

**LEFT-OVER SPACES
ARCHITECTURE
SOCIAL INTERACTION
REVITALIZING
INDUSTRIAL QUARTER
MAASTRICHT**

RESEARCH PLAN

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RESEARCH INTRODUCTION

The literal definition of gleaning is “to gather grain or other produce left by reapers.” and “to gather information or material bit by bit” (Merriam-Webster, 2021). An architect can thus be considered a gleaner, one that collects data, information and material from all kind of sources and translates that into a design. An architect could even be considered some sort of waste picker of knowledge (Raisbeck, 2016).

The aim of this thesis is the necessity of spatially cleaning up the industrial area of Maastricht by reorganizing and using what is already there more efficiently. The research topic is inspired by the fieldwork in P1 in which the terms ‘Overhead, underneath and in-between’ were analysed in Maastricht and especially in and around the industrial site. During this research, we conducted both qualitative and quantitative research into the above mentioned terms by extracting the area in different layers, such as the different types of mobility, flora fauna, subjective territories, jurisdictions and historical layers. We analysed these layers to show and understand their meaning and influence on the area. Although there are still many so-called layers to investigate, it can already be stated that the project site consists of many entanglements of complex connections and disconnections which are both spatial and social. These entanglements lead to the inefficient use of spaces and so called ‘leftover’ or ‘in-between’ spaces. It is the result of a world that continues to build until there is no more space left and what remains is called waste, as if it is worthless (Hens et al., 2020). We hardly pay attention to the possibilities of what has already been built. Making use of these left-over, underused spaces is where I see my opportunity as a designer. To glean the so called waste and turn it into something of value.

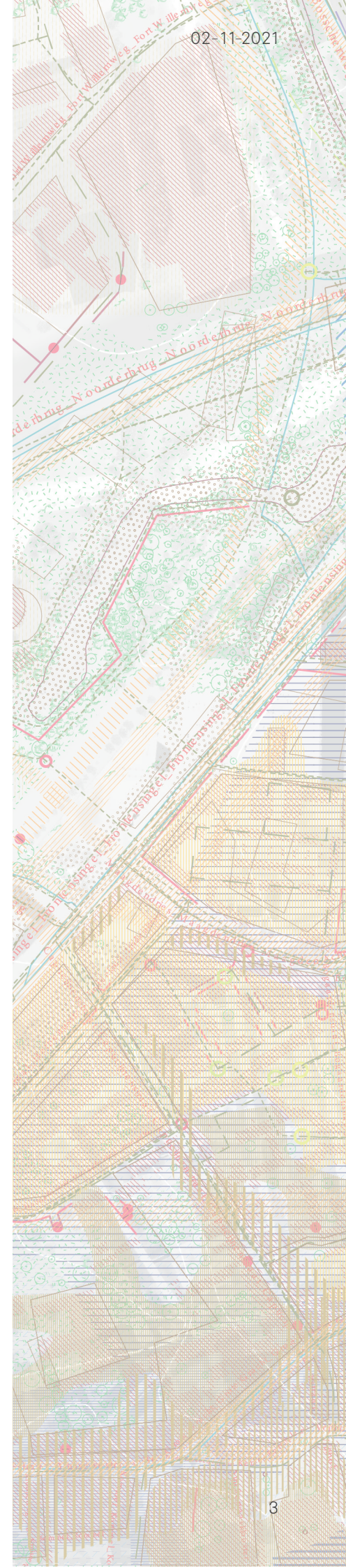
< Through the process of mapping these tangible and intangible layers are abstracted. The overlay of the different layers brings forth the various degrees of entanglements and in-between spaces within the site and sets the trajectory for further research. (Part of the P1 groupwork conducted by D. Turgut, J. Streng, K. Ranjit, L. Vöckler R. Versloot & V. Dhall, 2021)

RESEARCH PROPOSAL

Many cities have districts that confer on them as a sense of place and identity through the historic and cultural associations they provide (Tiesdell et al., 1996). Just like the Sphinx quarter in Maastricht they are often an integral part of the city's charm and appeal and their functional qualities are important elements of the city's image and identity. The industrial area of Maastricht was once a lively environment, but feels nowadays more and more detached from the inner city, even though it is only a few minutes' walk. When asking people in Maastricht about it, they mention, among other things, that the area does not belong to the city centre and that they don't have a reason to visit the area in the first place. The fieldwork in P1 has already shown that there are many 'in-between' spaces that act as different borders and territories, making the area less accessible and unpleasant to visit. To tackle this problem, it is not only necessary to revive the industrial area, but also to look and act upon the in-between spaces that separate this area in the first place. Kevin Lynch (1984) argues that a good city is one in which the continuity of a complex environment is maintained while allowing dynamic change. These in-between spaces are the result of the existing urban fabric and are left-over pieces that are waiting to be gleaned. Just like vacancy, it is a form of spatial waste, whereas vacancy means that a space is completely unused, this left-over space is about under-use, the inefficient use of spaces. Left-over space can be found on different scale levels, ranging from a room that remains underused to cities that can be more efficiently densified (Hens et al., 2020). According to Trancik (1986), these spaces have no positive contribution to the surrounding urban fabric and are in need of a redesign. To ensure that these spaces do make a positive contribution, these spaces must be used as efficiently as possible and there must be both a spatial solution and a solution about the usage of this space. The use of these in-between spaces can be seen as an architectural solution to connect and revitalize urban districts, as a mediator between old and new in the urban fabric. Perhaps these in-between areas could be a destination in itself instead of a transition zone, a place of social architecture. These in-between spaces can be used to bring different activities and character together in a way that creates valuable connections and exchanges (Carmona, 2010, pp. 126).

"Architecture can't force people to connect, it can only plan the crossing points, remove barriers, and make the meeting places useful and attractive" Denise Scott Brown (Tamas, 2009).

This can be directly linked to the research of Zimring into the Influences of building design and site design on physical Activity (Zimring et al., 2005). Which states that there are many factors that contribute to why people move, but that the main reason is intention. This can be subdivided into recreational exercise, which is aimed at having fun, distraction and improving health. And secondly in the instrumental/functional movement, which is about routine activities like walking to the supermarket or walking your dog. Finally, there is the combination of these two, which is also called hybrid movement, where the focus is on consciously choosing to move, such as walking instead of taking the car. To encourage this movement, the use of traffic routes could be made more attractive (City of New York, 2010) (Toronto Public Health, 2014).





This is something that can clearly be improved in the industrial area of Maastricht. People unconsciously walk on the bike path, and crossing is hindered by the many fast-traveling cars. To make the area more attractive and lively, I will mainly focus on the hybrid movement. So that these left-over spaces are in use throughout the day in order to prevent periodic under-use. I will focus both on area development with different functions in order to stimulate interaction between different life forms and on making the routes to get here in the first place attractive. A way of making these routes more attractive can be done with various methods such as 'nudging' and 'wayfinding.' Wayfinding could give a very interesting and new look at the in-between spaces and how to use them in Maastricht. The term 'wayfinding' has many different definitions over the years, but the first official mentioning was by Kevin Lynch in *Image of the City* (1960, pp. 3) as "A consistent use and organization of definite sensory cues from the external environment." He also states that "Nothing is experienced by itself, but always in relation to its surroundings, the sequences of events leading to it, the memory of past experiences." (1960, pp. 1). This gave impetus to Romedi Passini's (1980, pp. 17) research, in which he defines wayfinding as 'the ability of humans to reach spatial destinations in both new and familiar environments.' 'Nudging' can be a good addition to this, it is a motivation technique in which people are subtly stimulated to behave in a desired way. A nudge is any aspect of the choice architecture that changes people's behavior in a predictable way, without prohibiting options (Thaler & Sunstein, 2009). Combining methods such as way-finding and nudging to stimulate people to move and explore can be used to revive and utilize the left-over and in-between spaces. The combination of both using left-over spaces in the urban fabric as well-functioning transition zones and using the left-over space to provide a tailor-made solution to counteract further residual, underused space, has led to the following research question:

"How can left-over spaces be used for architecture of social interaction to revitalize the industrial quarter of Maastricht?"

In order to answer the main question, the in-between spaces in Maastricht must be investigated, along with the opportunities they offer. In addition, it is also important to investigate what would motivate people to use these routes to go to and through the site. Therefore the following sub-questions have been formulated:

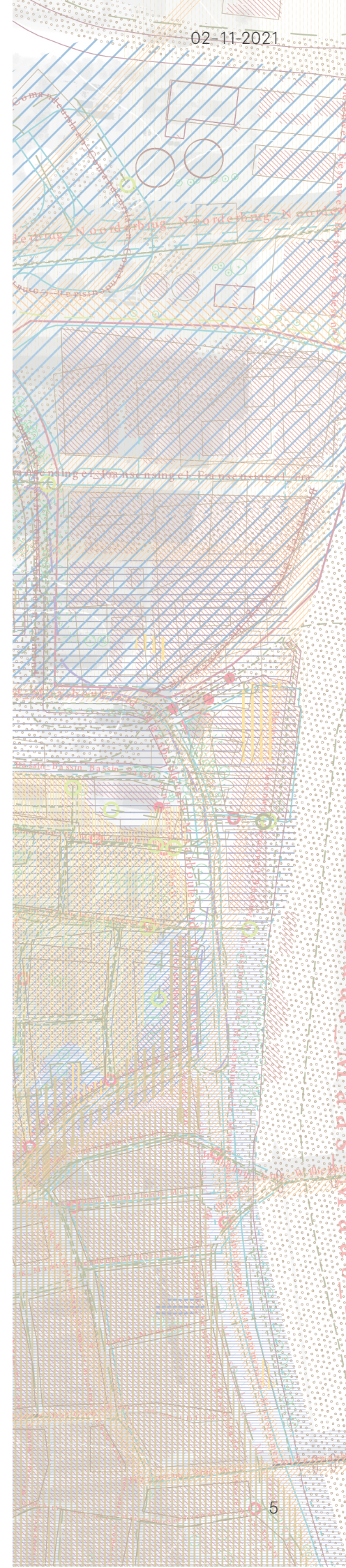
- *What are the in-between/left-over spaces in the industrial quarter of Maastricht?*
- *Which (architectural) elements create these left-over spaces in Maastricht?*
- *What elements that are currently present on the site can be re-imagined to stimulate social interaction?*
- *What are the needs of the inhabitants of Maastricht?*
- *What are the current social interactive places of Maastricht and how/why do these work?*
- *What is the influence of architecture and urban design on movement and social interaction?*

METHODOLOGY

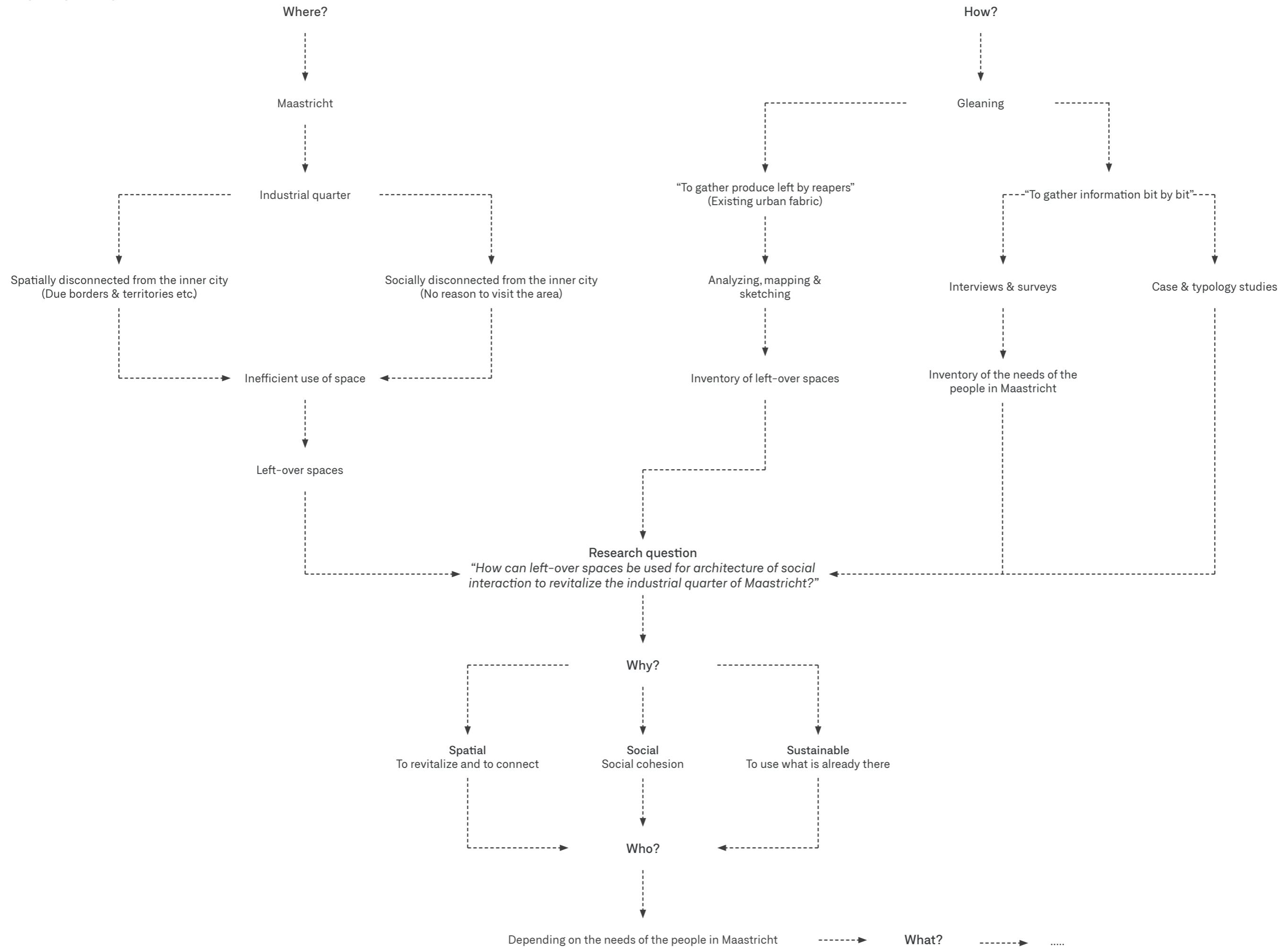
Literature studies will be carried out to answer the sub-questions and therefore also the main question. This is necessary to better understand the existing theories and views on the in-between and leftover spaces and way-finding etcetera. In addition to the literature studies, mapping and sketching will be primarily used to answer the first three sub-questions. This will be done both from a bird-eye view and on site. With mapping I am thinking of both making 2D analyses on the basis of maps and plans and visualizing behaviour on site using sketches and other visualization methods. Making sketches and maps of the current left-over spaces that exists and mapping and sketching out the current routes and landmarks will be essential to find out how the site works and how it can be improved by means of wayfinding, this can be done like Gordon Cullen's serial vision. By means of this research method I will be able to gain more insight into the in-between spaces, and what elements create these spaces. In addition, it is needed to map out the areas in Maastricht that do have a high amount of social interaction and analysing them to know how they work and especially why they work.

In order to find out what the needs of the inhabitants of Maastricht are, and how social interaction can be stimulated in Maastricht, interviews and surveys will be conducted with people in and around the site. This will help to find out the needs of the people that live in Maastricht and/or the needs of people that visit Maastricht, it will also be crucial to know what is missing according to them. In addition, It could also be fruitful to talk with architects and urban planners about their view on how the city fabric should be dealt with and such.

In addition, various case studies and typologies will be examined during this research. Looking at other urban renewal projects to make a city or area more vibrant can provide answers and insights about how to deal with the industrial site in Maastricht. ZUS's Luchtsingel in Rotterdam could be very interesting when it comes to using leftover spaces and motivating people to explore new areas through wayfinding. Other relevant case studies are the Hafencity in Hamburg by KCAP, Strijp-S in Eindhoven by West8 Architects and Superkilen Park by BIG Architects in terms of urban renewal, nudging and wayfinding.



RESEARCH DIAGRAM



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