PRODUCTIVE AMSTERDAM

EUROPAN 14 NETHERLANDS

H-BUURT

EUROPAN 14
PRODUCTIVE AMSTERDAM

Dear Europan competitors,

Europan NL and the municipality of Amsterdam is proud to propose five locations for Europan 14. All of these locations have been designated 'high priority' development sites by the municipality.

For Europan NL, implementation has always been a constant focus. And looking ahead, we want to ensure that the many ideas produced for the competition can be used constructively to stimulate local debate around the future of our cities. Last session brought several young talented teams into local planning processes, creating new possibilities and collaborations.

Amsterdam is popular. More and more businesses and visitors are attracted to the city, employment is increasing and the population is growing fast. This trend is also noticeable in many other cities in the world. The benefits are often mentioned. By organising living and working functions in close proximity, this increases the chances of creative work relationships, strengthens the need for services and culture, and protects the environment. But in Amsterdam, the disadvantages of this quick growth is tangible as well: growing crowds, rising housing costs, waiting lists for social housing, and an increasing pressure on the accessibility of the city.

It is important to manage this growth effectively, to maintain the liveability of the city and to safeguard the economy. Amsterdam must therefore focus on quality. The city has the social diversity and culture of openness, a human scale, and its historic canals form a unique, distinctive combination. Amsterdam, as a prominent place in the world, wants to be prepared for any fluctuations occurring globally. And being resilient to socio, economic and environmental changes is a primary goal.

The municipality of Amsterdam faces the enormous challenge to accommodate the tremendous growth in a way that the character of the city is preserved. Sustainability, introducing new technologies, stimulating the economy and being open to all, are the key concerns. The development strategy *Koers 2025* defines the direction to allow for the construction of 50,000 new homes before 2025. Amsterdam promotes densification of existing areas, where living and working are combined, and are inclusive to all social groups.

The consequence of this is that the image and functioning of the city will drastically change. A growing Amsterdam does not necessarily mean adding more of the same. We have to be careful with what we have, yet also consider the limits on how careful do we have to be.

The assignments for the five sites in Amsterdam are in line with the theme for Europan 14, namely Productive Cities. In recent decades there has been plenty of urban regeneration projects in Europe, mostly based on the idea of the mixed city. Residential building, offices, services and leisure are the main focus of these urban development projects. One part of the program seems to be systematically forgotten namely, the manufacturing industry. Warehouses have been renovated into lofts, industrial buildings have been turned into art centres, and industrial sites have been transformed into residential neighbourhoods. Small-scale production was not combined with new developments, and were largely pushed out to the edges of the city or even to other parts of the world.

The challenge to the current generation of spatial designers is to find alternative models for urban development in which living and working is organized efficiently, so the productive capacity of people and space is literally worthy of each other. In short, how we can create a productive Amsterdam? How can we cherish and protect the city of today and realise the city of tomorrow?

This period is a crucial moment in de urban development of Amsterdam. For the municipality, the possibility of acquiring diverse new ideas, at the same time providing opportunities to young talent, is the main reason for the cooperation with Europan NL.

We are excited to invite Europe's young, talented design teams to help us in this search. We are open to new ideas and design visions from architects, urban planners and landscape architects from all over Europe. For participants of Europan 14, this is a unique opportunity to contribute to the vision and implementation of Amsterdam's future plans.

Expectations are high. Now it is up to you.

Best regards,

Team Europan NL
&
Municipality of Amsterdam
Annius Hoornstra, Deputy Director City Development
Pieter Klomp, Deputy Director Space and Sustainability
Sabine Lebesque, Coordinator Europan City of Amsterdam

CONTENTS

INTRODUCTION
The city of Amsterdam

All five Dutch locations for Europan 14 are in Amsterdam. As a relatively small world city, Amsterdam enjoys international renown. Nonetheless, we want to investigate a little deeper into the manner in which the largest city of the Netherlands has developed, which ambitions the municipality has formulated regarding the city's growth, the manner in which these changes must be shaped, and how project development is dealt with. In this way, we want to provide the context for the project location that will be expanded upon later in the brief.

Amsterdam in a nutshell

Amsterdam is famous for its canals, which, like a belt around the medieval Burgwallen in the shape of a half circle, form the foundation of the old city centre. This part of the city was constructed in the 17th century; an unrivalled period of wealth in the history of the city. At the time, the Netherlands was conducting considerable trade with Asia and the Caribbean area, and established several colonies. The fact that Amsterdam is still considered to be a trade city can be attributed to this period. In the Golden Age, the city originally developed in an uncontrolled way. The municipality started to regulate the development of the city when this led to dangerous situations; building regulations were developed, and the expansion of the city became planned.

In the second half of the 19th century Amsterdam, Just like other cities, experienced a revival after a period of economic stagnation. The city wanted to modernise. Amsterdam's Central Station along the IJ was constructed, as were the Concertgebouw and the Rijksmuseum on the south side of the centre. The Paleis voor Volksvlijt by the Amstel became a centre for innovation and new plans for the city's expansion were worked out. The city walls were broken down and two rings of residential areas were constructed, allowing Amsterdam's size and population numbers to grow. Until the economic crisis in the 1930's, Amsterdam grew consistently, the economy expanded as a result of harbour activities and its associated industries, and the general standard of living was improved throughout the city. This, by then, also applied to manual workers who could turn to housing corporations for affordable, yet proper housing. The Amsterdamse School and Berlage made their mark on both the architecture and the urban development of the city. The housing law of 1901 also helped this process.

After the Second World War, the city's situation was far from ideal. The economic and military chaos significantly scarred the city. At the same time the influence of the car was becoming increasingly dominant and the city council wanted to make more space to accommodate them, for which some old working-class neighbourhoods had to make way. The post war developments were based

on Van Eesteren's Algemene Uitbreidingsplan, made in 1935. Plans were constructed for a modern centre that would be easily accessible via car, new neighbourhoods arose in the west, south-east, and north of the city, flowing forth from the modern school. Residences had to be provided with light, air and space, and functions such as living and working were kept almost entirely separate from one another. On this principles in the sixties the Bijlmermeer was built where the modern tradition was brought to a maximum.

Bijlmermeer

However, a counter movement arose. In the 1970s and 1980s, an increasing number of residents started opposing the city, feeling that it was damaging Amsterdam's identity. Opponents feared the development of a soulless city and wanted to protect human-scale neighbourhoods, where work was closely connected to living. Following the success of this counter movement, large-scale urban renewal was limited to only certain parts of the city and since this time, maintenance has been the number-one priority. In the same post-war period, Amsterdam had to deal with a sharp reduction of its population size. The national government was stimulating the

Playground in Amsterdam by Architect Aldo van Eyck

construction of residences for families in new towns within commuting distance from Amsterdam, which were allowed to grow into medium-sized cities. Although the city had previously housed many families, as family aspirations and needs changed, these houses proved to be inadequate. Due to rising prosperity in all parts of the Netherlands, an increasing number of people chose to purchase their own house outside the city. In this period, many people from the former colonies – such as Suriname – and migrant workers, predominantly from Turkey and Morocco, settled in Amsterdam. Today, Amsterdam has residents originating from approximately 180

countries around the world.

Although Amsterdam was losing an increasing number of residents to its surrounding growing municipalities, the city was an important area for experimentation in the field of architecture. Respectively, Aldo van Eyck, Herman Hertzberger, and Rem Koolhaas were given considerable opportunities in the 1970s, 1980s and 1990s to introduce new urban and social models in the city.

In the mid-1980s, the city slowly started to become more popular. After graduation, many students continued to live in the city, had children there, and started to increasingly see the advantages of the various inner city activities located in close proximity of each other. Investments were also increasing in the city and from mid-1990s onwards, housing corporations started contributing to this significantly thus improving the city's overall position. The housing corporations, privatised in the meantime, additionally focused on more mixed neighbourhoods in which people of different income groups could exist side by side. The municipality, subsequently, invested in improving the quality of the public space, public green, and stimulated clear traffic solutions, as a result of which the already typically Amsterdam cycling culture flourished even more. In the 1990s, there was still a top-down planning culture. It was the period in which the successful Oostelijke Havengebied was redeveloped and the contours of IJburg were laid out.


IJburg

In the early 2000s, the construction of two large new urban development projects were initiated. On the eastern side of the city, IJburg is a residential neighbourhood built on a conglomeration of artificial islands in the IJmeer. In the south of the city, Zuidas, is a business district – intersected by the A10 ring road and 10 minutes from Schiphol airport by train – in which a mix of large-scale commercial and residential programme has been realised. For more
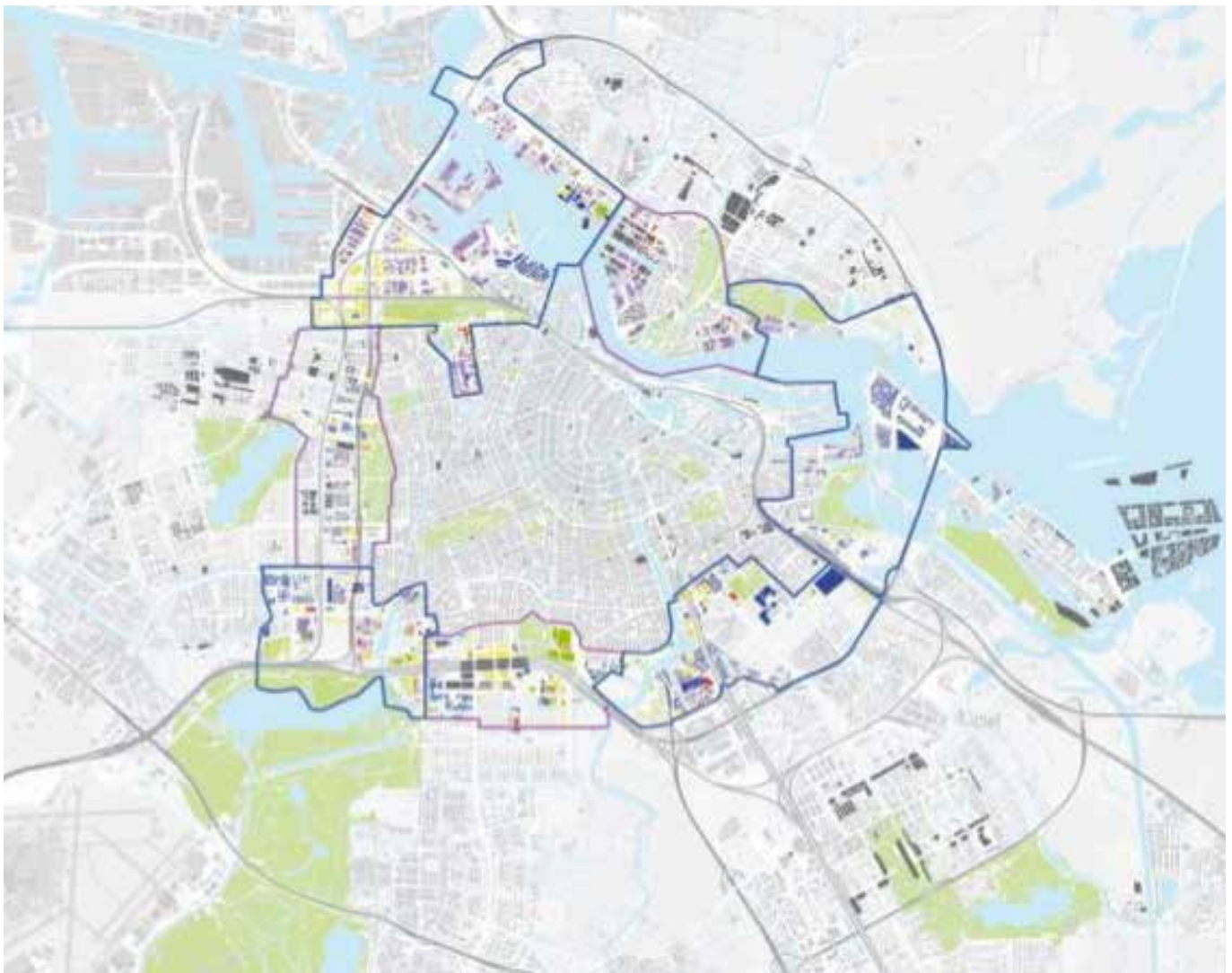
New densification of the city will take place in a ring around the historic city

than 10 years, Amsterdam has focused on supporting the creative economy with the intent of luring innovative companies and talented individuals into the city, and has run the successful marketing campaign "I Amsterdam" with the objective of drawing more tourists to Amsterdam.

During the economic crisis, building production in the city slowed down. Through bottom-up planning and self-build construction projects, the municipality nonetheless tried to stimulate the production of housing via other means. In 2014, the crisis seemed

Amstelkwartier

Houthaven

to be over and, assisted by low interest rates, investments in the city increased significantly especially in the residential sector. Development in the inner city is restricted because of Amsterdam's UNESCO world-heritage status. In other parts of the city, the primary focus in recent years has been on urban densification. This primarily applies to parts of Amsterdam Noord, Nieuw-West and Oost. Now that the number of Residents is increasing by more than 10,000 people annually – both through natural growth, migration and immigration – the need for housing is clearly seen. But how does Amsterdam want to achieve this?

The Valley: 75.000m2 multi-functional building on the Zuidas

Sluishuis, a plan for 380 apartments in IJburg

West Beat: plan for 150 apartments to be located on the Lelylaan

Patch22: The tallest byuilt wooden structure in the Netherlands and almost energy neutral

Raising housing demand

Amsterdam's population is growing. This was also the case during the recent economic crisis (2009 – 2013), during which time building production was reduced to a half. Newcomers in the city have started sharing residences, students have accepted smaller residences, but the current residential supply has stretched as far as it can. New residences are required to responsibly accommodate the growing number of residents. In the past 3 years (2014– 2016), shortly after the economic crisis, the production of residences reached a level previously unknown to Amsterdam. In this period 5,800 homes were built, whereby a balance was found in new project developments for social-rental, student, private-sector rental, and owner-occupied housing. In this, the role of the housing corporations became smaller than had previously been the case in the preceding decade. In today's world, housing corporations must adhere to stricter demands and are almost exclusively only allowed to build for people with low financial means. To an increasing extent, the production of buildings is being organised more and more by private developers, who have found their way to Amsterdam.

The building boom in the city can firstly be explained by the low interest rates. Pension funds, for example, view real estate as a safe investment in comparison to other sectors and increasingly, this view is shared by foreign investors. Secondly, in addition to the low interest rates, the qualities of Amsterdam itself also play a role. The population is relatively highly educated, the city has two universities, and it is located close to one of Europe's largest airports. In comparison to other world cities, Amsterdam is certainly very easily accessible, culturally tolerant and by far the most cosmopolitan city of the Netherlands. It also has a wide range of cultural provisions, a unique historical centre, and attractive parks and waterfront areas. Amsterdam's public space also reflects its tolerant and open culture. Internationally, this is considered to be a special quality of Amsterdam. The municipality utilises these qualities to distinguish itself from other world cities.

In addition to the rise of the population (currently, Amsterdam has more than 840,000 inhabitants) by more than 1 percent annually, the economy of the city is growing at a rate of 2 percent higher than the rest of the country and the other Dutch and European large cities. In this, tourism has been a factor of growing significance. In 30 years, Amsterdam has changed from being a city from which many residents were leaving to the surrounding municipalities, to a city of unrivalled popularity. However, there are also the flip-sides to this.

Threat and dilemmas

For Amsterdam, dog excrement on the streets was the number-one cause of irritation for many years. Not only has that problem has been successfully tackled, a lot more has happened also. The quality of the public space has improved, for example. People are even swimming in the canals now; something that no Amsterdammer would have been able to imagine 20 years ago. The city, in short, has become much cleaner. Critics claim that Amsterdam has gone too far in this. There are hardly any rough, undeveloped locations

The inner-city of Amsterdam is suffering from overcrowding

in the city anymore, and those that were, have been encapsulated as, albeit well-intentioned, breeding places for artists. But a broadly-felt nuisance, which has emphatically been at the number one position for a few years now, is the general perception that the city feels crowded. And this is not blamed on population growth as much as it is seen as a consequence of growing tourism, which has risen significantly. With around 17 million annual visitors, who spend almost 19 billion euros here, tourism in the city has remarkably increased. Although tourism is of economic importance, criticism regarding its rise has been growing. The inner city in particular is increasingly being dominated by foreign visitors. Neighbourhood shops are being replaced by souvenir shops and shopping chains. On top of this, partying visitors in this part of the city deny locals a good night's sleep and pollution in this area is on the rise again. In the popular Vondelpark on a beautiful summer's evening, the crowdedness resulting from too many tourists and Residents has led to a debate regarding the use of the public space. It is felt that parks in Amsterdam should be better regulated to prevent them from being damaged. And regarding the busy shopping streets in the city centre, it is feared that in the event of a disaster or calamity, a dangerous situation could arise because the narrow spaces could restrict the safe and fast movement of people.

The municipality is desperately trying to spread out the flows of tourism across the city, but this has not been very successful so far. On the housing market, the lucrative renting out of residences to tourists through websites such as Airbnb and Wimbu are causing a nuisance. There are parts of the city in which the number of full-time residents are dropping and properties are exclusively rented out to temporary visitors of the city. This is creating areas in the city where the traditional neighbourhood atmosphere is disappearing. It also restricts the possibility for Residents to find a house on the cramped housing market due, in a large part, to the fact that renting

apartments to tourists is only further increasing the already-high house prices.

The consistently rising house prices are not solely the outcome of tourism. Amsterdam is remarkably popular amongst various groups of people who, in addition to work, are attracted to the quality of life and the proximity of leisure, commercial and cultural activities in
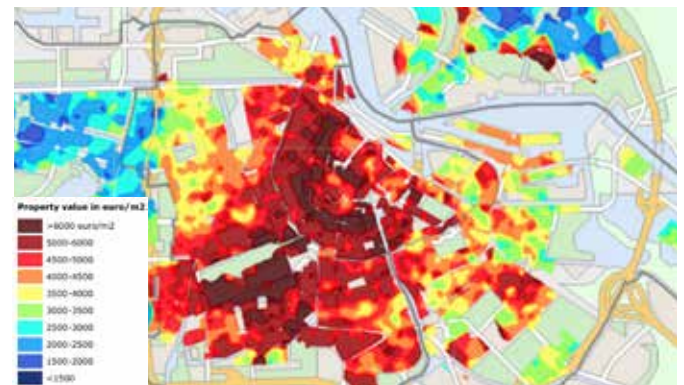

The city of Amsterdam provides economic and social demographic data via their website: http://maps.amsterdam.nl/

the city. Compared to inhabitants of smaller cities or villages, these city dwellers are willing to live in smaller apartments as a trade-off. But some middle-income inhabitants, for example those working in healthcare, the police or education, have difficulty finding affordable living spaces in the city.

The municipality is trying to solve this by initiating new projects that are specifically aimed at the construction of housing for the middle-income sector. The demand, however, is so large that it will be some time before the backlog is dealt with. In recent decades, the share of owner-occupied residential accommodation in the city has, however, increased significantly at the expense of the proportion of
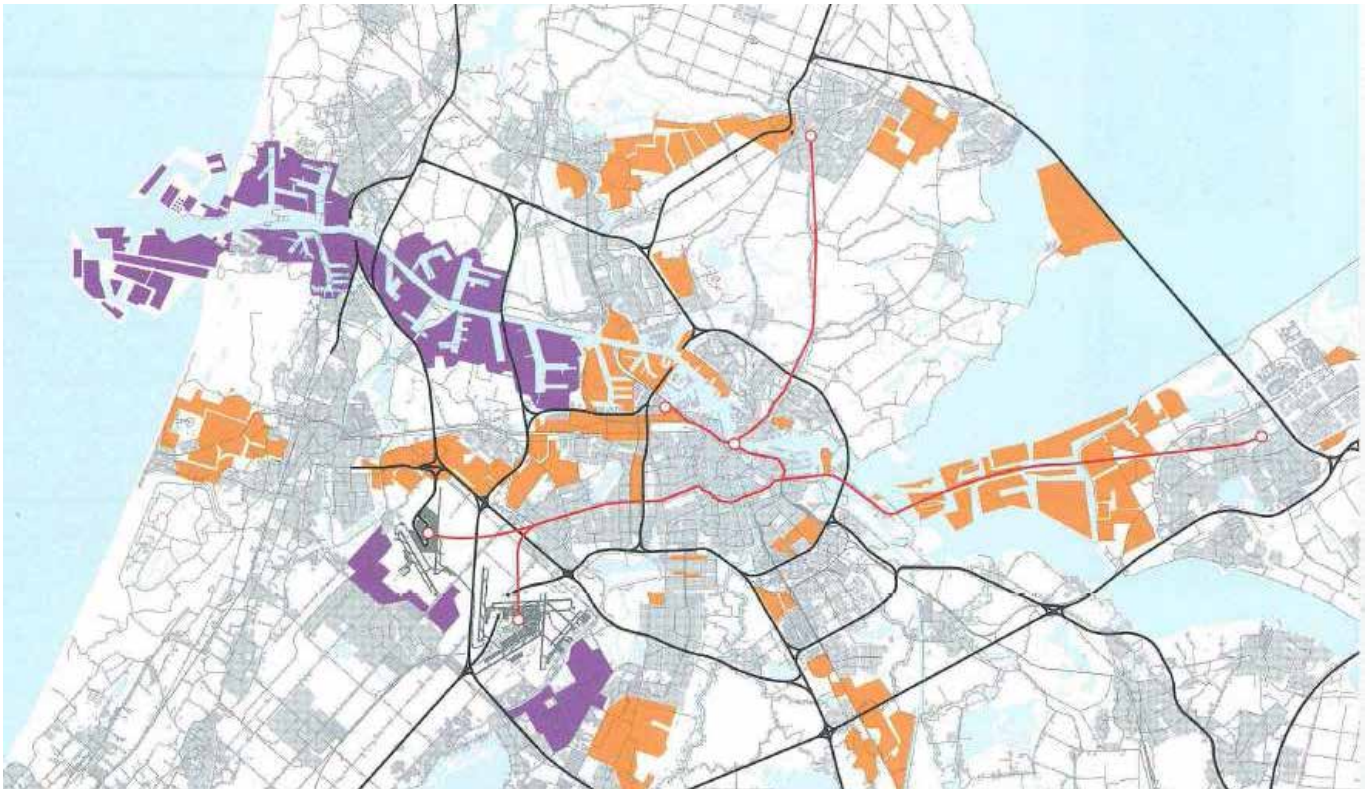
Greater Amsterdam, regional development zones & infrastructure

rented social housing, which, for a long time, was at the internationally unrivalled level of 60 percent in Amsterdam. Still, there are also concerns regarding this. In recent years, a significant amount of rented social housing has been sold off to private parties, while the group of people depending on this type of accommodation is still large. As a result, many people are forced to wait several years before they are offered housing. Many of these people cannot easily find alternative accommodation while rental prices, following new governmental policies in recent years, have been rising faster than before.

Regional context

Building more housing is considered by all parties to be the solution to the problem. Now that the construction industry is functioning well again, Amsterdam, naturally, is looking at options for new forms of city development, for example, by allowing the introduction of housing into industrial areas, and through regional cooperation with neighbouring municipalities. Amsterdam and its neighbouring municipalities, which together form the Metropoolregio Amsterdam (MRA), work together but do not form one governmental entity in

Schiphol airport is the main airport of the Netherlands and one of Europe's main gateway

terms of urban development. Amsterdam is, in short, dependent on the willingness of surrounding municipalities to relocate its growth ambitions outside of its own municipal borders. This discussion is currently taking place and, although attitudes differ somewhat between the municipalities, neighbouring municipalities do seem to be willing to assist Amsterdam in dealing with part of its growth, albeit in moderation. The belief seems to be that more residents are good for supporting local economies in the municipalities, but administrators are also wary of being swallowed up by Amsterdam as it expands. They are aware that there are good reasons why their residents settled outside of the hustle and bustle of Amsterdam - for the calmness and rustic qualities.

This does not mean, however, that connections are not being sought in the urban conurbation around Amsterdam. Zaandam, to the north of Amsterdam, hopes to benefit from the increasing number of tourists that visit the capital. There are plans to enhance connections between the north of Amsterdam and Zaandam and to improve connecting public transportation and cycling routes. In the Amsterdam region there are various former growth points - enlarged villages or new towns - such as Almere, Purmerend, and Hoofddorp that are reachable from Amsterdam within half an hour via public transportation or by car. They are economically highly dependent on Amsterdam. This also applies to places such as Haarlem, Weesp, Abcoude and the villages in the rustic areas to the north of Amsterdam.

Development in the green, unbuilt areas surrounding Amsterdam is politically sensitive. But now that construction is booming, the discussion to build in these areas has also resurfaced in the media. Theses green areas, the wedges which cut into the urban areas so to speak, are highly valued from a landscape and recreational perspective. For the municipality, the idea of building on these outer
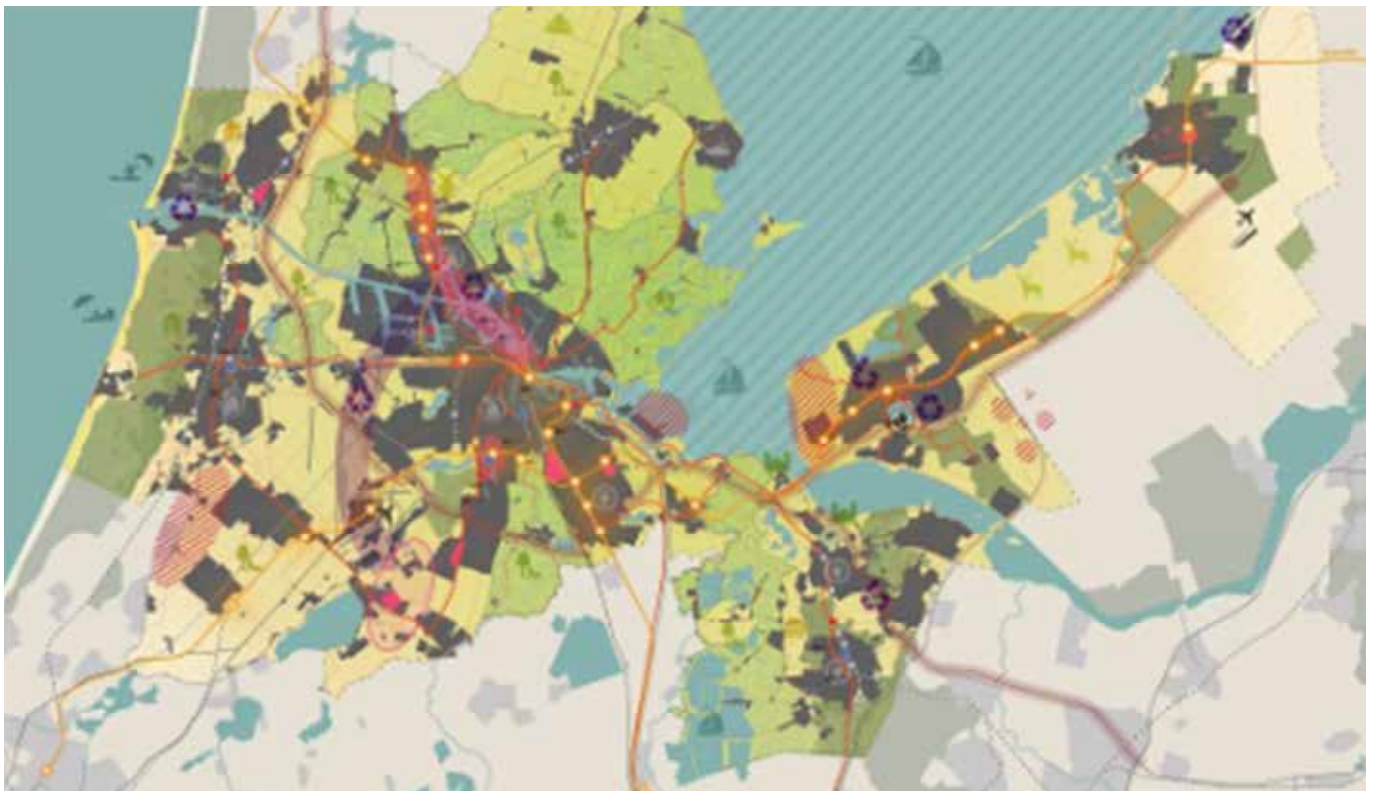
Amsterdam has the ambition to be better integrated into the larger metropolitan region (2040)

areas, therefore, is currently not an option. The last major Amsterdam expansion project was IJburg, the cluster of artificial islands in the IJmeer has been under construction since the early 2000s and which is currently in its second phase of construction. Opinions regarding the success of IJburg, which is primarily intended to cater to the need for families to find a place in or, as some say, by the city, are divided.

It should be clear that the primary threats and dilemmas for Amsterdam all relate to the success of the city. The popularity of Amsterdam and the pressure of tourism have consequences for the inhabitants of the city concerning the use of the public space, the type of provisions in the city, and the affordability of residences to be found there. The municipality wants to take measures to limit the negative consequences of tourism. To meet the considerable demand for residences, Amsterdam must work together with neighbouring municipalities, while at the same time it has set the course of building 50000 new residences on its own territory in the period 2016 – 2025.
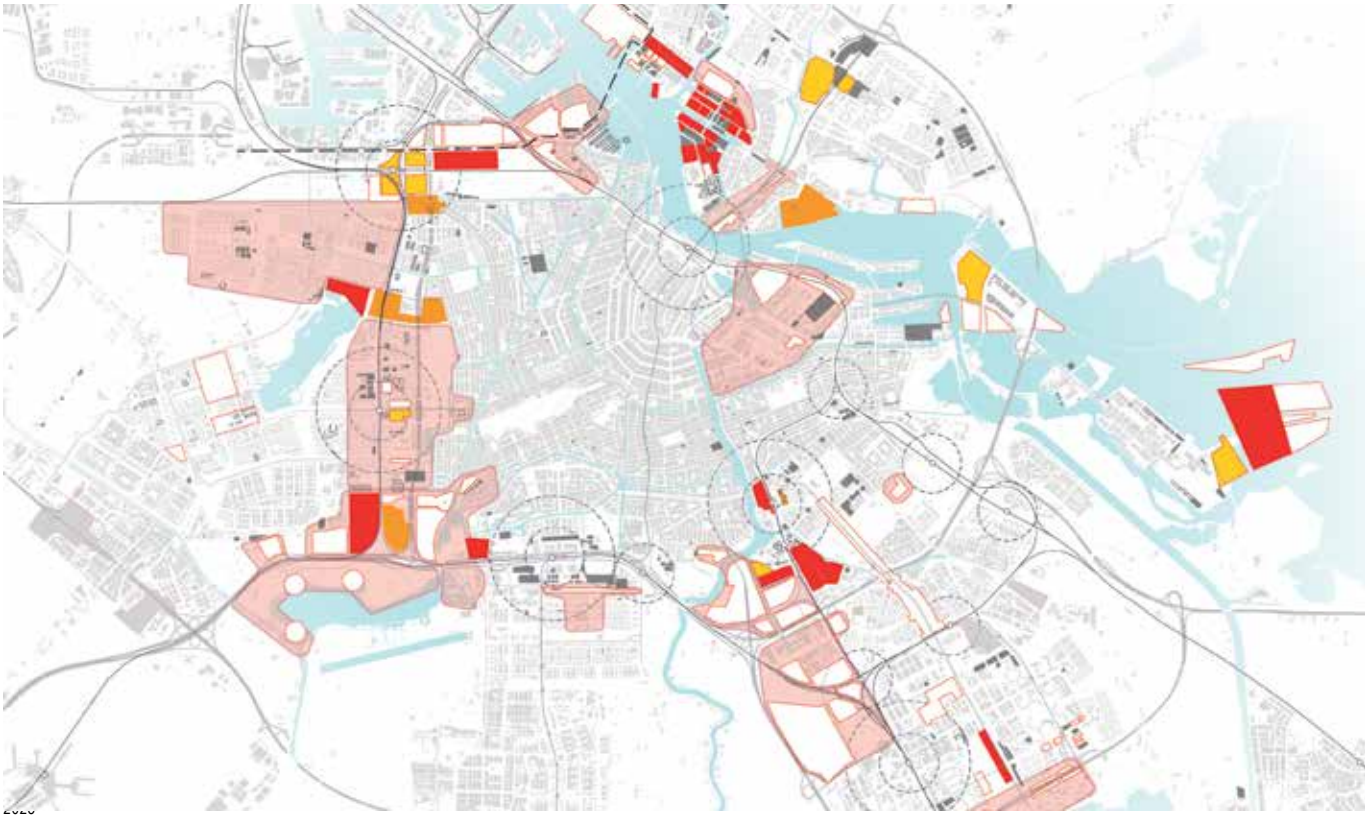
Growth ambition

Over the past few years, there have been more people living in cities than in rural areas. And the expectation is that the attractiveness of cities will not decrease in the coming decades. The city is the primary economic motor, the place where innovation takes place, and where there is sufficient support for a large diversity of provisions. The Dutch government, the Noord-Holland province, and the municipality itself see Amsterdam as an area in which tens of thousands of new residences must be built in coming decades. In this, the demand for residences must predominantly be met through the intensification of existing urban areas. In this way, the outer area will remain unburdened as much as possible, a greater sup-

port base for provisions will arise in the city, and the ecological footprint will remain limited, because the use of cars for short distances in the city will be discouraged.

In 2011 – in the middle of the recent economic crisis – the municipality expressed the ambition to grow considerably until 2040. This is something that it wants to achieve through densification and by transforming empty real estate properties into housing. In 2016, the municipality presented a more concrete draft in the document *"Koers 2025. Ruimte voor de stad"* (Course 2025. Space for the city). In this document, locations were indicated that are considered for densification. The objective is to construct no less than 50,000 new houses within Amsterdam's urban territory by the year 2025. This requires a more intensive use of existing residential areas, restructuring locations, and the transformation of industrial areas into mixed-use live/work areas. In the vision, concrete locations are mentioned where housing can be added or where completely new neighbourhoods could be built. All of the Europan 14 locations fall within these 3 types of developments. The areas are divided into so-called 'fast-track locations', which will be developed with more priority and 'locations to be reconstructed', which the municipality

The city of Amsterdam has to develop high quality areas in relation to its vast water networks

2025

wants to focus on in a later phase. In almost all cases, these are complex, existing urban environments. At the same time, additional housing and workspace can also offer chances for neighbourhoods that are not in a good position currently. In the document, the municipality has set out a substantial vision regarding the environment that will be added to the city in years to come. In almost all cases, high quality, mixed-use urban environments are actively promoted. Within this vision, the municipality distinguishes between 3 types: large urban centres, mixed city neighbourhoods, and green-blue living neighbourhoods. In the coming years, the emphasis will be on the development of new city neighbourhoods. In addition to living, there will also be provisions made for good social amenities, workspaces and leisure areas. An attractive layout of the public space and an intricate access system ensure that the new neighbourhoods are well integrated in the city.

A remarkable feature is that Amsterdam, which has relatively few high-rise buildings, and in particular residential buildings, wants to break with that tradition. The public debate concerning this issue is currently taking place. Furthermore, in terms of sustainability, Amsterdam has the ambition to increasingly develop urban neighbourhoods in line with the principles of the circular-economy. For example in Buiksloterham, an important area for experimentation close to the city centre, the municipality cooperated with residents groups during the economic crisis to assist them to collectively commission and realise self-build projects. Thousands of new housing will be build here in the future.

In urban areas that have been redeveloped in recent years, the municipality has tried to stimulate sustainability as much as possible. Thus, making areas flood-proof, in other words to prevent flooding after heavy rainfall, has become standard. The use of fossil fuels, such as gas, is limited as much as possible, and the use of solar panels and thermal storage is stimulated. Wherever possible, waste is used to heat housing, and materials are recycled and reused.

The productive city - Amsterdam

The strong growth of the city is reflected differently in terms of new workspace requirements. These days, companies make less use of office space, as a result of increased digitalization, working from home, and due to other similar trends. The municipality has, therefore, through Alderman Eric van der Burg, stated that the traditional office building is outdated. Living and working increasingly go hand in hand in today's world. In Amsterdam, this is an important development, since the creative industry in the Dutch capital is an important economic factor.

Over the last 10 years, Amsterdam has struggled with the fact that more and more offices in the city have become increasingly empty. The construction of new offices generates money for the municipality. Nonetheless, a little under 10 years ago, the decision was made to restrict the construction of new offices in the Amsterdam region, of which the previously-mentioned De Zuidas business district is the foremost exception. In the same period, attempts were made to limit the number of vacant office spaces, by transforming them into student housing and regular housing. The municipality understands that the integration of workspace in residential district generates a lively atmosphere and, with that, contributes to the attractiveness of a neighbourhood. But because the way people work following the influence of digitisation has changed, the question has become in what way can production be integrated in the neighbourhood. The challenge of the Europan 14 competition is focused on this theme.

In Koers 2025 the same question is also being explicitly asked. It is noticeable that the amount of productivity is increasing in the city, but its nature and character is evolving. The knowledge-intensive, creative industries preferably nestle in the heart of the city, between residents and night-life establishments. Although there is considerable uncertainty regarding the way productivity will continue to develop in the coming years and which spatial requirements will fit with that development, it is clear that the classic separation between living and working is increasingly difficult to make. The expectation is that mixed-use urban environments are the most capable of adapting to these changing trends. Amsterdam wants to continue to focus on stimulating the creative industries; an important pillar of Amsterdam's economy. At the same time, there is also the realisation that, however diverse the creative industries, there are multiple reasons why it is wise to stimulate other economic activities. In this, the primary focus is on productivity and manufacturing. Economic activities that require a range of associated educational levels not only make a local or regional economies more balanced in the long run, but also make them stronger; amongst other things, because the crossovers between the creative industries and manufacturing industries can lead, for example, to innovation. On the locations selected for Europan 14, the question is in what way workspace and productivity will be given a place in new and existing neighbourhoods.

Focus on Quality

Although Amsterdam wants to construct no less than 50,000 new housing units in the coming 10 years, the high quantity of buildings being produced cannot take away from their quality. Quite the opposite: it is through quality that Amsterdam wants to distinguish itself from other world cities. But what precisely does quality entail? For the municipality, quality entails creating mixed, lively and diverse city neighbourhoods with a good offering of amenities, public space, parks, high-quality architecture and sustainable urban development. The municipality is known for being quite directive in terms of the city's developments, concerning what project developers and housing corporations are and are not allowed to do. In recent years, this attitude has been relinquished a bit, although there are still strict welfare policies and urban supervisors that guide new city developments. Most new building locations are brought to the market through public tenders. The criteria for the tenders are organised around a set of four categories: sustainability (EPC, BREEAM or circular principles); architecture and urban planning (related with the welfare policies and supervisors; programme (often related to the political agenda); and land price and other financial aspects (most of Amsterdam's land is city owned and given out in a lease contract).

Within the municipality, there is a question to what extent local government must determine the programme, qualities and ambitions on the building and neighbourhood scales. Does each neighbourhood demand the same level of ambition? How can pre-war and post-war neighbourhoods be connected to one another in a logical and contemporary way? How does an intensively built-up area maintain a high quality of life for its inhabitants, and be inclusive? Whattype of productivity should a specific neighbourhood focus on?

These are questions for which there are no clear answers. The participants of Europan 14 are expressly asked, per location, to provide their vision on these questions.
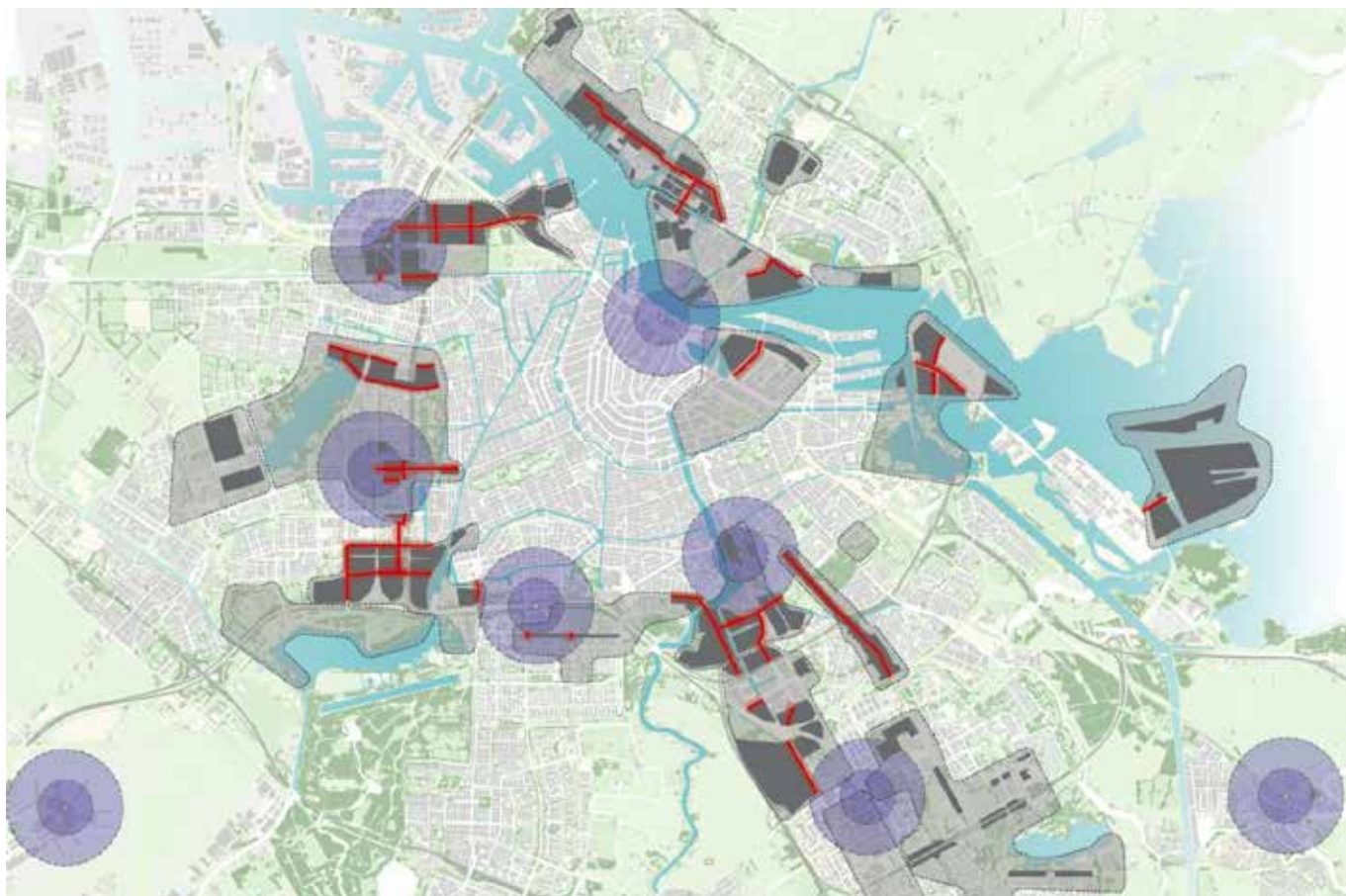
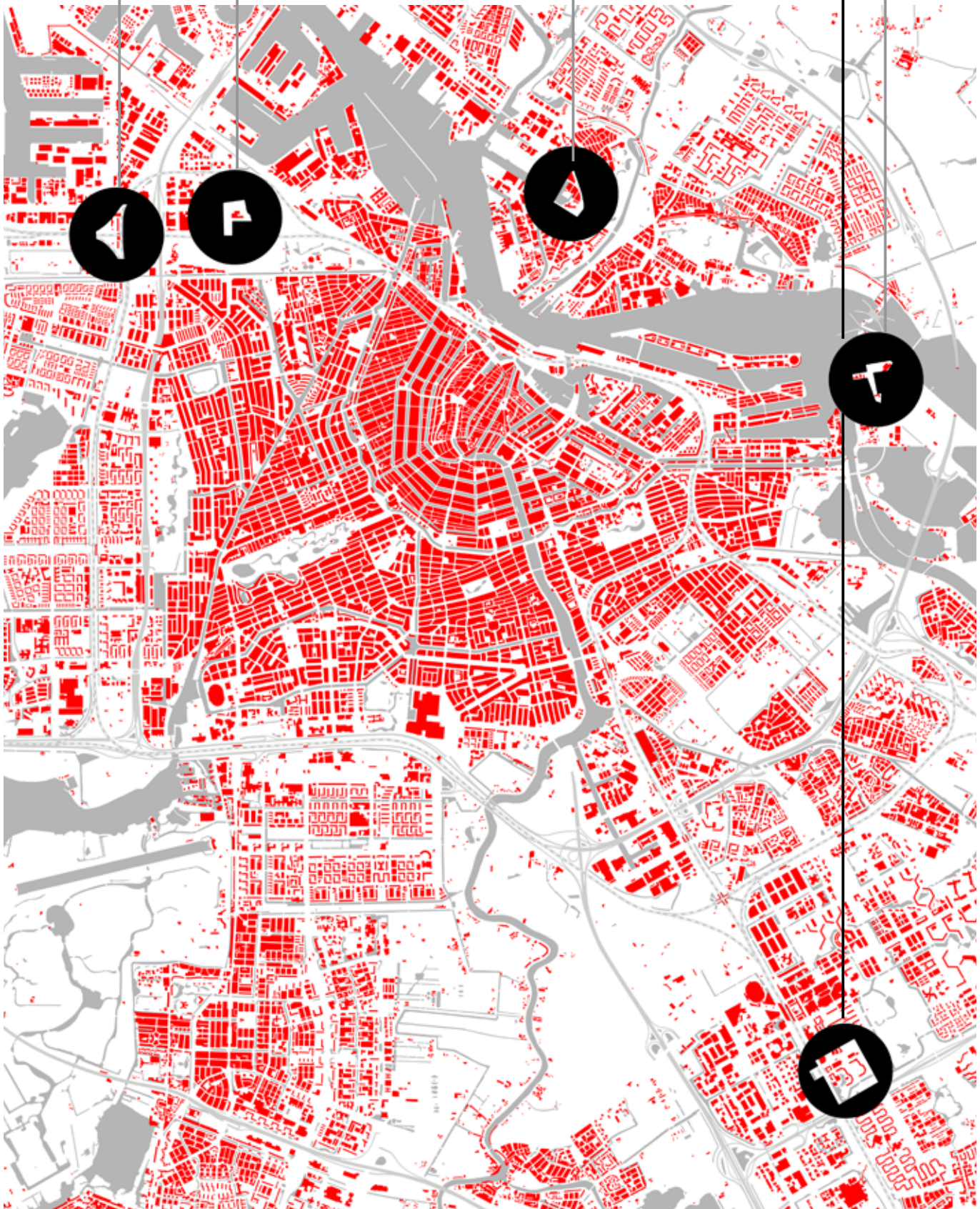All Europan14 locations are in or near the main productivity zones of Amsterdam

Piarcoplein

Transformatorweg
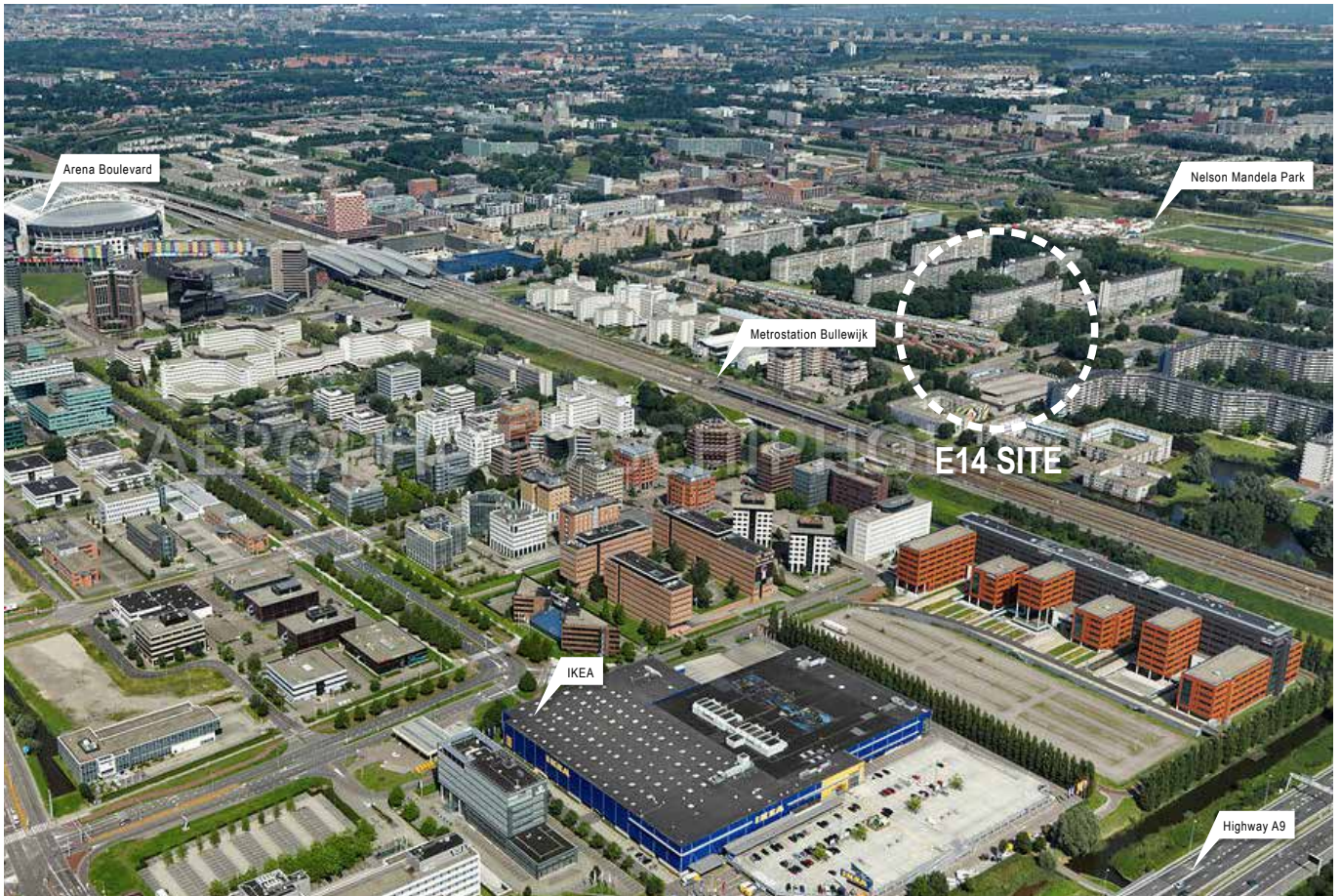
Papaverdriehoek

Sluisbuurt

H-Buurt

URBAN CONTEXT
Urban context: Amsterdam Zuidoost

Amsterdam-Zuidoost

The Bijlmermeer (or the Bijlmer) is a residential area in Amsterdam Zuidoost. In the past, the neighbourhood was characterised by a 10-storey apartment buildings, laid out in a honeycomb and surrounded by a lot of parks and open spaces. During the 1960s and 1970s, the Bijlmer was built on ground that had previously been the Weesperkarspel municipality. The first pile was driven into the ground on the 13th of December 1966 by Mayor Van Hall, the residing mayor at the time. The first residents moved into their residences in Hoogoord, in the H-buurt, on the 25th of November 1968. The name Bijlmer is a contraction of Bijlmermeer. It is the name of the former body of water, and, after 1626, of the polder, that

occupied virtually the same location as it does today in the current Bijlmer district. The area is bordered by the Weespertrekvaart, the Gaasperdammerweg (A9), the Amsterdam-Utrecht railway line, and Daalwijkdreef.

Incidentally, the name Bijlmer(meer) is also often used for the entire south-eastern city district. Zuidoost is considered by many Amsterdammers to be a separate part of the city. This has to do with its location, considering the fact that the Diemen municipality is situated between Amsterdam Oost and Zuidoost, but also due to the high-rise apartment buildings and the area's population composition, which is highly multicultural. When Bijlmer was renovated, most of the high-rise apartments buildings were replaced by low-rise buildings. Some of the apartment buildings weren't demolished and have been or are still to be renovated. The storage rooms on the ground floor have been modified, the inner passageways and walking bridge have been made more transparent or have been removed, and most parking garages have been demolished. Due to the crisis, the transformation of the Bijlmer has not yet been completed and in the H-buurt, these high-rise apartment buildings still exist.

Bijlmermeer

Functional city

The construction of the Bijlmer started in 1966. The design for the district, created by a team of the department Stadsontwikkelingen van de Amsterdamse Dienst der Publieke Werken, headed by ar-

E14 SITE
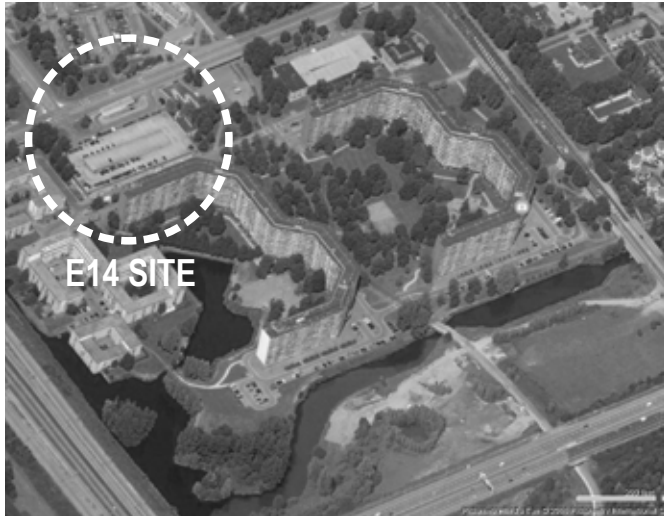
chitect and urban developer Siegfried Nassuth, was inspired by the functional ideas of CIAM and the Swiss architect, Le Corbusier. It was time for an innovative concept that recognised the divide between living, working, and recreation. Part of the philosophy was also premised on the division between motorised, bicycle, and pedestrian traffic, which was strictly implemented in the original plans of the Bijlmermeer. The idea behind the separation of traffic streams was to prevent traffic accidents, and to curb cluttering. Modern man had, according to Le Corbusier, a right to a peaceful, green living

Kraaiennest Market

Low rise house were build north of the site to provide more variations in living conditions.

environment, without traffic.

The Bijlmer didn't consist entirely out of high-rise buildings. To the south of the A9, a high-rise construction had been planned, but in the end, decision-makers opted for a neighbourhood with medium and low-rise buildings.

In the seventies, the first metro line was constructed in Amsterdam. It still runs between the Amsterdam's Central Station in the city centre towards the Bijlmermeer. Zuidoost has always been easily accessible via public transportation, and the metro lines have been further expanded after their creation. Zuidoost is also very easily accessible via car. The bicycle connections between Zuidoost and Oost aren't always optimal, however. Until 1975, the Bijlmermeer did not have a permanent shopping centre. Since then, three shopping centres have been opened under a dreef, an elevated road, as well as an almost daylight-impenetrable parking garage. Today, these shopping centres have been demolished, and have been replaced with structures with a far more open character. The same applies to the largest shopping centre, the Amsterdamse Poort, which was opened in 1986.

No-go area

The Bijlmermeer was constructed as a "model neighbourhood"; the ideal neighbourhood for modern man. This, however, did not correspond with the practical reality of the neighbourhood; within ten years after its construction, the Bijlmer had garnered a national reputation for social problems. Due to the fact that the level of provisions in the neighbourhood lagged behind the expectations at the time of its construction, and because the modern, spacious apartments had to compete with new, single-family residences elsewhere in the region, the Amsterdam-based families for whom the neighbourhood had originally been constructed remained absent from it. Diversity was also lacking in the residential offering in the Bijlmer, making it vulnerable to developments in Amsterdam's housing market.

Instead of the originally intended residents, large groups of underprivileged people gathered in the neighbourhood, amongst whom many immigrants from the former Dutch colony, Suriname, which gained its independence in 1975. Certain areas of the Bijlmermeer were plagued by criminality, degradation, and drug-related problems. There was also considerable unemployment. On top of this, the seemingly modern idea of the functional city had not worked out as well as previously imagined. The strict separation of living, working, and recreation meant that, after sunset, some parts of the Bijlmer became like an abandoned ghost town. The dead plinths

Typical gallery entrance to most apartments in the area

with storage boxes, amongst other things, did not do anything to change this, much like the narrow public passageways in the buildings. The parking garages were known simply to be dangerous, due to high prevalence of drug users and criminals residing there. Many considered the Bijlmer to be a "ghetto" and a "no-go area".

Bijlmer disaster

Attention to change the negative situation the Bijlmer found itself in was limited, until the so-called "Bijlmer disaster" on the 4th of October 1994. On this date, a cargo aircraft of the Israeli airline company El Al crashed into the Groeneveen and Klein Kruitberg

On 4 October 1992, a Boeing 747 cargo aircraft (El Al Flight 1862) crashed into the Groeneveen and Klein-Kruitberg high-rise apartment buildings in the Bijlmermeer

apartment building. The event was a national disaster and resulted in the loss of 40 lives. The disaster would have a shaping effect on the future of the Bijlmer. The confluence of social problems, the existing criminality, and the layout of the neighbourhood were suddenly given full attention, after which a large-scale renovation operation was set up for the Bijlmer. The essence of this renovation operation was that the high-rise apartment buildings and the rigid separation of functions in the neighbourhood needed replacing.

Diversity

Since then, most of the high-rise apartment buildings have been demolished and replaced by new housing, designed to create a more human scale. Furthermore, there are more owner-occupied houses, as a result of which the population composition, in terms of income, has become more diverse. As a result, a (Surinamese) middle class has successfully been maintained for the Bijlmer. The renewal has not changed cultural diversity in the Bijlmer; three-quarters of the neighbourhood's population still consists of people from a non-Western background. In addition to single-family residences, more apartments have been built, and the proportion of student housing has also strongly increased, in the transformed office buildings, amongst other places. Despite the influx of new residents, Zuidoost is still a part of the city with relatively high unemployment and poverty rates. At the same time, many of the elevated roads have, by digging ditches and demolishing viaducts, been replaced by ground-level roads. Most parking garages dating back to the original layout have also been demolished, and new cultural and sports provisions have been added.

Kleiburg

A portion of the apartment buildings from the 1960s and 1970s have been drastically renewed. A special project is Kleiburg, a classic Bijlmer apartment that had already been given up on by the housing

Kraaiennest is home to a general market every Tuesday and Friday

Typical urban condition

The mature landscape in between the apartment buildings is regularly used by the residents

Around Kraaiennest the public space is used for small scale public events

association, but was given a second lease of life by a consortium of developers in the owner-occupied sector. In cooperation with other remaining Bijlmer flats and their accompanying public spaces, the Kleiburg now holds the Bijlmer Museum. There, the original vision of the Bijlmer must continue to exist, is the belief. This living open-air museum is the initiative of a group of so-called "Bijlmer believers".
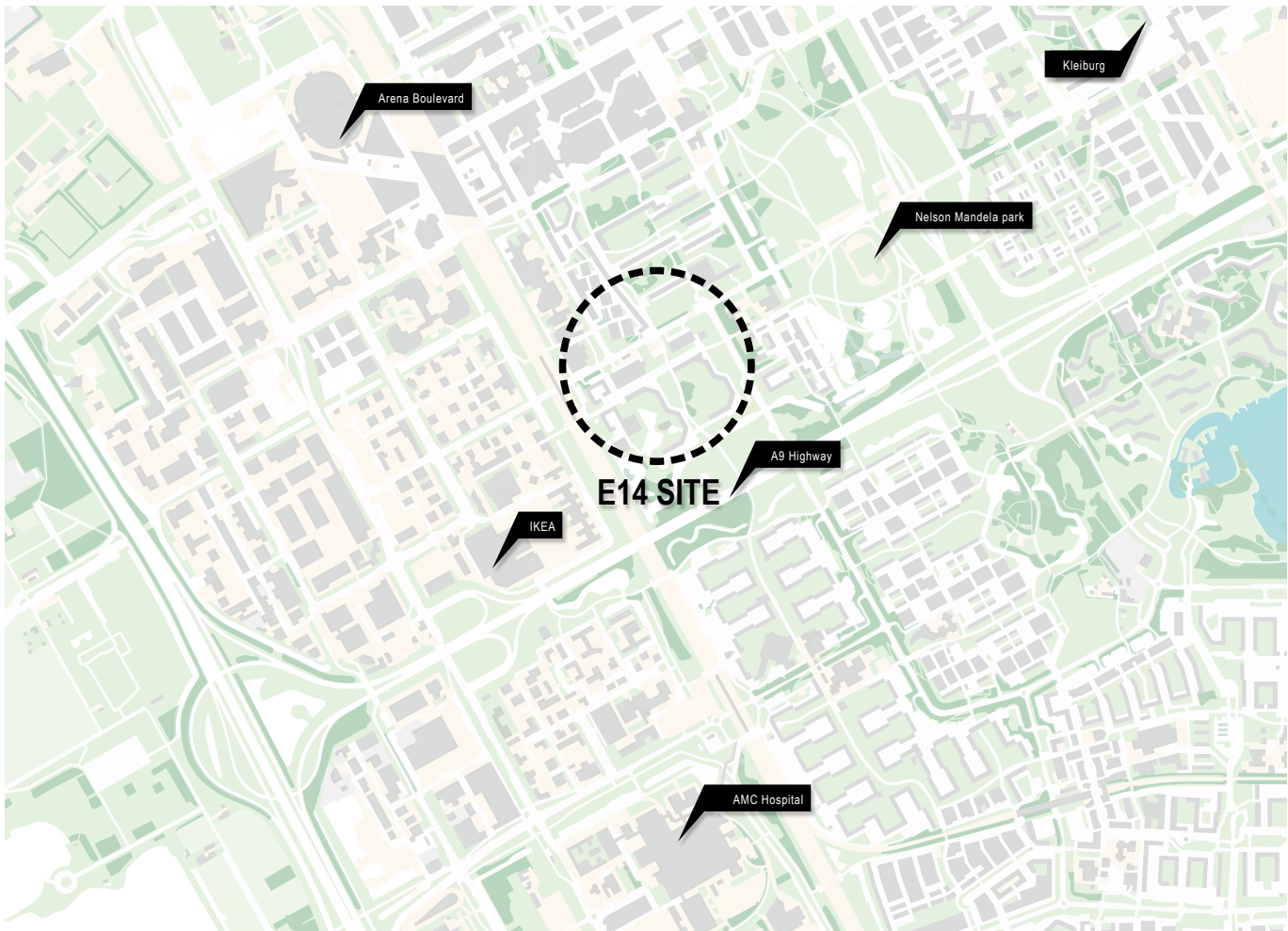
Arena Boulevard

Amsterdam-Zuidoost is still primarily a residential area after its renovations. Still, parts of the district have an urban function. This applies to the industrial area to the west of the railway embankment and the cluster of night time recreational establishments at the Amsterdamse Poort shopping centre, on the west side of the train sta-

Arena Boulevard

tion. Here, there are various rustic-looking concert halls, cinemas, large shops, a mall, and, of course, the Amsterdam Arena. The stadium on the Arena boulevard is used by football club AFC Ajax, and for events and concerts. Between the Arena boulevard and the Amsterdamse Poort, the new Bijlmer Arena station has been created, following the design of Grimshaw Architects. Ever since, the station

is no longer a barrier between two parts of the Bijlmer, but where an important node of traffic flows.

AMC

Another important provision in the Bijlmer is the Academisch Medisch Centrum (AMC). This academic hospital has an important regional healthcare function. Around the AMC, new economic developments are emerging and hundreds of student residences will be built here in the coming years.

Transformation industrial area

Amsterdam-Zuidoost is very easily accessible by car. In the 1980s, various office buildings were built here that were easily accessible. Since the start of the century, these buildings have had to deal with significant vacancy. This had to do with the appearance of the buildings, Amsterdam-Zuidoost's image problem, but also with companies' desire to be closer to the city centre. Recently however, many of these disused office buildings have been given new functions. In time, there is also a desire to change this outdated, mono functional area into a mixed-use residential neighbourhood.

Project surroundings: Bijlmer Centrum

Bijlmer Centrum is located on the west side of the city district. On the north side, by the Venserpolder, lies the municipal border with Duivendrecht, and the D-buurt shares a border with Diemen. The railway and metro lines separate the area from Amstel III/ArenaPoort. The Gaasperdammerweg, which currently being transformed into an overpass, is the southern demarcation with Gaasperdam.

On the east side, the area is bordered by the Gooiseweg, which runs past the Bijlmerpark and the F-buurt, and separates Bijlmer Oost and Bijlmer West from one another. Bijlmer Centrum is the most urban area of Amsterdam-Zuidoost. Despite its urban character, it is, except the Venserpolder, one of the greenest neighbourhoods in Amsterdam. Bijlmer Centrum is easily accessible via public transportation. Bijlmer Arena Station is one of the five public-transport nodes of Amsterdam where train, metro, and regional and city buses converge. The area has an intricate, high-quality, and safe cycling-path system, making all neighbourhoods in Zuidoost exceptionally accessible for slow-moving traffic. In the D-buurt and H-buurt, there are still a number of parking garages for the residents, which, according to the original Bijlmer philosophy, can be accessed via the elevated roads.

Due to the economic crisis, the final phase of the renovation of the Bijlmermeer has stagnated. In Bijlmer Centrum, this applies to the D-buurt and H-buurt. The building plans for the surrounding area, the Bijlmerpark, have been postponed. At locations where the renewal plans have been delayed, temporary use, such for as housing or local amenities, has been promoted. The Heesterveld project, which will feature more extensively later in the brief, is an example of this. Bijlmer Centrum has a quarter of all residences in Amsterdam-Zuidoost. These days, the area has significant variation in terms of architecture, housing types, and price classes. As such, almost all neighbourhoods have housing for students, firts-time buyers, families, and senior citizens. And parts of the original high-rise apartment buildings have been kept.

The main entrance to Amsterdam Bijlmer Arena station

Over the last decade some of the former garages in the Bijlmermeer have been redeveloped for different uses, with a focus on activating the plinth

EUROPAN LOCATION
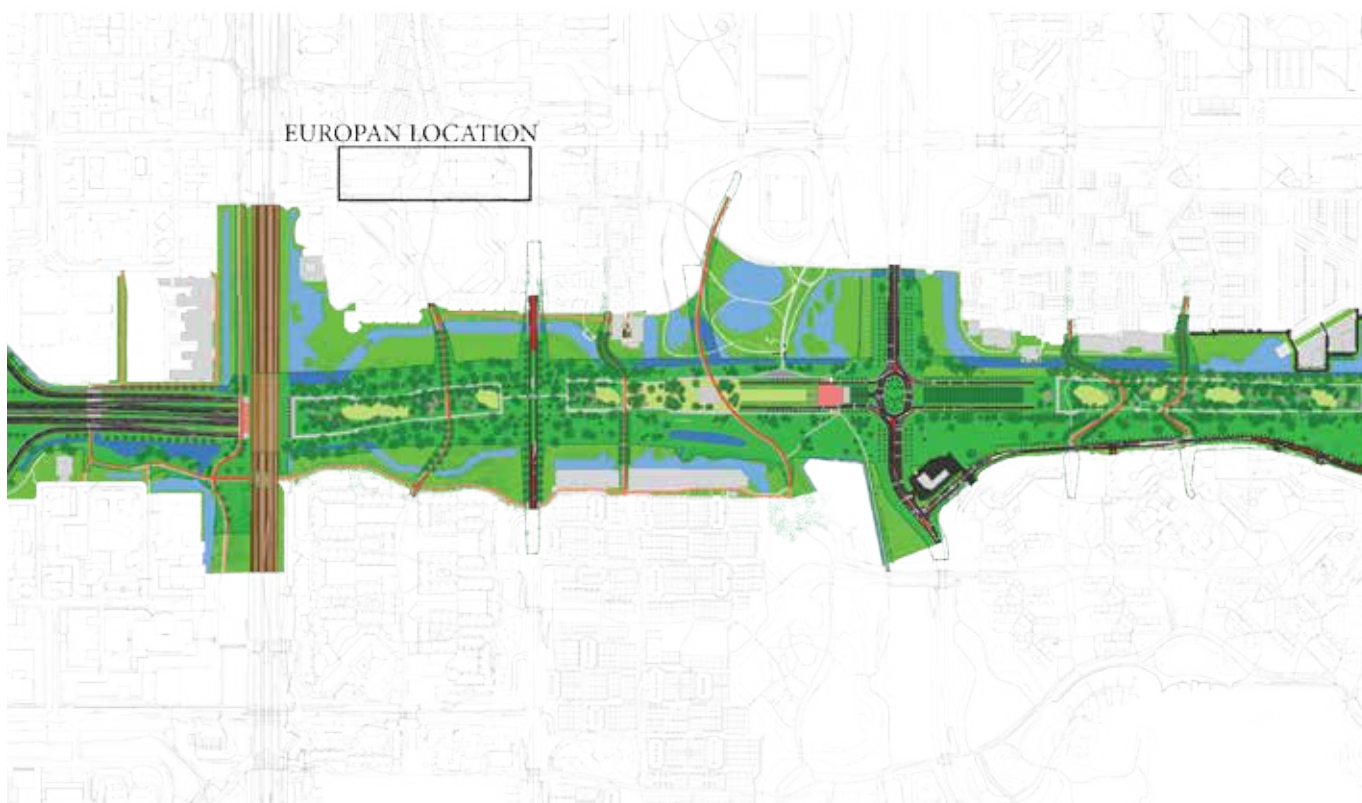
The A9, the highway south of the study area, will be tunneled and covered with a rooftop park. Construction work has already started.

Kraaiennest area

The area south of Amsterdam Arena has seen densification with new office buildings

Transport hub Bijlmer Arena

IKEA Amsterdam

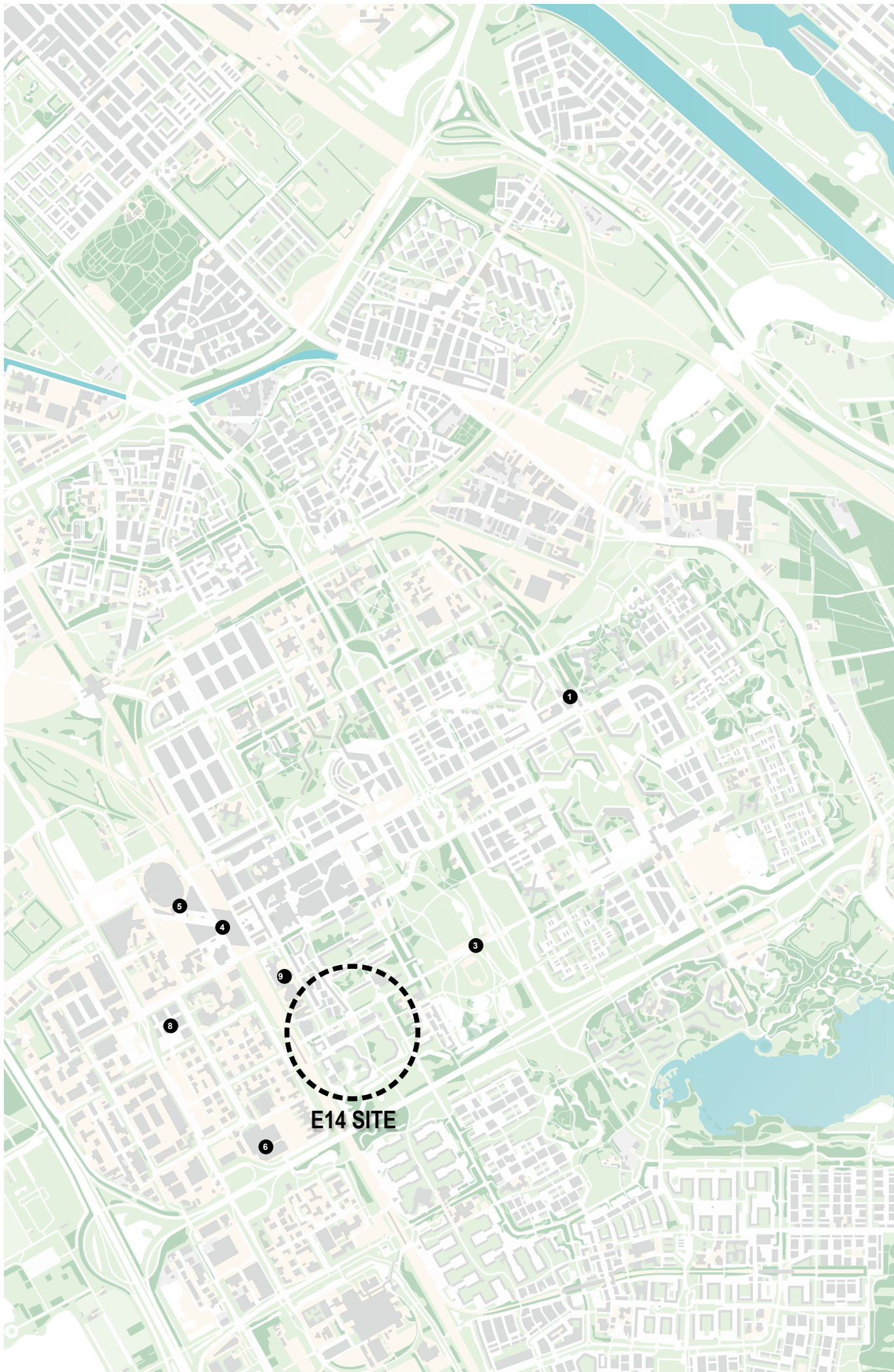Community building in Holendrecht, 1500 small apartments

Former ABN-AMRO bank headquarters, 1987

The recently renovated the Nelson Mandela park

WWW.EUROPAN.NL

EUROPAN NETHERLANDS

E14

E14 SITE

STUDY AREA
H-buurt

The H-buurt is a small residential area of approximately 7,500 inhabitants and is one of the neighbourhoods of the Bijlmer. Originally, around 80 percent of the housing supply consisted of social housing and there was considerable ethnic diversity.

The area still has a separation between its different functions; living, working, recreation and traffic. The area's accessibility is good. The H-buurt has several types of building types: high-rise apartment buildings, amongst which there are a few laid out in a honeycomb pattern, but also lower buildings that were built in a later phase, mostly during the 1980s. Today, the spaces between the buildings has grown into a mature green landscape.

Due to the economic crisis, the last phase of the renewal of the Bijlmermeer in the H-buurt has been delayed and consequently, the general level of liveability in the residential accommodation here has not improved as much as in other neighbourhoods in the Bijlmer.

The urgency to improve the neighbourhood is clearly present. Venserpolder and the H-buurt are exceptions in terms of housing families that suffer from social problems. These are also the neighbourhoods where, relative to the rest of Amsterdam-Zuidoost, residents still experience significant nuisance and feelings of being unsafe.

The popularity of a neighbourhood in Amsterdam can be deduced from its WOZ value (the price people are willing to pay per square metre). In 2014, the H-buurt had Zuidoost's lowest average WOZ value, and with that, the lowest in Amsterdam.

The average income in Bijlmer Centrum is more than a quarter lower than the average in Amsterdam, and more than 11 percent lower than the average in Zuidoost. Zuidoost in its entirety also strongly deviates from the Amsterdam average. The H-buurt and the Venserpolder have, in relation to the other neighbourhoods of Bijlmer Centrum and the rest of Amsterdam, many households existing on minimal financial means. Many residents are unemployed or have badly-paid work, due to low levels of education or due to a lack in employability. The consequence is often a build-up of problems. Incidentally, the H-buurt did have the highest percentage of self-employed persons of Amsterdam-Zuidoost in 2014.

However, presently, there are new chances for this area. Investors and developers are queueing up to invest in Amsterdam in general. This primarily applies to those areas which are close to the centre. Nonetheless, there are good examples of developers who, specifically in the affordable housing segment, want to build residences in Amsterdam-Zuidoost, or who want to transform buildings such as the existing multi-storey car-park, which due to concrete degradation

no longer is considered safe. There are opportunities to densify, and with this, also attract more well-to-do residents to this part of the city. This could improve the chances for new additional urban amenities and increase the area's overall attractiveness within Amsterdam. Particpants have to be aware however that the nearby shopping centre "Amsterdamse Poort" is operating below its potential. It is therefore recommended to not add competing retail at this location.

Heesterveld

An important stimulator for urban renewal for the H-buurt could be Heesterveld. The Heesterveld complex, which was only completed at the start of the 1980s has not yet been demolished, but has been temporarily renovated. Its owner, housing corporation Ymere, de-layed the demolition of Heesterveld during the economic crisis, due to the difficult situation on the housing market. Students now live in this noticeably scarred complex, which also houses a catering facility. Here, interesting meetings between different worlds are oc-curring; students, H-buurt residents (many of them with Suriname backgrounds) and the employees of the offices in Amstel III, the office area on the other side of the railway passage merge here.

Bullewijk Metro Station/ Spoorpark Zuidoost

Amsterdammers who do not live in the Bijlmer don't or rarely come to the Bijlmer. Bullewijk Metro Station is usually only used to travel to and from IKEA, which is situated on the other side of the railway. But between this station and Gasperdammertunnel a new urban park called Spoorpark will be realised in 2020. Spoorpark will be a lively and public linear park, inviting people to walk, play, meet and enjoy the greenery. The ideas and wishes of the local residents were used to inform the design. Work on this project is expected to start work in early 2018.

Metro station Bullewijk is within walking distance of the project site

Heesterveld is home of several creative starters

Traffic is organized according CIAM principles

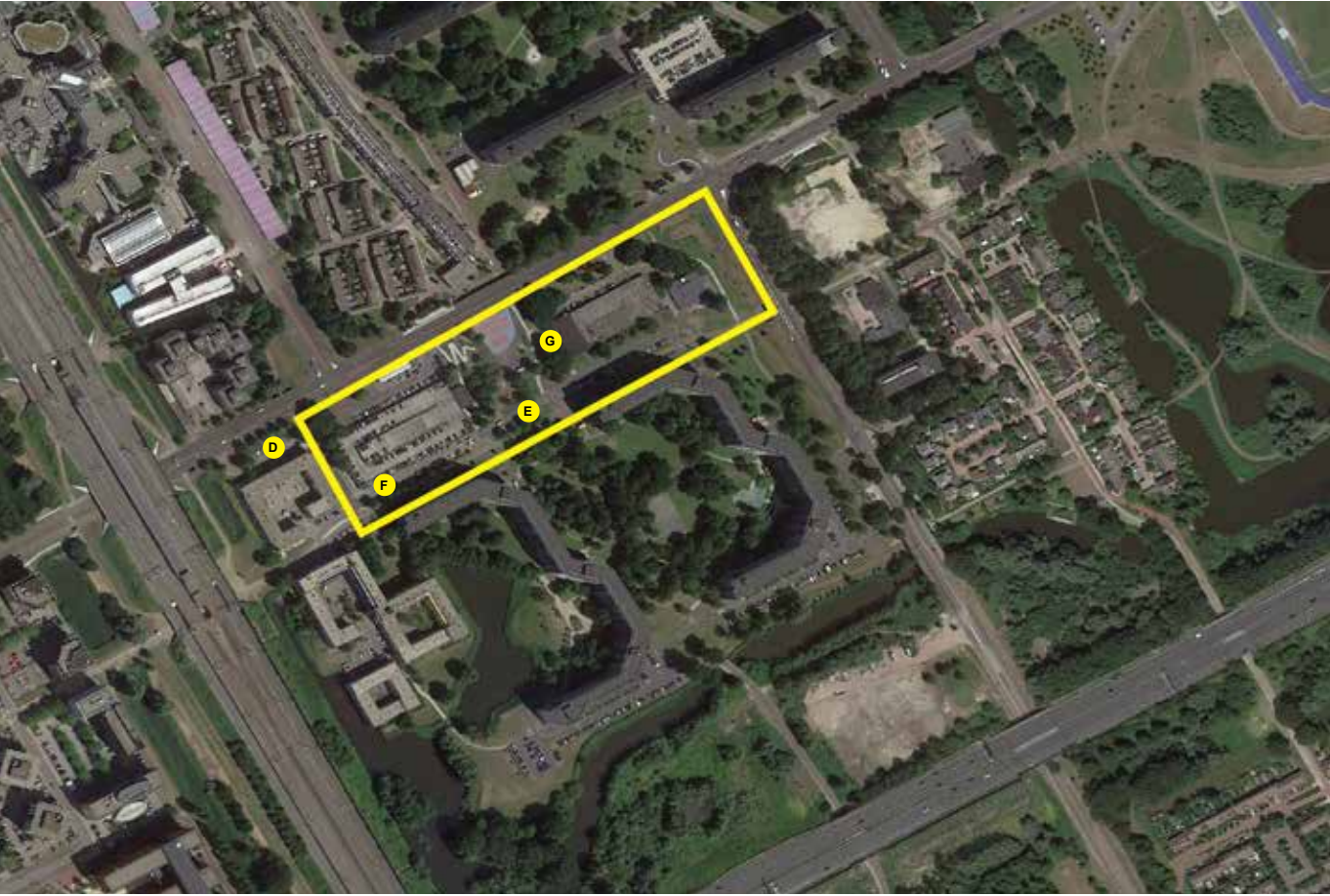Image take from an interactive website that maps local urban transformation in Amsterdam-Zuidoost: http://www.zocity.nl

STUDY AREA
H-BUURT
AMSTERDAM
WWW.EUROPAN.NL
EUROPAN NETHERLANDS
E14

PROJECT SITE AND ASSIGNMENT
Project Site

SCALE: Small
TEAM REPRESENTATIVE: Architect, Urban Planner
SITE FAMILY: From city to productive city
LOCATION: H-buurt, Amsterdam
POPULATION: Amsterdam 835,000, neighbourhood: 7,500
STRATEGIC SITE: 36 Ha
PROJECT SITE: 2.9 Ha
SITE PROPOSED BY: City of Amsterdam
ACTOR(S) INVOLVED: Gemeente Amsterdam
OWNER(S) OF THE SITE: Gemeente Amsterdam
COMMISSION AFTER COMPETITION: Assignment to make urban design guidelines for the project site and urban plan

The project site consists of a rectangular area, on which the Hakfort garage is situated, and a second parking building that is also listed for demolition. This will occur in the short term (mid 2017). The intention is to replace the garage with affordable housing, in combination with new spaces for work and other functions. The idea of having working spaces in the area is not new. Various small, local businesses are located in the plinths of the garages and these have a function for the neighbourhood. They offer job opportunities on the lower end of the market and new business activities can also make a start here. These workspaces function as social meeting points in the neighbourhood. The IMO Car Wash Hakfort functions in a similar way and will hopefully remain in its current form in the future development plans.

The Hakvoort garage currently offers cheap parking facilities to neighbourhood residents and visitors, but operates at a loss and are structuraly in bad shape. Regarding the municipality's inten- tions to demolish the garages, residents in the neighbourhood have differing opinions. The segment of residents who hire se- cured, private spaces in the garages would prefer to continue to park in the building. Other inhabitants view the garages as social- ly unsafe areas which attract all kinds of activities that can have a negative impact on the neighbourhood. If they possess a car, they prefer to park it in the public space, for which they must pay.

At this moment, cars may not stop when driving on the (Karspel) dreef. Each #dreef may only be used for moving vehicles. In order to stop at a #dreef, a parallel road is required. Such a parallel road can have parking places, a sidewalk and as a consequence adress- es and entrances. This is the situation at the project site.

The northern edge of the project site borders an embankment upon which the elevated Karspeldreef runs. This road, which does not have a pedestrian footpath, will continue to exist in its current form. The municipality does not want to invest in drastically altering the existing infrastructure i.e. lowering the Karspeldreef, removing the underpasses and making 'streets for people' instead of 'roads for cars'. However, the municipality does want new meaning and qual- ity given to these physical and spatial conditions.

The southern edge of the project site borders the existing H-buurt. Here, the street functions well and pedestrian and cycling routes connect the site to Amstel III, the metro station and the Mendela park. However, the public spaces around this street lack spatial quality and definition. There is a opportunity to bring new meaning and added-value to this area.

Heesterveld

View towards the South-West, with the project site is on the left

The playground on site is very popular and should be kept in the new plans

Between the two parking buildings, there is an open area with a playground for children. The design for space was created by the municipality, who worked in cooperation with local residents. The maintenance of this space is, however, now becoming a problem. A new layer of activities can be added here, to improve its appearance and to increase the productive use of the site.

Theme Productive Cities

In general, this project is defined by how the city can help the productivity of its occupants. Productivity can be seen as an alternative way of development, instead of obtaining a financial return. It invites reflection on the achievement of an urban and human performance. This requires a different manner of investment and other economic incentives, other urban spaces and architecture.
A space and architecture that contributes to the productivity of the human being.

Human productivity can, for example, lie in the development of an urban culture. This assignment asks you to reflect on the one hand, the demand for a new building to replace the dilapidated garage. On the other hand it requires to consider which functions can be added to feed the productivity of the city. Here you are challenged to think for a transitional development. We look forward to see solutions that can start a new vision of city, urban and productivity. This includes other investment flows, perhaps a different economy, a different architecture and a different future.

Competition Assignment and important questions

1. The main assignment is on the project site. Here the Hakfort parking building is currently under review by the municpality and awaiting decision if it will be demolished and replaced by an alternative building typology and functional mix in which living and working can coexist. The assignment is to propose an architectural design that replace the Hakfort parking building.

   A second parking building also be demolished and redeveloped. This creates opportunities to propose a new cluster of buildings on the project site, in which low-end productivity can be fostered and encouraged.

   We look forward to see solutions that can start a new vision of a combination between urbanity and productivity. This includes other investment flows, perhaps a different economy, a different architecture and a different future.

2. The assignment also requires a seduction strategy to attract developers and private investment. In the current development model, the municipality would like to partner with developers to find new ways to safeguard strategies that can protect and nurture inclusive urban development. The municipality desires to create a mixed-use neighbourhood that can support the low-income economy.

Therefore, the proposed typology needs to address the issue of cost effectiveness through its functional organisation, programmatic innovation and construction logic. Resourcefulness is required. Flexible building construction, options for expanding residences or business spaces at a later point in time, cheap building methods; these are just a few of the options which could help make the project financially viable. What type of work and living spaces could be considered desirable for the developers? Can the revenue generated by the housing lead to affordable workspaces? Or can the building(s) be designed by considering different built qualities within the building to achieve overall cost-effectiveness?

3. The public space can play a role in enhancing the productivity while making it visible and promoting social cohesion. The demand is for a vision that connects the building volumes to the public space. The intention is for the public space to play a role in the productivity of the neighbourhood. Consider, for example, vegetable gardens, of which the harvest can be sold in the new buildings and surroundings. The well-used and socially important playground must be incorporated in the design. The social safety of the slow-moving traffic routes – pedestrians and cyclists – that run through the area are also an important point for the municipality. Proposals for this must be included in the design.

Broader meaning of this assignment
The solutions for the Hakfort location can serve as an example for other parts of Amsterdam, or other European cities, that are looking for strategic ways to renew mono functional neighbourhoods, with a focus on fostering integration of low-end productivity for local residents.

Productivity can be seen as an alternative way of development, instead of obtaining a financial return. It invites reflection on the achievement of an urban and human performance. This requires a different manner of investment and other economic incentives, other urban spaces and architecture. A space and architecture that contributes to the productivity of the human being.

Commission for Winner

The Hakfort building is planned to be demolished in the next 5 years and the intention is to then start with redevelopment.

This location will be presented to the developers through public tender process. Based on the design of building volumes, public space, and a vision regarding the productivity of the Hakfort location, there is a requirement to develop guidelines that the Amsterdam municipality can use for a tender for this location.

Therefore, the municipality intends to commission the winners to refine their design and their design guide lines. The municipality also intends to commission the winning team to work with them to develop further the rest of the master plan, which will be implemented in phases.

PROJECT AREA

H-BUURT

AMSTERDAM

WWW.EUROPAN.NL

EUROPAN NETHERLANDS

E14

Site Representative
Gemeente Amsterdam

actor(s) involved
Gemeente Amsterdam

Team Representative
Architect or Urban Planner

Expected Skills with Regards to the Site's Issues and Characteristics
Architectural, Urban Design

Communication
Anonymous publication - online and potential exhibition - after the 1st jury round

Jury – 1st Evaluation
With the participation of the site representatives

Jury – Prize Selection
Ranked Selection: with Winner (€12,000), Runner-up (€6,000) and Special Mention (no reward)

Post-Competition Intermediate Procedure
Meeting to present the rewarded teams to the site representative(s)
Possible workshop on site with the rewarded teams – winner(s), runner(s)-up, special mention(s).

Commission given to the selected team(s) for the implementation
Assignment to make Urban design guidelines for project site and also for the study area

COMPETITION RULES

1. Entry conditions

1.1. Entrants
Europan 14 is open to any team consisting of one architect in partnership or not with one or more professionals of the same or other disciplines of the urban-architectural field (architects, urban planners, landscapers, engineers, artists…) Every team member, whatever his/her profession, must be under the age of 40 years old on the closing date for submission of entries.

1.2. Composition of the Teams
There is no limit to the number of participants per team. Multidisciplinary is strongly recommended with regards to the sites issues.
A registered team can modify its composition on the European website until the closing date for submissions. No further change shall be accepted after this date.
Each team member (associate and collaborator) shall be registered as such on the European website before the closing date for submissions. One team can submit a project on different sites and one person can be part of different teams provided that the projects are not submitted in the same country.

Associates
Associates are considered to be authors of the project and are credited as such in all national and European publications and exhibitions. They are young professionals with a university degree recognised by the Directive 2005/36/EC of the European Parliament and of the Council of 7 September 2005 on the recognition of professional qualifications, in any of the relevant disciplines and regardless of nationality. The compulsory requirement is to hold such a degree. Membership in a European professional body is optional, except for associates without a European degree.

Contributors
Teams may include additional members, called contributors. Contributors may be qualified or not but none of them shall be considered as an author of the project. Just like the associates, the contributors must be under the age of 40 years old on the closing date for submission of entries.

Team Representative
Each team names one Team Representative among the associates. The Team Representative is the sole contact with the national and European secretariats during the whole competition. Furthermore, every communication shall be done with one email address, which shall remain the same during the whole competition.

The Team Representative must be an architect or must have the architect status under the laws of a European country. In specific cases and when mentioned on the site definition (see Synthetic Site File), the Team Representative can be an architecture, urban or landscape professional (architect, landscaper, urban planner, architect-engineer). In this case the team shall necessarily include at least one architect among the associates.

1.3. Non-Eligibility
No competition organizer and/or member of their families are eligible to take part in the competition on a site where he/she is involved. Still, he/she can participate on another site in which he/she is not involved. Are considered as organizers: members of the Europan structures; employees and contractors working for partners with sites proposed in the current session, members of technical committees; observers; jury members and their employees.

2. Registration

Registration is done through the European website (www.europan-europe.eu) and implies the acceptance of the competition rules. In compliance with French Act #78-17 of Jan. 6th, 1978, on Information Technology, Data Files and Civil Liberties the protection of personal data communicated during registration is guaranteed.

2.1. Europan 14 Website
The European website for the fourteenth session of the competition is available online from the opening date of the competition, at the following url: www.europan-europe.eu
It includes: the complete European rules for the Europan 14 competition; the session topic; the synthetic and complete site files grouped geographically or by themes; the juries compositions; and an organisational chart of all the Europan structures.
The website also offers the possibility to register to the competition and submit the complete proposals.

2.2. Team Registration
Registration to the competition is done through the European website (Registration section) and implies the payment of a €150 fee. There shall be no refund of the registration fee. This fee includes one Complete Site Folder and the printing –necessary for the evaluation– of the panels on a rigid support by the national secretariats. Payment is automatically confirmed on the website. The team can then access its personal area and the digital entry area and download the Complete Site Folder for the selected site. An additional Complete Site Folder costs €50 per site.

3. Information available to teams

3.1. Synthetic Site Files (available for free)
The Synthetic Site Files present a summary vision of the site. They are available for free on the site presentation pages of the European website and help the teams select their project site(s).
This document is in English (and sometimes also in the site language). The Synthetic Site Files provide for each site:

Good-quality iconographic documents:
• 1 map of the city or conurbation identifying the location of the

study site and giving the graphic scale;
- 1 aerial picture of the study site in its context identifying the location of the study site in red
- and the project site in yellow;
- 1 oblique aerial picture (semi-aerial) of the study site;
- 1 oblique aerial picture (semi-aerial) of the project site;
- 1 map of the area identifying the study site and the graphic scale;
- 1 map of the area identifying the project site and the graphic scale;
- at least 3 to 6 ground-level pictures showing the site's characteristic elements (topography, natural features, existing architecture);

Written information:
- the site category;
- the profile of the team representative: architect or professional of the urban design;
- names of the town and place; population of the town and conurbation; surface area of the study and project sites; representative of the site; site owner(s); expected follow-up after the competition;
- the developer's and the city's specific objectives; strategic issues of the site; relation to the session topic: "Productive Cities".

3.2. Briefs (available for free)

The Brief is a 10-to-15-page illustrated document aiming at providing a better understanding of the main elements of the context through the existing elements as well as through the site's mutation issues and its environment. It is available for free on the site presentation pages of the European website and includes the following elements:

- A SUMMARY of the main elements of the site;
- The SITE SPECIFICITIES – site representative; others actors involved; function of the team representative; expected skills among the teams; post competition phase; operational mission;
- A DETAILED ANALYSIS OF THE REGIONAL AND URBAN CONTEXT, putting in perspective the transformations of the city and the region and including all the elements on this scale that may have a current or future influence on the site: mobility networks, ecological elements, urban structure, landscape, etc., within the general framework of the adaptable city;
- A DETAILED ANALYSIS OF THE STUDY SITE putting the transformation of the site (the site and its environment) in perspective and illustrating how the session topic is taken into account.

The following information is also provided:
- Role of the study site in the city policy, with details on the goals of the planning imagined by the municipality;
- Programmatic framework: planned transportation networks; public and private spaces to build and/or upgrade, with assumptions about planned functions and/or dimensions; goals
- for public spaces and infrastructures; and detailed explanations of the choices of the developers for each aspect of the programmes.

- A DETAILED ANALYSIS OF THE PROJECT SITE putting in perspective the site transformation and the way to make it productive. The programmatic framework is also detailed, with: the spaces to build and/or regenerate, with functions and dimensions; the precise goals for public spaces and infrastructures; detailed explanations of the developers' intentions on the parts of the programmes to be included.
- - THE MAIN ELEMENTS LINKED TO THE EUROPAN 14 TOPIC and their implication on uses and flexibility of spaces (built and public), natural elements and implementation processes of the mutation.
- - A DESCRIPTION OF THE SOCIOCULTURAL CONTEXT of the site, the city and the region and its evolution to help participants better understand the local urban lifestyles and the citizens' rhythms.
- - A DESCRIPTION OF THE ECONOMICAL CONTEXT of the site, the city and the region and its evolution to help participants better understand the potential productive spaces to create. This document is in English (and sometimes also in the site language).

3.3. Complete Site Folders (available upon registration)

The Complete Site Folders include detailed visual documents on the city, the site, its context as well as drawings, pictures and any graphic document required for the design process. These Folders are available on the site presentation pages of the European website (after registration on the site and logging in to the website). They include Pictures, diagrams and graphics of the following scales:

a: Territorial Scale – Conurbation
- 1 aerial picture of the city;
- 1 map on regional (urban geography) or urban scale (conurbation) with an appropriate graphic
- scale showing the major features structuring the area (buildings, networks, natural features).

b. Urban Scale – Study site
- 1 aerial picture of the study site;
- at least 1 semi-aerial picture of the study site;
- at least 5 ground-level pictures showing the characteristic features of the study site: topography, natural features, existing architecture, etc.; plans of the study site with an appropriate scale; characteristic features: infrastructure, existing and future plans, etc.

c. Local Scale – Project site
- at least 3 semi-aerial pictures of the project site;
- at least 10 ground-level pictures showing the characteristic features of the project site:
- topography, natural features, existing architecture, etc.;
- map(s) of the project site with an appropriate scale, showing: the project site's location within the study site;
- the project site's plot divisions, constructions, natural elements, etc.;
- topographical map of the project site with an appropriate scale and, if necessary, characteristic features (buildings and natural features to be retained or not, etc.)

3.4. FAQ
Questions on the sites A meeting is organised on each site with the

teams and the municipalities and/or developers to give a detailed picture of the issues related to the site. The national structure of the site then publishes a report in English in a maximum of two weeks after the meeting. This report is available online on the site presentation pages of the European website. In addition to this an FAQ section on sites is open on the European website for a limited period of time (see calendar). Only the registered teams can ask questions on the sites.

Questions on the rules
An FAQ section on rules is open on the European website for a limited period of time (see calendar).

4. Submission of entries

4.1. Digital Submission
Digital submission is compulsory. It includes the 3 A1 panels, documents proving the eligibility of the team members and documents for the communication of the project. The complete submissions shall be submitted by midnight (Paris time) on June 30th, 2017, on the European website (Entry section).
Failure to comply with the hereunder-mentioned requirements on board presentation may result in the disqualification of the team.
The number of entries per site is available on the European website on the European map of the sites (column on the right).

4.2. Anonymity and Compulsory Content
The site name and the project title must be displayed on every document. A specific code is automatically attributed to each project upon upload. The teams do not know this code, through which the jury members take note of the project. The teams' identities are revealed via an automatic link between the code and the team on the online projects database.

4.3. Language
The panels shall be either written in English or bilingual (English + the site language).

4.4. Items to Submit
Submissions include documents divided as follows:
• 3 vertical A1 project panels;
• Documents proving the eligibility of the team members;
• Documents for communication (3 images + a short text)

A1 Panels CONTENT:
The 3 panels must:
• explain the urban ideas developed in the project with regards to the site issues and the
• thematic of the session;
• develop the project as a whole, highlighting the architecture of the project, and particularly the relationship between the new developments and the site's existing context, including three-dimensional representations of the project;
• develop the method foreseen for the implementation process.
• All graphic and descriptive documents must have a graphic

scale.
•
TECHNICAL SPECIFICATIONS:
• PDF format
• Vertical A1 (L 594 mm x H 841 mm)
• Maximum 20 Mb
• One box (L 60 mm x H 40 mm) is left blank in the upper left corner for the automatic insertion of the code; the name of the city must be placed next to it
• Panels numbered from 1 to 3 in the upper right corner
• The team is free to decide on the positioning of the proposal title

Wien (AT)   2
A1, PDF
max. 20Mb
841 mm
594 mm
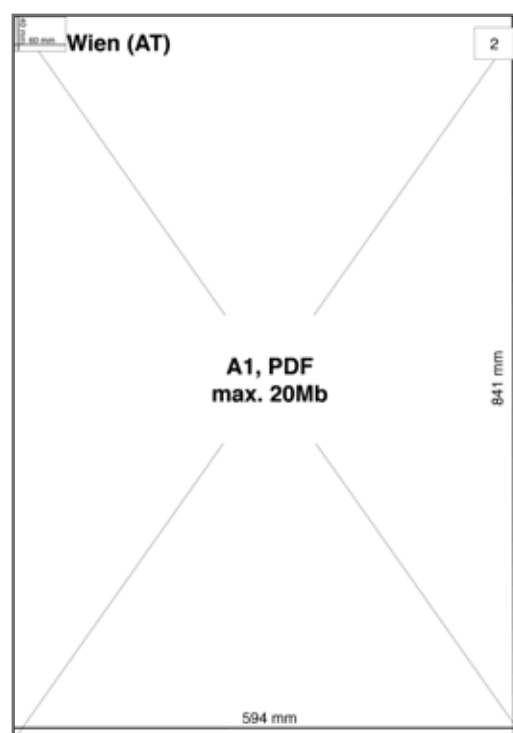
5. Results And Prizes

5.1.Results
The list of the winning teams (Winners, Runners-up, Special Mentions) is available online from December 1st, 2017, on the European website (Results section).

5.2. Winners
Winners receive a reward of the equivalent of €12,000 (all taxes included) in the currency of the site's country (at the exchange rate on the date of the announcement of the results). The organizers undertake to abide by the decisions of the national juries and to pay the reward within 90 days of the announcement of the results.

5.3. Runners-Up
Runners-up receive a reward of the equivalent of €6,000 (all taxes included) in the currency of site's country
(at the exchange rate on the date of the announcement of the results). The organizers undertake to abide by the decisions of the national juries and to pay the reward within 90 days of the announcement of the results.

5.4. Special Mentions
A Special Mention can be awarded to a project considered inno-

vative although not completely adapted to the site. The authors of such proposals do not receive a reward.

6. Publication of the competition results

6.1 Events
At the national scale of the organizing and associate countries: Promotion is organized around the competition launch. The results announcement is accompanied with   results ceremonies and presentations and/or workshops   creating a first contact between the winning teams and the site representatives.

at the European scale: A European event called Inter-Sessions Forum is the link between a finishing session and the beginning of the new one. This forum gathers the winning teams and site representatives of the finishing session and the site representatives of the new one around the results and first implementation steps of the projects awarded during   the last session. A 500€ compensation is granted by the National Secretaries to each winning team (winners and runner-up) participating to the Forum to cover the journey and accommodation expenses.

6.2. Publications
The competition results can be the opportunity for publications in every organizing or associate country. The European secretariat communicates on the European results along with expert analyses.

6.3. Websites
Websites are open by the national and European structures to promote the current session, future events and archives (previous sessions, team portraits, etc.)

7. Rights and obligations

7.1. Ownership
All material submitted to the organizers becomes their property, including reproduction rights. The intellectual property rights remain the exclusive property of their author(s).

7.2. Exhibition and Publication Rights Moratorium on Publication
Teams may not publish drawings submitted to the competition or disclose their names by using their project for any communication before the official announcement of the results. Any such publication may result in the disqualification of the team.

The organisers reserve the right to publish all the projects submitted to them after the official announcement of results. Projects are exhibited or published under the names of their authors.

7.3. Disputes
The Council of the Europan European Association, which is empowered to arbitrate, shall hear any dispute.

8. List of Europan 14 competitions

The Contact section of the European website shows the detailed national competition conditions country by country (number of sites and prizes, conditions of construction rights, etc.) as well as the details of the national and European structures, with the names of the people working for them. The Jury section of the European website lists the members of the national juries.

THE JURY

Kristiaan BORRET (BE)
Bouwmeester / Maître Architecte at Brussels Capital Region
Member scientific committee Europan

Jürg DEGEN (CH)
BSP Planner, Head of Department of Planning and Construction of City of Basel

Bjarne MASTENBROEK (NL)
Architect/ Director at SeARCH

Marlies Rohmer (NL)
Architect-Director at Marlies Rohmer Architects&Urbanists

Olivier MEHEUX (FR)
winner E3
Associate Architect / TOA Architects, Paris

Mattijs VAN RUIJVEN
Hoofd Stedenbouwkundige, Stadsontwikkeling Rotterdam

Tania Concko
Tania Concko Architects and Urbanists

Mark RABBIE (NL)
Mark Rabbie urban concepts, Rotterdam

ORGANIZATION

Team City of Amsterdam

Annius Hoornstra
adjunct-directeur Gebiedsontwikkeling en
Transformatie

Sabine Lebesque
Coordinator project Europan 14
Team Ruimtelijke Kwaliteit

Sabine Lebesque
Coordinator project Europan 14
Team Ruimtelijke Kwaliteit

Team H-buurt

Jeroen Heester
Urban designer– H-buurt

Erna Hollander
 Senior Projectmanager - H-buurt

Project Team Europan NL

Bas Lagendijk
Secretary Europan NL

Madir Shah
Board member Europan NL
Architect / Urban Designer

Jonathan Woodroffe
Board member Europan NL
Architect / Urban Designer

Board Europan NL

André Kempe
Architect / Urban Designer
Co-founder / Director at Atelier Kempe Thill

Helena Casanova
Architect / Urban Designer
Partner / Owner at Casanova+Hernandez architects

Jonathan Woodroffe
Architect / Urban Designer
Co-founder / Director at S333 Architecture + Urbanism

Madir Shah
Architect / Urban Designer
Founder / Owner at URBANOFFICE Architects

Olof van de Wal
President of the Board
Director at SKAR - stichting kunstaccommodaties Rotterdam
Owner Leef de stad

Secretariat Europan NL

Bas Lagendijk
Secretary Europan NL

Contact Europan NL

Europan NNetherlands
Zeeburgerpad 16
1018 AJ Amsterdam
NETHERLANDS

info@europan.nl
www.europan.nl