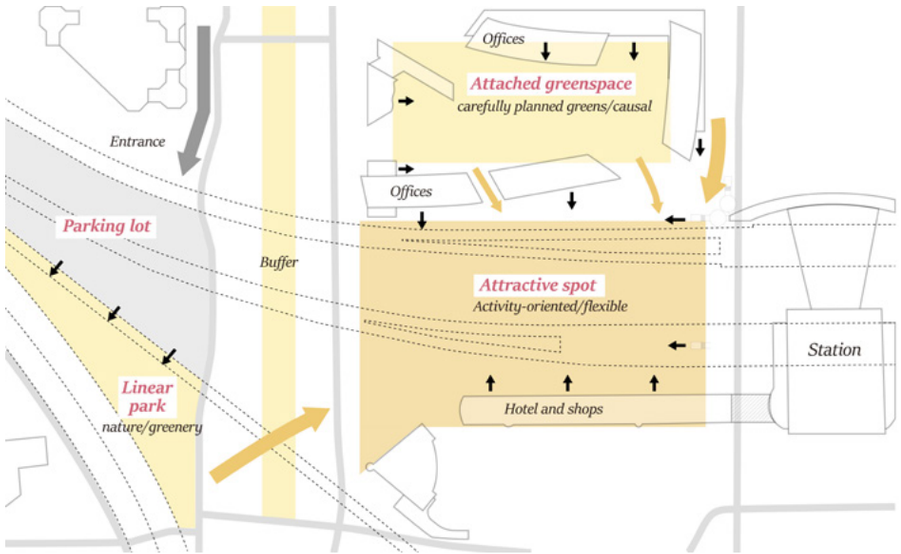
Zhang Yingjiea

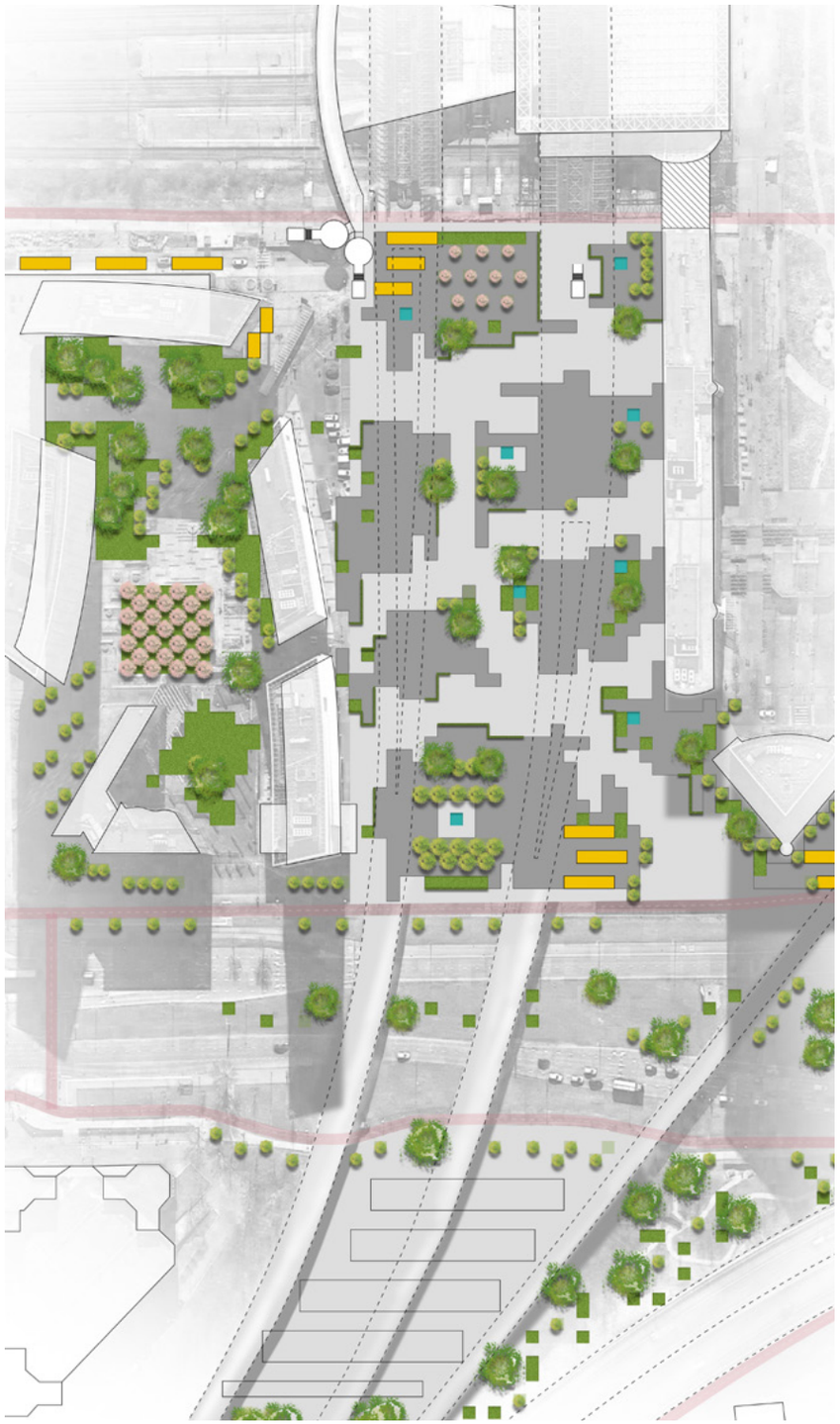
The north of Sloterdijk Station site is currently a parking area. The connection of the station, the site and surrounding area were unused when the parking area and flyover were built.

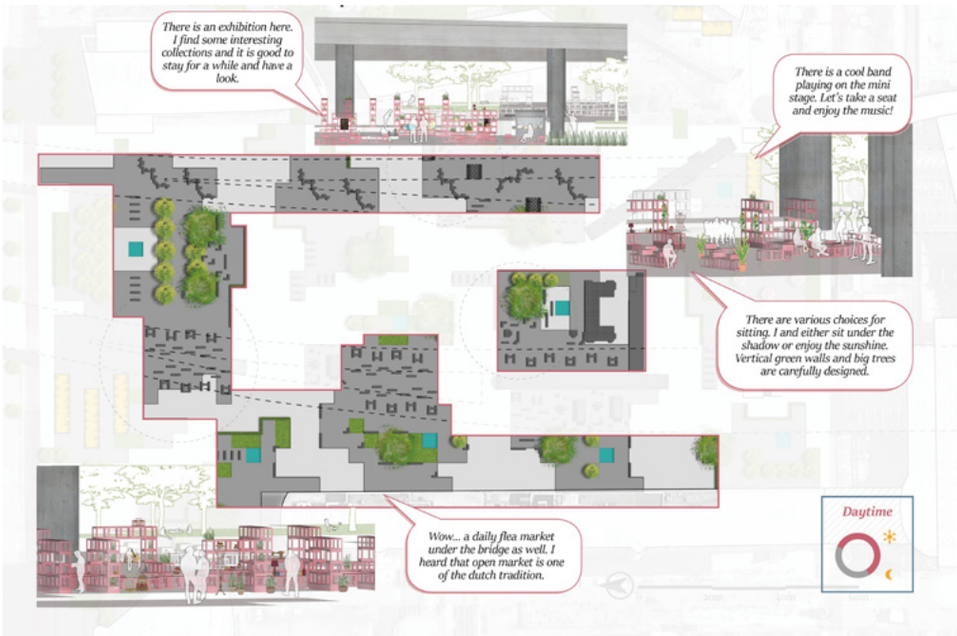
Nowadays is the area is very busy at rush hour and at lunch break when many commuters are passing by and activities of the office workers are taking place. The rest of the day, it is an uninviting space failing to frame a variety of activities for office workers nearby, residents in surrounding neighborhoods and tourists visiting the area.

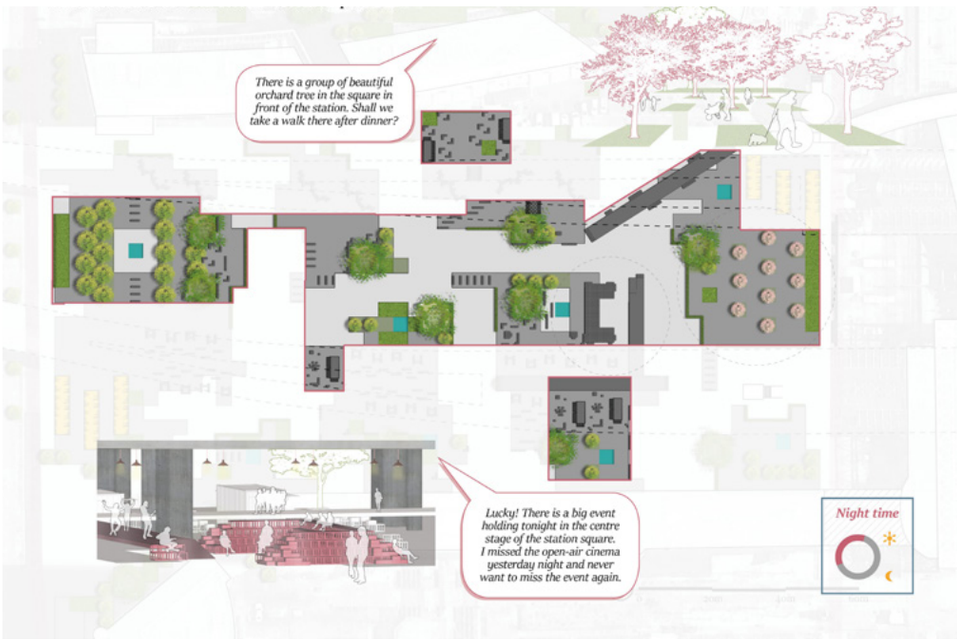
The parking area under-bridge is placed to the other side of the road under the infrastructure, so is the space returned to the people. The former surface of the parking area will become a new 24-hours city space framing many activities to meet the needs of all user groups. It will become an interface for mutual interaction among different urban functions, playing a role in the larger public space network within the station area.

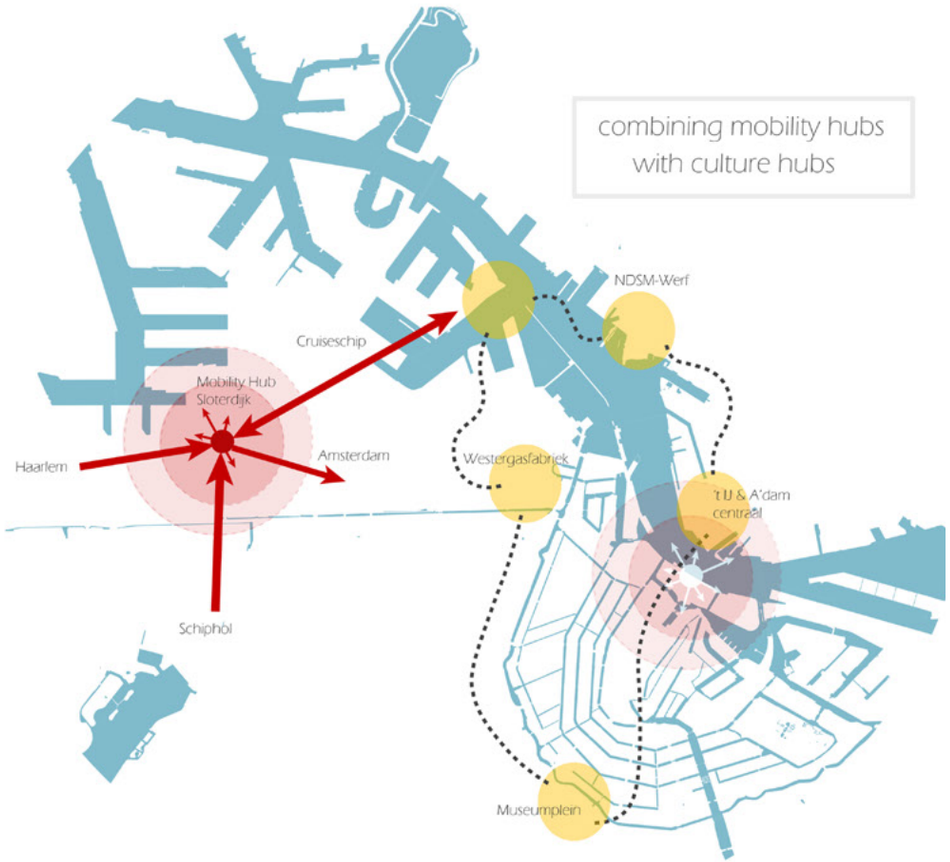







There is an exhibition here. I find some interesting collections and it is good to stay for a while and have a look.
There is a cool band playing on the mini stage. Let's take a seat and enjoy the music!
There are various choices for sitting. I and either sit under the shadow or enjoy the sunshine. Vertical green walls and big trees are carefully designed.
Wow... a daily flea market under the bridge as well. I heard that open market is one of the dutch tradition.
Daytime


There is a group of beautiful orchard tree in the square in front of the station. Shall we take a walk there after dinner?
Lucky! There is a big event holding tonight in the centre stage of the station square. I missed the open-air cinema yesterday night and never want to miss the event again.
Night time

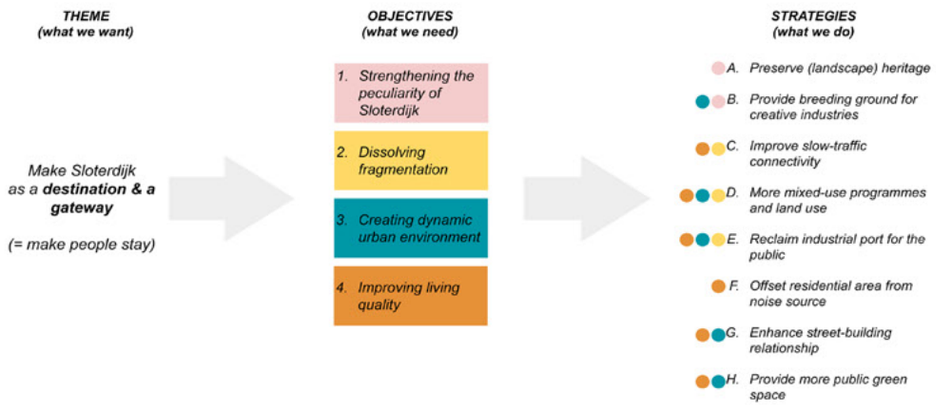


Sloterdijk: new gateway to Amsterdam —from overpassing to a destination

Joyce Fong
Pik Lam Theodora Ho
Lotte Souren
Yuchen Wang

With the growing demand of housing and infrastructure, the area around Sloterdijk Station has been developed rapidly with more residential towers, student housing and facilities for hospitality. Such rapid development has been one of the reasons why its urban landscape appears to be fragmented and disconnected.

The municipality has planned to replace the student housing with new residential tower on *Plot J* to provide more dwellings in the area. Such redevelopment plan is taken as the starting point of our re-planning of routing and intervention that integrates architecture, landscape architecture, and urbanism.

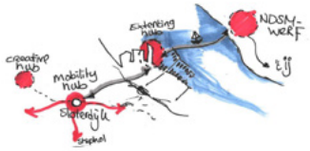


A. Preserve (landscape) heritage

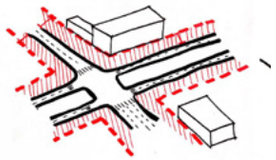
B. Provide breeding ground for creative industries

C. Improve slow-traffic connectivity

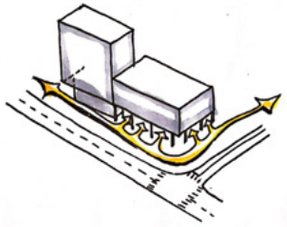
D. More mixed-use programmes and land use



E. Reclaim industrial port for the public



F. Offset residential area from noise source



G. Enhance street-building relationship

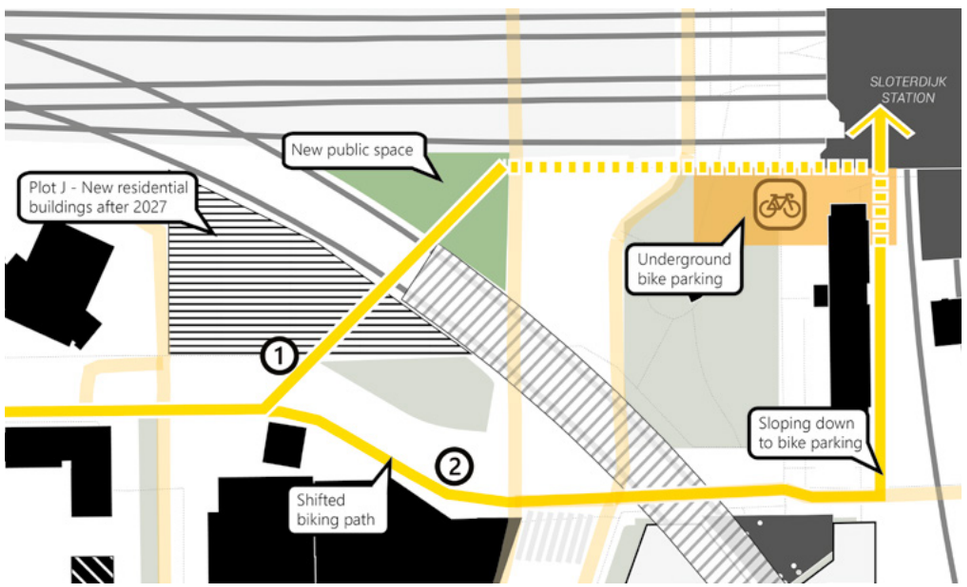
H. Provide more public green space

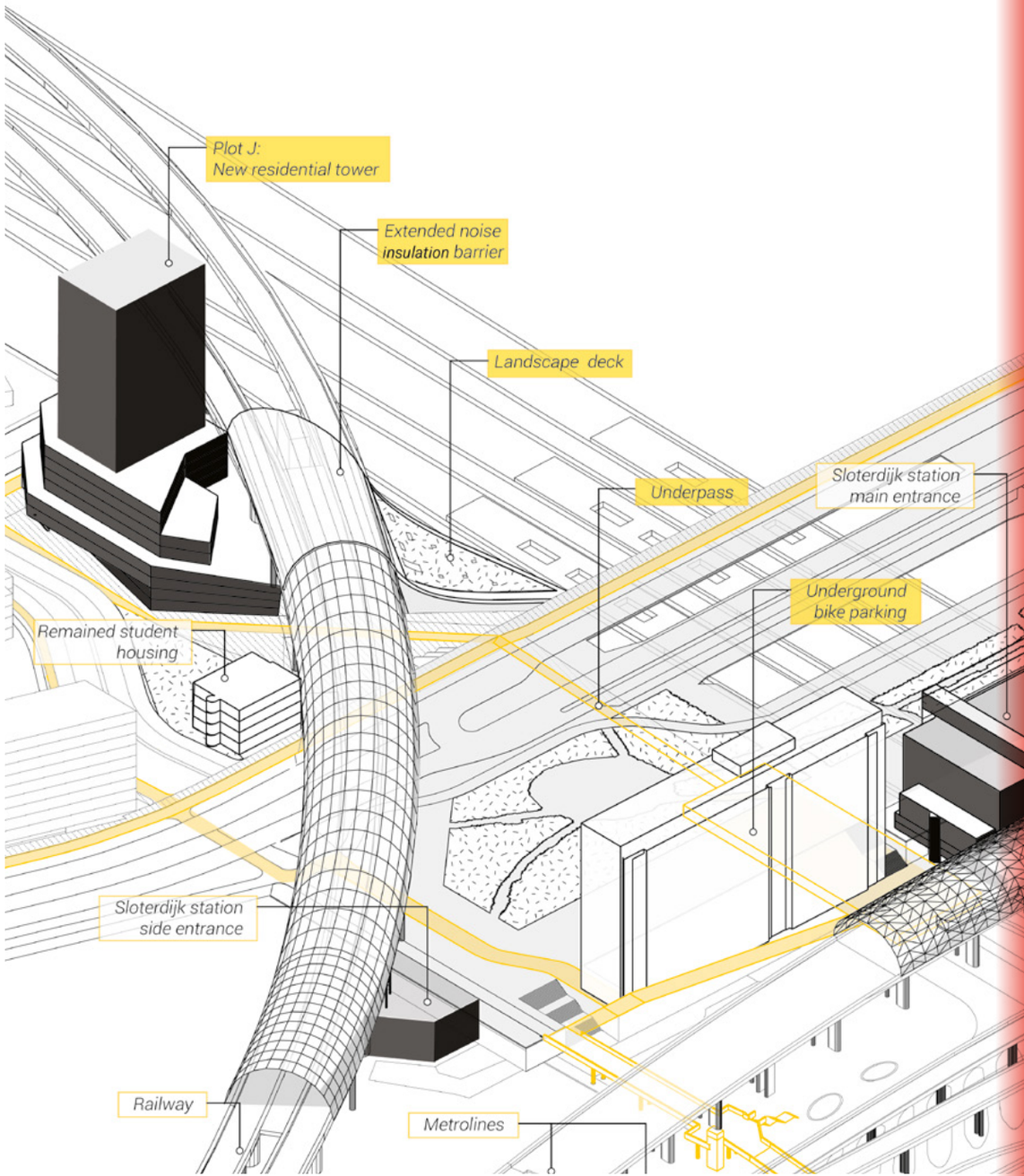
The Ridge

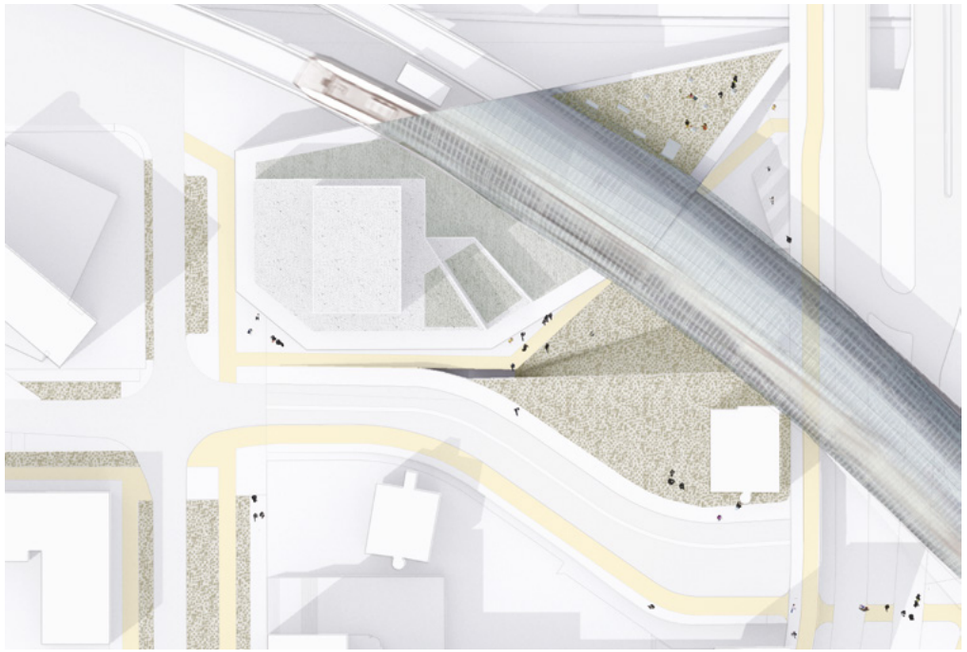
Joyce Fong

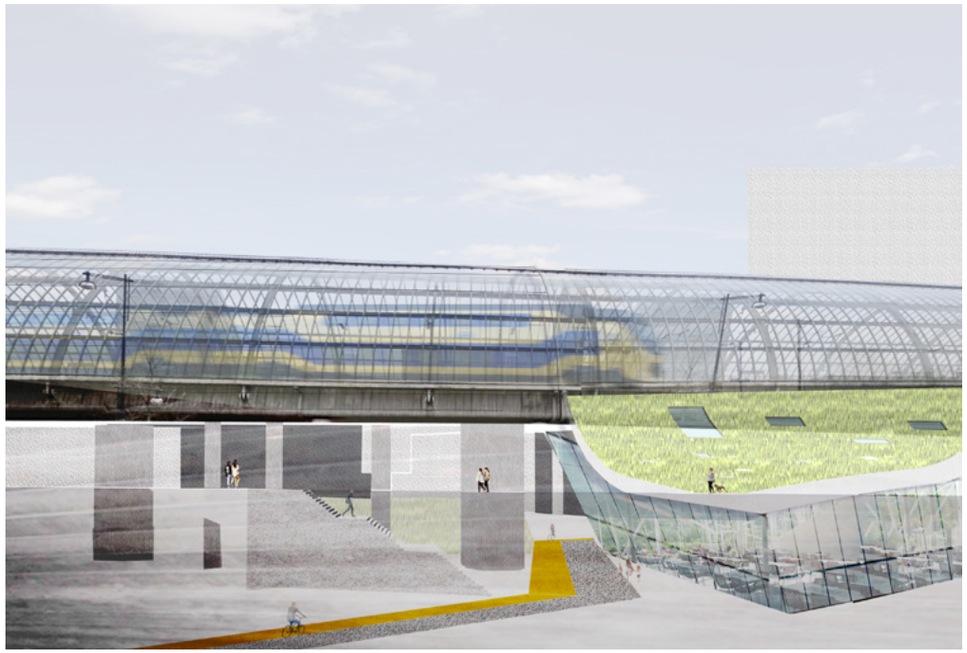
To satisfy the growing demand of housing and infrastructure, the area around Sloterdijk Station has been developed rapidly with more residential towers, student housing and facilities for hospitality. Such rapid development has been one of the reasons why its urban landscape appears to be fragmented and disconnected.

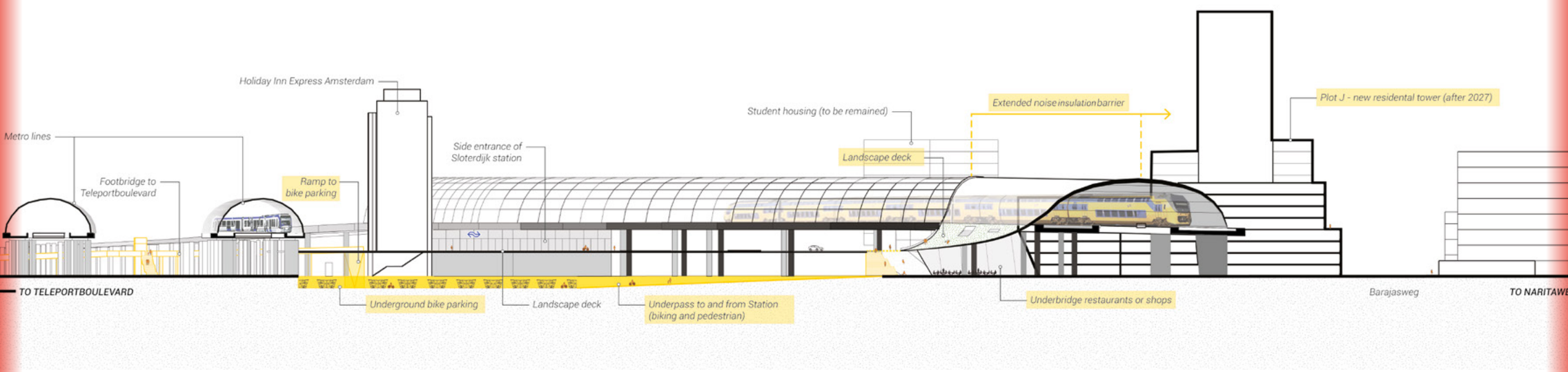
To respond to the need of dwellings, the municipality has planned to replace the student housing with new residential tower on *Plot J.* Such redevelopment is taken as the base of my replanning of routing and design that integrates architecture, landscape and urbanism.





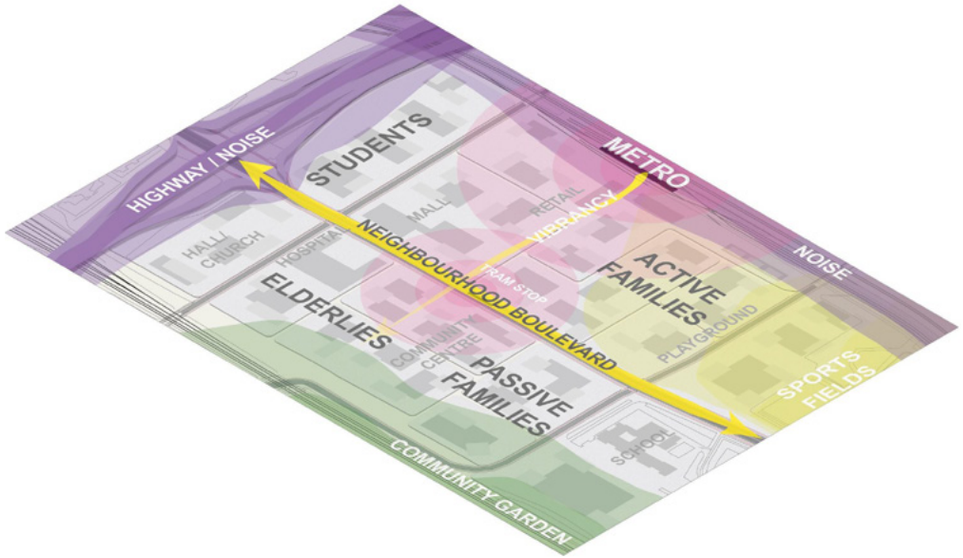


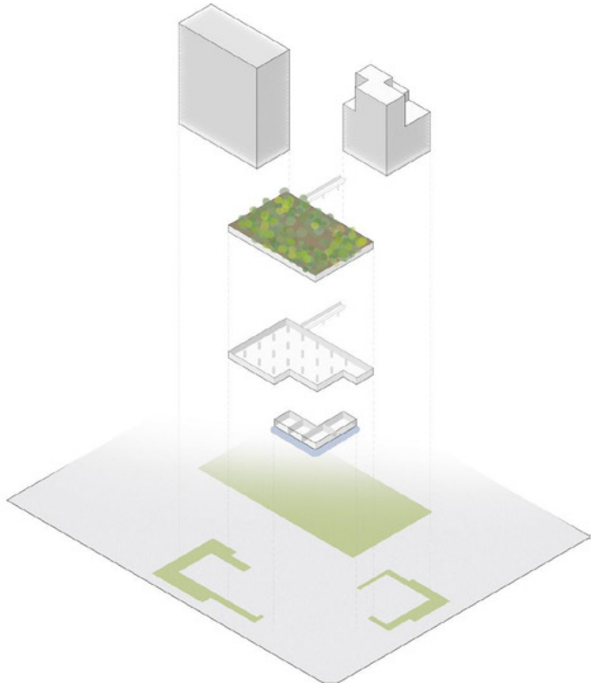



Holiday Inn Express Amsterdam
Metro lines
Footbridge to Teleportboulevard
Ramp to bike parking
Side entrance of Sloterdijk station
Student housing (to be remained)
Landscape deck
Extended noise insulation barrier
Plot J - new residental tower (after 2027)
TO TELEPORTBOULEVARD
Underground bike parking
Landscape deck
Underpass to and from Station (biking and pedestrian)
Underbridge restaurants or shops
Barajasweg
TO NARITAWE

Industrial Neighborhood

Pik Lam Theodora Ho





Residential tower

Private podium garden

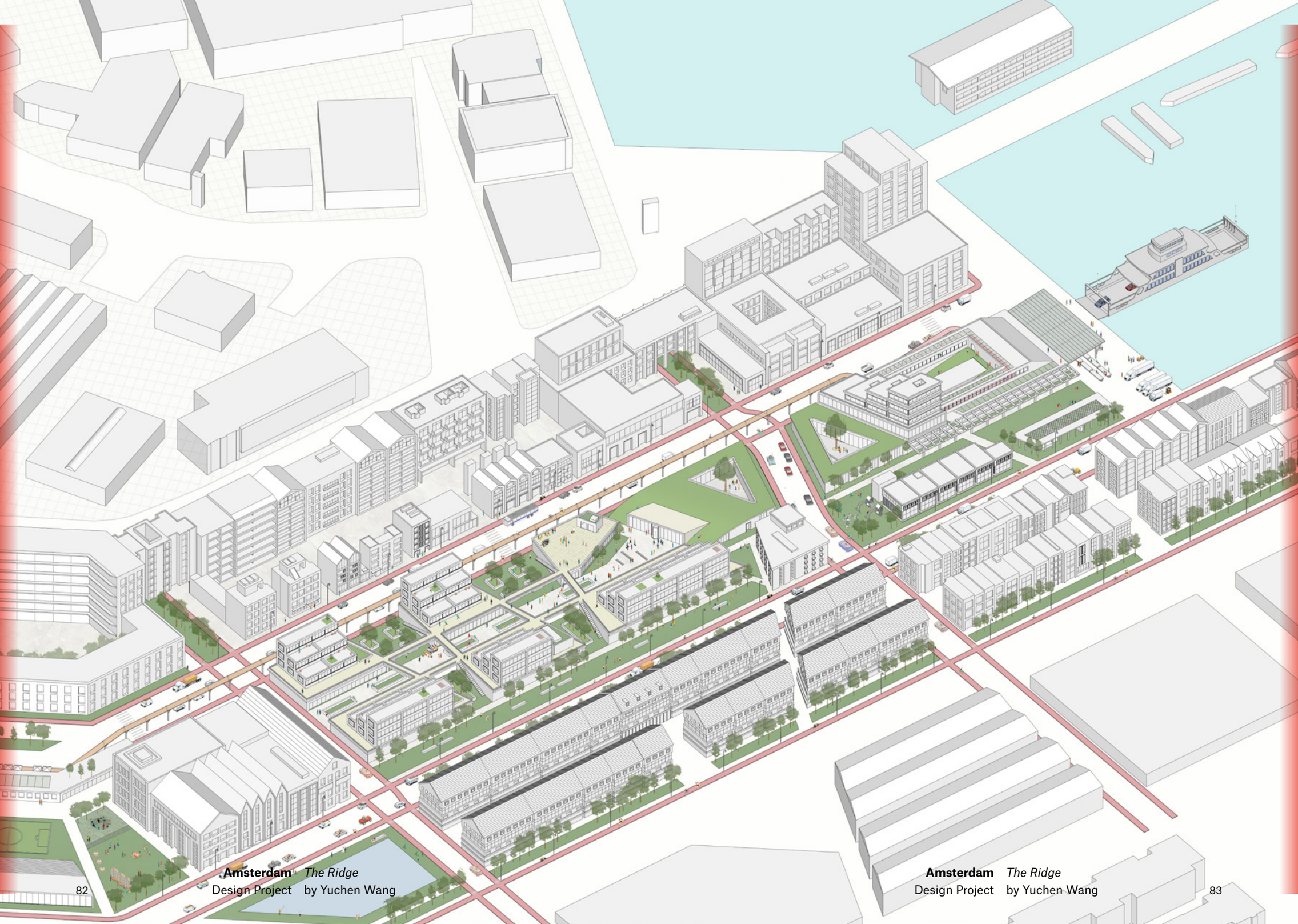
Co-working space/
Workshop,
Delivery bridge

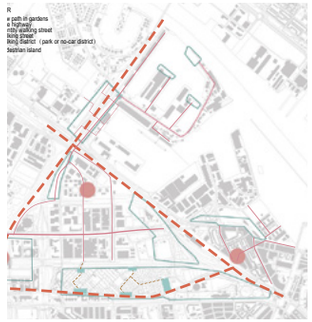
Retail area &
Encroachment space

Public open space
Semi-public space

The Ridge

Yuchen Wang





Sloterdijk: livability, walkability, vitality

Dorien Tulp
Ruoxi Wang
Yanjiao Wang
Yijing Li

As for the infrastructure, the site has good connections with other cities but many plots are fragmented by elevated roads. Roads are dominated by vehicles, while the slow transportation network is of poor quality.

As for the public space, the spatial experience is not pleasant for the low continuity of green space. Also, facades of buildings are not opening towards the public space, which contributes to a dull street landscape.

As for the land use, most of the program is about office buildings that are mono-functional.

In general, Sloterdijk Station is of high accessibility, but walkability needs to be enhanced. It has lots of green and blue space that show us great potential to improve its livability. After the displacement of the port, the redefined space can be reclaimed and high vitality can be proposed.

Master plan

station complex
slow transport infrastructure work-living area

before 2030

new residential area on the west side of A10

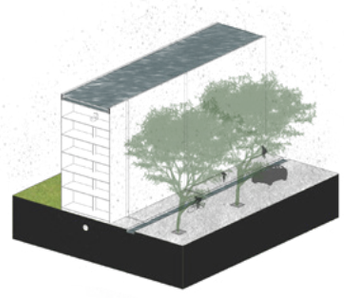
2030–2040

close relationship and cooperation with the north of Amsterdam before 2050

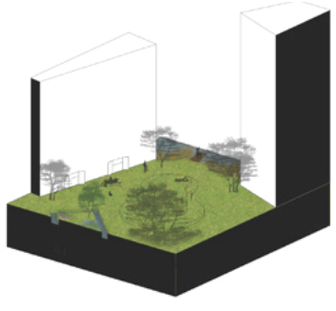
Sloterdijk: Greater Westerpark

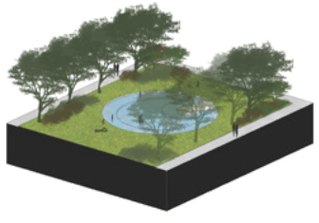
Dorien Tulp

The proposal aims to transform an underused area into an inclusive, approachable and open community with a gradient of public and private spaces for loneliness and interaction. Furthermore, the area will cater to the extreme rainfall and water storage needs. This will serve as an infrastructural link for a variety of commuters, recreational users and residents.

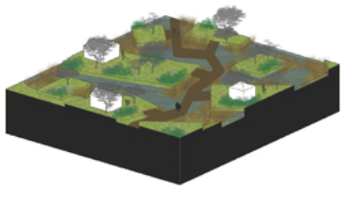


black and grey water seperation +
above ground water storage

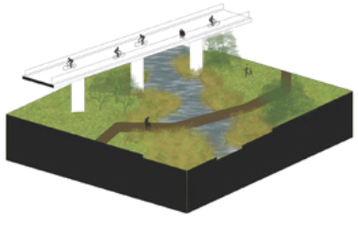




public functions
creating public functions to get people
out of their houses



approachable allotment gardens
using water as a comfortable separation
between gardeners and visitors



bicycle highway + wetlands

Sloterdijk

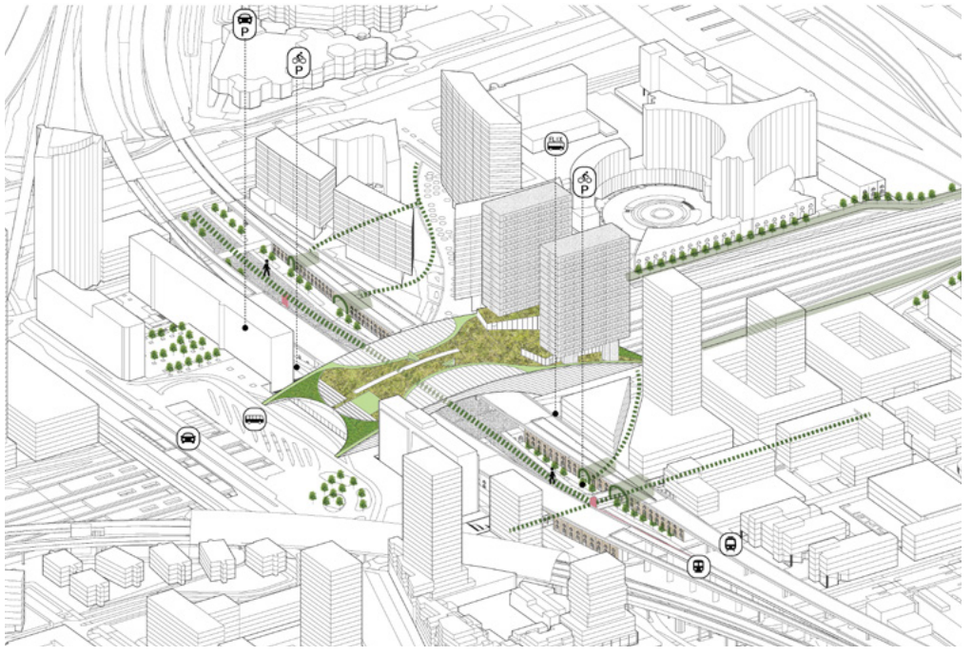
Ruoxi Wang

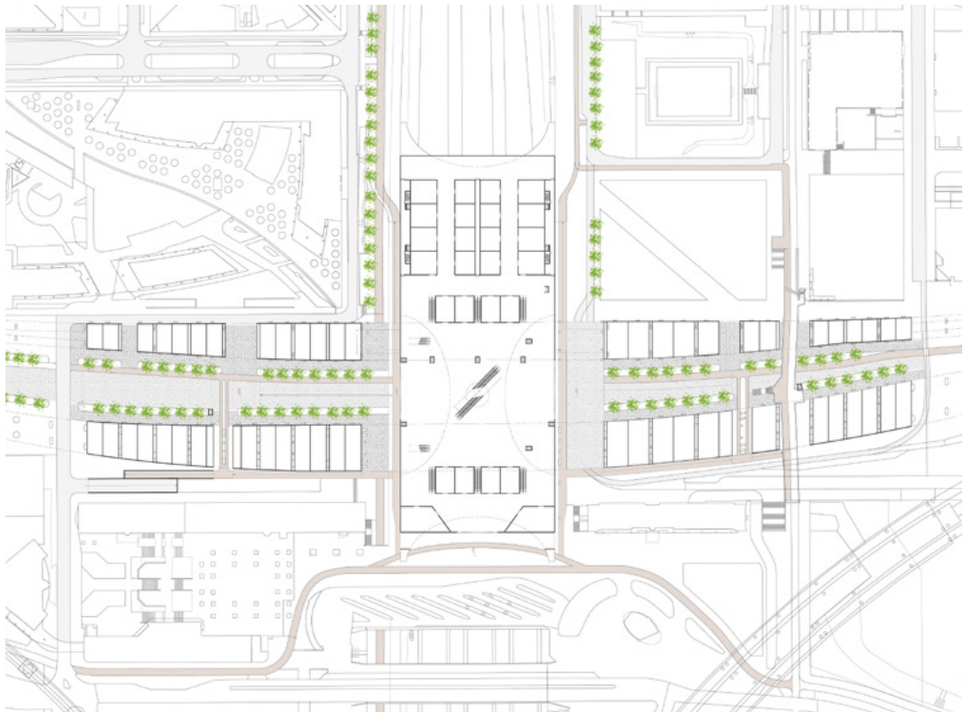
It is notorious for confusing way-finding, chaotic transport and messy view, mainly due to the 70 meter wide unpleasant gray space under the elevated railways, which is dominated by car parking and bus stations. The elevated railways also lead to the fragmentation of the public space on city scale. Besides, the station and its surroundings are mono-functional and it's hard for people to find places to stay.

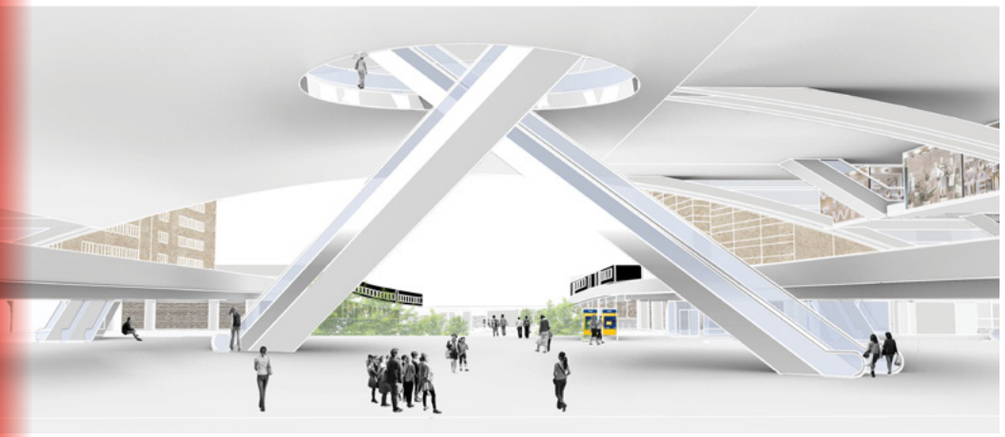
In the future, there will be more commuters transferring in the station, and more workers coming into the surrounding CBD. And the residential need is increasing because of domestic and international immigrants.

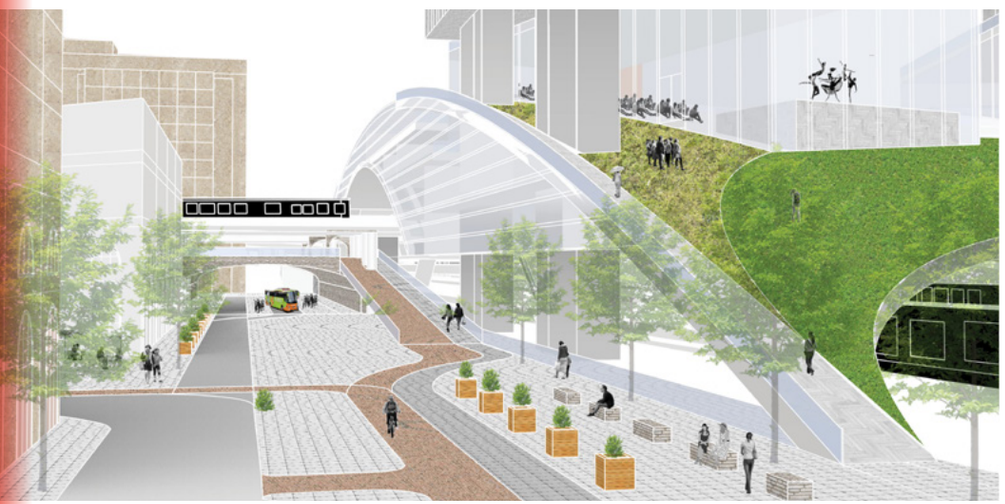
Thus, my vision is to transform the station from the mono-mobility hub to the city living room, a multi-functional triggering point for commuters, office workers and residents on neighborhood scale, and form a consistent network of public space on city scale.

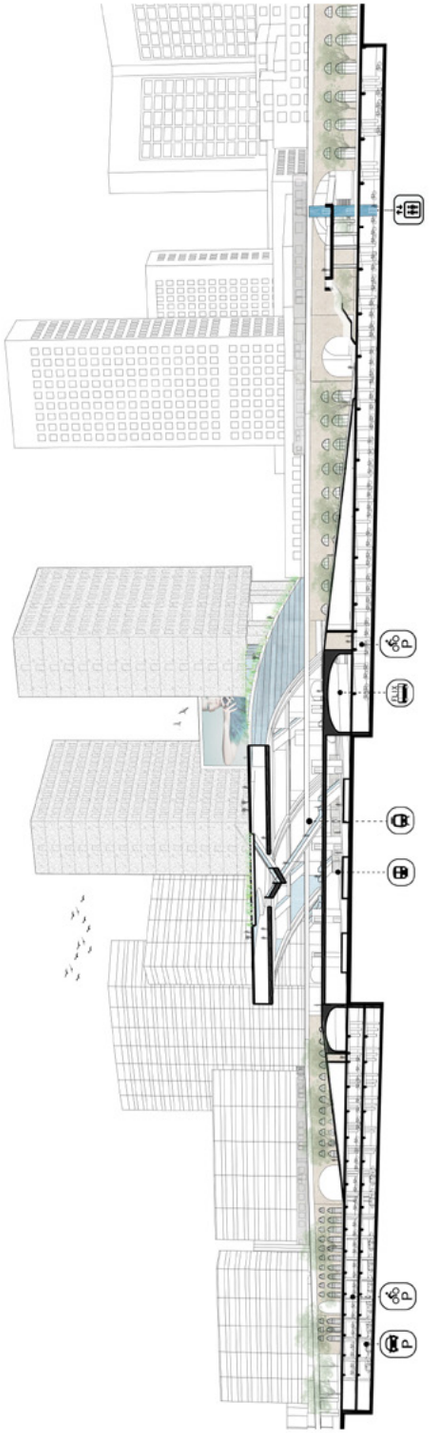
My strategies are creating a 'green cross': a green roof accessible to people with two perpendicular lanes: one is the pedestrian commercial street with shops underneath the elevated railways where sit the two main entrances to the station; the other is the green corridor with ground-floor multi-functions along the on-ground railways.











Sloterdijk

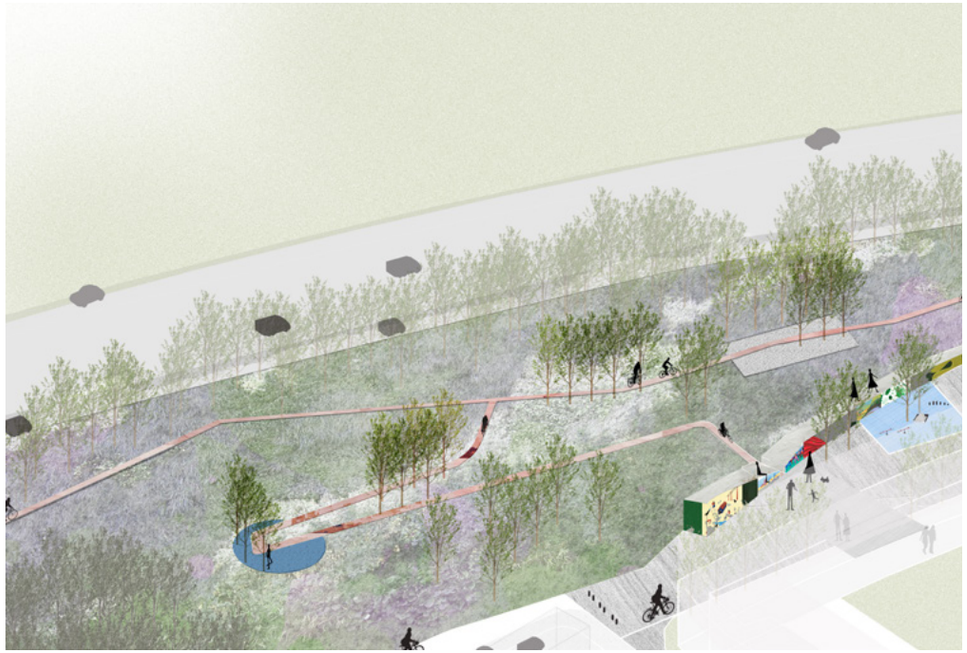
Yanjiao Wang

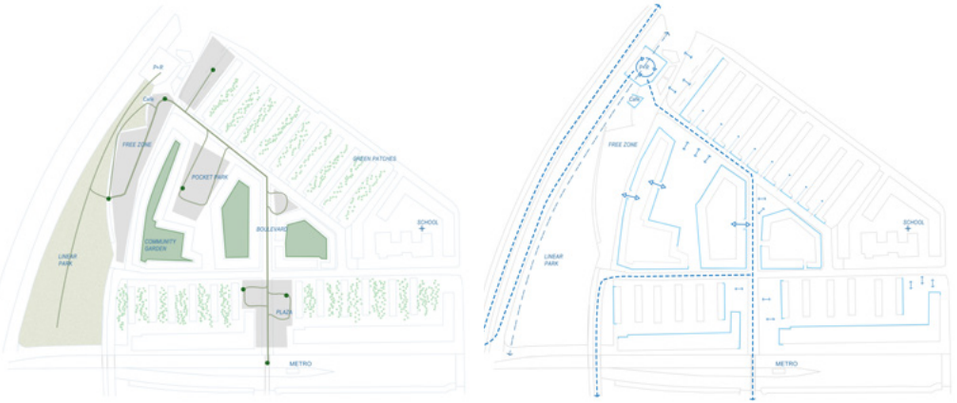
My site is located between inner-city and waterfront and near the highway. So it can be regarded as a buffer area between high-speed and slow transportation.

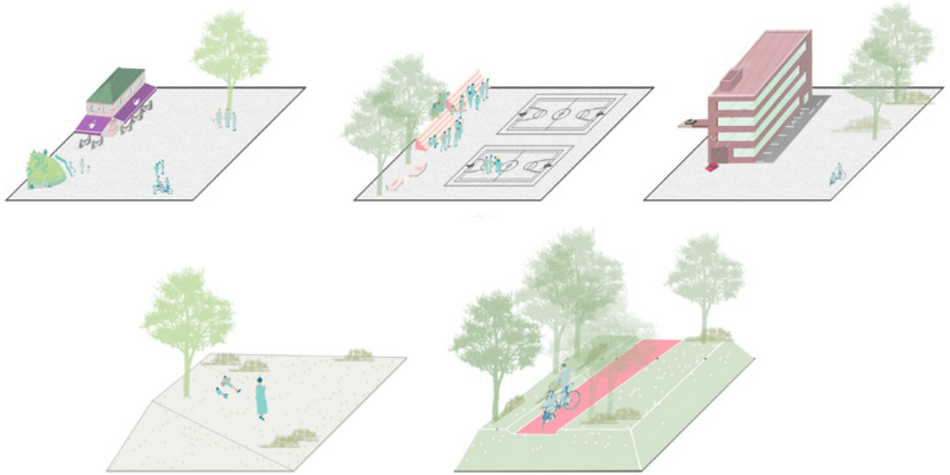
In my proposal, the site will be a testbed with strategies applied to improve its walkability, livability and vitality. Within the residential area, there will be three different building typologies. They can cooperate well with public open space, green space and needs of living. There is a bike highway crossing the site—it will be a new route for people to cross the IJ river.

To create a walking-friendly environment, there are rule drivers need to obey. Vehicles cannot enter the center area. Cars can be driven along the speed-limited route. And people can park their cars in the building. For people who want to drive off the highway a P+R building is an important hub to transfer. The open façade makes these buildings multi-functional and the street landscape more attractive. Thus, people movement is encouraged.

As for the open space, there will be different functions in these zones to serve people nearby, which can improve people's living quality. These series of nodes of different functions can help here to create a new green route for residents.







LEGEND

cycle lane

recreation platement

art wall/bench

sports field

recreation steps

cafe

P+R

flower terrace

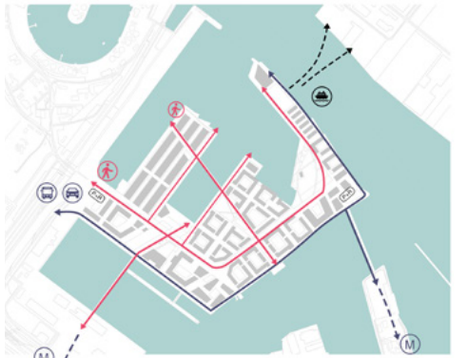
swale

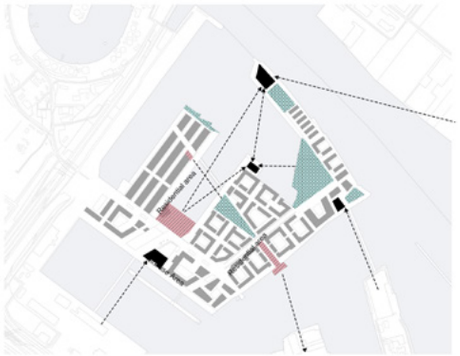
Sloterdijk Greater Westerpark

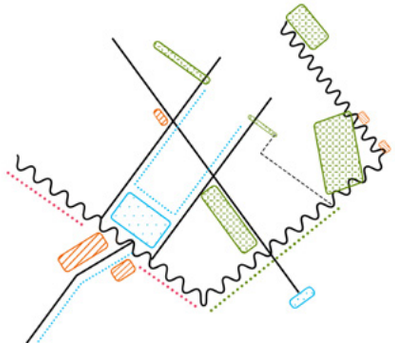
Yijing Li

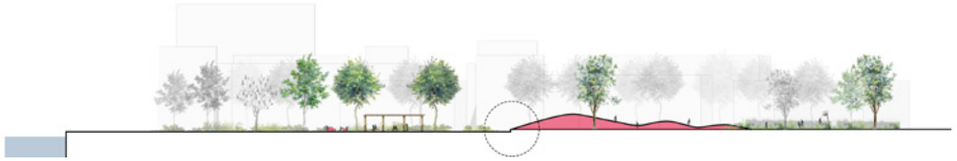
The site is in the harbor area which is next to the A10 ring road. The biggest problem we are facing is the lack of destination and qualified green space which can attract people from the back-land to the waterfront. And people who live here also suffer from the highway noise. So the goal is to build a vibrant community in this area and make it more accessible by people from the south. In the future, it could also be a point that can connect south and north banks of IJ river.

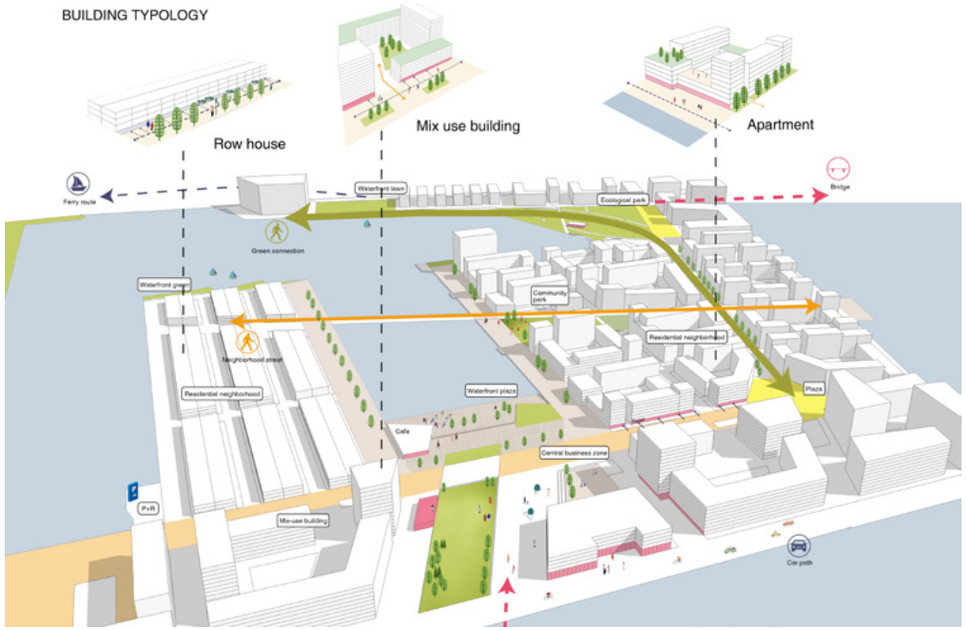
By improving green quality in this area connecting green and blue, by introducing various building typologies and living atmosphere suitable for densification, by creating public loop and destination for people, my goal is to turn this site into a vibrant community which can meet people's daily demands.

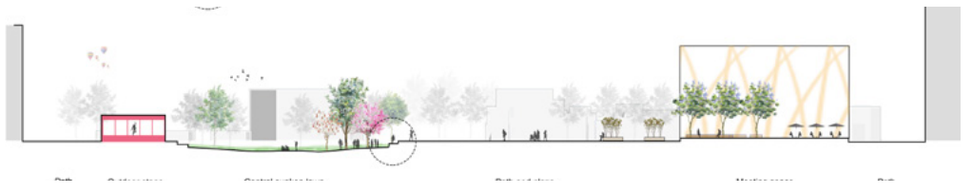






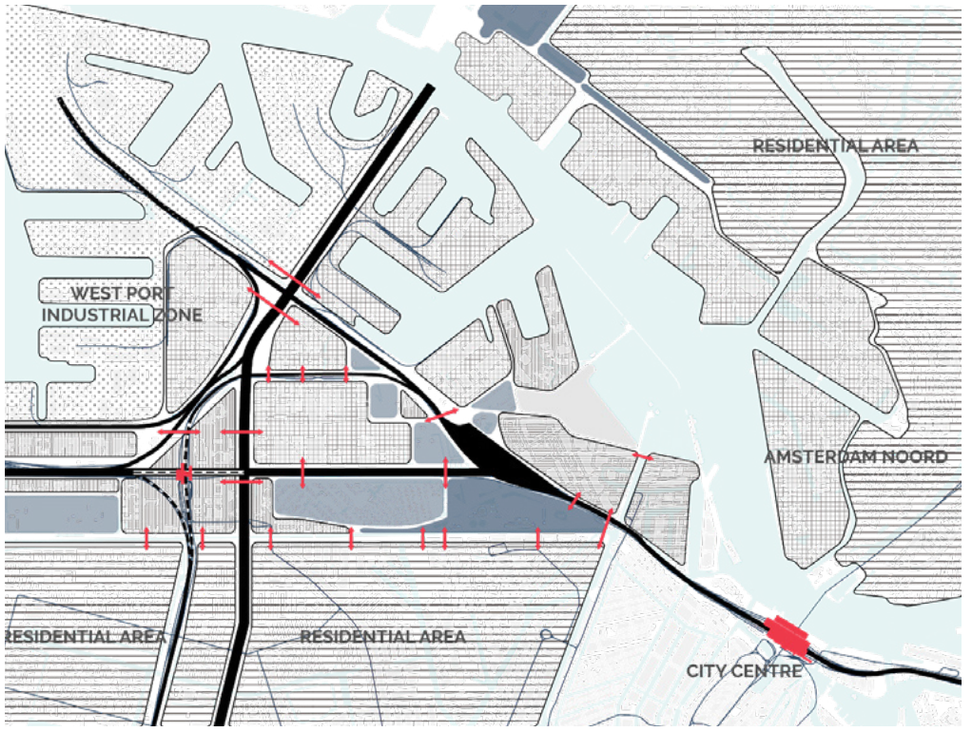


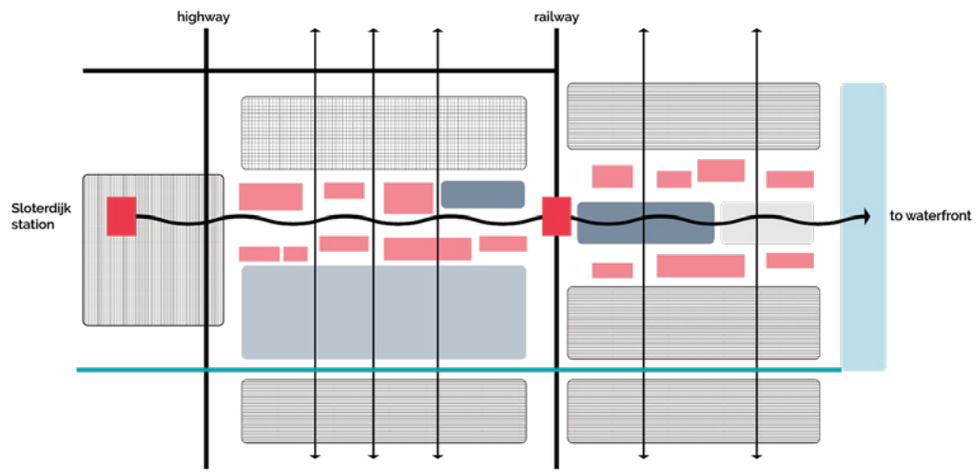

BUILDING TYPOLOGY
Row house
Mix use building
Apartment
Ferry route
Waterfront lawn
Ecological park
Bridge
Green connection
Waterfront green
Community park
Residential neighborhood
Neighborhood street
Residential neighborhood
Waterfront plaza
Plaza
Cafe
Central business zone
P+R
Mix-use building
Car path




SKATEPARK


OUTDOOR STAGE
CENTRAL LAWN





The Urban Ribbon: a focus on the green, infrastructure and public spaces

Eric Bezemer
Shaoqi Zhang
You Wu

The site analysis mainly focuses on three different aspects, that are green, infrastructure and public space. In terms of green, Sloterdijk lacks a continuity in green corridor. If green space can be improved to achieve a continuous green corridor, both the ecology quality and livability will be ameliorated.

In terms of infrastructure, Sloterdijk is well connected to the neighborhood area and functions well as a traffic hub. However, in the Sloterdijk area itself, the infrastructure results in a fragmented urban structure, being strong barriers for people to cross. As for the public space, Sloterdijk lacks inclusive outdoor public space, large scale commercial or recreational facilities—meanwhile it is quite mono-functional and mainly dominated by industries and office buildings. In addition, the accessibility and experience of public space is not quite well. Obstacles of infrastructures like highway and railways make it hard for pedestrians cross from one block to another.

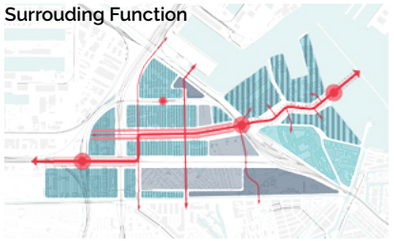
Based on the previous analysis and background information including the future plan of municipality, we came up with the summary of the problems and potentials of Sloterdijk.

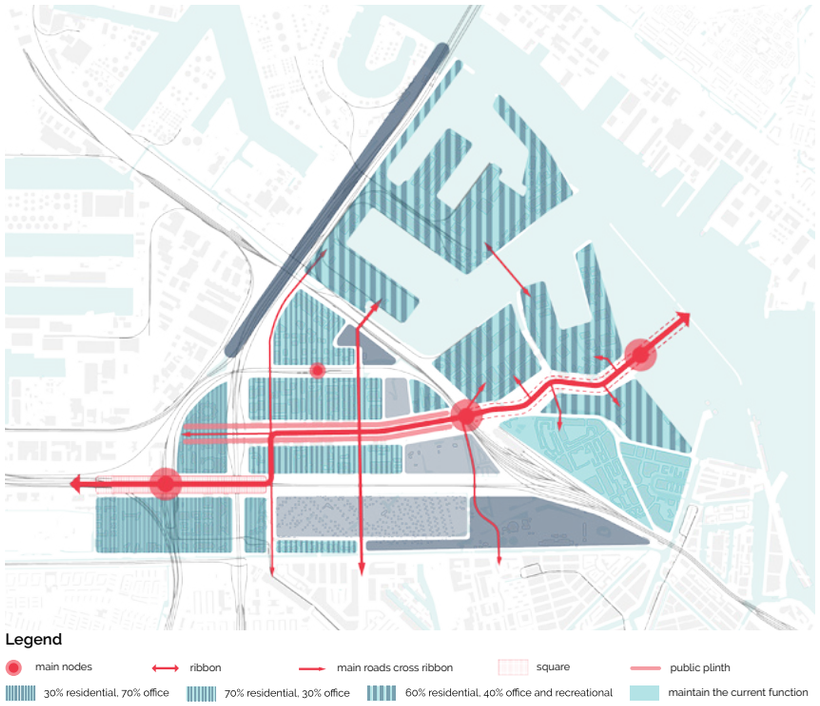
Problems

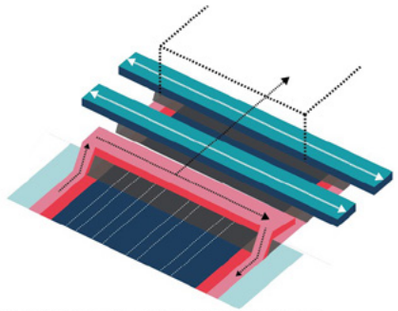
a. infrastructure junctions as main barriers—all means of infrastructures like railways highways, streets cross over in these points, and distributed vertically, result in complicated and strong barriers
b. lines of railways and highway fragment the area into pieces, it is not easy to cross.
c. lack of a continuity in green connections scarce and scattered public space with low accessibility

Potentials

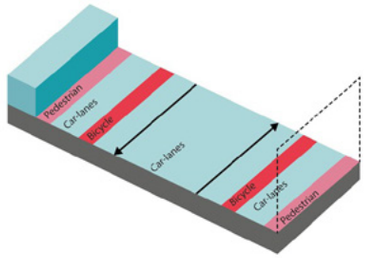
a. original industry will be removed, low-flat buildings can be transformed, new functions can be injected in, along with the requirement of densification.
b. suturing the gaps in the green connections can create a continuous green corridor
c. potential to densify and develop the harbor area with more residential and recreational use.



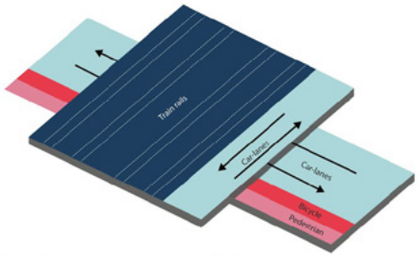




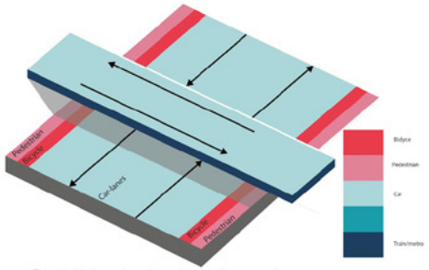
Type 1: Railway causing division and lack of pedestrian and bicycle connection



Type 2: Car dominance on street level



Type 3: Railway combined with car-lines forming barrier and unattractive connections



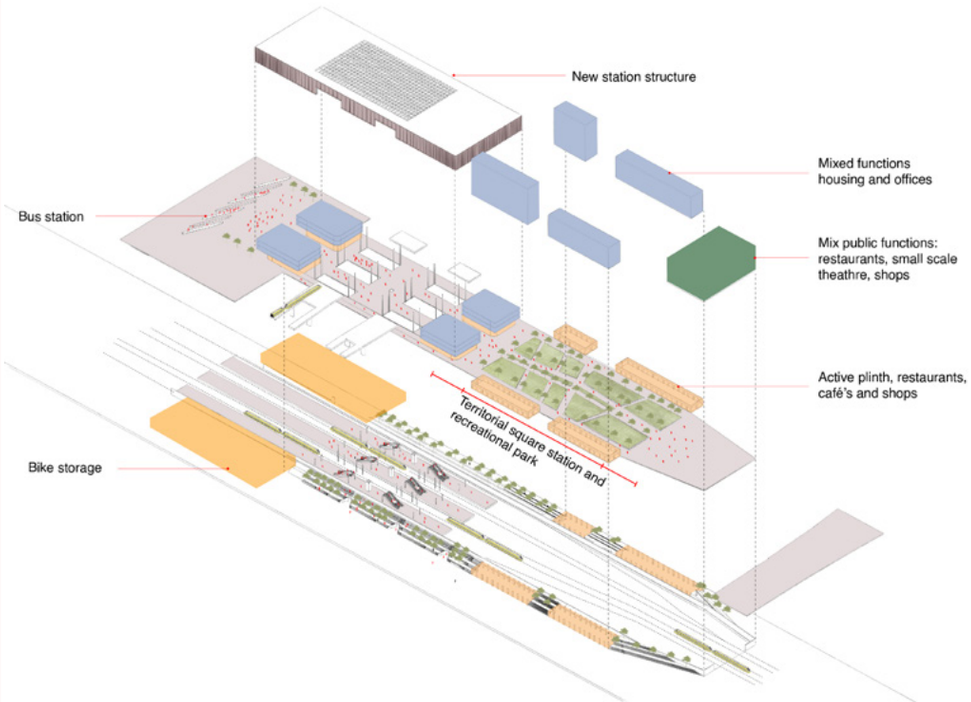
Type 4: Highway junctions, car dominates unclear junction

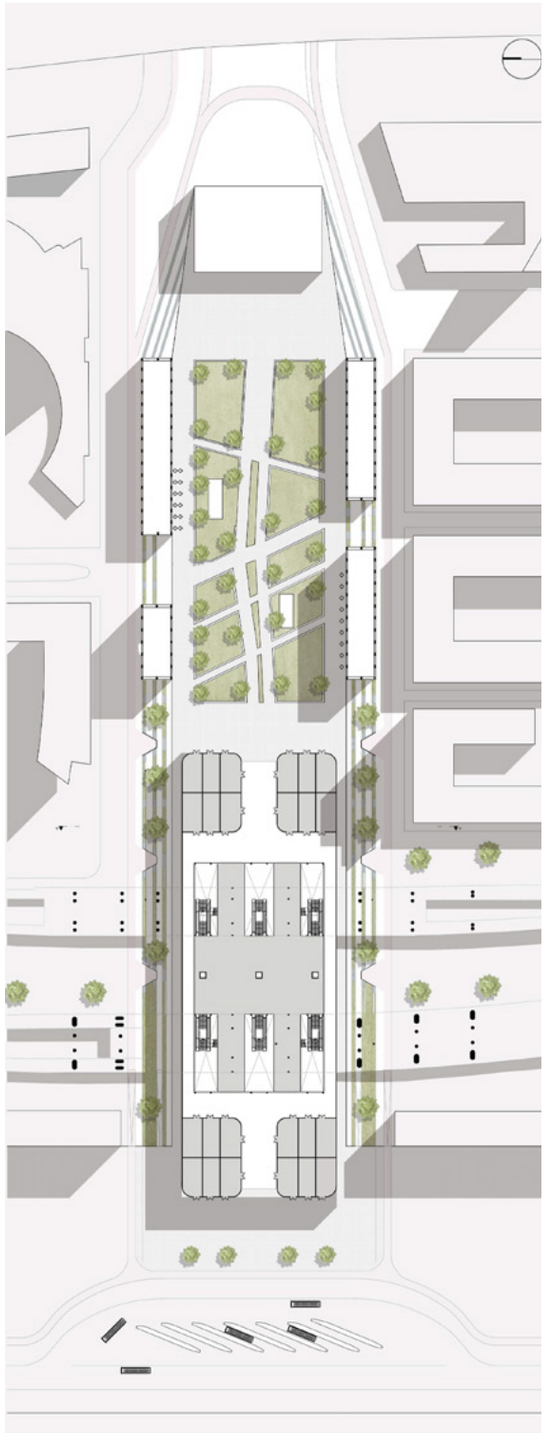
The Urban Ribbon: Entrance

Eric Bezemer

The project focuses of the new role of the station relating to the current existing infrastructural junctions. The new station is conceived as the mediator of scales, a spatial extension of cities and a translator of the nation scale to the city scale and ultimately to the street and home-scale. Due to the trend of densification it is necessary to distinguish the city as a place of localities and to not yield to generic deification. Sloterdijk is nowadays drowning in its own infrastructural appearance and fails to be appropriate for the future housing development.

Therefore, the proposal aims to introduce a new sequence of scale reduction with a different station typology to create public space that on one hand can serve as a new urban element and resolve the poor spatial quality in and around the station. This all, resulted in an elevated public square/park that cover up the major infrastructural barrier within the sub-area.





The Urban Ribbon: Binder

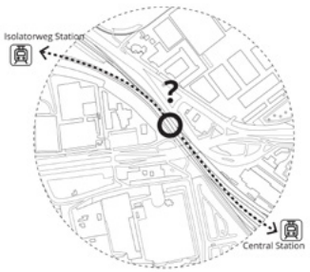
Shaoqi Zhang

In the Sloterdijk Station area, the railway is quite dominant resulting in a fragmented urban structure. There is a gap in the metro line 51, which could have connected the Isolatorweg station to the Amsterdam Central Station and form a ring line. Additionally, as two nodes along the ribbon, the area centered with Sloterdijk Station is already developing towards a business center with more high-rise offices. This site area is still mainly undeveloped grassland without active functions. This node is located in the middle, thus specific interventions are needed to cope with future development and needs:

1. Railway as barrier: the railway is a barrier that split the area, and the underground tunnel is the only passage for pedestrians, cyclists and cars to go through;
2. Discontinuity of the traffic line;
3. A passive and fragmented junction: the site area is fragmented by the infrastructures. And there are only some inactively used buildings like a petrol station, taxi company, former youth prison. If Sloterdijk will be transformed from a industrial area into a living community, with less cars, these issues should definitely be developed, transformed or replaced.

Railway as barrier

The above-ground railway is a barrier that splits the area into two parts. The underground tunnel is the only passage for the pedestrian, cyclist and car to go through.

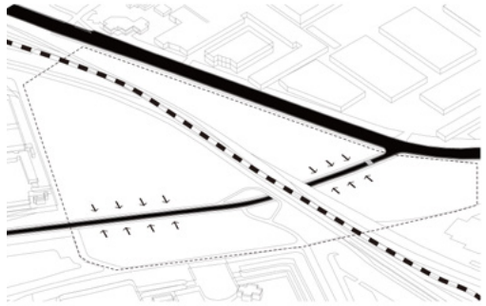


Discontinuity of metro line

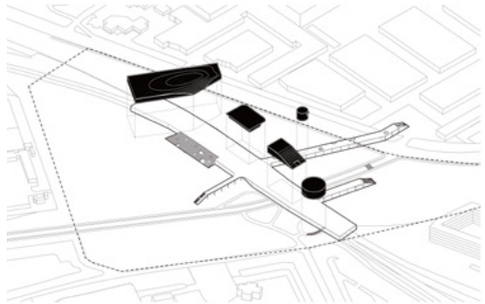
There is a gap in the metro line 51 which could connect Isolatorweg station to the central station to form a ring connection.

Passive / undeveloped junction

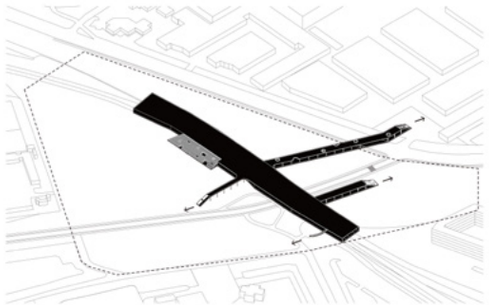
The separated islands around the junction is either undeveloped or not actively used, which results in a passive node.



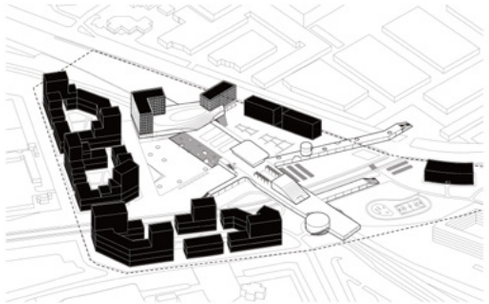
Narrow down Road Transformatorweg
Improve the connectivity between the north and south



Insert different public programs on the platform
Transform the node into a vibrant public realm



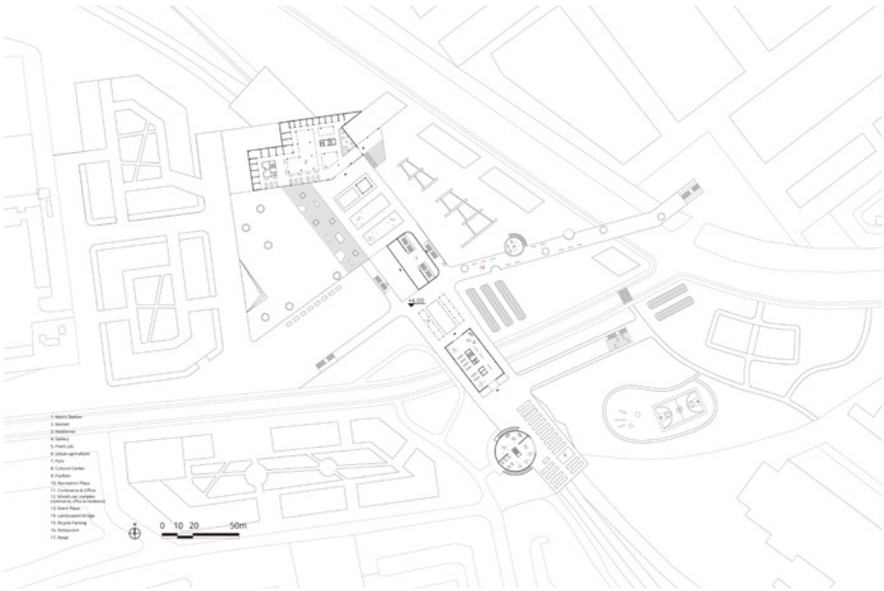
Cover part of the railway through an open plaform
improve the connnectivity between both sides of the railway

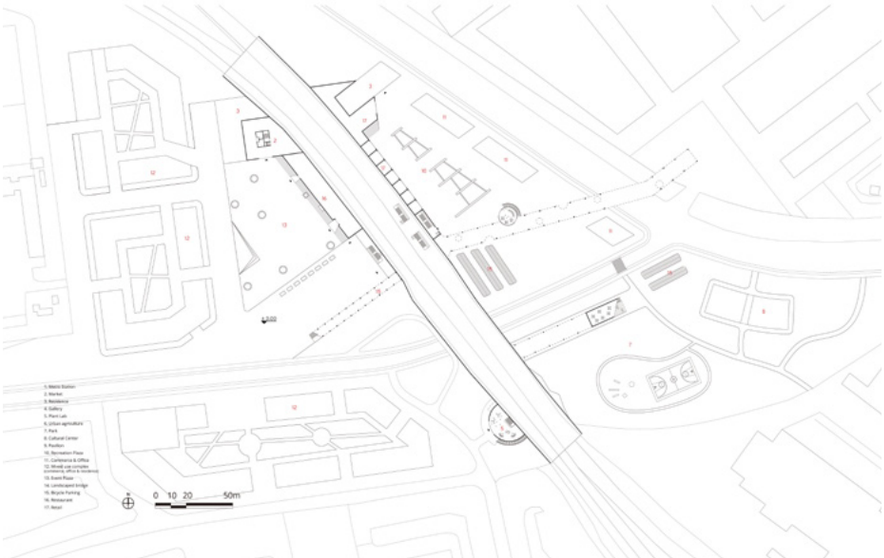


Densify the site area with mixed use complex
& help define the plazas in the middle


N
0 10 20 50m
① Metro Station
② Market
③ Residence
④ Gallery
⑤ Plant Lab
⑥ Urban agriculture
⑦ Park
⑧ Cultural Center
⑨ Pavilion
⑩ Plaza
⑪ Commerce & Office
⑫ Mixed use complex (commerce, office & residence)
⑬ Event Plaza
⑭ Landscaped bridge
+6.00
± 0.00


TRANSFORMATORWES


0 10 20 50m


0 10 20 50m

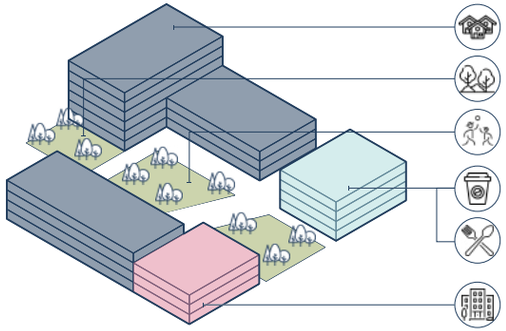

WELCOME

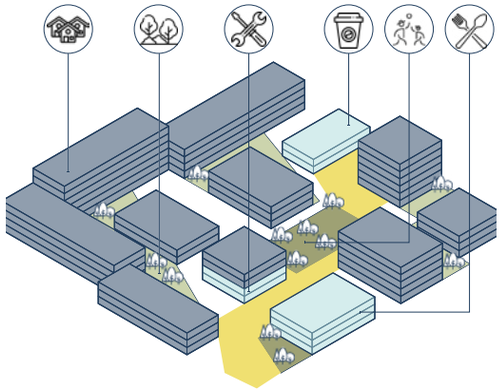
The Urban Ribbon: Transition

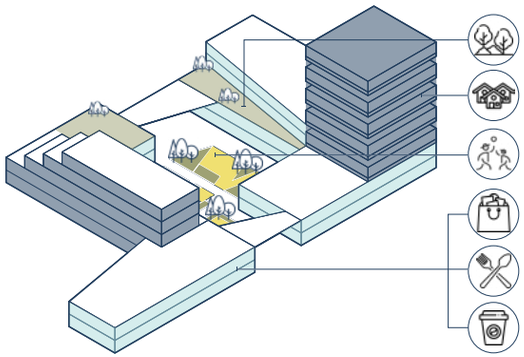
You Wu

Based on our vision, there are two important nodes around this area, which both have a strong purpose to attract people to come. How to enable people not only to stay one specific node, but also to go along our public sequence (from train station to harbor). This site will play an important role to be a connector and guidance. In addition, based on the Haven-Stad project, it is going to be a vibrant and mixed-use neighborhood.

This project mainly focuses on transforming from a mono-functional warehouse area into vibrant mixed-use neighborhood. In the current situation, there are many negative elements around this area which formed many barriers for pedestrians and cyclists yet to come. By introducing public space, greenery, and facilities gradually, this area will be a lively neighborhood for residents to live in. Meanwhile, it is also an essential public system to activate the surrounding area.







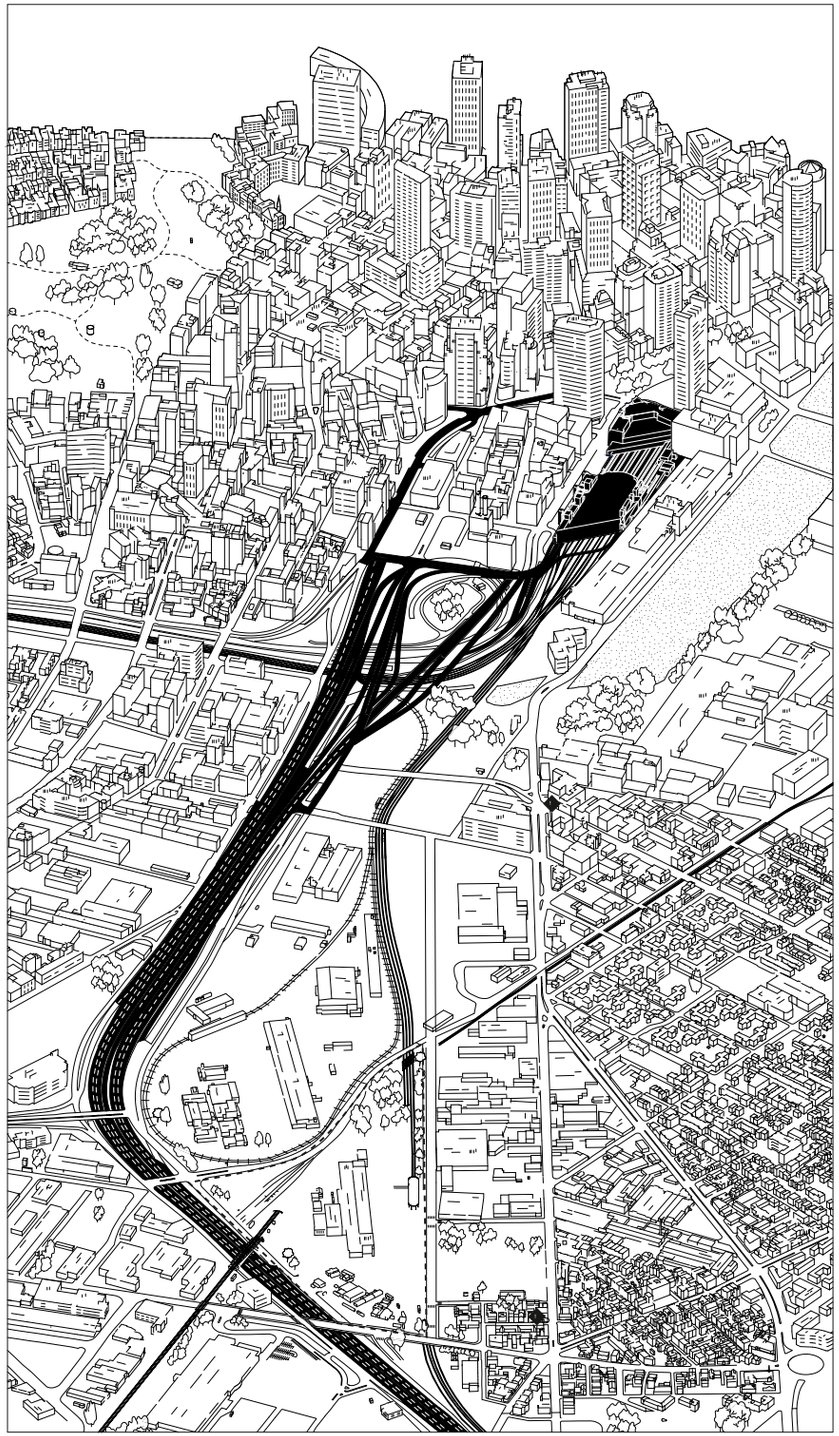
Boston

Students
Andrea Cappiello
Andrea Malangnino
Annemijn Kuiper
Antoine Béchet
Esma Karadag
Gabriele Piazzo
Jianing Liu
Louis Bernard de Saint Affrique
Maud Ebbers
Rick Schoonderbeek
Siobhan Hudson
Sylvan Muilwijk
Violeta Sánchez Sánchez
William Guild
Ziyang Xue

Aerial picture of South Station, Boston, Mass.
Boston Public Library, Boston Pictorial Archive (Collection of Distinction)
Fairchild Aerial Surveys, Inc. N.Y.C., 1930

Boston

South Station Main Entrance, Boston, Mass.
Boston Public Library, Boston Pictorial Archive (Collection of Distinction)
Thomas E. Marr, ca. 1884–1910



Boston's new Centrality

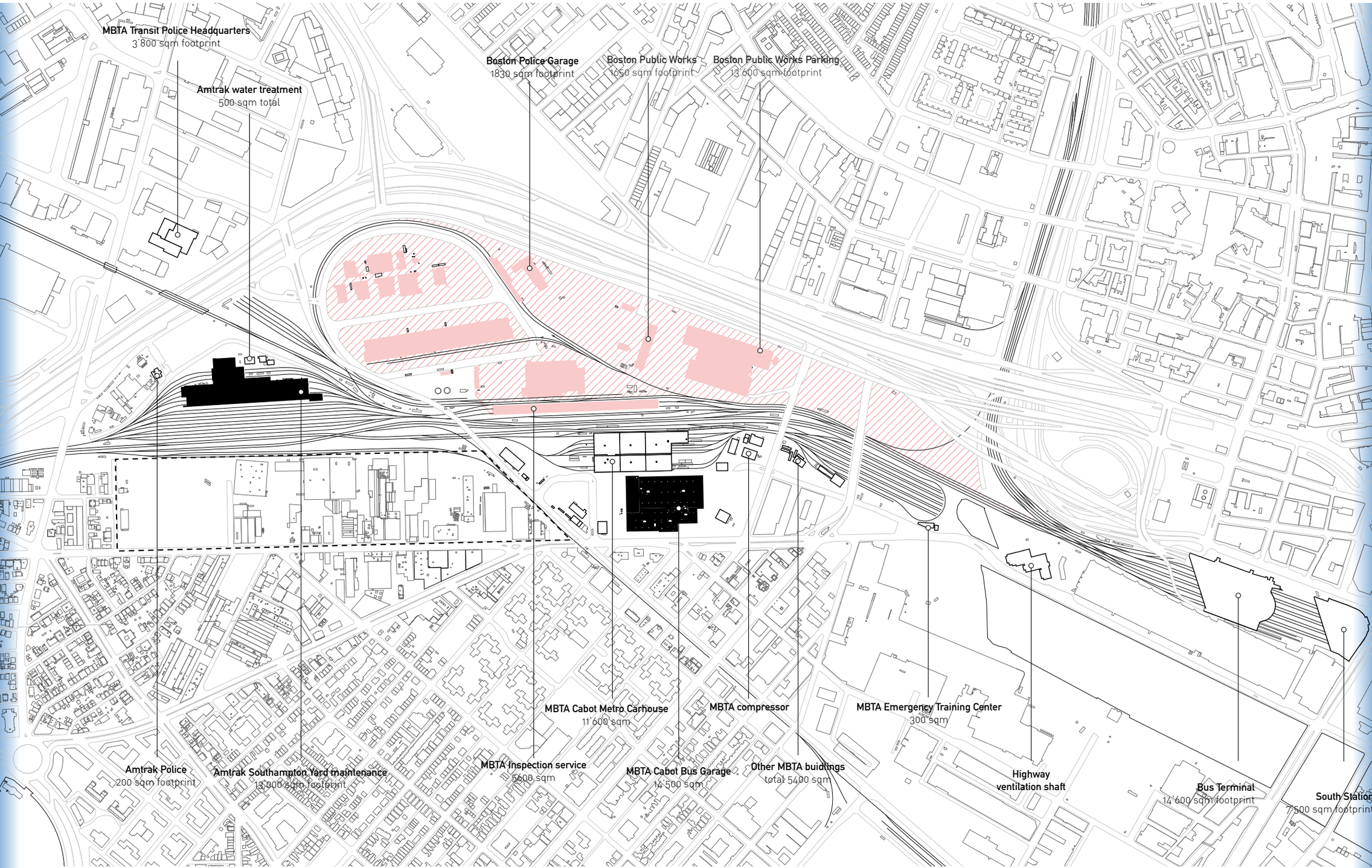
Andrea Cappiello
Louis Bernard de Saint Affrique

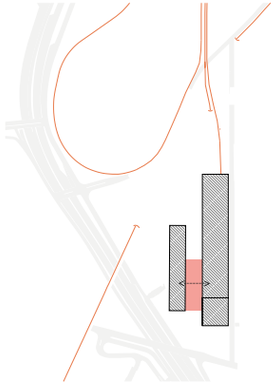
In order to reconquer the wastelands of the industrial corridor and protect infrastructure from floodings, a re-arrangement of land use is needed. The relocation of the *Boston Food Market* is the main obstacle to this rearrangement. Many scenarios were proposed but none of them is convincing. We refuse to contribute to logistic sprawl by relocating it in the suburbs of Boston. We believe that the distribution of urban resources, among with food, should be kept on site, in the city, and architectured. The same goes for the maintenance facilities.

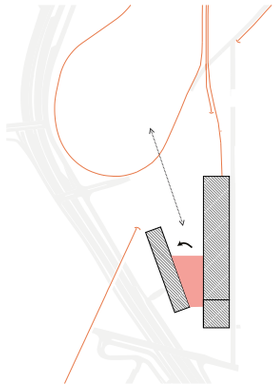
In addition, we believe that the rail infrastructure, left abandoned, must be rehabilitated in order to strengthen existing infrastructure. The commuter transport on track 61 could be reactivated to allow an East-West distribution of commuters on the metropolitan scale. The former freight line in the Widett Circle could be renewed for a tram transit in the wetland.

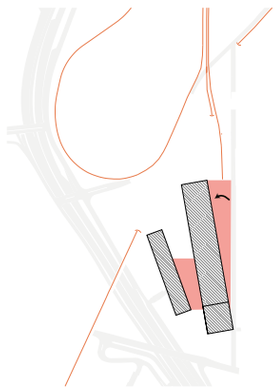
Thus, the relocation of the Food Market activities combined with the proposal of a new rail transit system and the need for a high speed train station call for a new mobility hub in Southampton Yard.

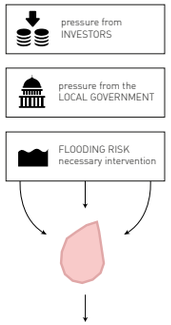
What could be a metropolitan station for Boston ?


MBTA Transit Police Headquarters
3 800 sqm footprint
Amtrak water treatment
500 sqm total
Boston Police Garage
1830 sqm footprint
Boston Public Works
1650 sqm footprint
Boston Public Works Parking
13 600 sqm footprint
Amtrak Police
200 sqm footprint
Amtrak Southampton Yard maintenance
13 000 sqm footprint
MBTA Inspection service
5600 sqm
MBTA Cabot Metro Carhouse
11 600 sqm
MBTA Cabot Bus Garage
14 500 sqm
MBTA compressor
Other MBTA buidlings
total 5400 sqm
MBTA Emergency Training Center
300 sqm
Highway
ventilation shaft
Bus Terminal
14 600 sqm footprint
South Station
7 500 sqm footprint





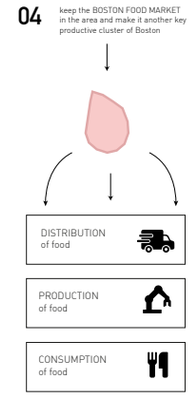


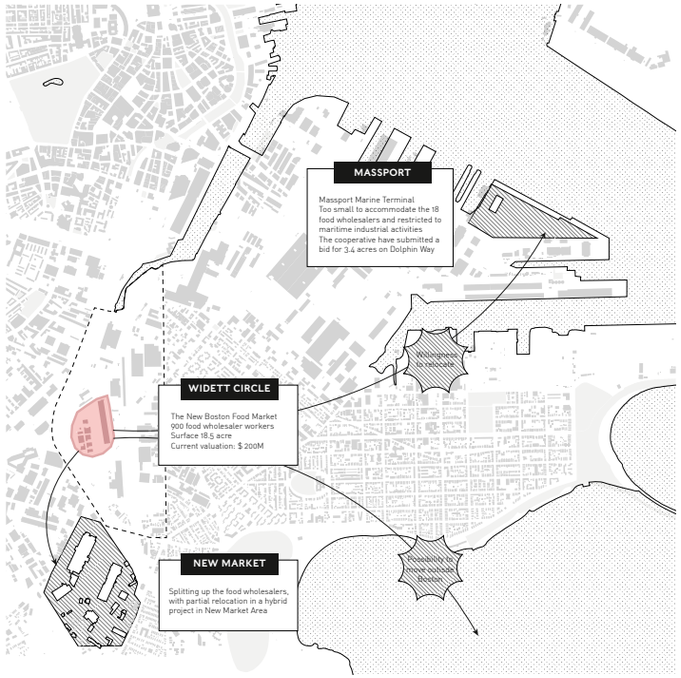


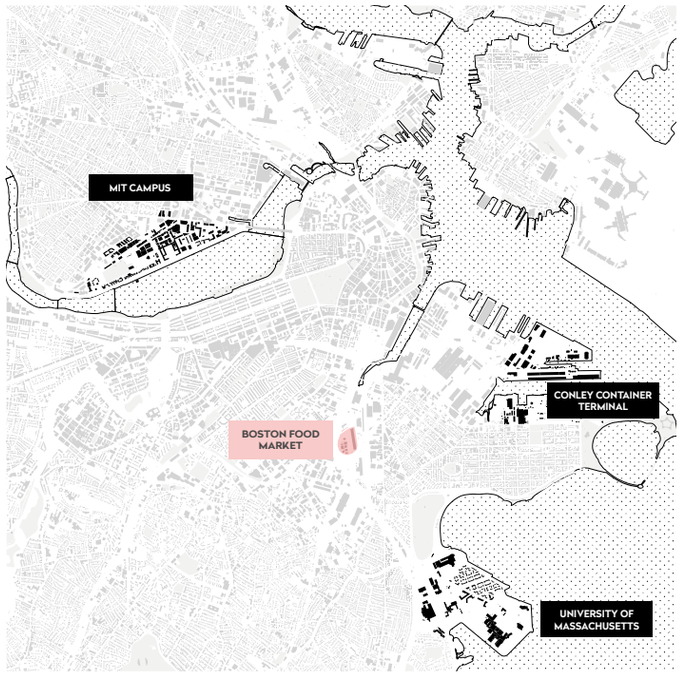
01 staying united
MASSPORT MARINE TERMINAL

02 partial fragmentation
NEW MARKET AREA

03 staying united
OUTSIDE BOSTON





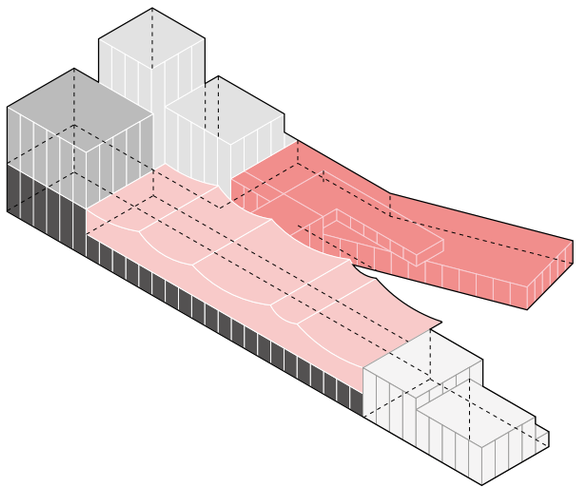


The Central Node

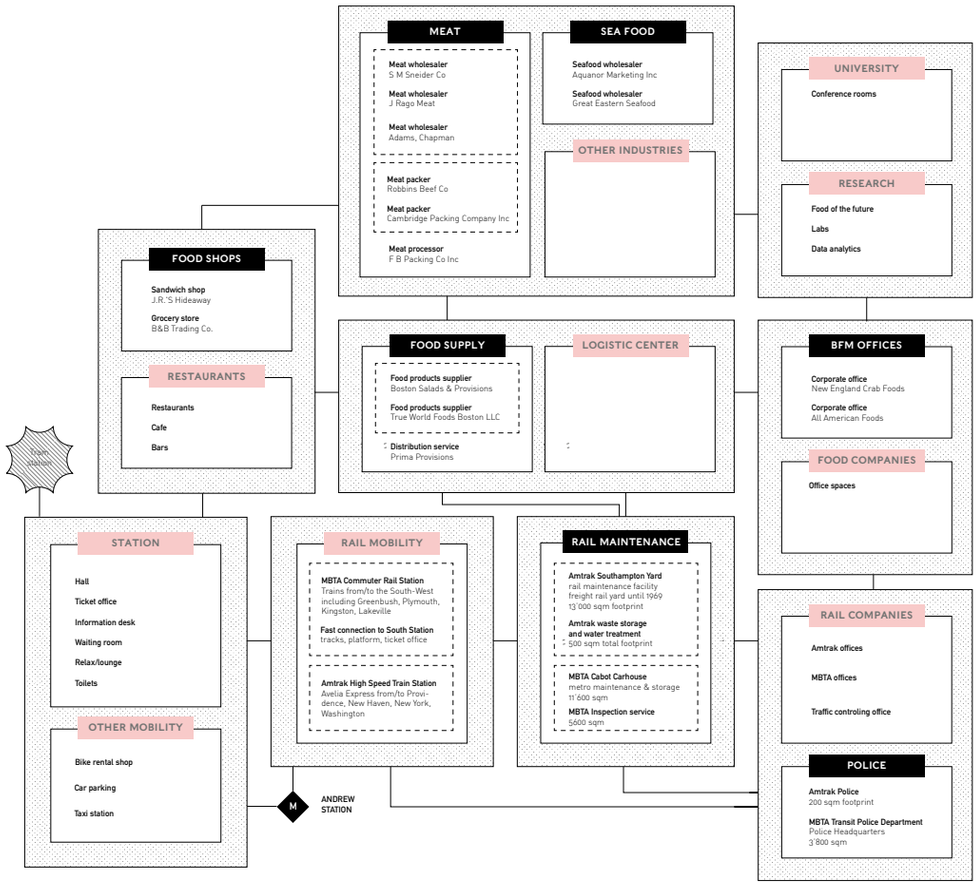
Andrea Cappiello
& Louis Bernard de Saint Affrique

Based on our vision, there are two important nodes around this area, which both have a strong purpose to attract people to come. How to enable people not only to stay one specific node, but also to go along our public sequence (from train station to harbor). This site will play an important role to be a connector and guidance. In addition, based on the Haven-Stad project, it is going to be a vibrant and mixed-use neighborhood.

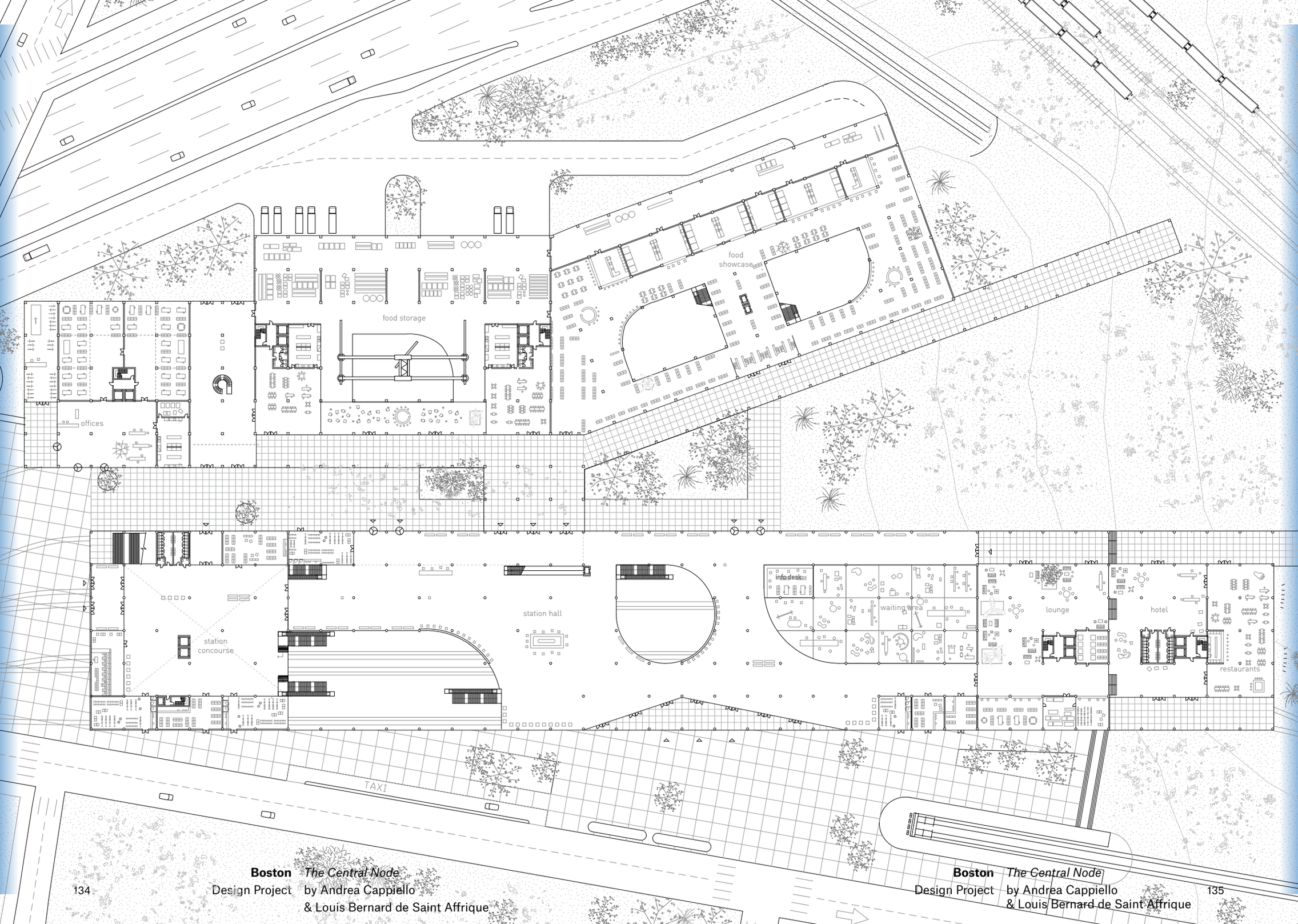
This project mainly focuses on transforming from a monofunctional warehouse area to a vibrant mixed-use neighborhood. In current situation, there are many negative elements around this area, which formed many barriers for pedestrians and cyclists to overcome. By introducing public space, greenery, and facilities gradually, this area will be a lively neighborhood for residents to live in. Meanwhile, it is also an essential public system to activate the surrounding area.

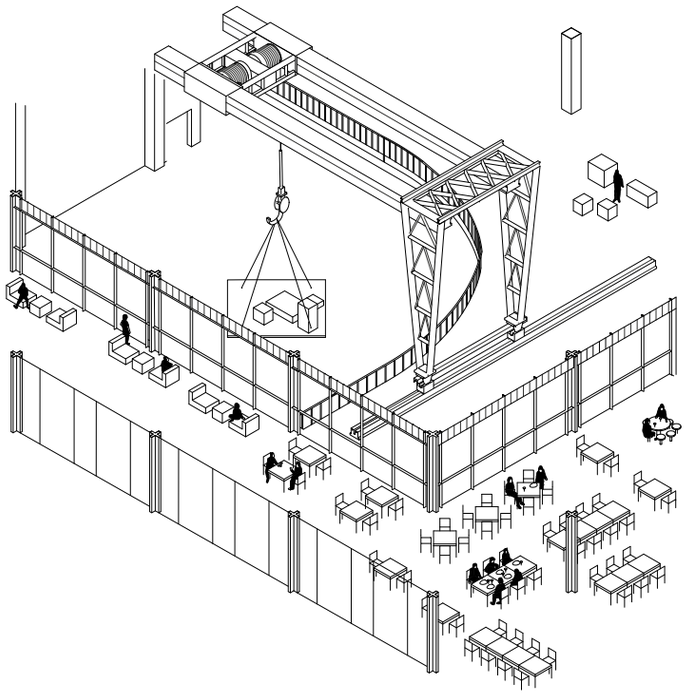


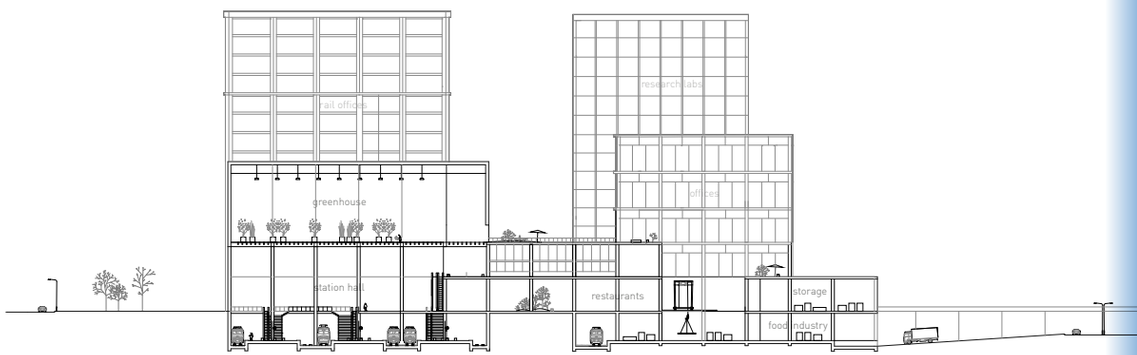
Train station
Rail offices
Accomodation
Food companies offices & research labs
Food production, distribution & consumption
Greenhouse

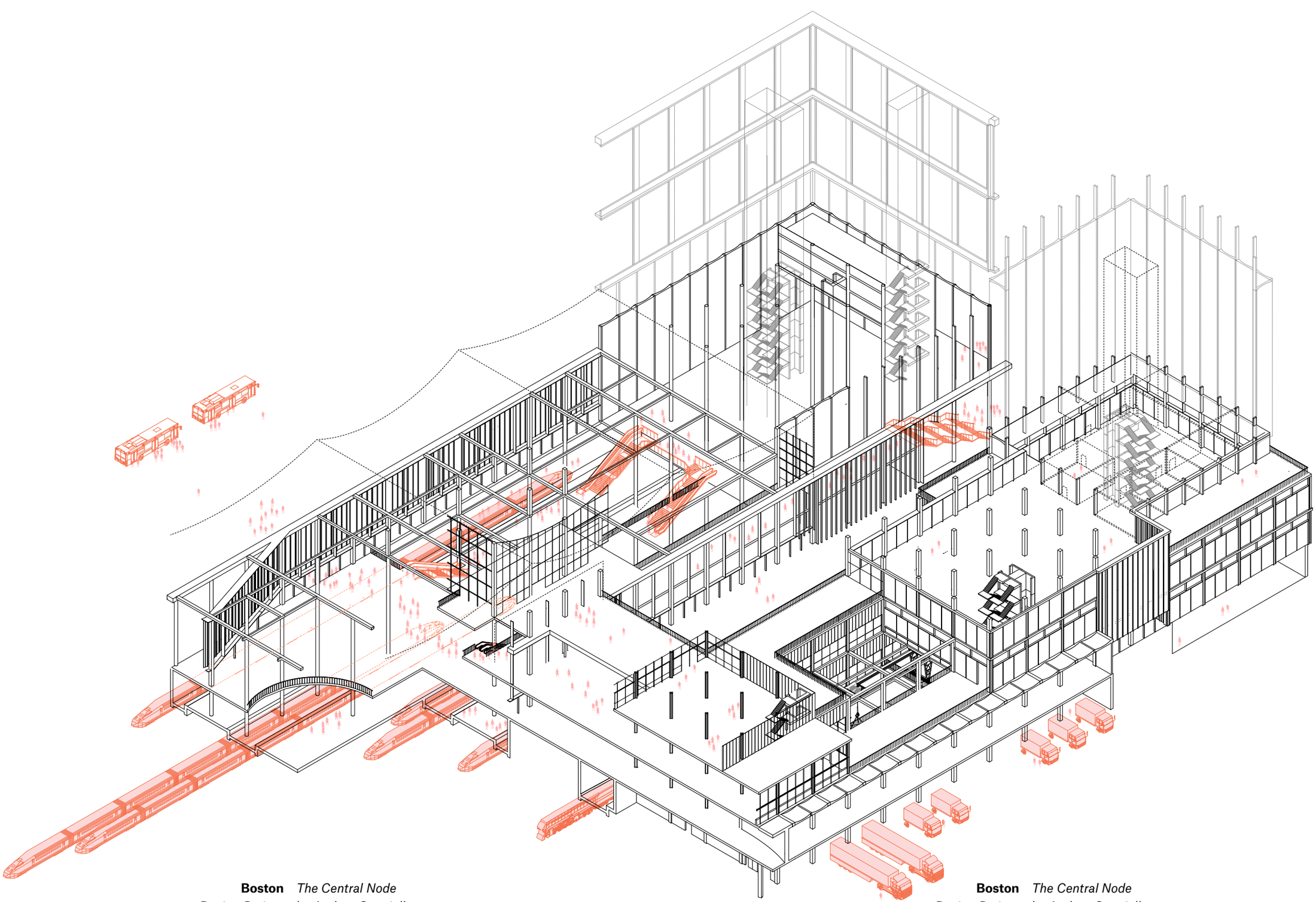


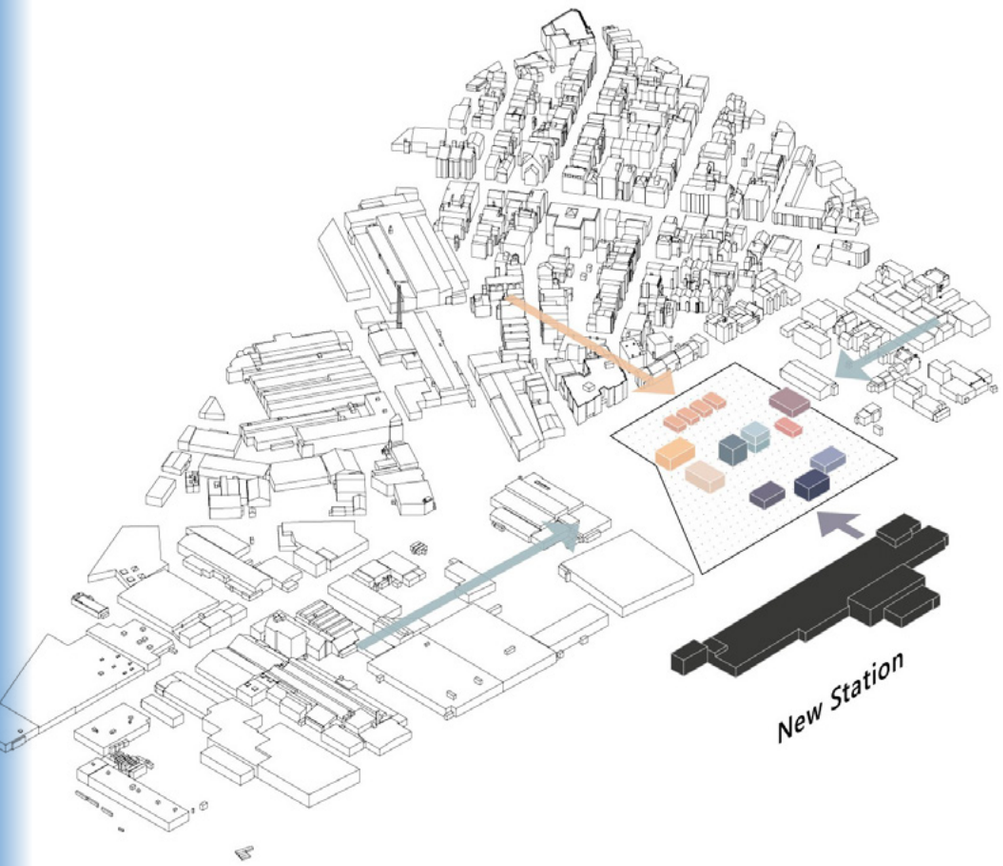
Programmatic organization of the building


food storage
food showcase
offices
station concourse
station hall
info desk
waiting area
lounge
hotel
restaurants
TAXI




retail offices
research labs
greenhouse
offices
station hall
restaurants
storage
food industry



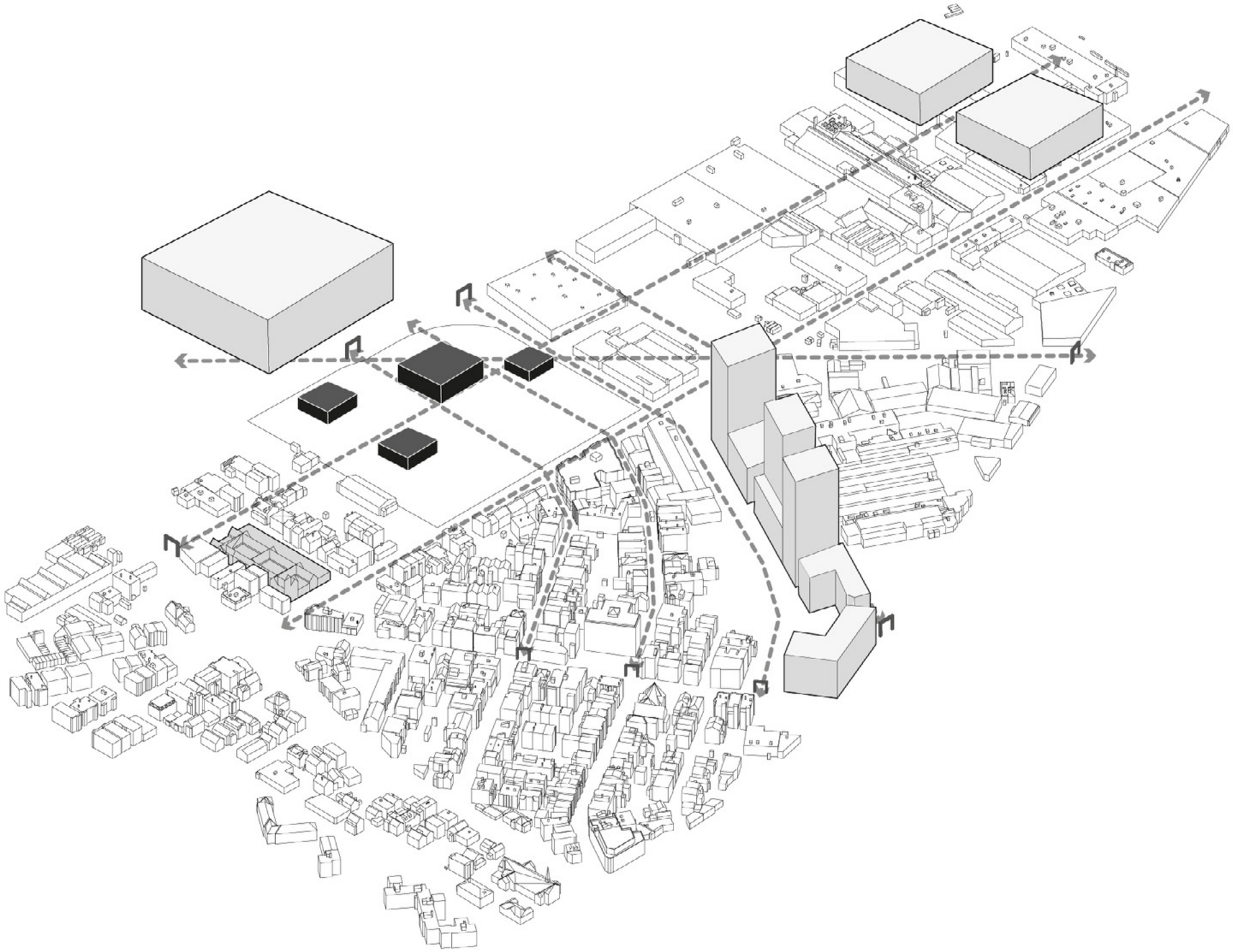


Needs of Boston

Andrea Malangnino
Rick Schoonderbeek
Antoine Béchet

The main problem for a city as Boston is that the city doesn't own a lot of land. There are a lot of plots owned by different land owners, which makes it hard to make a master plan for future development. At the same time the American approach of developing is not a desired development looking at the public space, because they only develop their plot and most of the time don't look at the connection with the neighborhood. So our approach would be a combination of the European master planning and the American real estate. In our area we can find a clear difference between a residential area, a recreational area and a scattered area which acts as a buffer zone between the residential area and the infrastructure of Boston. Within this scattered area there is a lack of human life and this is a big problem.

There is an absence of programs and activities in the neighborhoods of South Boston and Telegraph Hill. Both districts are vast residential areas, characterized by a total absence of recreational and productive activities. For this reason we decided to work on a district scale. Our proposal foresees the addition of programmatic complexity in this large residential area through a multi-functional structure that acts as a node.



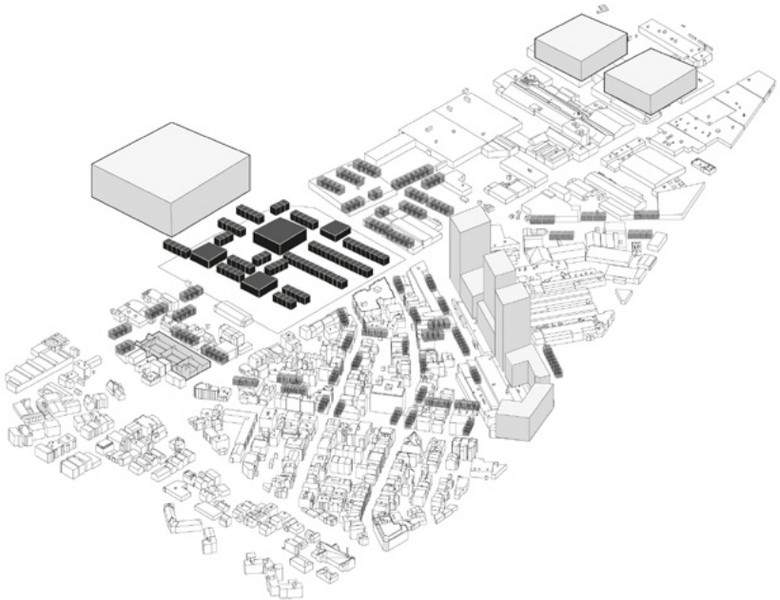
Boston Analysis of the urban perimeter
Group Analysis *Needs of Boston*

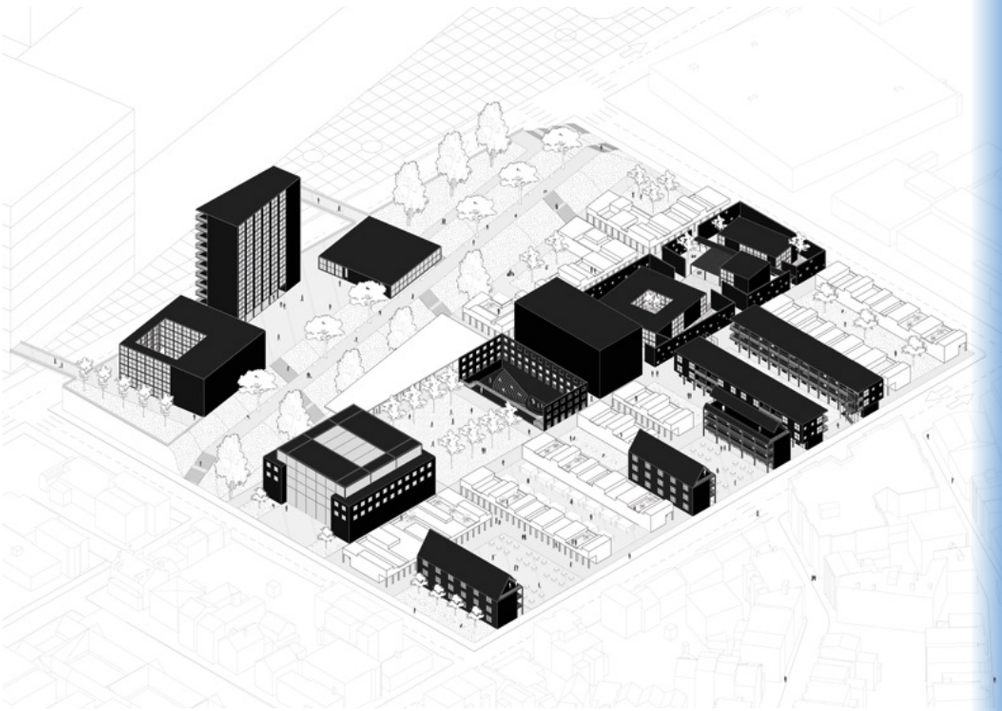
Boston Analysis of the urban perimeter
Group Analysis *Needs of Boston*

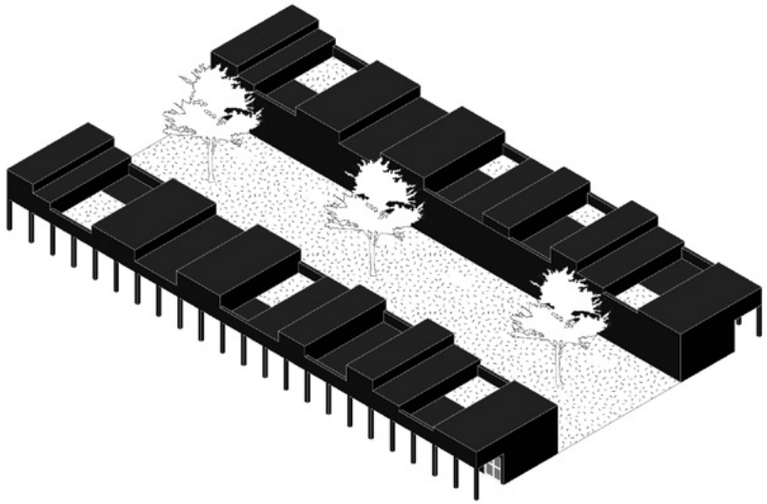
Needs of Boston

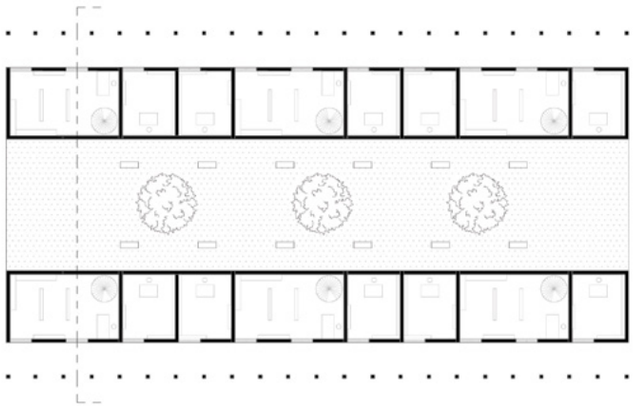
Andrea Malangnino
Rick Schoonderbeek

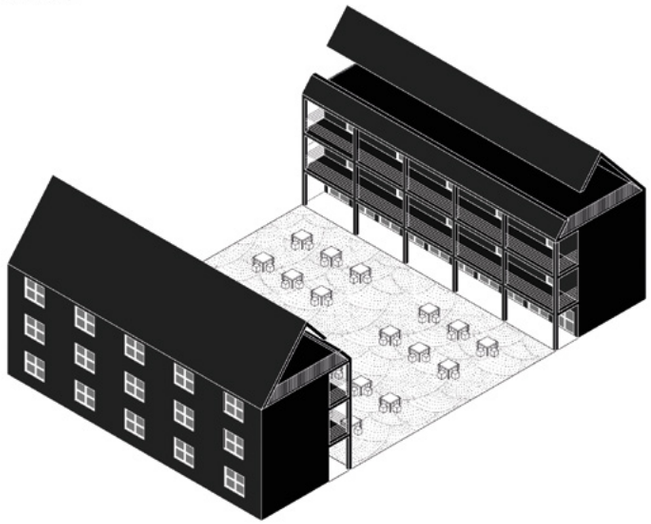
Boston is changing and will be changed in the future. With some plans for a new high speed train station in the south of Boston the area around it will definitely change. At the moment there are a lot of storage buildings, wholesales and buildings for manufacturing. Being so close to the new station is a very big opportunity for multinational companies to locate their offices here. However this area is next to a residential area. So we have to make sure there is a kind of transition zone created. Combining the USA and EU approach we think that the development of one plot can have an influence on the whole area. To activate the area we have to create some bigger nodes with programs that attract people. At the same time we create connections between the nodes that can extend towards the residential area. In this way we want to create the conditions for a development that not only exist of big office buildings, but we want to facilitate human life human life on the streets. With the development of the nodes on our plot and the connections we make between them we hope that it will have an influence on the neighborhood in the future.

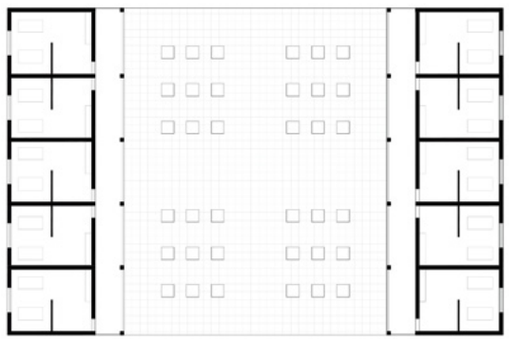


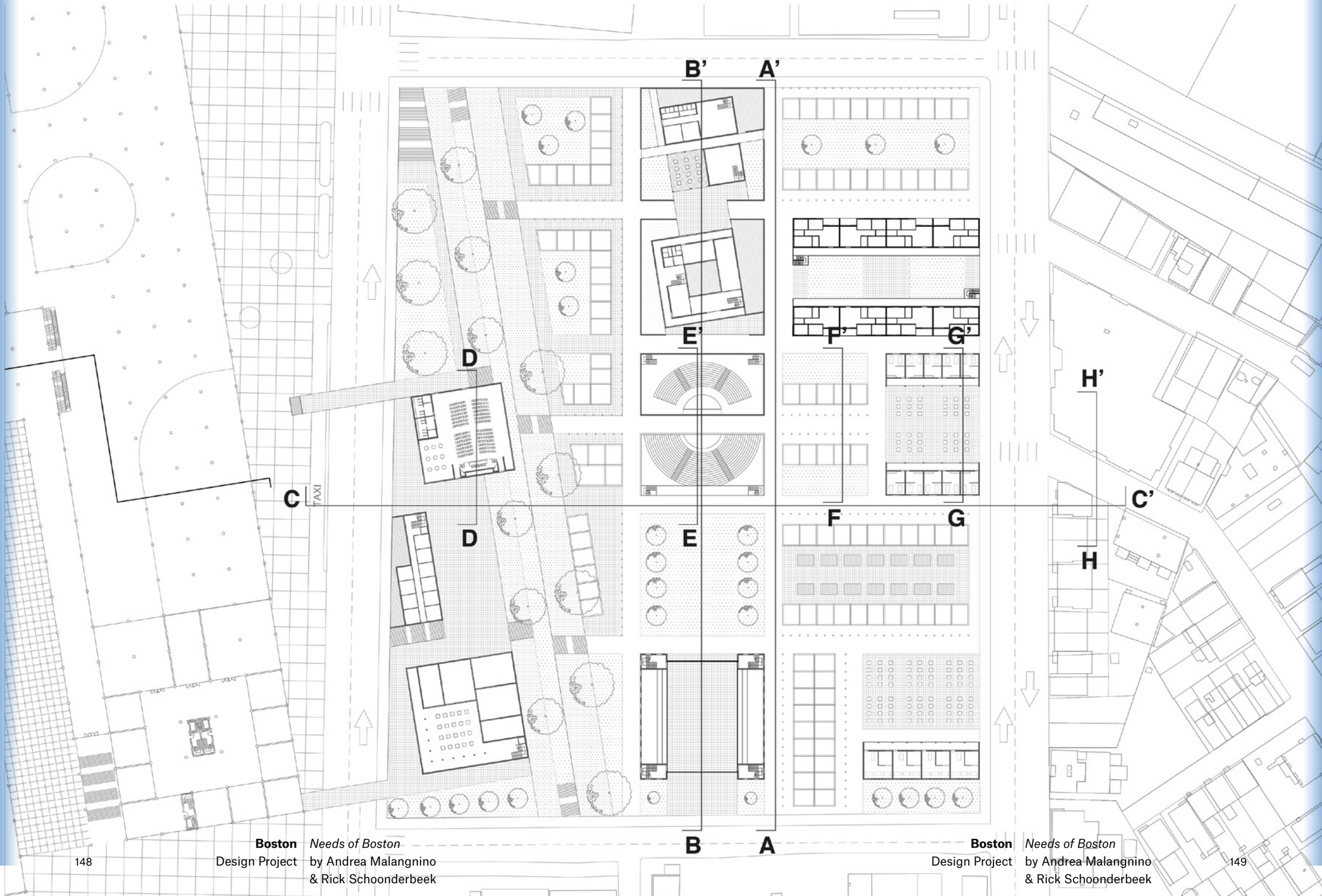


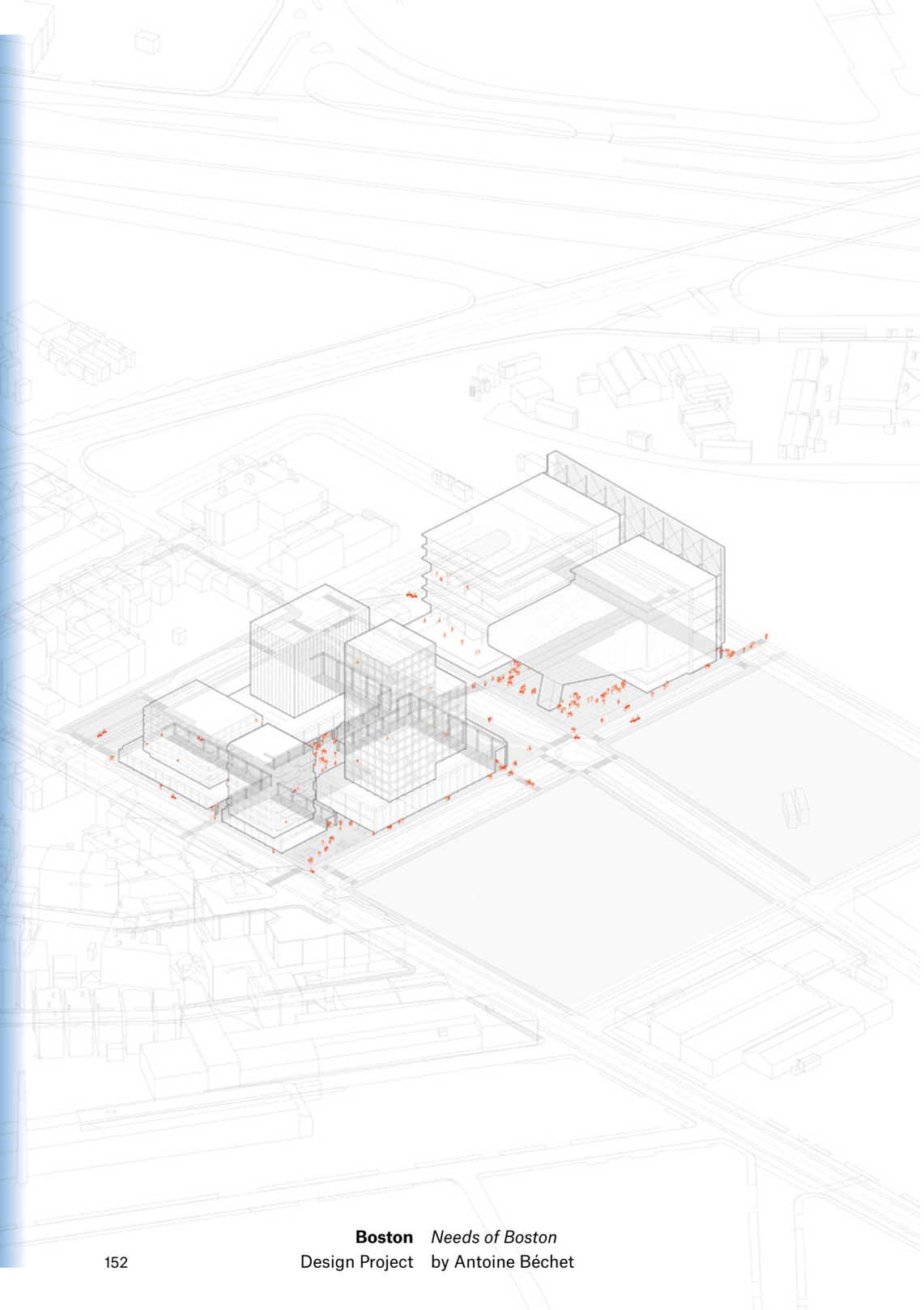








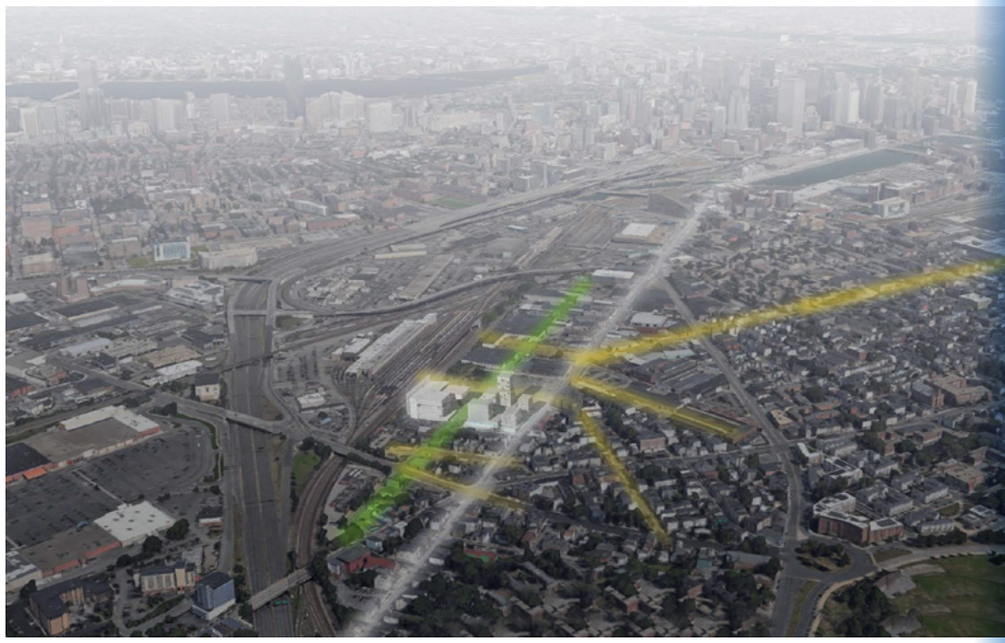

B'
A'
E'
F'
G'
D
H'
C
TAXI
C'
F
G
D
E
H
B
A



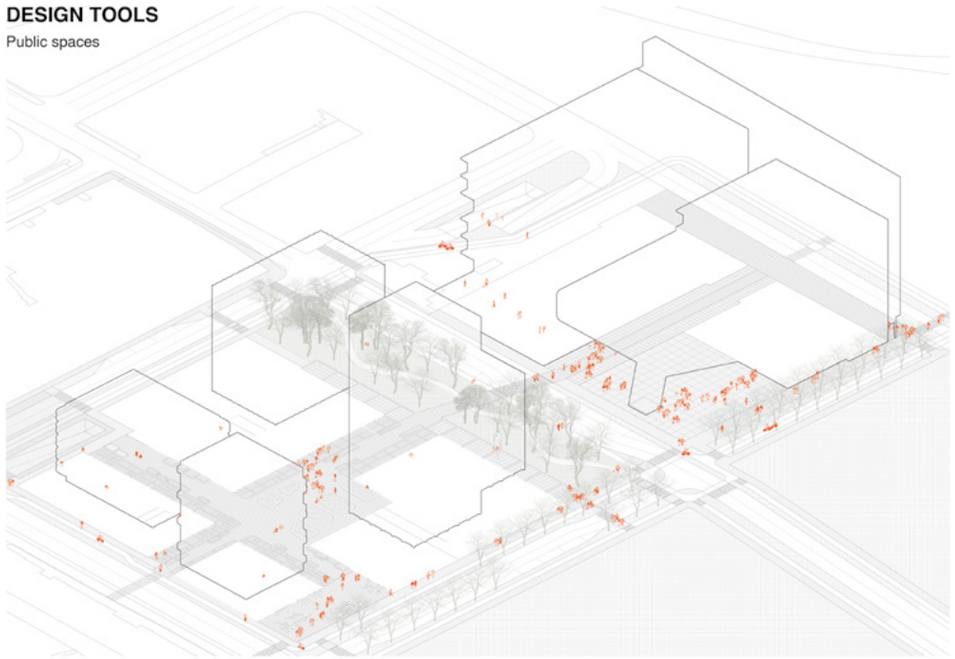
Needs of Boston

Antoine Béchet

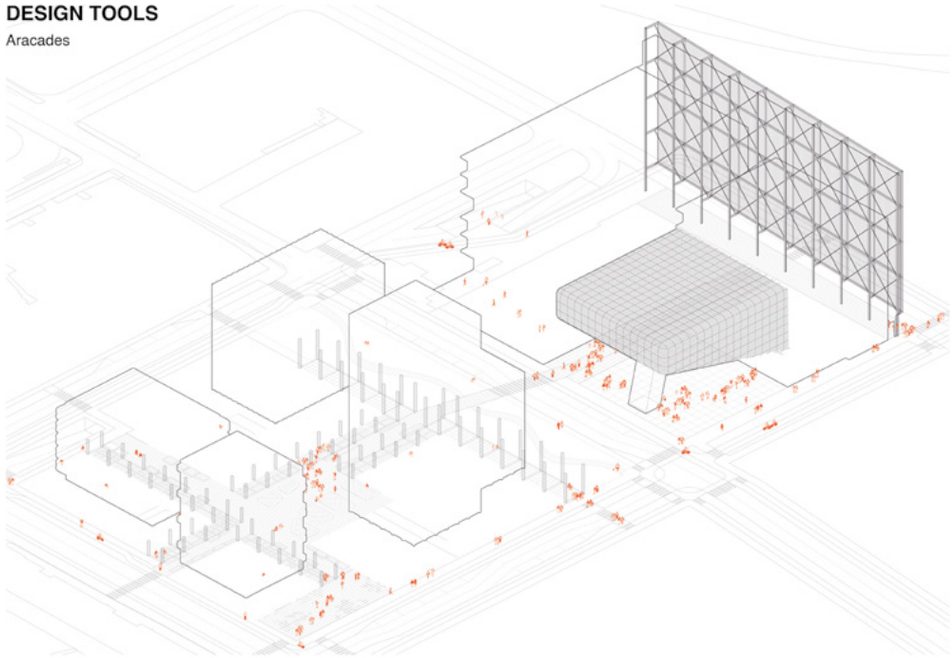
We, as a subgroup, were from the beginning interested in public spaces. So during our analysis, we discovered a gap of open spaces, as we look at the open spaces from a Boston scale of view. This gap, results in a fragmented green belt of Boston. Also, the quality of the open spaces goes from good to bad when moving from North-Boston to South-Boston. When we zoom in to the area of the Fort Point channel, we can distinguish, next to a lack of green, a few barriers when looking into the accessibility of the open spaces, like the Post Office, South Station and the Fort Point channel itself. When looking into slow traffic in this area, we can also see here a fragmented bicycle route and very narrow, unattractive pedestrian routes. From our analysis, we know that the Fort Point channel area is a desired pedestrian and bicycle route according to the inhabitants of Boston. So, shortly, we can conclude that this area lacks green open spaces and a good connectivity between the center of Boston and South-Boston for slow traffic. So our design proposal is to design public spaces that are pedestrian and cyclist friendly, have social opportunities, which are accessible and open and are united.

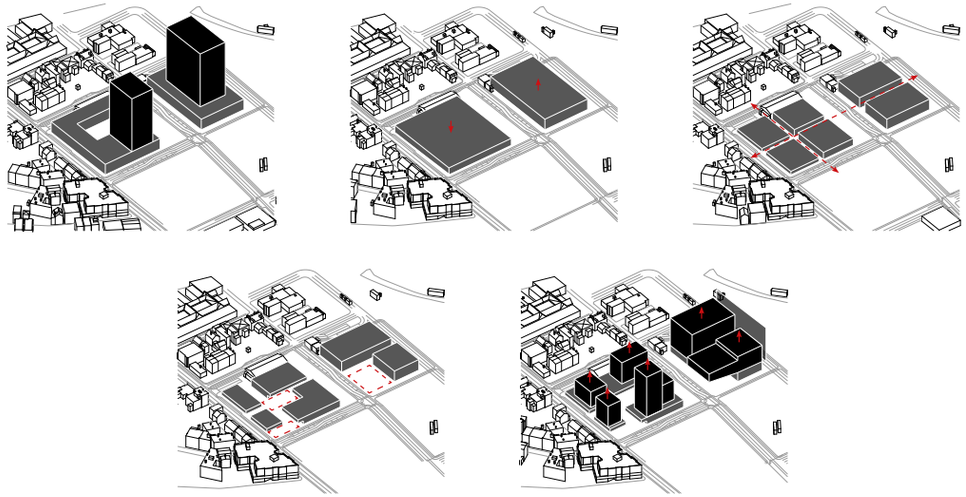


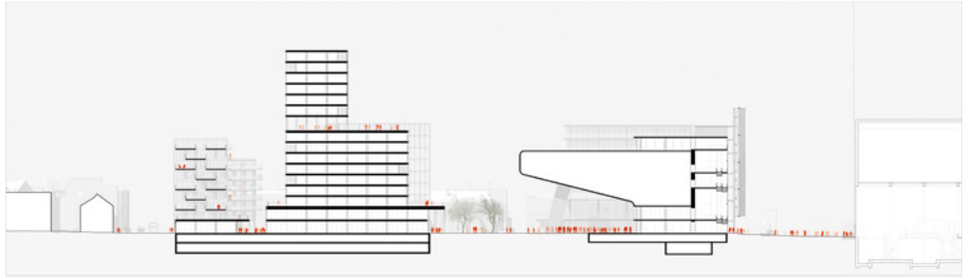
DESIGN TOOLS
Public spaces

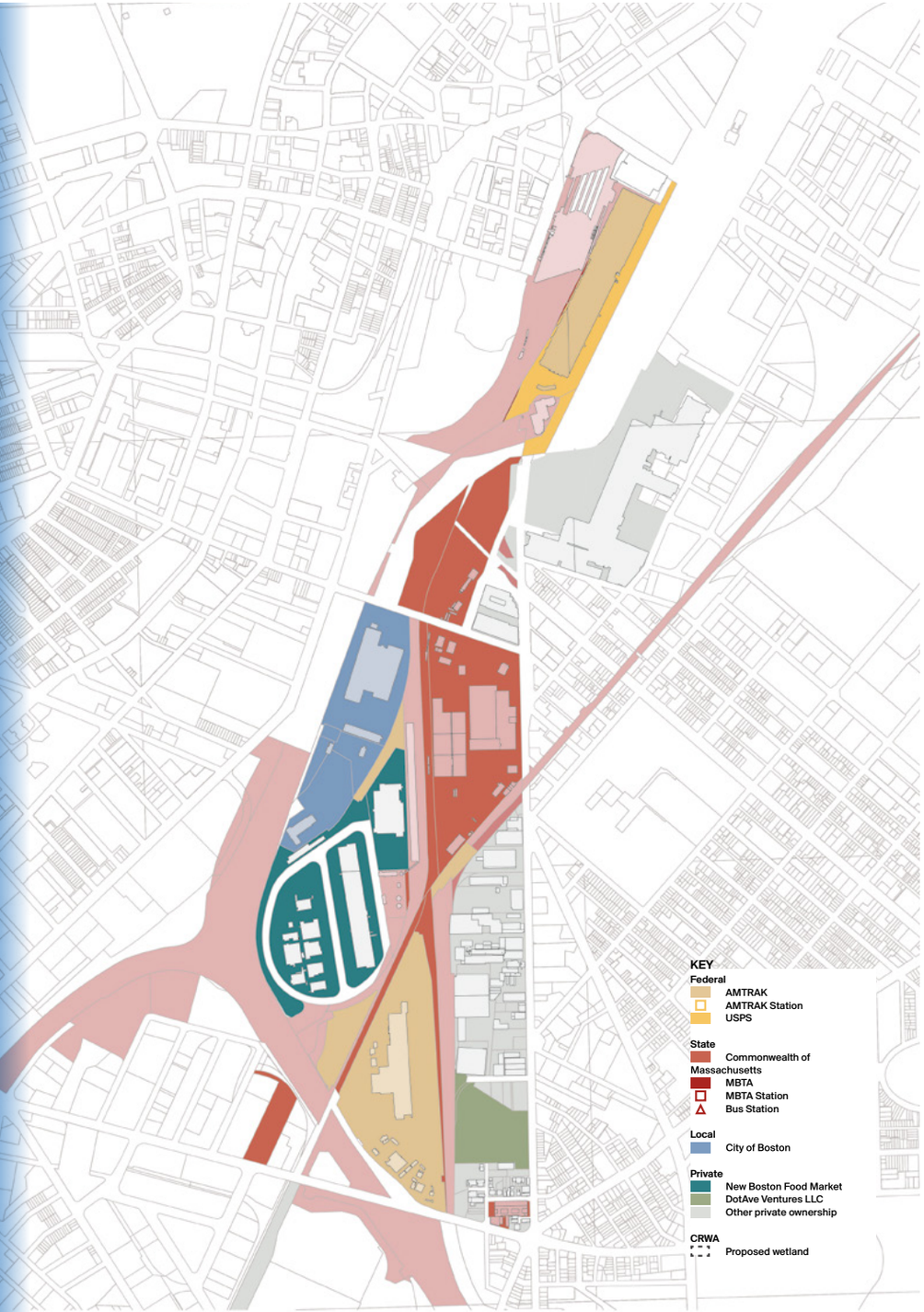


DESIGN TOOLS
Aracades









Flood Resiliency for South Boston

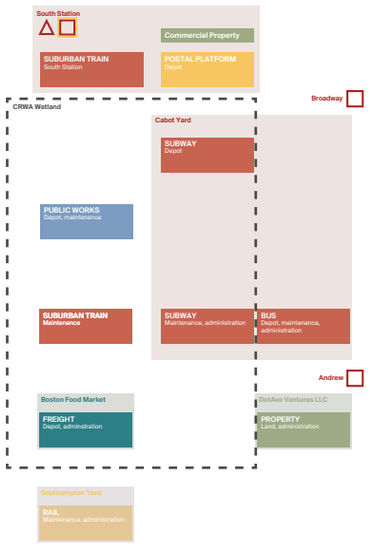
Gabriele Piazzo
William Guild
Sylvan Muijlvijk
Annemijn Kuiper

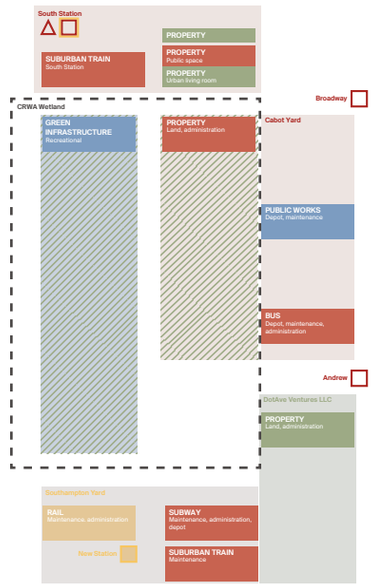
From the outset, the focus of our research and problem statement has been driven by the impending risk of flooding due to climate change and sea level rise. More specifically, we were interested in infrastructure, which represents the predominant land use around the site and is considered a major vulnerability for flooding in Boston.

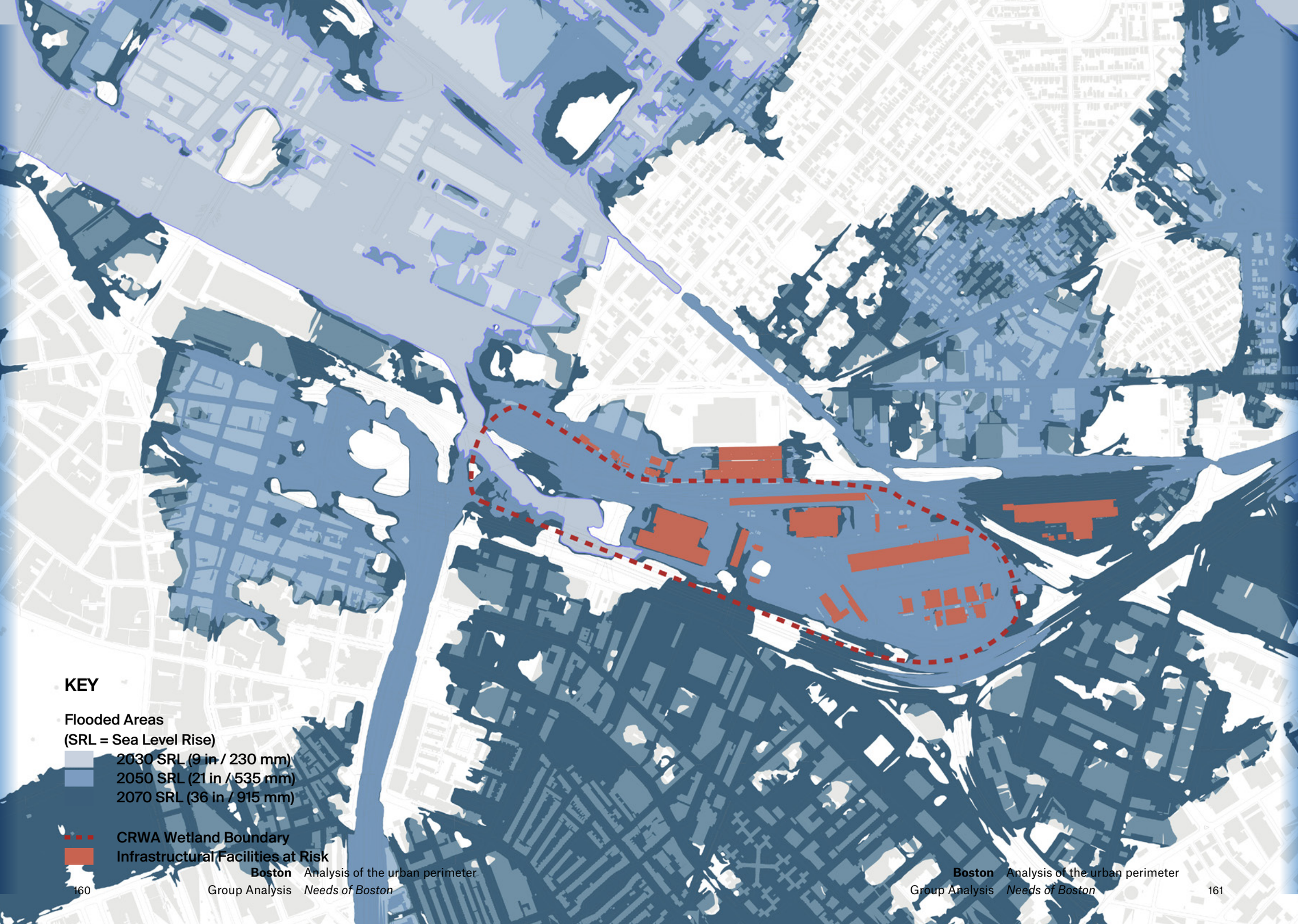
We highlighted a need to reorganize the existing programs and infrastructures. With the proposed CRWA wetland as the starting point to our investigation, we focused on understanding the current distribution of stakeholders in the area, particularly the MBTA-owned bus maintenance and depot at Cabot Yard.

With the transformation and regeneration of the area, we also saw the potential of the site to become a new center within the wider neighborhood. However, the current morphology acts as a barrier between South Boston and the wetland, making any pedestrian activity almost non-existent.

The problem we therefore formulated was how to create a new centrality within South Boston which enhanced the infrastructure of the bus network and embedded a resiliency against flooding. These three key components became the drivers for the design, informing the decisions at every scale.






KEY
Flooded Areas
(SRL = Sea Level Rise)
2030 SRL (9 in / 230 mm)
2050 SRL (21 in / 535 mm)
2070 SRL (36 in / 915 mm)
CRWA Wetland Boundary
Infrastructural Facilities at Risk

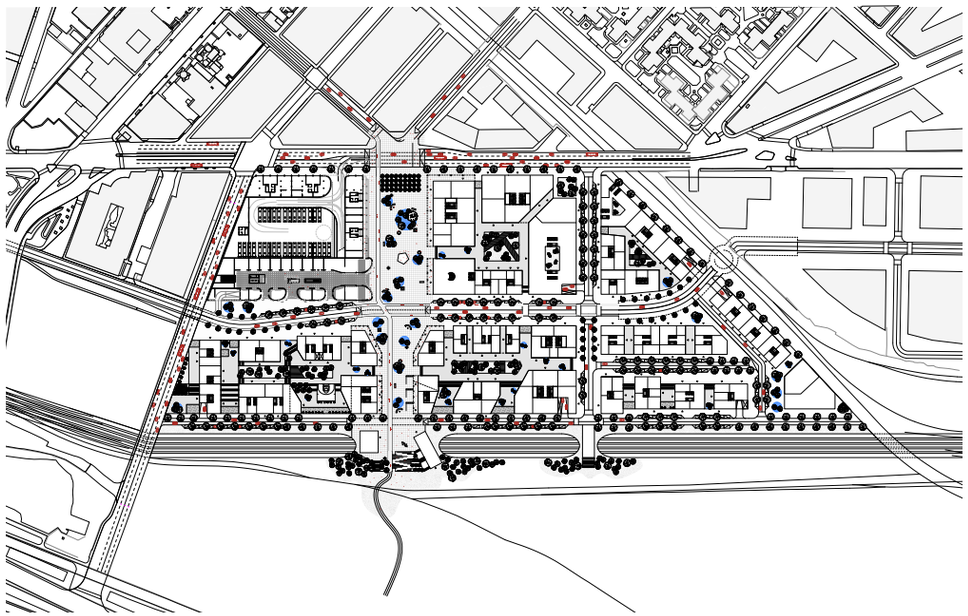
The Cabot Yard

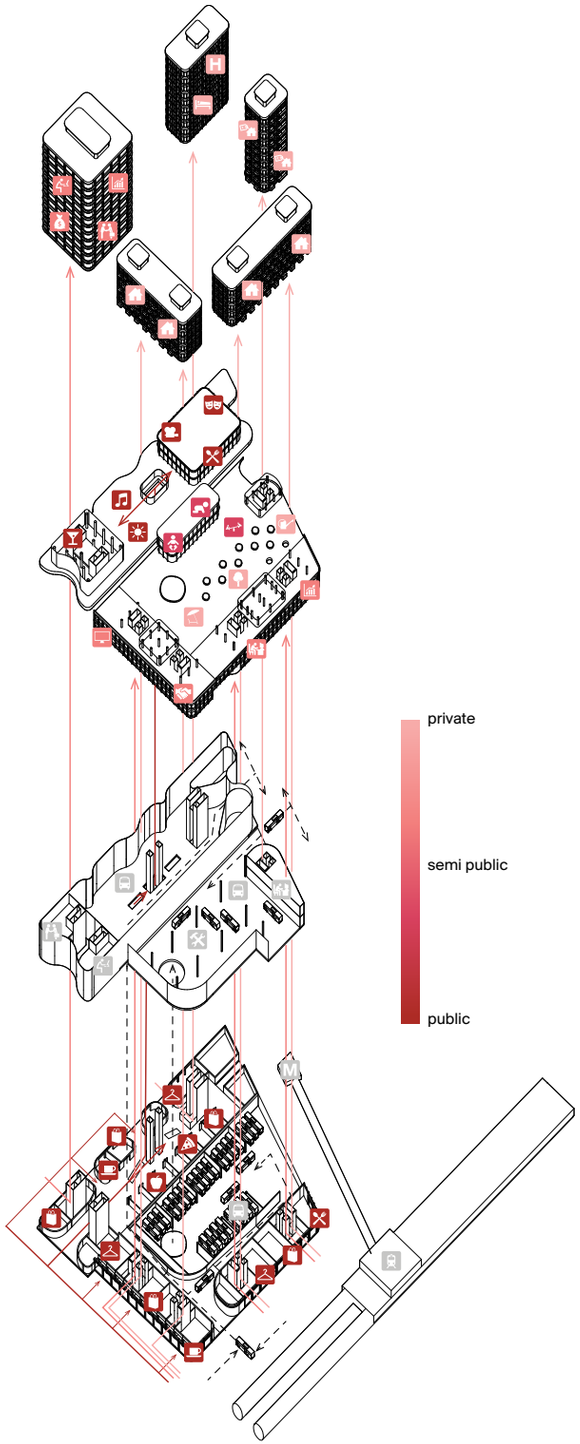
Gabriele Piazzo
William Guild

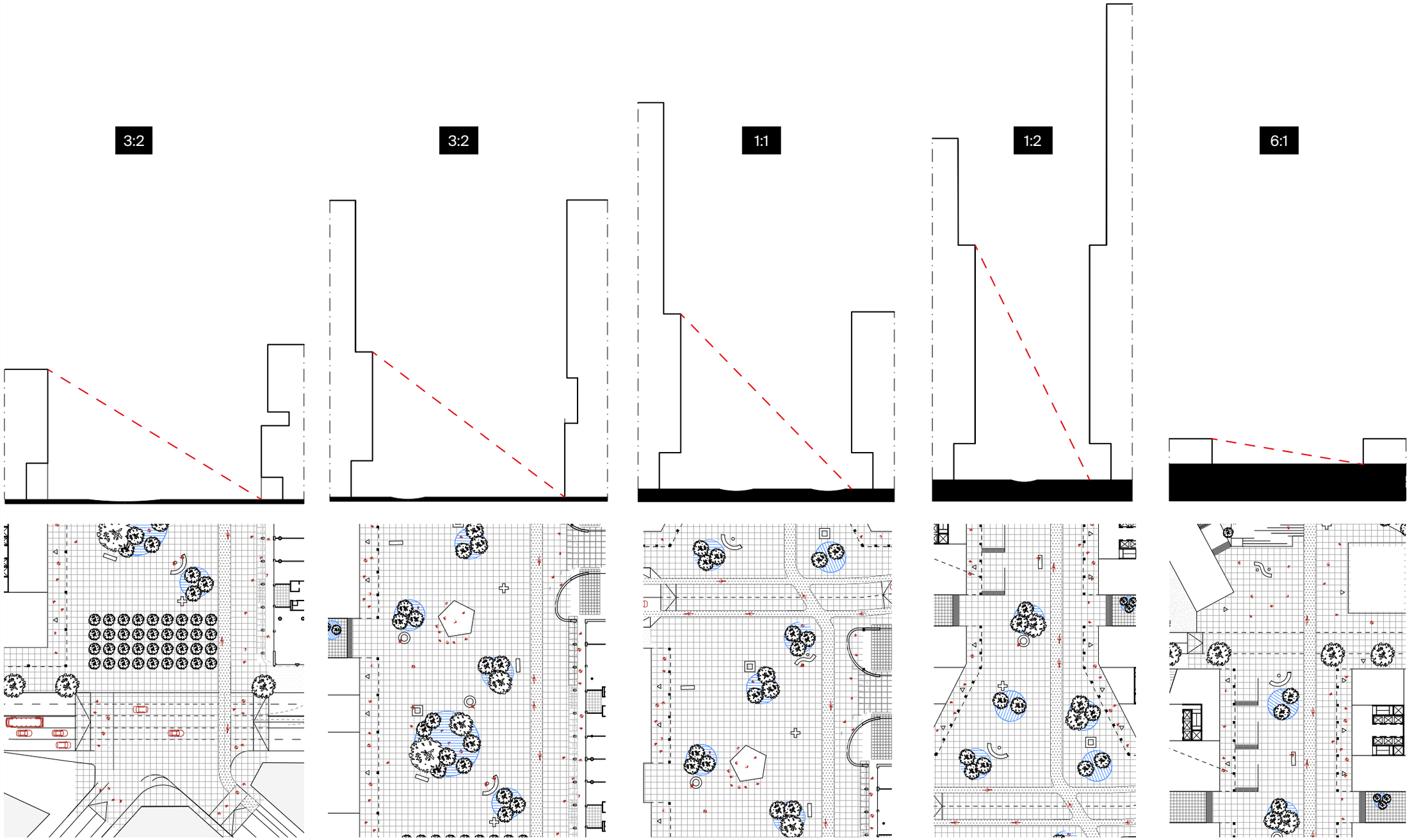
The Cabot Yard proposal aims to respond to climatic, infrastructural and place-making concerns at both urban and architectural scales. It is the result of our inquiry into the pressures due to flooding in the area and our ambition to create a new centrality in a neighborhood undergoing rapid transformation.

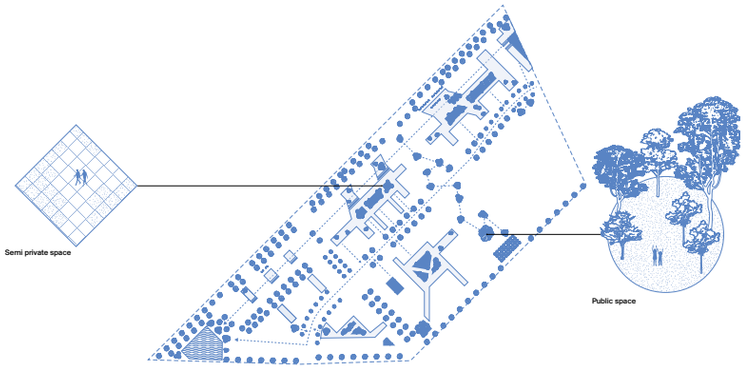
At a larger scale, the design began with a masterplan for the Cabot Yard MBTA bus depot, conceived as transitional area between the city and the wetland. At its heart, a square provides a meeting point at the intersection between the principal pedestrian routes. It is activated at the ground floor by public programs and embedded into the infrastructural network with the presence of a new bus station. The public realm is enhanced by a series of arcades running along the sides, with a variety floorscapes and thresholds which mark the transition between the public and semiprivate spaces. With regards to flood mitigation, a series of interlinked waterbodies and permeable soils store channel rain water to a CWERC facility in the south west corner of the site. This network also enhances the street scape with greening.

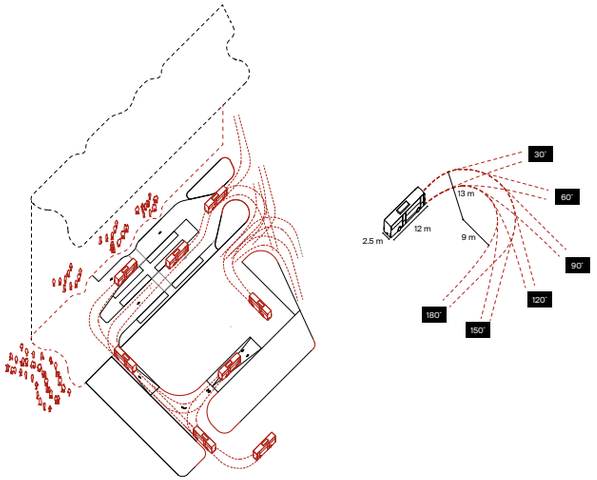
At a smaller scale, we developed the plot for the new MBTA depot and bus station. The mixed-use scheme is ordered by a stratification of the program from public to private as the user rises through the building. Above the podium, stand a series of towers and blocks which hold residential and commercial program. To emphasize the differences in public and private use, we extended the principals of the threshold from the masterplan into the building.






3:2
3:2
1:1
1:2
6:1

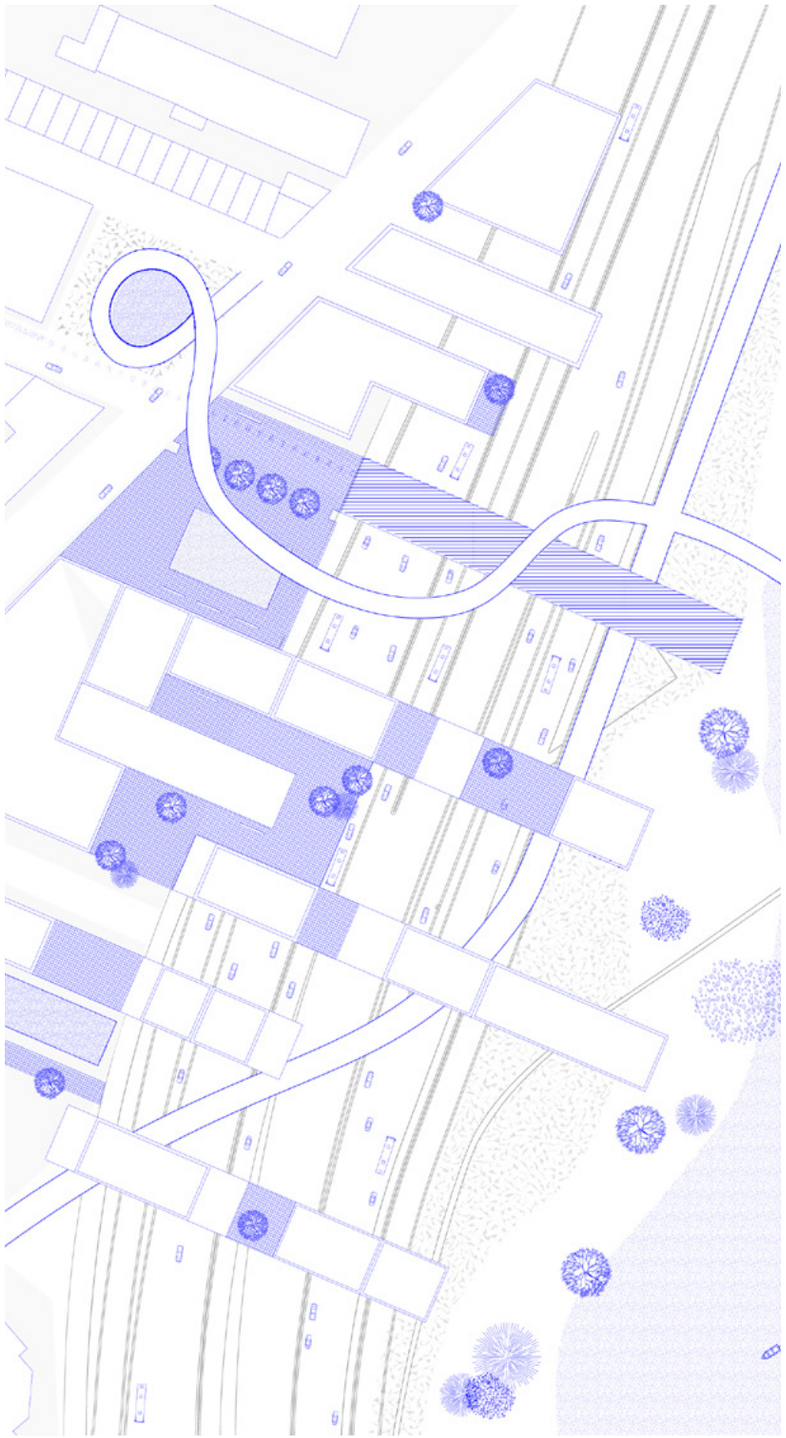

Semi private space
Public space

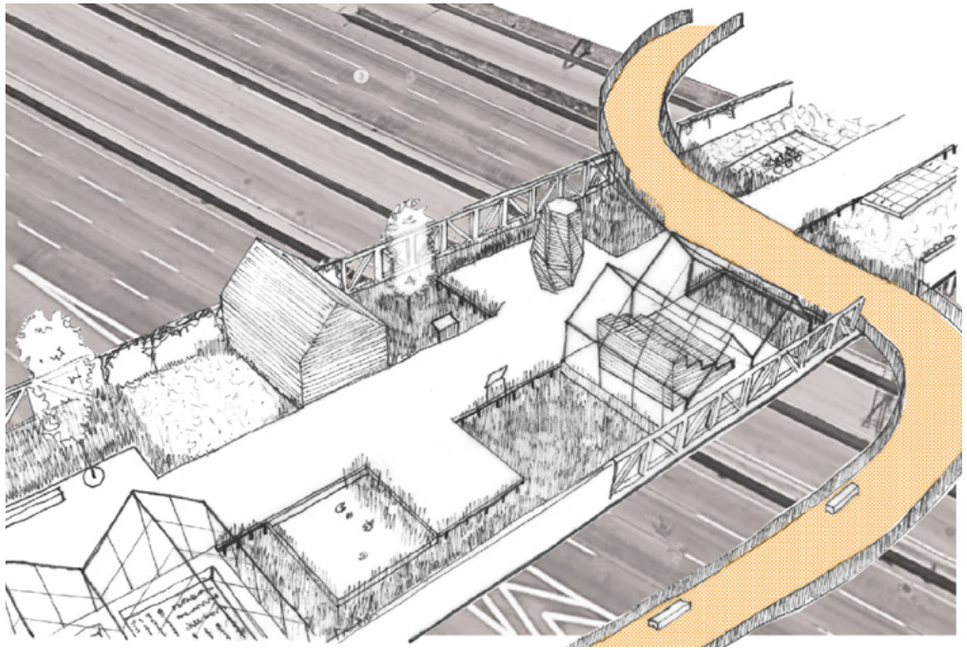

30°
60°
90°
120°
150°
180°
2.5 m
12 m
9 m
13 m

Pesghetti
‘pedestrian spaghetti’

Annemijn Kuiper

This project is focusing on the slower kind of transportation: bicycles and pedestrians. Due to extreme weather events which occur more often, cities are becoming more vulnerable. Therefore we propose a nature-based solution: the wetland. By the reorganization of the most vulnerable piece of land of Boston, we create the opportunity to project the surrounding neighborhoods with the introduction of the wetland. This wetland is not only a water buffer for the city but also an oasis in the city. By adding green space, the value of the surrounding plots will increase. Therefore we are going to densify around the borders and make connections towards and through the wetland. The infrastructure is going to be water-resilient. A contemporary American city is focused on the use of cars. To preserve the value of the wetland, we want to keep the cars away from the area as much as possible and make the area accessible to pedestrians and bicycles. The pedestrianized viaduct is the next step towards making the city greener, friendlier and more attractive for slow transportation. *Pesghetti* connects the neighborhood ‘South of Washington’ with the newly developed wetland. The 120-meter long public park is the new green and blue symbol for the wetland.





Moses Boulevard

Sylvan Muijlwijk

The Moses Boulevard creates a resilient and adaptive public space by bridging the Fort Point Channel in a east-west direction. The bridge is prepared for changing climate conditions, first by creating a flood barrier and second by sheltering the walkway for more extreme storms, precipitation and temperatures. In the name the character of a boulevard and not a bridge is intentionally emphasized and not a bridge because the public space is to be a destination above a crossing.

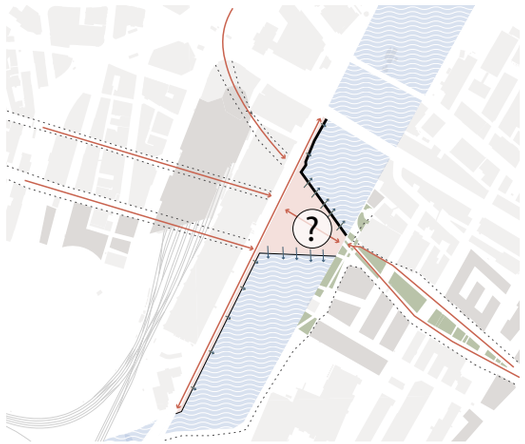
Contributing to this is the amphibious space in the middle, of the two walkways with flexible options of forming a protected swimming pool in summer, a ice skating rink in winter and for distinguished moments a space for events. Furthermore a connection is made between the new developments of the 100 Acre Masterplan and Downtown through the South Station. Added to this the water and the waterfront will be made accessible and utilized. To make the development of the Moses Boulevard feasible the vibrancy or stubbornness of the surrounding developments are to be regarded. For this the design can be implemented in phases and function without being dependent of surrounding real estate developments like the redevelopment of the post office.

Offices
At close proximity to the train, metro and bus station terminals and the central business district of Boston an office tower of 90 meters in height could be placed

Commercial
Commercial development of shops and restaurants along the boulevard and the lower crossing shaft creates an opportunity for small retail and local restaurants

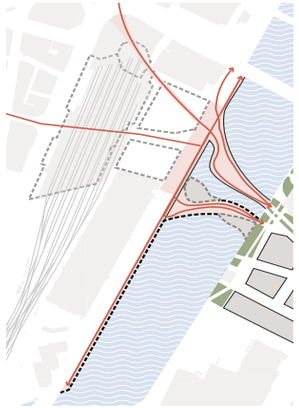
Residential
Along the waterside a pleasant residential location appears with proximity to different forms of public transport, easy access to the Moses boulevard and the park to the south

Urban living room
The urban living room creates a space for people to work, to meet other people, to provide supporting functions for the ice skating rink or swimming pool (rental, lifeguards, clubhouse) and experimental public functions

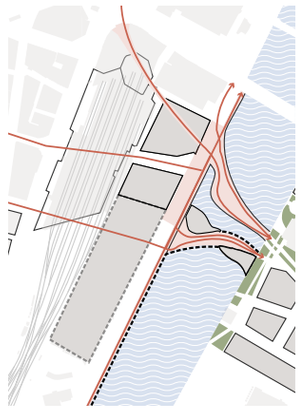


Phase 1

Phase 2



Phase 3



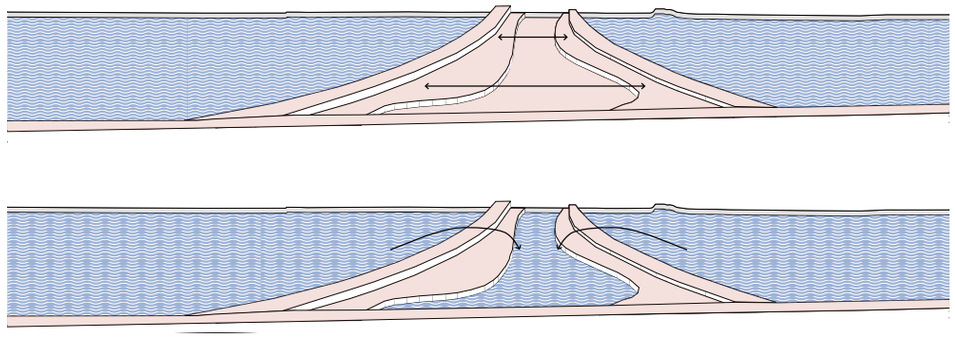
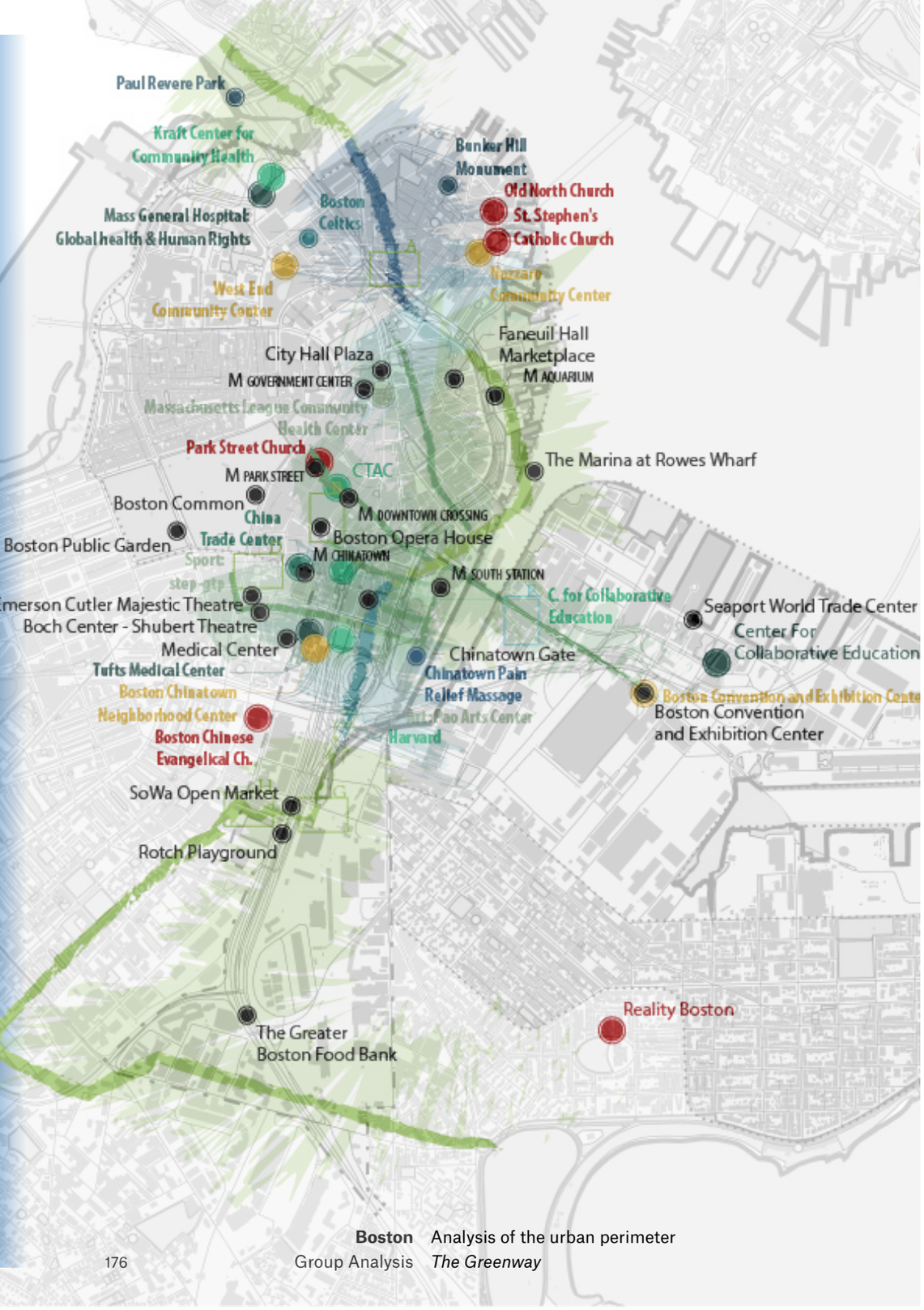


photo by *Maurice Harteveld*

Boston *Moses Boulevard*

Boston

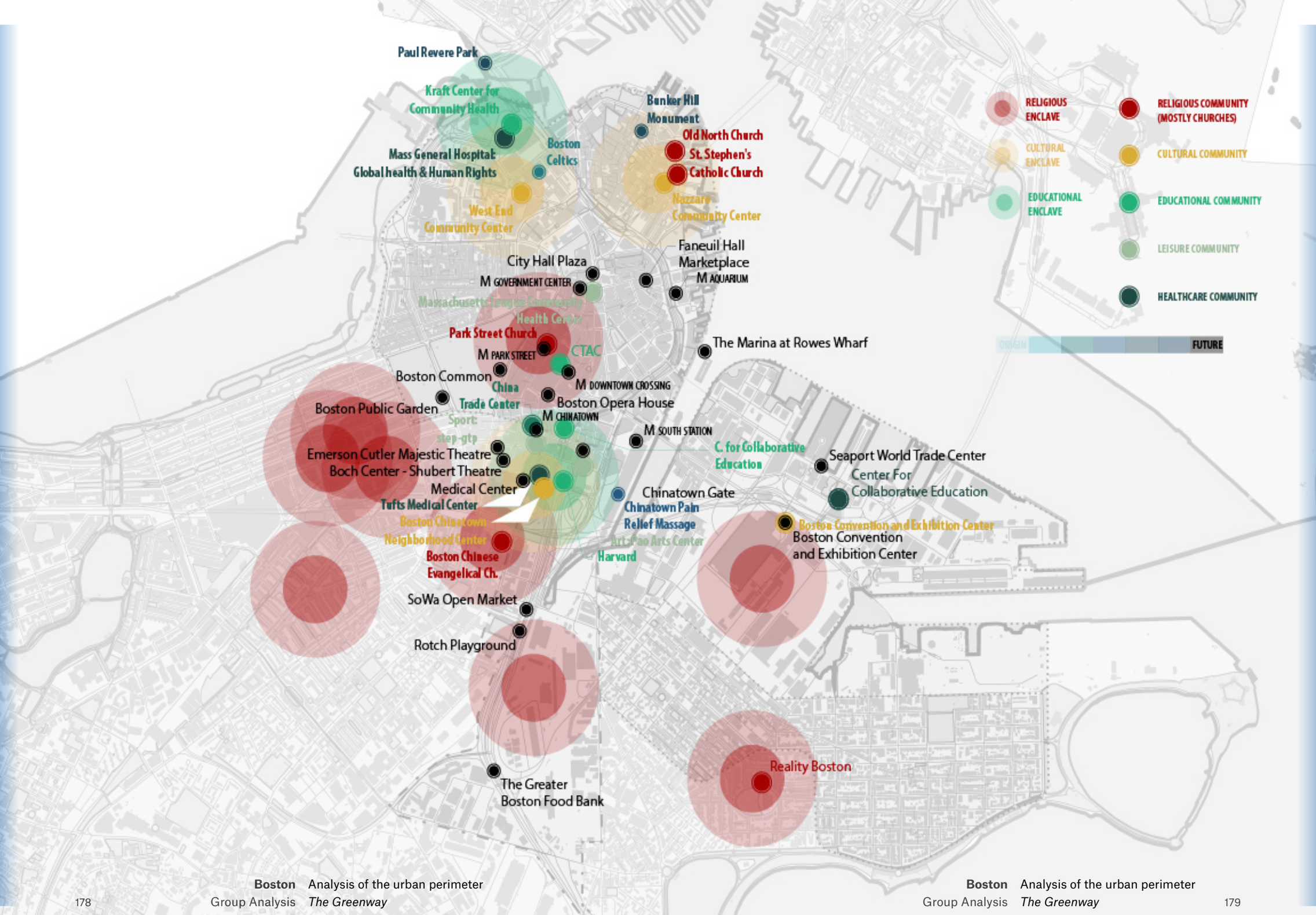


The Greenway

Jianing liu
Maud Ebbers

South Station is a very important traffic node in Boston. By live experience and from the *Strava* pedestrian map of Boston, we noticed that the East-West connection through the city center is strong, but the North-South connection is very weak. Thus we came up with the idea of activating the North-South connection with the central point of South Station. By analyzing the residents living in the less active part, of which we will activate the pedestrian mobility, we realized there is a pattern of ethnic residence which is spatially related to the weak pedestrian network. It is the African/Latino neighborhood which is less active. By reading different news sources, we realized Boston is the most racist city in America. Thus we came up with the idea, to break the ethnic enclaves and enhance the city's mobility and livability

Learning from what is already existing in Boston, the Greenway, which serves well with the three themes we came up with, brings forward the idea of extending the green way and creating more activity nodes that would activate the area.


Paul Revere Park
Kraft Center for Community Health
Mass General Hospital: Global health & Human Rights
Boston Celtics
West End Community Center
Bunker Hill Monument
Old North Church
St. Stephen's Catholic Church
Nazzaro Community Center
Faneuil Hall Marketplace
M AQUARIUM
City Hall Plaza
M GOVERNMENT CENTER
Massachusetts League Community Health Center
Park Street Church
CTAC
M PARK STREET
The Marina at Rowes Wharf
Boston Common
M DOWNTOWN CROSSING
China Trade Center
Boston Opera House
Boston Public Garden
Sport: step-gtp
M CHINATOWN
M SOUTH STATION
C. for Collaborative Education
Seaport World Trade Center
Center For Collaborative Education
Emerson Cutler Majestic Theatre
Boch Center - Shubert Theatre
Medical Center
Tufts Medical Center
Chinatown Gate
Chinatown Pain Relief Massage
Art: Pao Arts Center
Harvard
Boston Chinatown Neighborhood Center
Boston Chinese Evangelical Ch.
Boston Convention and Exhibition Center
Boston Convention and Exhibition Center
SoWa Open Market
Rotch Playground
Reality Boston
The Greater Boston Food Bank
RELIGIOUS ENCLAVE
RELIGIOUS COMMUNITY (MOSTLY CHURCHES)
CULTURAL ENCLAVE
CULTURAL COMMUNITY
EDUCATIONAL ENCLAVE
EDUCATIONAL COMMUNITY
LEISURE COMMUNITY
HEALTHCARE COMMUNITY
ORIGIN
FUTURE

Activating nodes

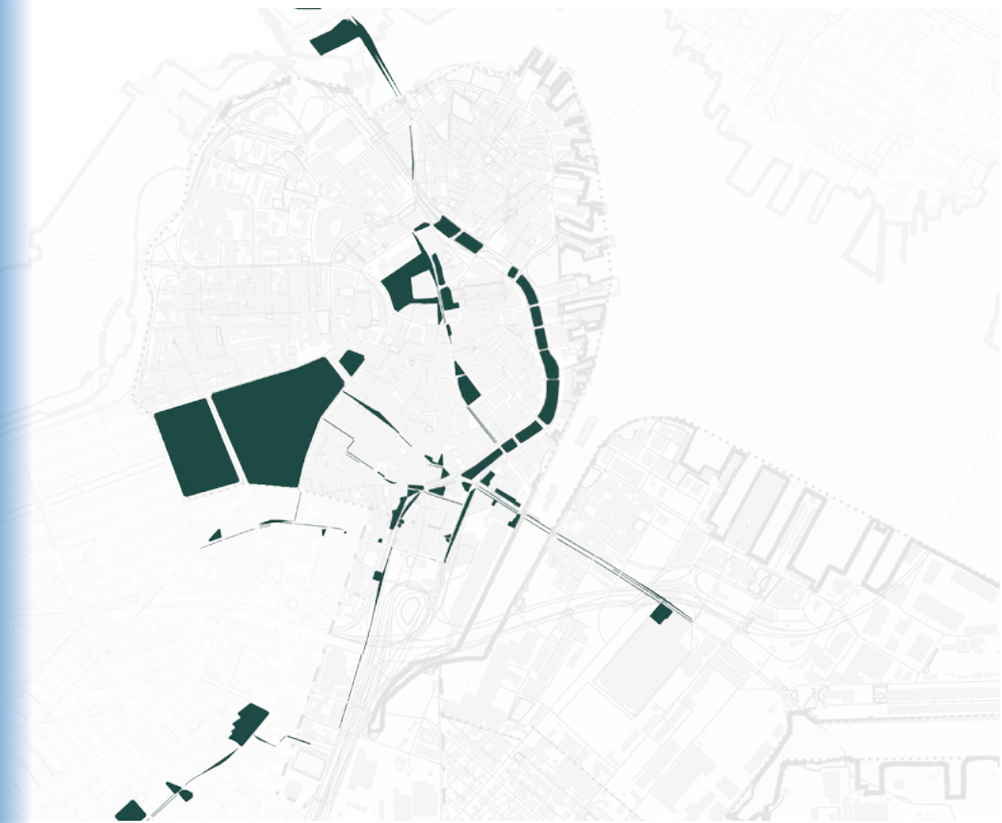
Maud Ebbers

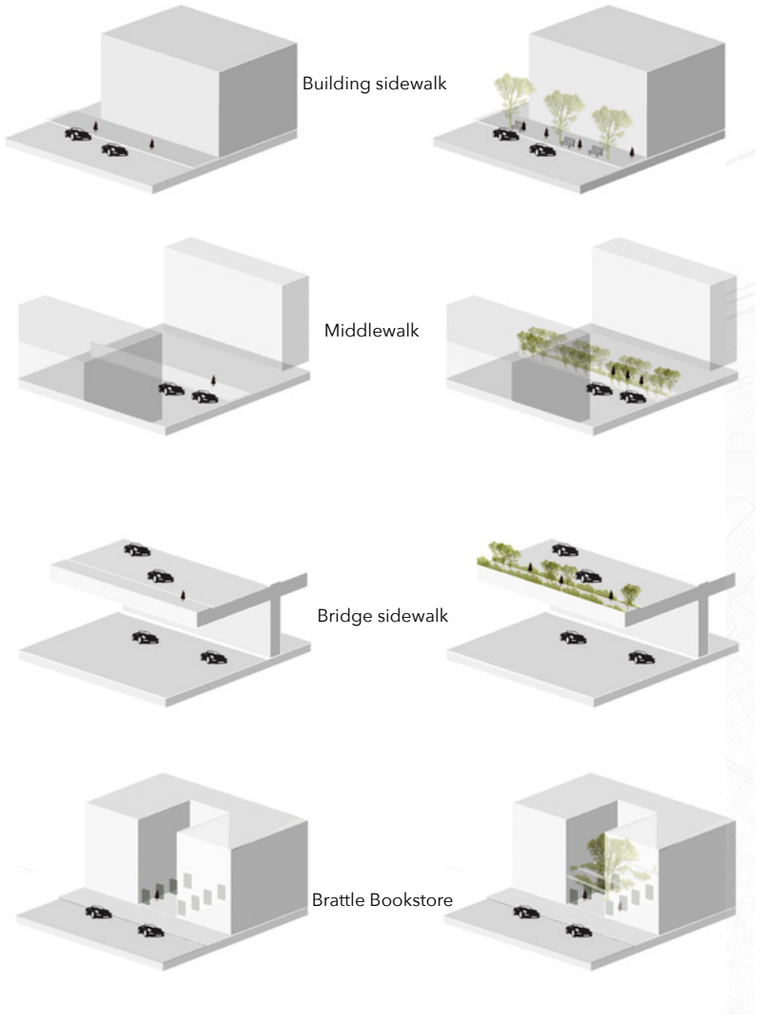
Based on the potential of the site, different potential spaces will be IMPROVED or TRANSFORMED into a better movement system and activity nodes.

Improvement would happen for most leaner elements such as sidewalks. A greener sidewalks would be provided with benches for staying and communication to happen. Some existing underused space, such as Book Store would be transformed into a semi-interior green space, which would provide a better space to stay and meet people.

Transformation will be based on four locations. The function and design of the nodes are decided according to the needs of the community around it, and the existing situation in natural and cultural condition, which will fulfill the needs in Movement, Communication, and Commercial Activity and bring an authentic taste of Boston.

With the extended green-way system which connected the existing green (space) and blue (water) elements in the city, and more activity nodes created, we hope the harmony of Boston will be enhanced soon.



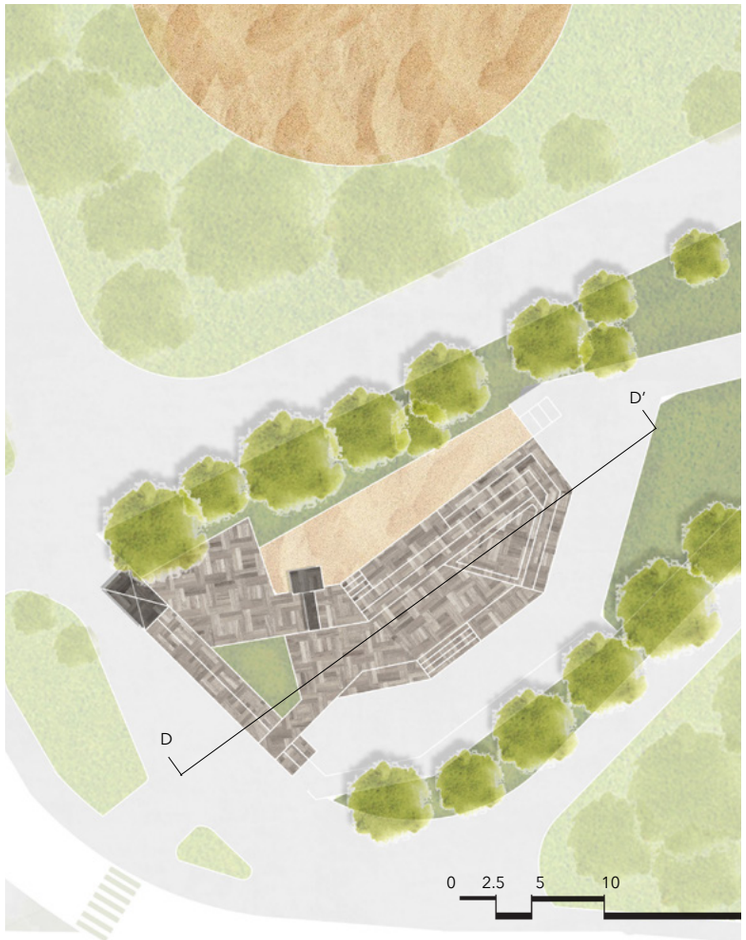



B
B'


B


A
A'

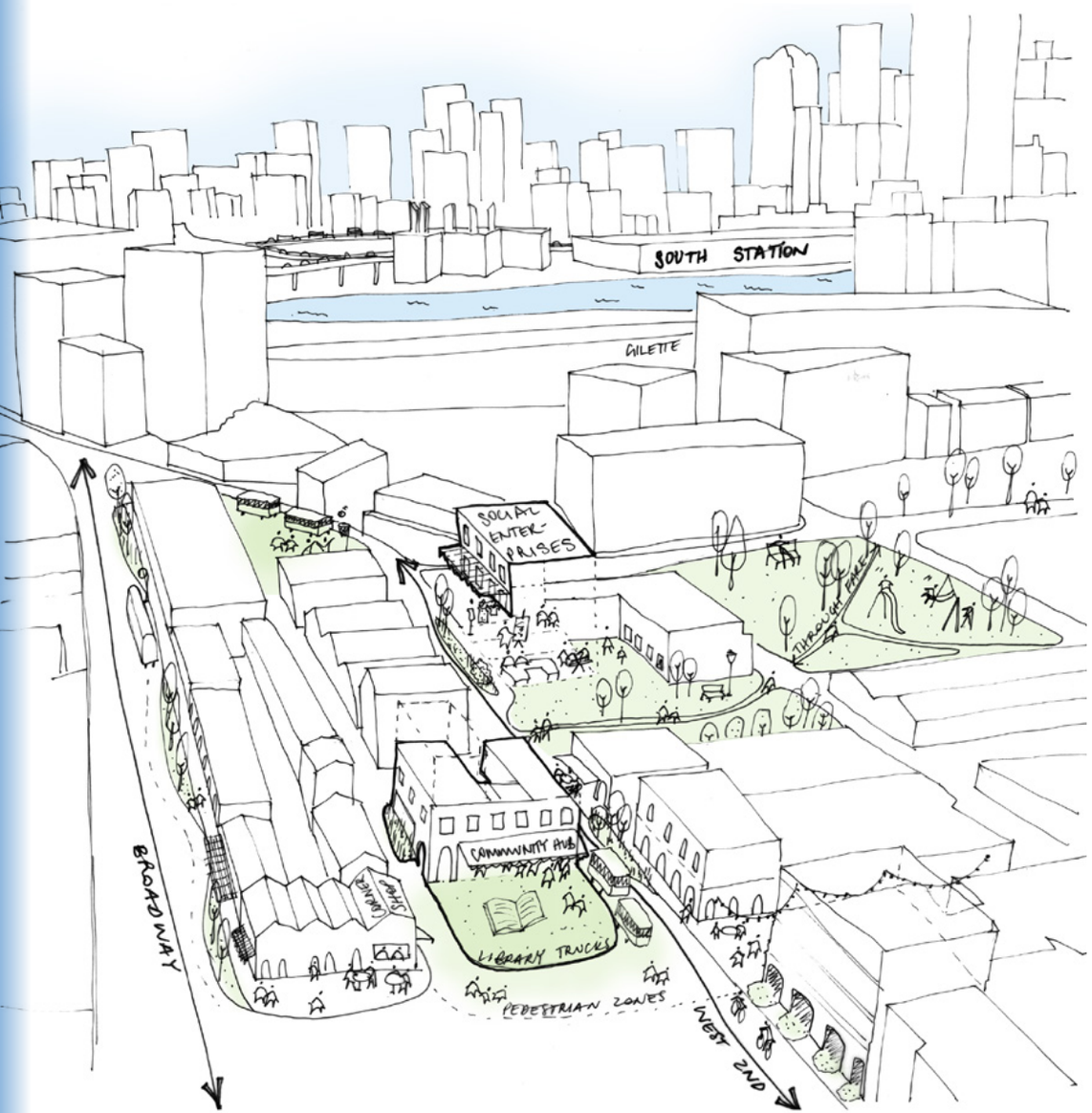

A
A'


D'
D
0 2.5 5 10


D
D'


C
C'


C
C'



A city for all

Violeta Sánchez Sánchez
Siobhan Hudson

Boston is shaped by its diverse population, strengthened by private investment and recognized as a city of fragmented parts.

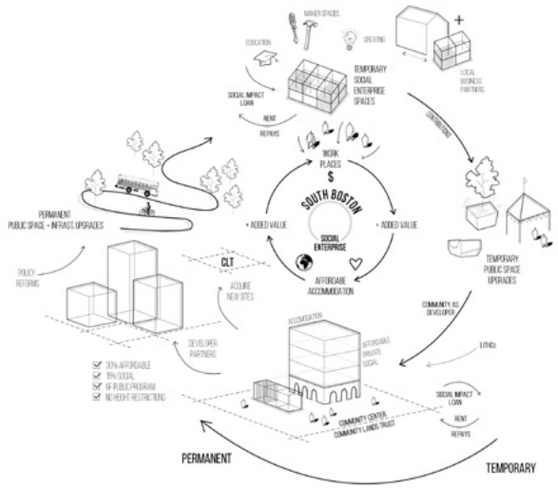
Inner-city Boston was previously immigrant worker settlements, established to support the growing docks. These areas then were cleared for high density, exclusive residences such as Fort Hill (1860), while the Fair Housing Act (1968) and restricted covenant sales ensured only wealthy Anglo-Saxon residents in these neighborhoods. The current market has sustained this segregation. Real estate agents and mortgage brokers 'steer' or 'withhold' property information based on prejudices of difference.

The Boston Planning & Development Authority is currently reviewing this practices and providing tax incentives to change practices. This context has also lead to an environment of strong community design resource centers (NFP) to provide services to new diverse rich, but amenity poor neighborhoods.

Private investments facilitated the development of Boston after the GFC and provided exclusive living and working environments close to the city center. Many multinational companies began locating headquarters here, such as Amazon.

Waves of investment and redevelopment for infrastructure has lead to a city hyper connected for road, but at the expense of pedestrian experiences. This has lead neighborhoods with strong individuality, though with high car dependency and under-utilized street environments.

Our project explores the following: using South Station and surrounding investments as catalyst, how can we repair current social fragmentation through community engagement to facilitate public spaces and social enterprises?



Boston Analysis of the urban perimeter
Group Analysis *A city for all*

Boston Analysis of the urban perimeter
Group Analysis *A city for all*

situation

// lack of connection //
urban distribution of uses

low income neighbourhoods
- homeless families -

social exclusion

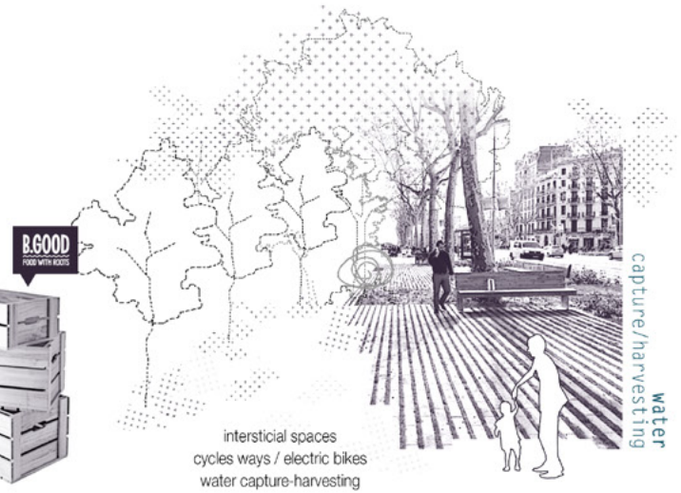
no access to health food
- lack of supermarkets with fresh food -

health related issues

temporary

// affordability + proximity //

education
- good practices -
fresh food
washing clothes
connection to electrical network
temporal housing



interstitial spaces
cycles ways / electric bikes
water capture-harvesting

// improvement of urban transitions //

necessary

// improved social/public permanent services //

social wellness
provision of funds

permanent equipment - reuse/collonization of structures

south station complex

green infrastructure

temporary garden-market

"more than half of low-income Boston communities lack access to healthy food, contributing to disproportional rates of diet-related health issues"

social environmental

capital

city of boston
barr foundation

boston climate action network
walk boston
the boston foundation

self-sufficient
boston social impact investors
innovation network for connected cities
city of boston

A city for all

Violeta Sánchez Sánchez
Siobhan Hudson

The majority of prejudice stems from prejudging the behavior or value of a person before initiating a discussion with an individual or group. These are social values or social norms often created from a young age and our local environment.

In order to change perceptions towards diversity, residents require perceived added value from, and exposure to, new diverse peoples, in addition to the passing of time to change this existing cultural behavior.

This scheme proposes spatial interventions at a range of scales, influencing many daily and weekly routines, to best interact with multiple user groups and initiate dialogue between them.

Temporary Social Enterprises

This scenario imagines that Artist for Humanity starts its own fabrication of designed public furniture using recycle plastics. All possible street infrastructure is provided in the accompanying catalogue.

It fulfills the aims of a social enterprise by revaluing a waster material (environmental aims), by providing employment and training opportunities (social aims), by providing affordable rental workshop spaces (social aims), and in turn the rent and profits of selling a high end, and durable, product ensure profitability. These are established in easy to erect, climate protected, structures in vacant or under-utilized spaces and are identified in the accompanying matrix.

Business Partnerships

Partnering with local businesses allows increased real-estate, flexibility, and maker specialization for both parties, while developing locally perceived value. These allow more permanent locations after being trialled in smaller temporary spaces.

Developer Partnerships

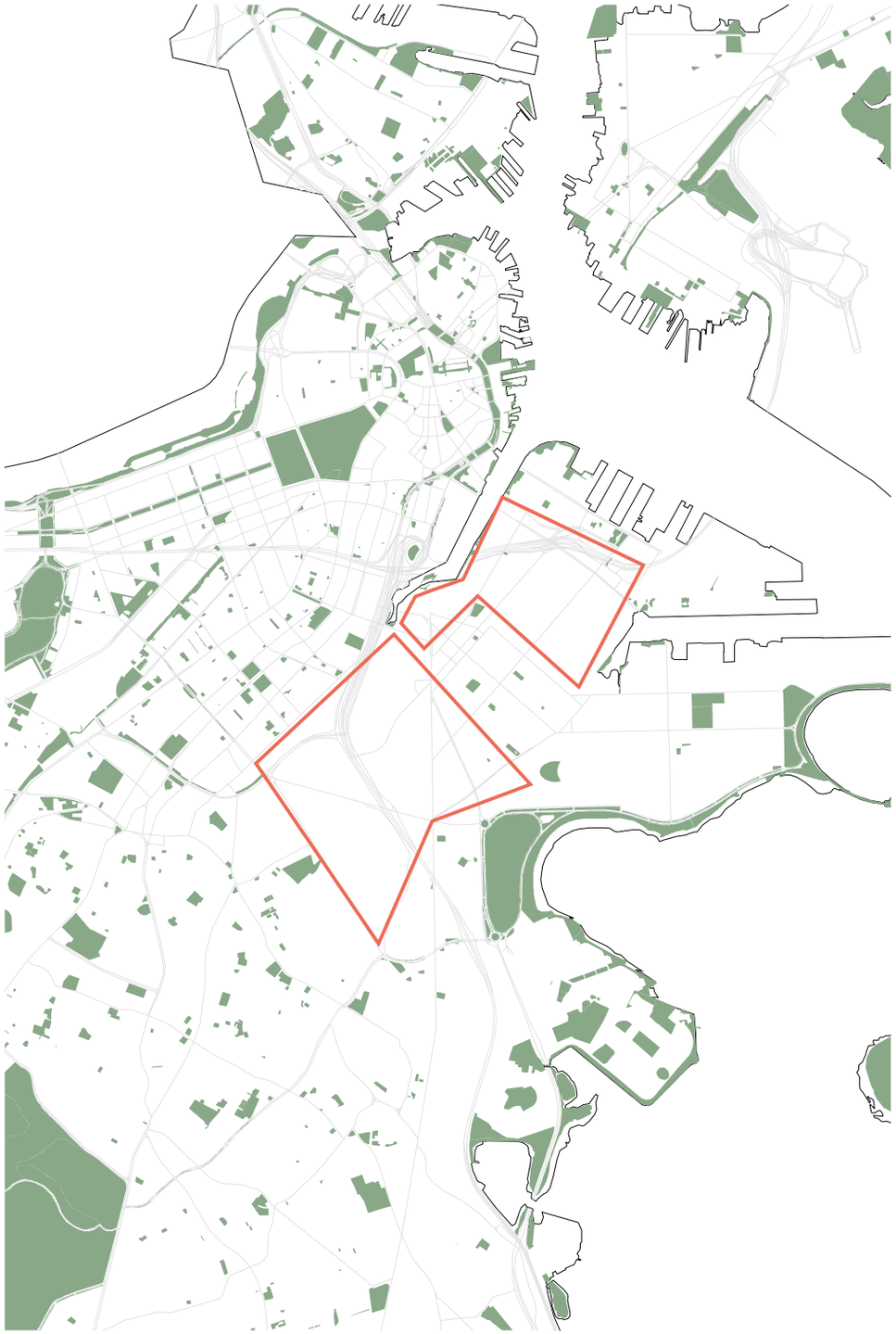
Accumulated rent from the temporary spaes and sold infrastructure allows the deposit for a community lands trust, creating a permanent space owned by the community. These can be in collaboration with private developers, on the proviso that ground floor spaces are for public amenity, and affordable and social accommodation provisions are met.

Year 1

Year 5


HINDS & COON CO


HINDS & COON CO



Open space

Ziyang Xue
Esma Karadag

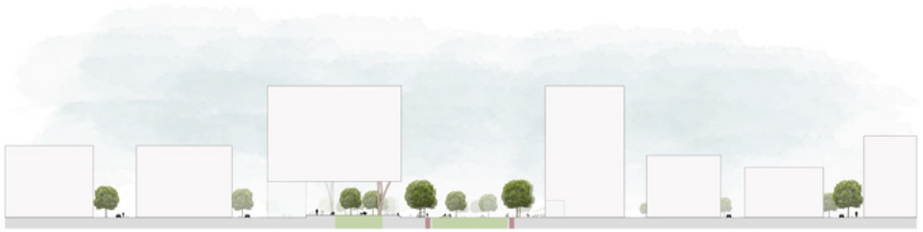
We, as a subgroup, were from the beginning interested in public spaces. During our analysis, we discovered a gap of open spaces, as we look at the open spaces from a Boston scale of view. This gap, results in a fragmented green belt of Boston. Also, the quality of the open spaces goes from good to bad when moving from North-Boston to South-Boston. When we zoom in to the area of the Fort Point channel, we can distinguish, next to a lack of green, a few barriers when looking into the accessibility of the open spaces, like the Post Office, South Station and the Fort Point channel itself.

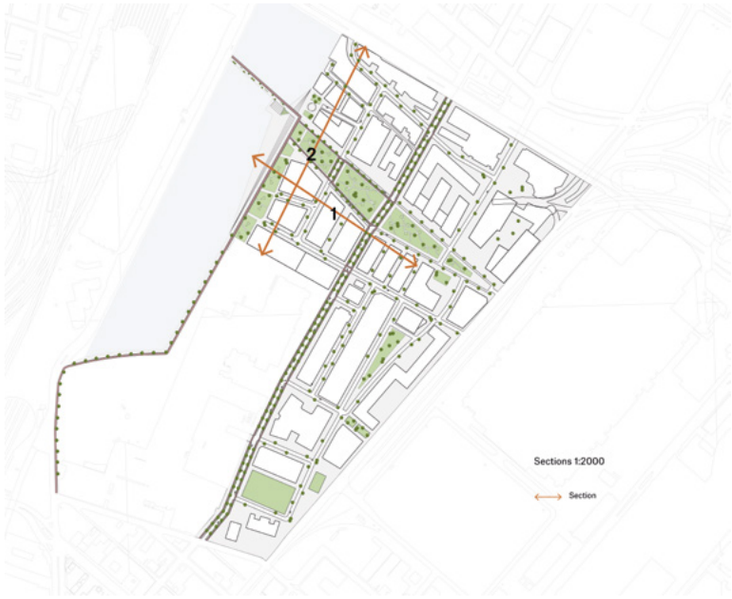
When looking into slow traffic in this area, we can also see here a fragmented bicycle route and very narrow, unattractive pedestrian routes. From our analysis, we know that the Fort Point channel area is a desired pedestrian and bicycle route according to the inhabitants of Boston. So, shortly, we can conclude that this area lacks green open spaces and a good connectivity between the center of Boston and South-Boston for slow traffic. So our design proposal is to design public spaces that are pedestrian and cyclist friendly, have social opportunities, which are accessible and open and are united.

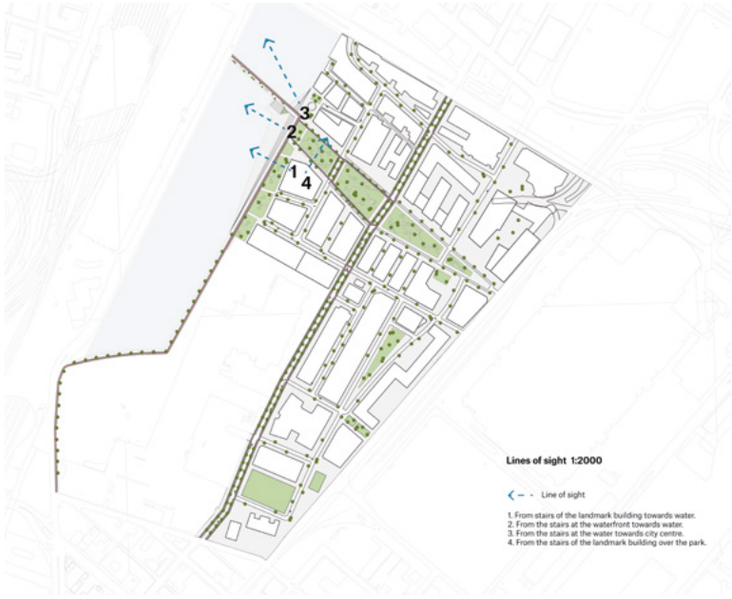
Continue green

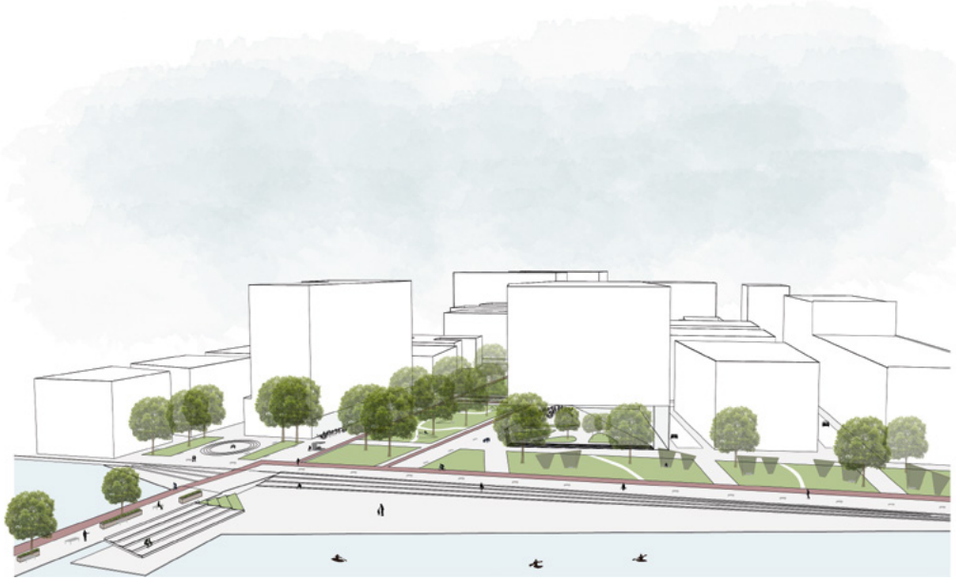
Esma Karadag

The existing 100 acre plan is used as a base for the design of the east bank of the Fort Point channel. The aim for this area is that it will become a pedestrian and cyclist friendly area, that is safe, lively, which is a destination but also a pleasant go through for different type of users. People should feel welcome and attracted to come or pass through this area, whether it is for leisure or just a commuting route. This design provides facilities to entice people to come to this area by foot or by bike, such as different kinds of bicycle storage. For safety, this design contains a car-free zone, separate bicycle lanes, wide sidewalks and safe crossings. Mixed use and urban furniture designed for different seasons, will keep this area vibrant during the entire year. Locally produced art or performances will prevent this area to become boring. Indoor and outdoor are connected by using transparency and bringing indoor activities to the outdoor. Stairs towards the water, the pedestrian and cyclists bridge and the water activities will create more engagement to the water. The dominant building as a landmark, with an elevated ground floor makes this area imaginable and creates better lines of sight.







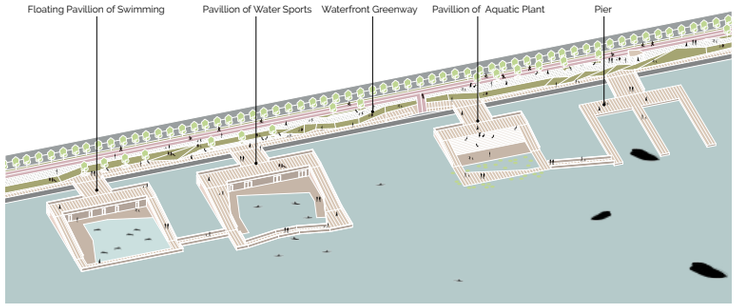


Green ‘x’

Ziyang Xue

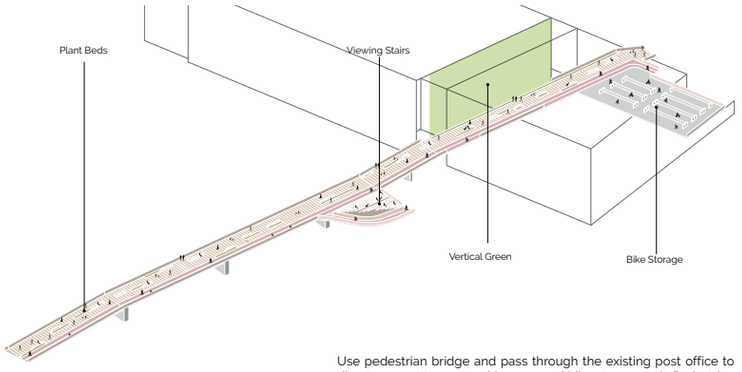
My project site is at the west bank of Fort Point Channel. In this area, the post office is the main barrier of green network and it makes the south station less accessible. To cope with this problem, my project proposes four major interventions. First, open the Dorchester Avenue to public, update it to a green waterfront corridor and an attraction for water activities. Second, transform part of the post office building to pedestrian bridge at first floor to bring accessibility for pedestrians and cyclists from Fort Point to the south station. Third, make the ground floor of post office building to a nice public space by eliminate the ground floor façade and insert stage, skate park, playground, greenery, and retail units, in order to bring vitality to the site. Fourth, transform the upper floors of post office to office, residential and other high value functions instead of demolishing it. Finally, if we think about future, the reserved part of the post office can be transformed and bring value and vitality to the south station area and then it will become an important node of the green network of Boston.

Phase 01 Revive the waterfront



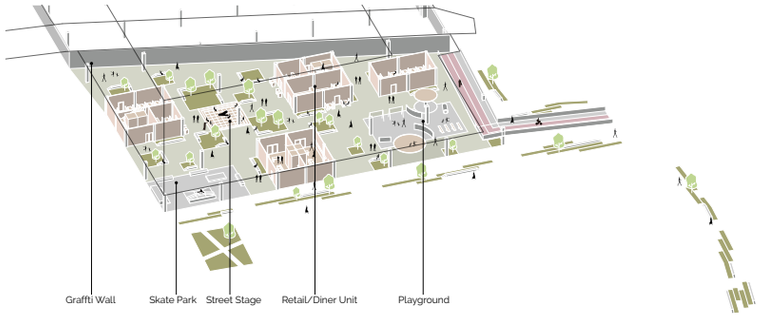
Open Dorchester Ave to public, use floating pavillions to provide possibilities to touch and enjoy the water.

Phase 02 Connect station with Fort Point

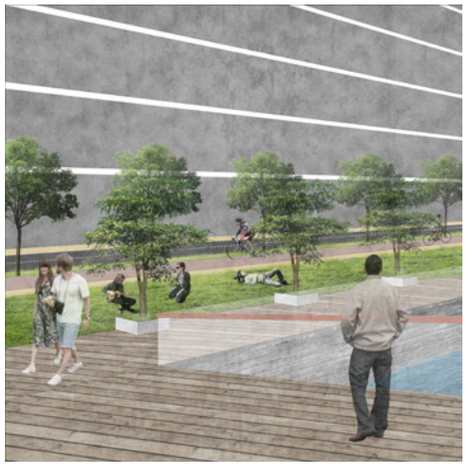


Use pedestrian bridge and pass through the existing post office to direct connect two part, with green and bike storage on it. Pedestrian also as a public space for people to view Fort Point Channel.

Phase 03 Introduction of Public Life

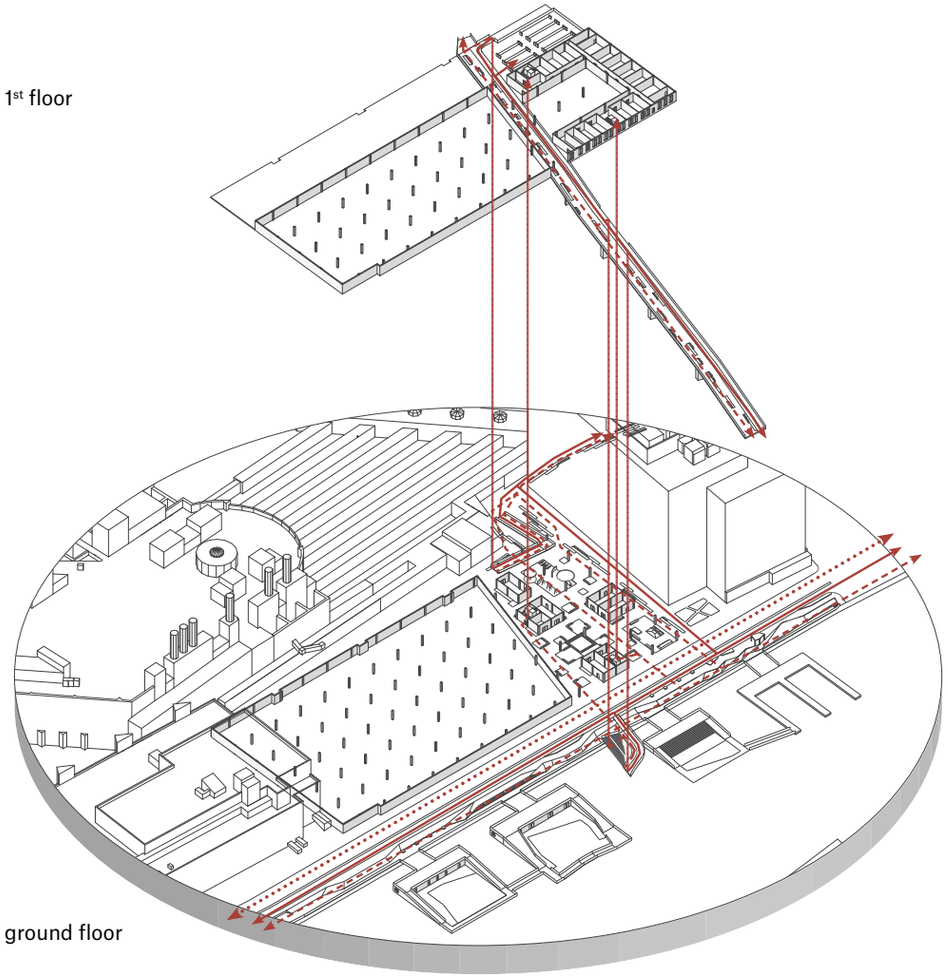


Eliminate part of the facade of post office to transform ground floor to public space with various programs. At the same time, Reserve most of the building still owned by USPS.



Boston *Green 'X'*
Design Project by Ziyang Xue

1st floor



ground floor

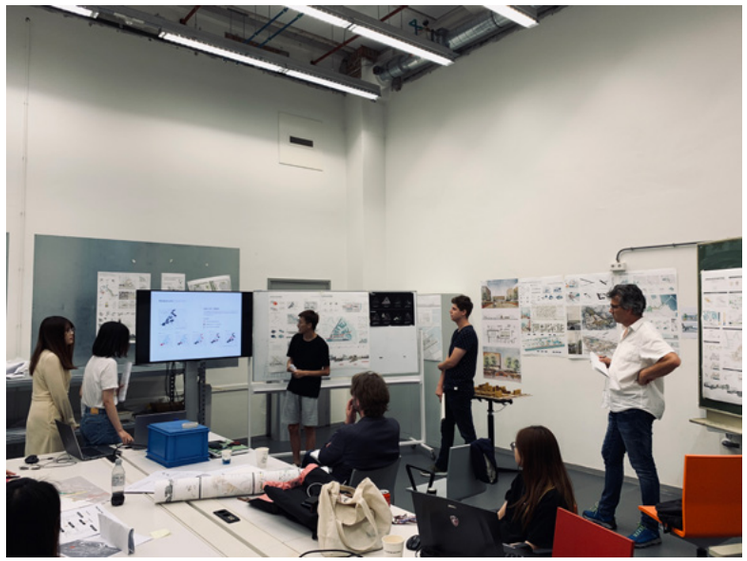
Vehicle Flows

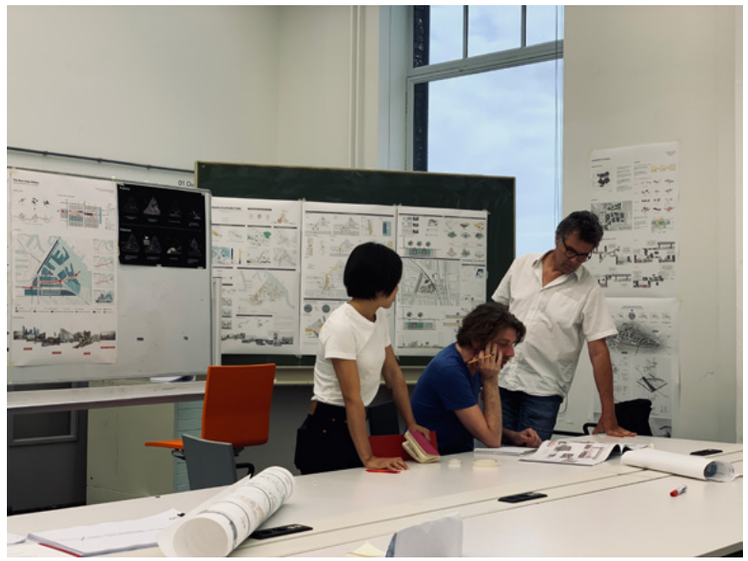
Bicycle Flows

Pedestrian Flows

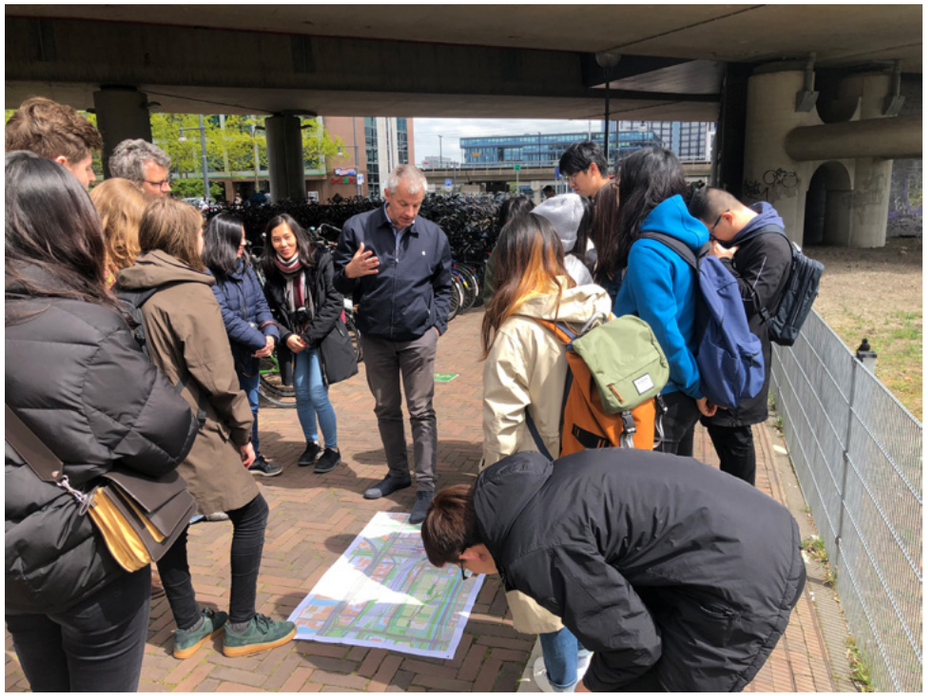
Final presentations shots

photos by *Joran Kuijper*





Boston—group on site



Amsterdam—site visit with Jurgen Krabbenborg, Senior Urban Planner, City of Amsterdam
photo by *Steven Steenbruggen*

Architecture & Urban Design—Amsterdam and Boston
MSc 2 Elective Design Studio
AR0067
Spring 2018–2019

edited by
Roberto Cavallo
Maurice Harteveld
Joran Kuijper
Sanne Hoogkamer

GROUP
OF **ARCHITECTURAL**
DESIGN CROSSOVERS

in collaboration with

Chair of Urban Design

ISBN 978-94-6366-291-8