

**Learning from Venice
2022**

week 1



sunlight enters through a cut between two housing blocks emphasizing the jump between the low walkthrough and the brick side facades.



due to parking street profiles are rather wide. at the same time the streets leave a pattern vertically and horizontally which create and frame the city around in different ways. confronting the visitor with the immense difference of scale.



look-through into intimate and yet slightly repellent the inner-courtyard. closed off backsides face the path between gardens and storage spaces.



a different perception of scale is given through the distance of the island to the shore of the city. towers which are way higher than the buildings on noordereiland seem to shrink to the size of the buildings there.



horizontal, vertical and diagonal lines meet
within the views through the streets.



pt.1

the connection to the city is visible
reaching over the roofs of the houses on
noordereiland. the three briges appear
eventhough the water cannot be seen. beeing
in the heart of the island one could forget
it's an island if the brigdes weren't there.



pt. 2
the housing block appears small while
the eramusbrug appears even more
monumental.



pt. 3
de hef brug merges with the bare trees:
not only within color but also in terms of
texture.

first impression:

scale + relation to the city

noordereiland island within the city. most of the high rise buildings are situated along the shoresides of the maas. on noordereiland that scale changes to 3 to 5 story high buildings. the network of streets frames the city with vertical connections looking to either one side facing the maas: the south or the north.

in that way one can experience the city while walking in a neighborhood on an island.

the heart of the island is calm and dominated by a stretched public space that includes green and different playgrounds for children of different age. standing in this space the high rise city as well as the water feel far away while being so close: completely out of sight and out of hearing.

water

the quays that surround the island are wide. from house to shoreline: pedestrian walkway, parking (long), road in both directions, parking (90 degrees), another pedestrian walkway and finally the borders of the quay.

standing on the quay one doesn't feel any height differences although there may be a slight inclination.

small jetties connect the quay to the boats lying on the north shore of the island. some of them seem to be houseboats, as they have there post boxes along the quay. especially the north side seems also to be occupied by the inhabitants of the island. planters, benches and chairs are placed here and there treating the quay as if it was their front yard.

from the green mosaic lines on the stones within the quay the water lines can be read.

even though so close to the water the neighborhood is not very different from any other neighborhood. at least at first site.

questions:

what will happen to the infrastructure we have now?
traffic but also piping and electricity?

what will public space look like?

how will the routing change?

the routing we have now is based on streets, cars, walking, biking, flying: what will come after?

how do we live? how do we meet? how do we interact with our surrounding?

how do we deal with these kind of situations? (sometimes flooding are being romanticized afterwards)

what materials will we use?

is the land still liveable?

what is the state of the awareness of the inhabitants?

difference flooding and new reality?

Hollandse IJsselkering.



Waterkeringen in Rotterdam

embankment rotterdam
source: gemeente rotterdam

Rotterdam beschikt daarnaast over een groot oppervlak buitendijks gebied. De oude en nieuwe havengebieden liggen voornamelijk buiten de primaire keringen. Net als stedelijke gebieden als de Kop van Feijenoord, het Zeemans- en Lloydkwartier en het Noordereiland. Nergens in Nederland werken en wonen zoveel mensen buitendijks als in Rotterdam (in totaal ongeveer 40.000 inwoners).

Maximale waterstanden

Sinds 1900 zijn de waterstanden drie keer boven de 3.00m+ NAP zijn gekomen: in 1916, 1953 (stormvloed) en 1966. Sinds 1997 beschermt de stormvloedkering Maeslantkering de stad. Deze kering sluit bij een waterstandsverwachting van 3.00m + NAP. Bij een gesloten Maeslantkering kan de waterstand achter de kering (in Rotterdam) nog maar beperkt stijgen.

Wat doet de overheid voor en tijdens hoogwater?

Bij verwacht hoogwater gaat ongeveer 24 uur van tevoren het hoogwaterdraaiboek van gemeente Rotterdam in werking. Dit houdt in dat:

- er afzettingen worden geplaatst op lager gelegen plekken (kades Noordereiland, Scheepvaartkwartier, Maasboulevard)
- bewoners worden gewaarschuwd hun auto's langs de kades te verwijderen, anders sleept de politie de auto's langs de kades weg
- op het Noordereiland pallets met zandzakken worden neergezet (alleen voor noodgevallen)

Tijdens het hoogwater wordt de situatie ter plaatse continu bewaakt door de gemeente en de politie. Zonodig worden aanvullende maatregelen getroffen, zoals het inzetten van geluidswagens van de politie. In zeer extreme situaties, waarbij grotere delen van het buitendijks gebied dreigen onder te lopen, komt het crisisteam van de Veiligheidsregio Rijnmond bijeen. Zij controleren de situatie en voeren andersoortige maatregelen door (bijvoorbeeld een oproep aan bewoners om hoger gelegen verdiepingen op te zoeken). In dit geval vindt de communicatie plaats via Radio Rijnmond (96,1 op de kabel of 93,4FM in de ether). Bij zeer hoge waterstanden lopen er ook controleurs van de waterschappen op de dijken. Zo houden zij deze in de gaten. Waar nodig worden dijken lokaal versterkt, om een dijkdoorbraak te voorkomen.

Wat u zelf kunt doen bij een overstroming

U bent zelf verantwoordelijk voor aanvullende maatregelen om uw eigendommen (huis, schuur, auto) in buitendijks gebied te beschermen. Hierbij kunt u denken aan:

- het waterdicht maken van uw huis door bijvoorbeeld zandzakken of schotten voor openingen te plaatsen waardoor het water niet uw huis in stroomt
- het verplaatsen van uw eigendommen naar een hogere etage
- het verplaatsen van uw auto naar hoger gelegen delen of naar binnendijks gebied.

Wat u altijd moet doen:

- schakel bij kans op overstroming van uw huis altijd uw hoofdschakelaars-/kranen voor elektriciteit, water en gas uit. Deze bevinden zich in de meterkast. Let er op dat uw ijskast hierdoor ontdooit.

Kijk op de pagina [Buitendijks](#) voor meer tips.

how to deal with flooding accoring to the municipality
source: gemeente rotterdam



flooded quay, noordereiland
source: AD

source: rijkswaterstaat

Voor de OPEN vraag gaan wij naar het Noordereiland en vragen wij aan de Rotterdammers hoe zij de overstroming de afgelopen dagen hebben ervaren op het Noordereiland.

De gemeente Rotterdam adviseert inwoners om het hoogwater in de gaten te houden, omdat bewoners zelf maatregelen moeten nemen als de kades overspoeld zijn met water. Volgens enkele bewoners is er niet veel te doen aan de overstroming. "Ik vond de overstroming juist mooi", zegt een jongen, "Het gaf gewicht aan de storm."

Wel, surveilleren de gemeente en de politie de wegen langs de kades. Een aantal dagen geleden werden bezoekers en bewoners gevraagd om hun auto's van ergens anders te parkeren. "Ik woon twee-hoog, ik zit wel droog", vertelt een man bibberend.



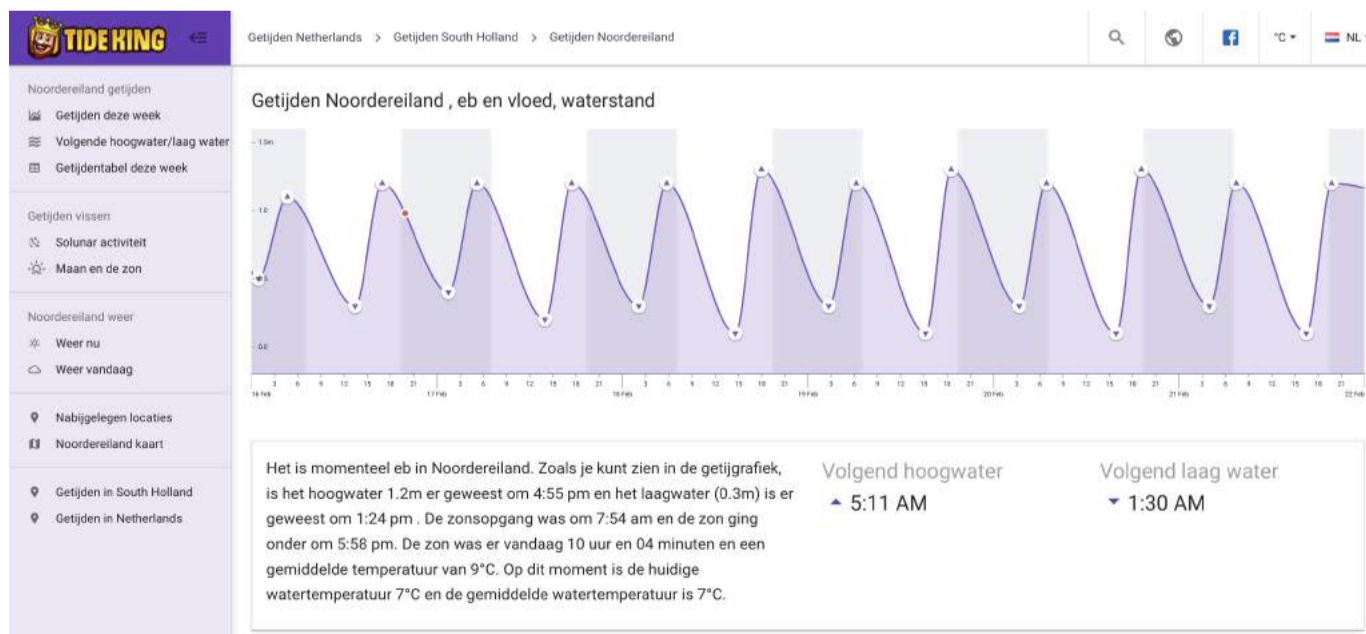
'ik vond de overstroming juist mooi. Het gaf gewicht aan de storm.'
source: open rotterdam



PlanB
source: lola

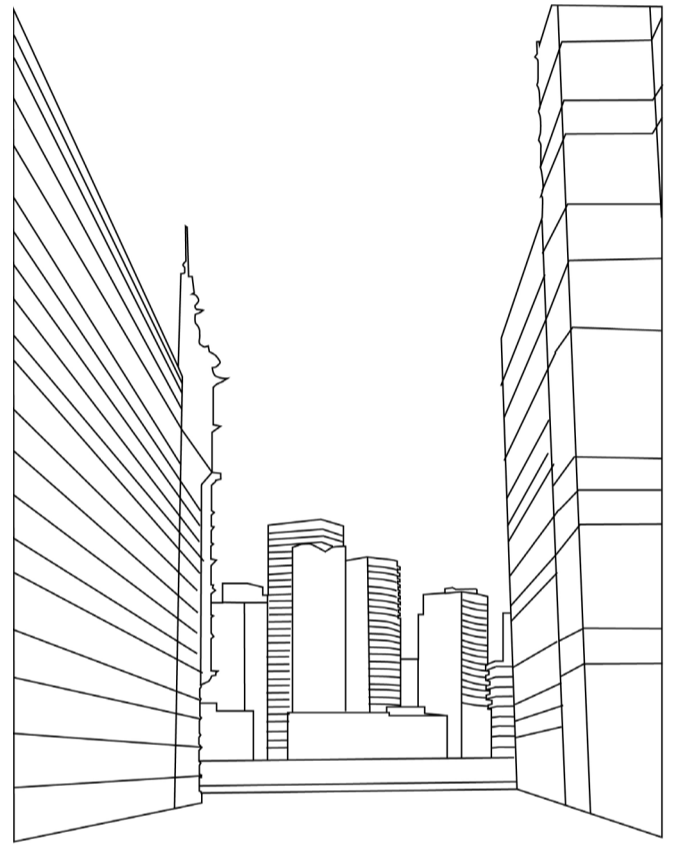


source: AD, flooding 2022



source: tideking.nl

week 2



connection and disconnection

noordereiland is connected to the city not only by bridges but also visually. different perspectives are offered through the different orientations of the street network. the only place being out of visual connection on the city lays within the centre of the island.

here one has to look up in order to orient. behind the 3-4 story high buildings the top of the three main connections to the city reveal themselves: the eramusbrug, willemsbrug en de hef.

each having different shapes and colors the orientation and the scale becomes clear to the visitor.

other connections which are not visible are underground, as the train and tram tunnel that was built as a replacement for the old railway bridge which originally formed the connection of the train from north to south.

remains of this can still be seen at the northern shoreline. two small bridge houses mark the place where the bridge once landed. on the city shoreline one pillar has remained which has been integrated into an artwork reminding of the time the bridge was still there.



De Hef



Maasbruggen: Willemsspoorbrug, date: unknown
railway bridge that was used between 1877-1994
Willemsspoortunnel is the replacement for the bridge



Demolishing the bridge in 1981



Construction site of the Willhelmsbrug in 1979
Opening of the Willhelmsbrug in 1981 (right)



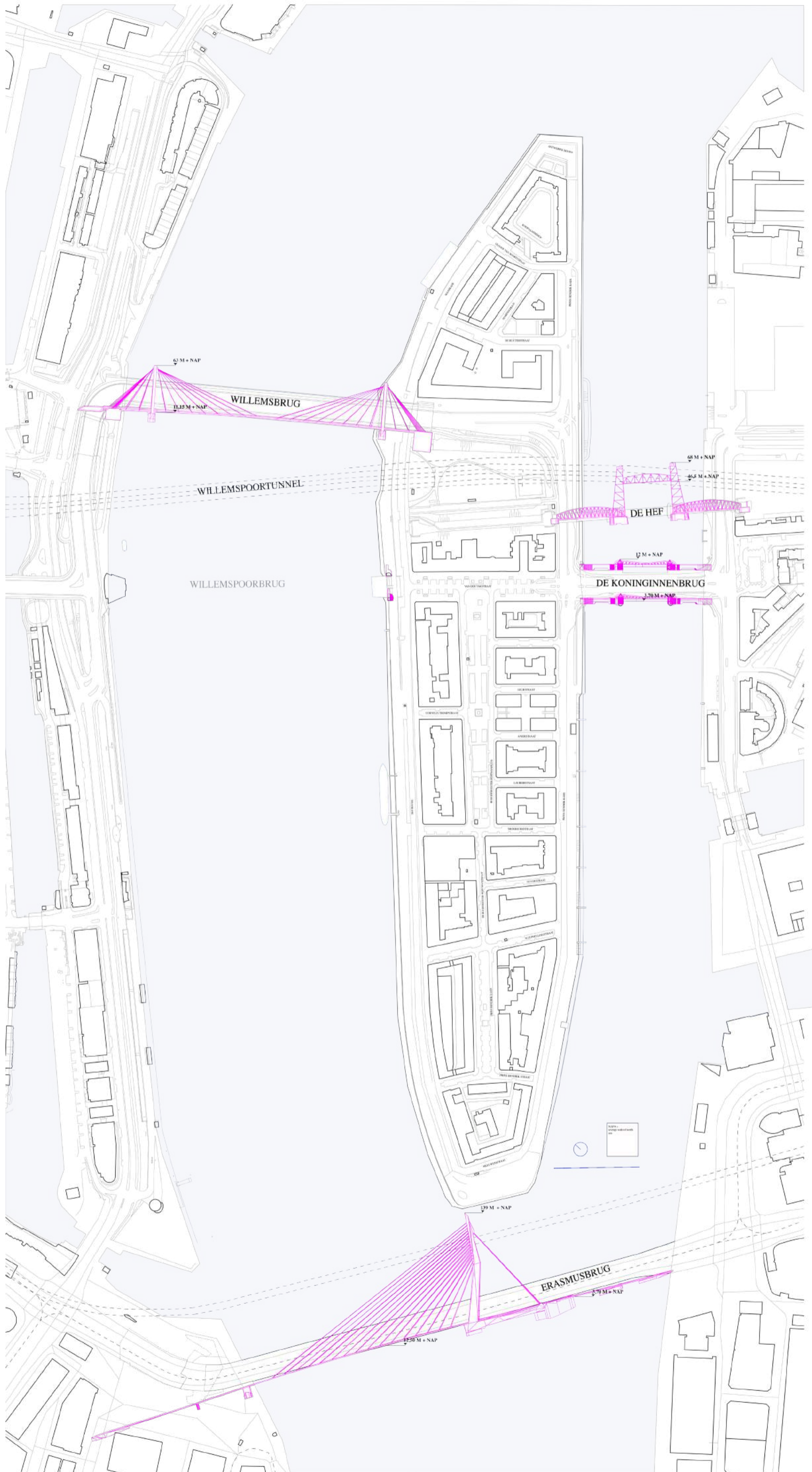
remains of the old willemspoorbrug in front of its follow-up: the willemsbrug

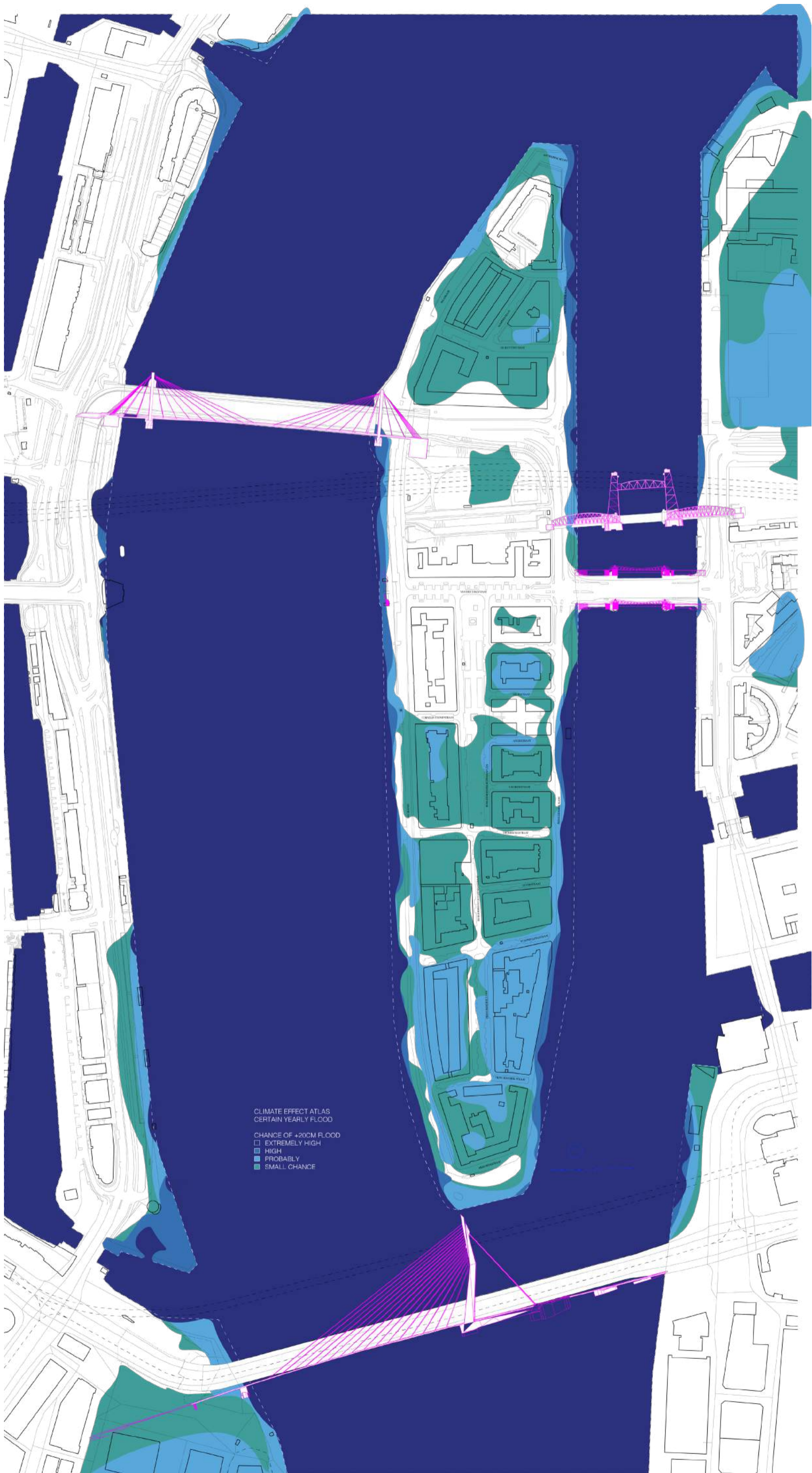


artwork 'mobile' by Dik Box from 1983
steel structure with moving blades
in place of the former willemspoorbrug



monument 'Stieltjesmonument'
in remembrance of Thomas Joannes
Stieltjes (engineer of the havens of
Feyenoord)
designed by german architect Eugen Gugel
in 1884



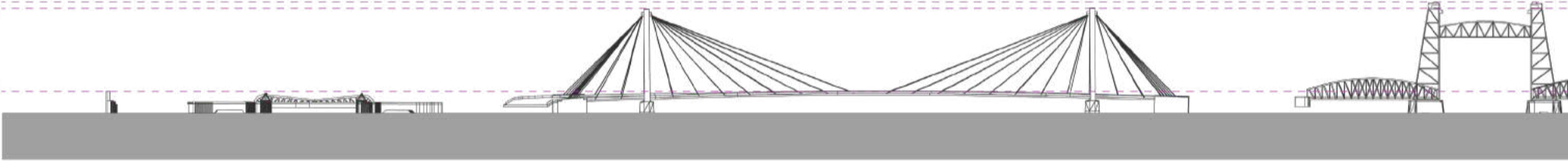


139 M + NAP

68 M + NAP
63 M + NAP

12 M + NAP

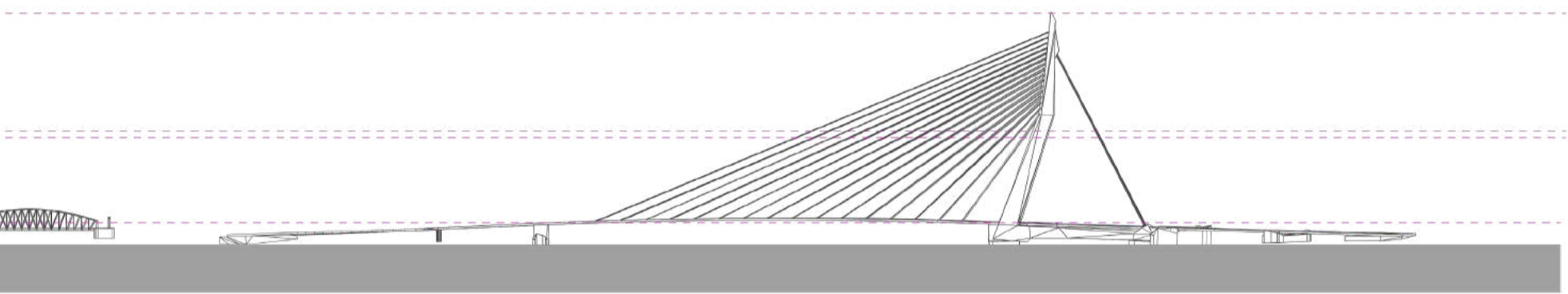
7 NAP



things to add:

for the comparison of scale
add housing blocks within the island
add some towers around the island
map of scale: flat 2D elevations and in section?

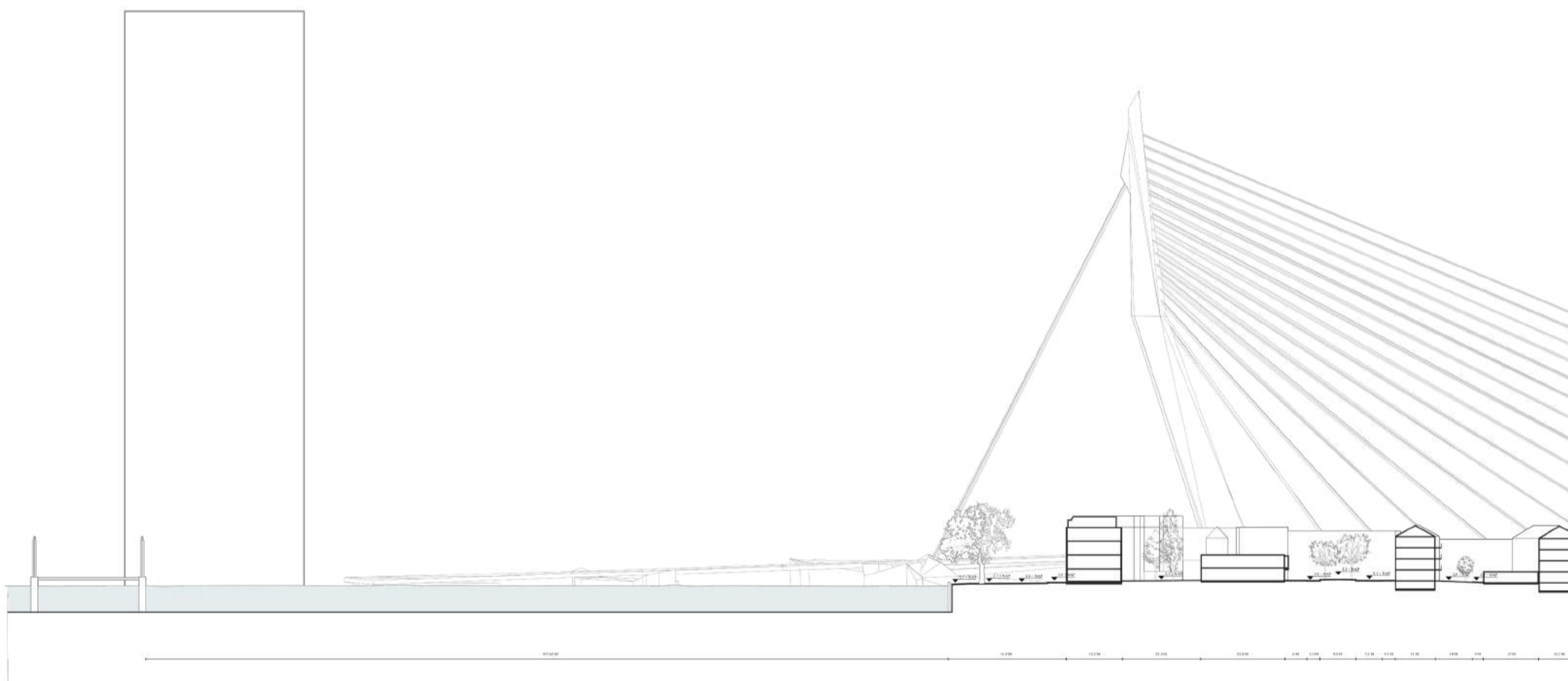
height and bridges - also in connection to the rising level, the only
connection left will be the bridges



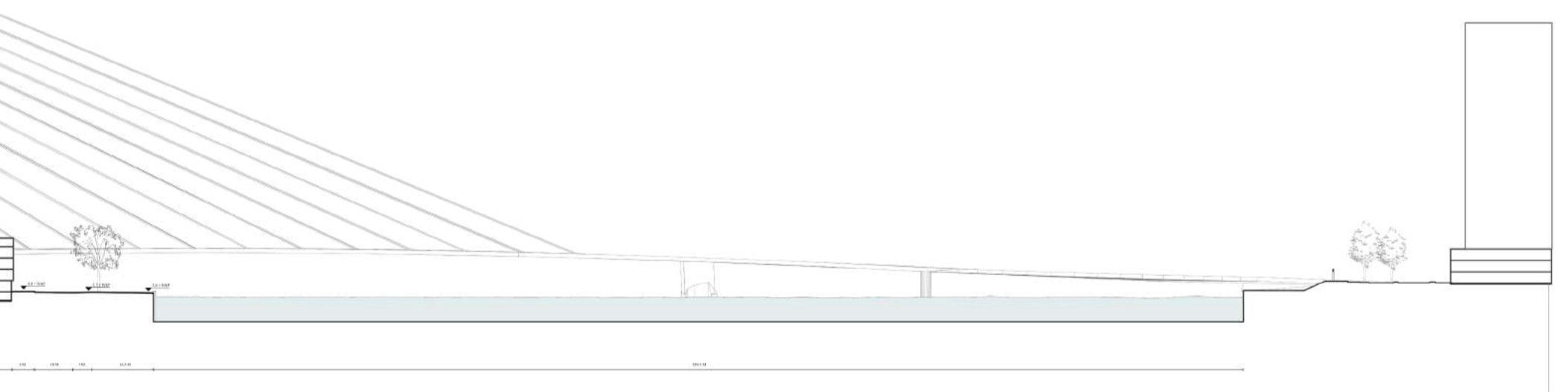


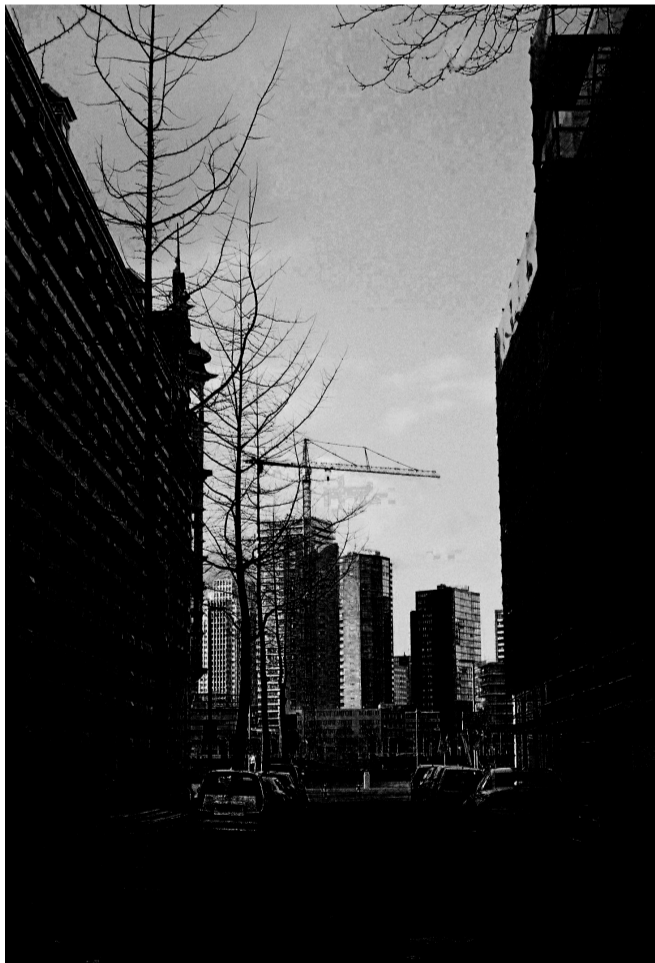
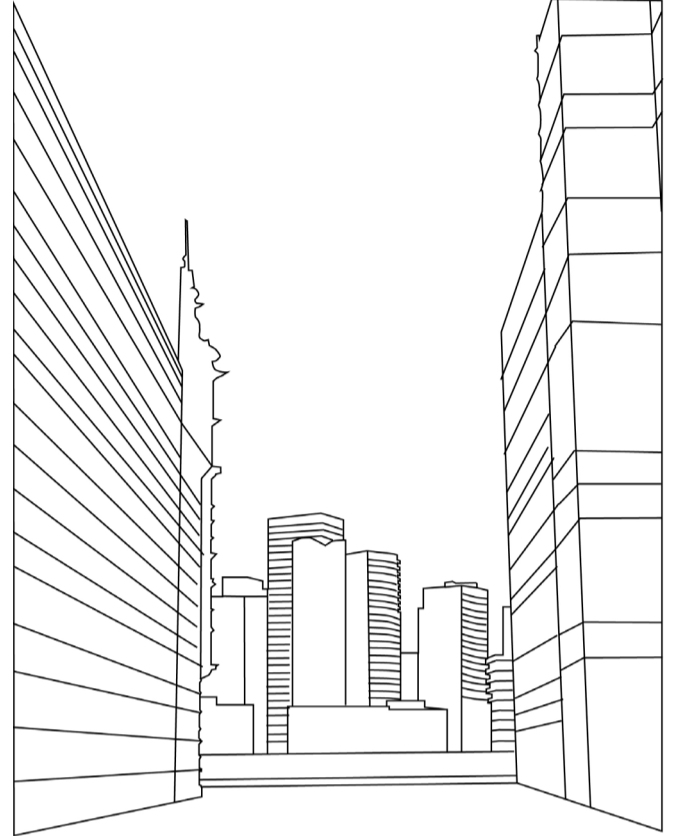
fragments/abstraction of the 3 bridges





the island x the city x the water





abstraction perspectives and lines

bruggenhuis



1977



1977



1983

openluchtbad
maaskade



1946



1946

renovation
boompjes quay



1946

metale keerwand
maaskade



1946

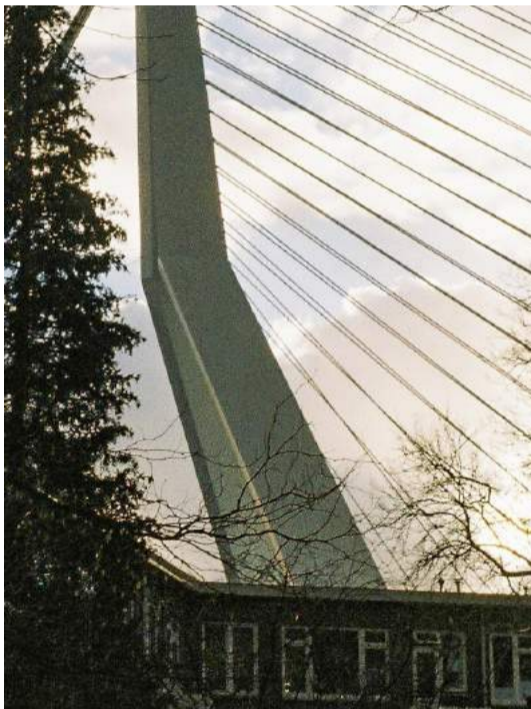
additional images from the archive
rotterdam

week 3-4

progress since last week
observing the island from the bridges point of view
mapping the bridges (footprints in the water, additional bridges in the elevation drawing)

physical disconnection of the south west point of the island to the city

connection definition:
the state of being related to someone or something
the fact of joining two things together, or two things joined together
connection can therefor be visible and invisible



the observers

walking around the island from the city point of view, from the bridges point of view



shadow lines until the quay line of the island



quay, visible vs. invisible



black visual bridge to noordereiland



quays and bridges, stones with moss meet water



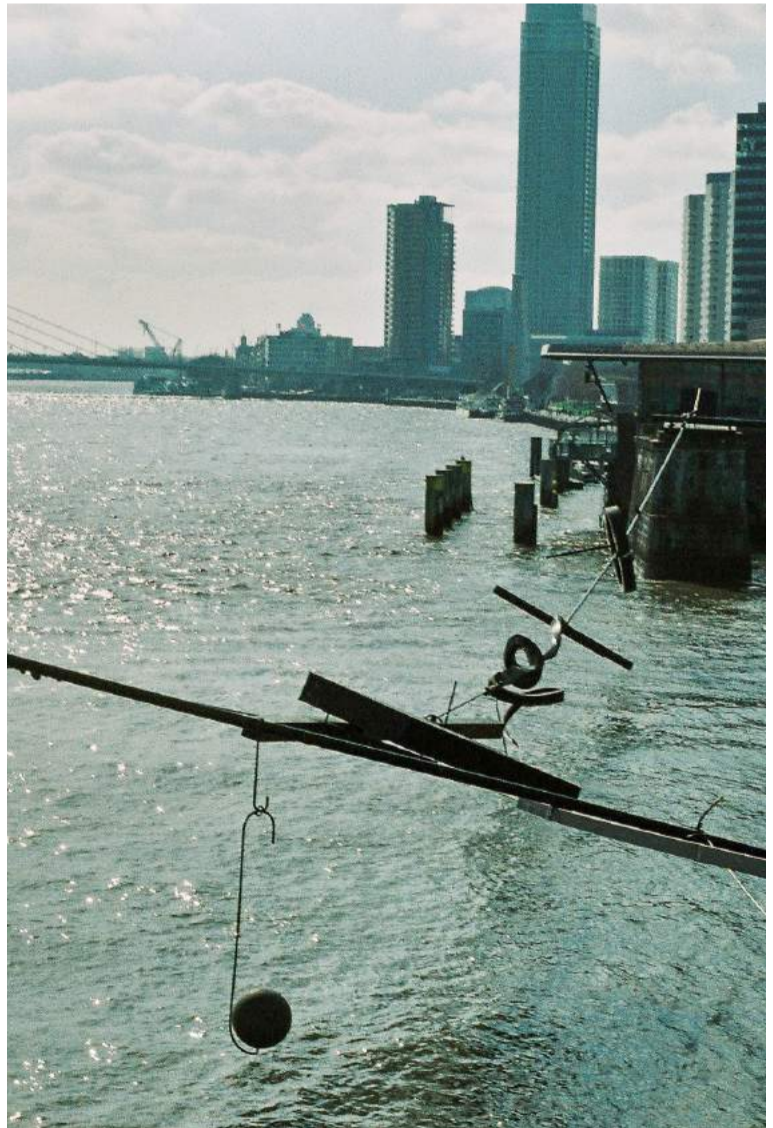
heavy landings in the water



path along the water and up to the bridge

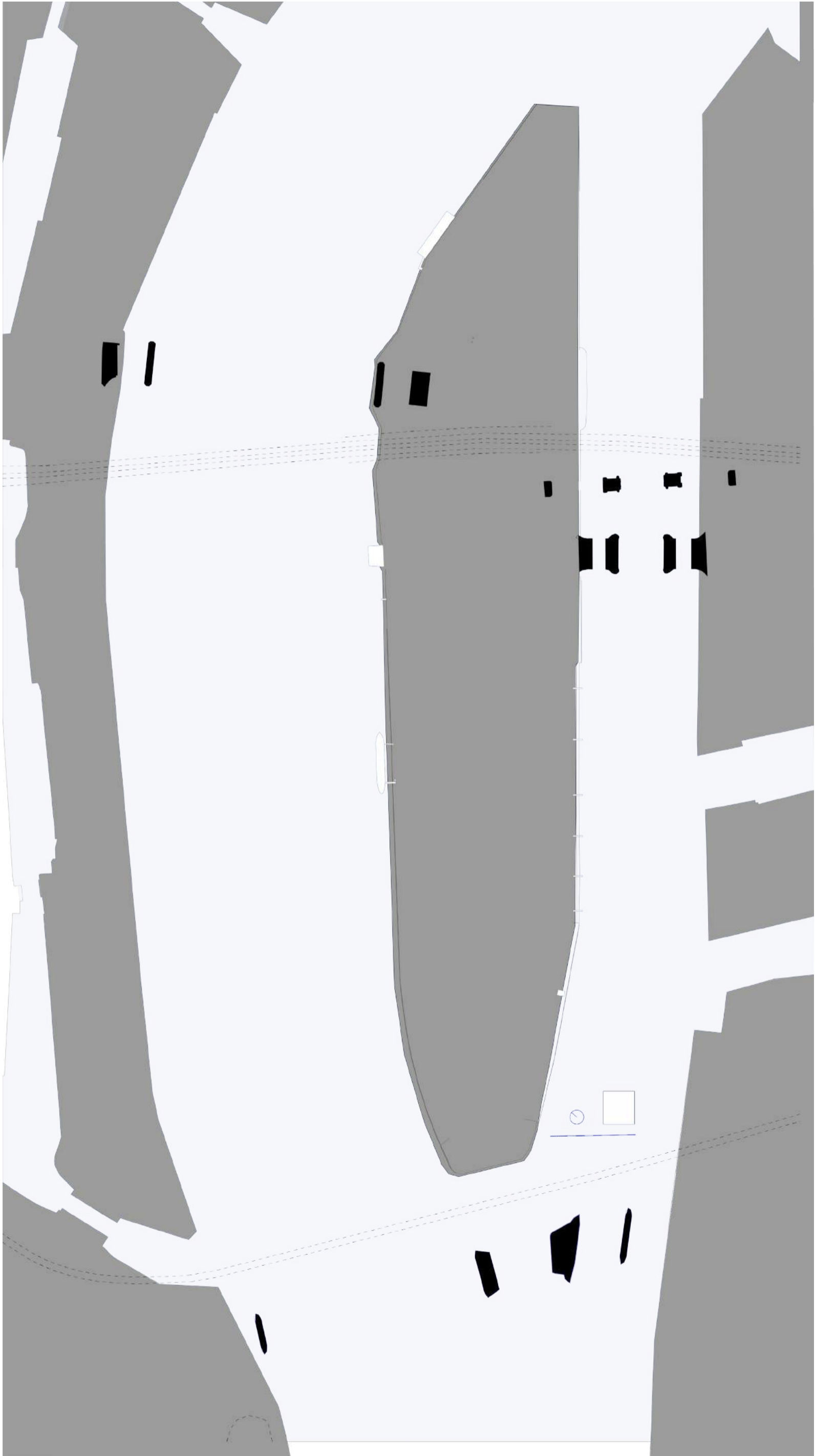


heavy structures and view througs

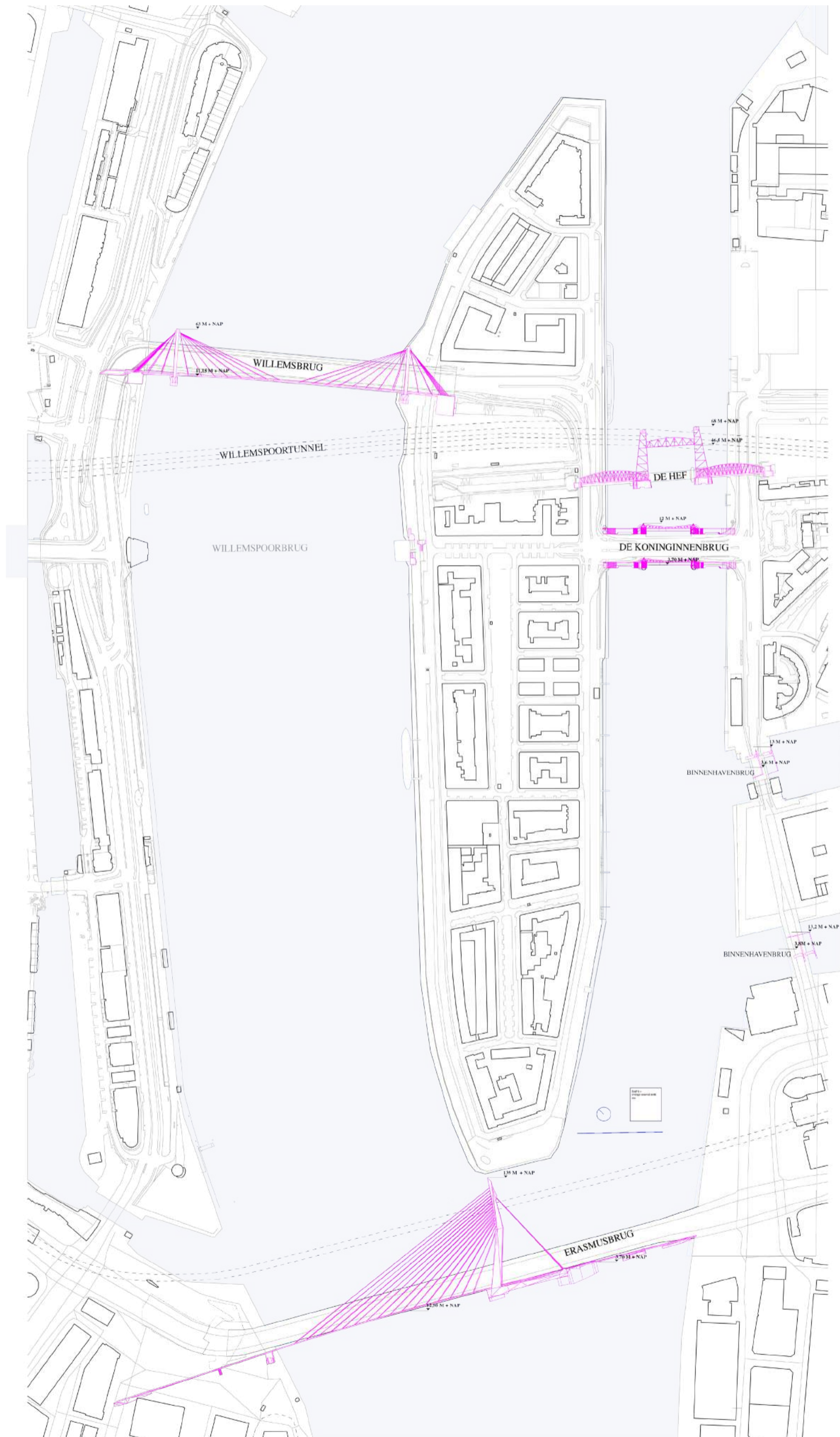


melting with the city, rembering the old

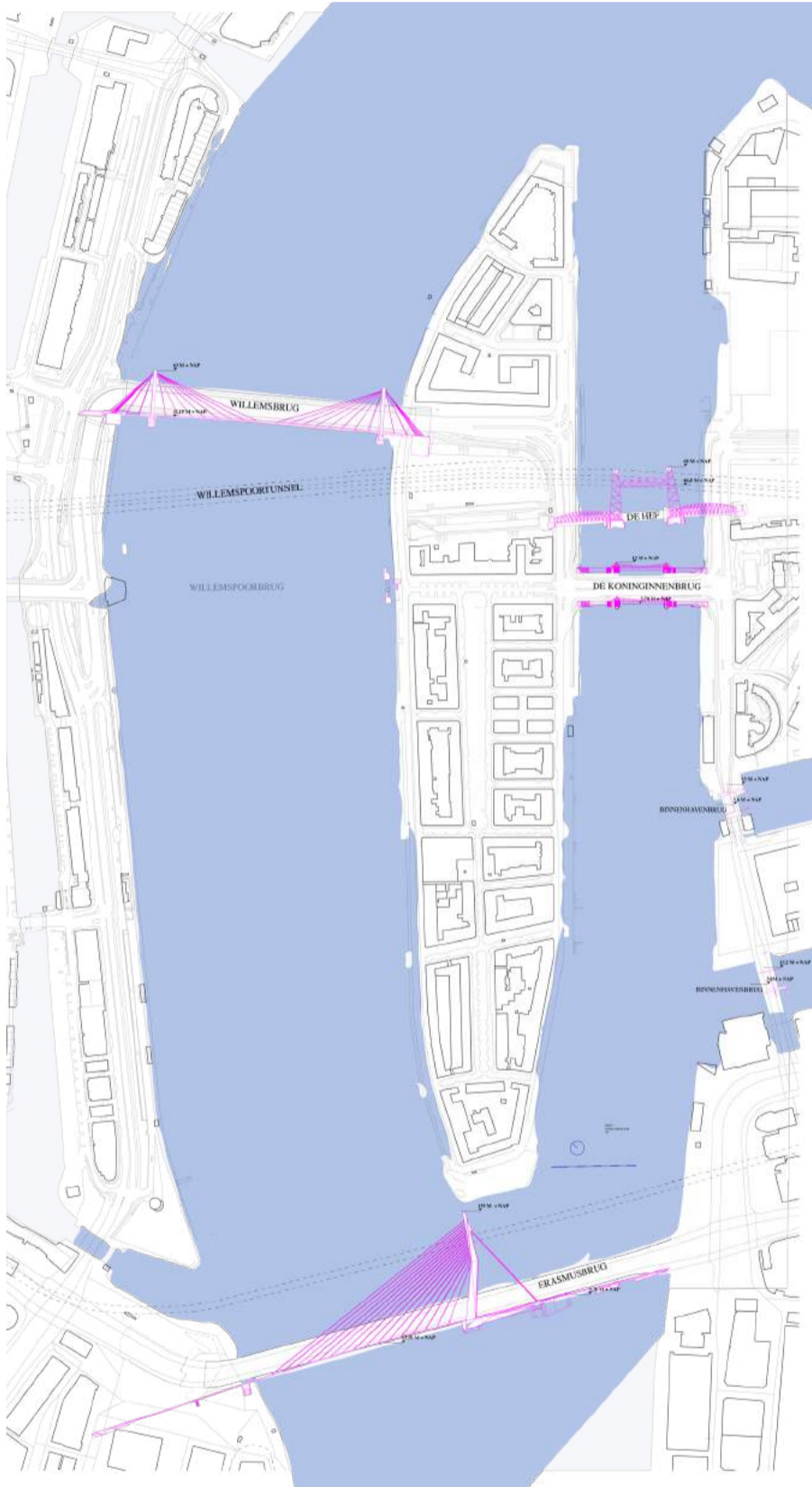
bridges' footprint in the water and on land



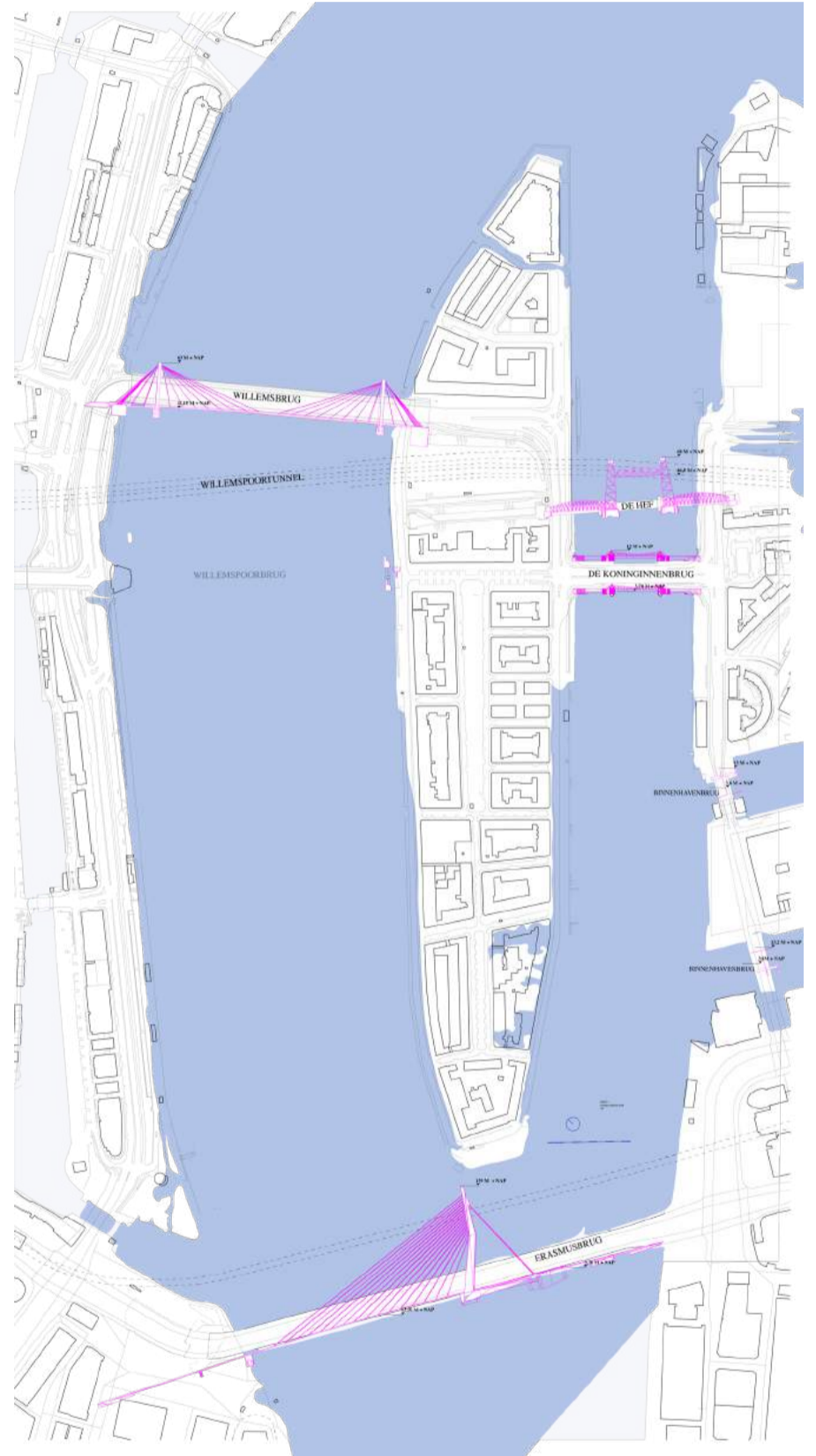
additional bridges (binnenhavenbruggen)



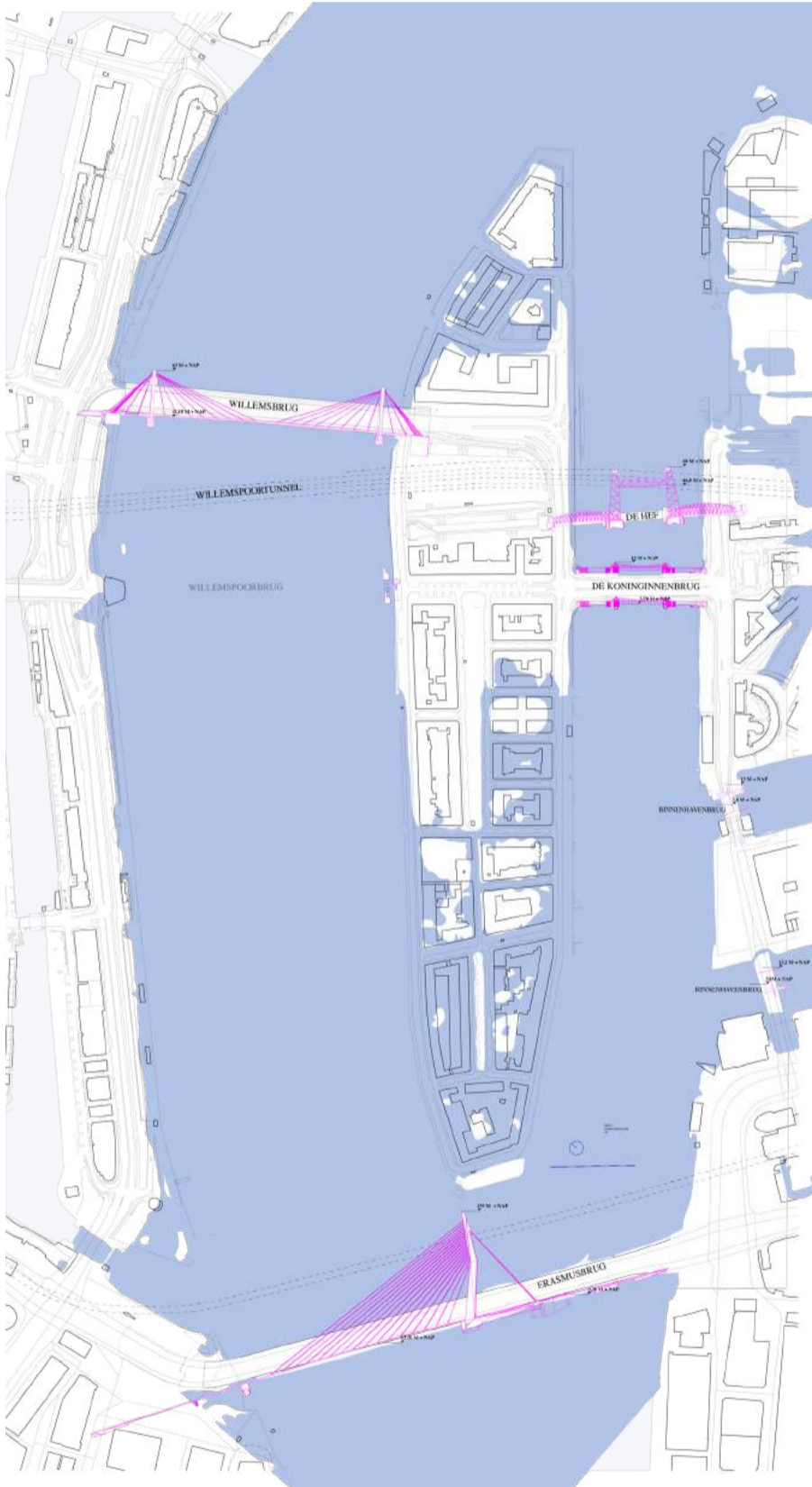
disconnection of the south west tip of the island



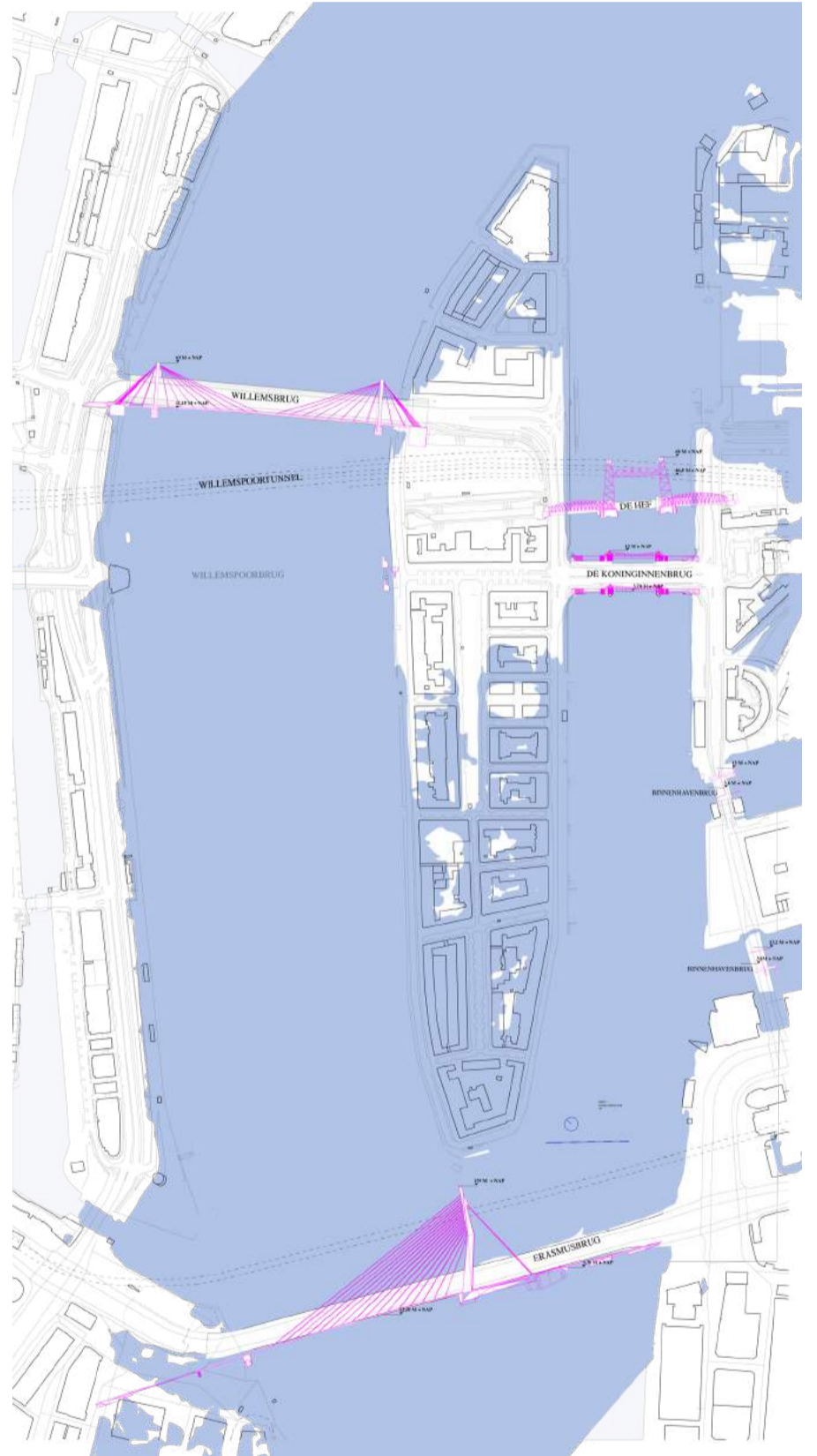
2,8 + NAP



3,0 + NAP



3,2 + NAP



3,4 + NAP

the public space of the south western point of the island will with rising sea level be transformed into a place that will be below the water.
depending on the rising of the water one could imagine people still walking there?
how can you orientate within a space that is no longer visible to you?
which elements of public space can be used to create guidance?

Noordereiland lies within the heart of the city of Rotterdam.
An island connected to the city yet isolated through the water.
Surrounded by boundaries that will rise higher due to a rising sea level, approaching the shoreline of the island already during past storms.

The bridges around the island form the only physical connection to the rest of Rotterdam. These connections are strongly focussed on the eastern part of the neighborhood.
Here three bridges land on the island while at the same time there is no connection to the southwestern area.
One could argue that is sufficient.

But considering a rising sea level the importance of connections to the island will grow.
Connections which are not only physical but also visible and experienceable.
In that sense the island is connected: through sight lines through the streets and shadow lines of the Erasmusbrug.

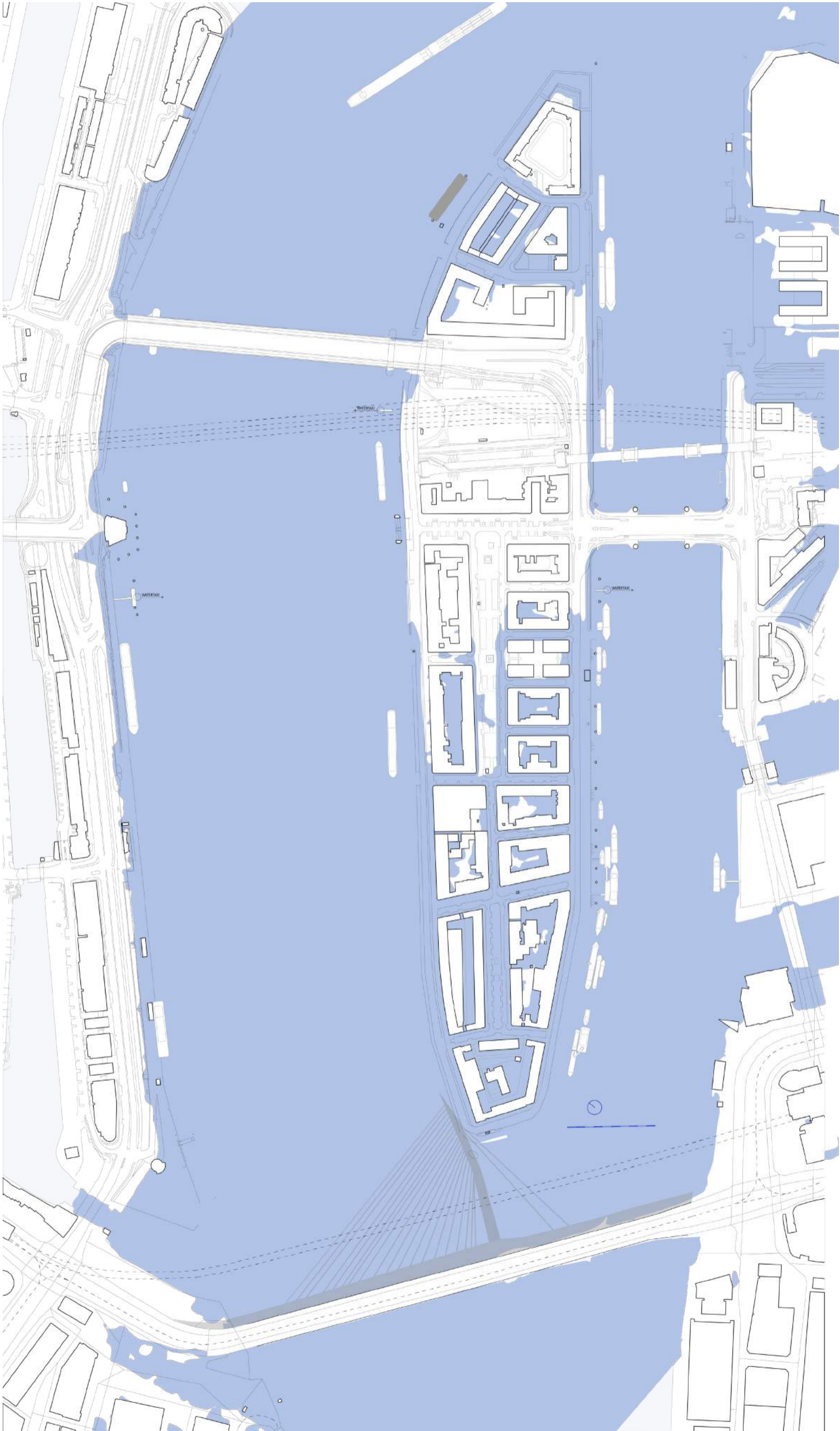
The experiment lies within the perception of these experienced connection and disconnections. How can they be translated into a physical intervention that creates a physical visible connection while at the same time playing with the experience of the viewer?

elements along the quay and within the public space that could be used to be transformed for an orientation necessary with a rising water level





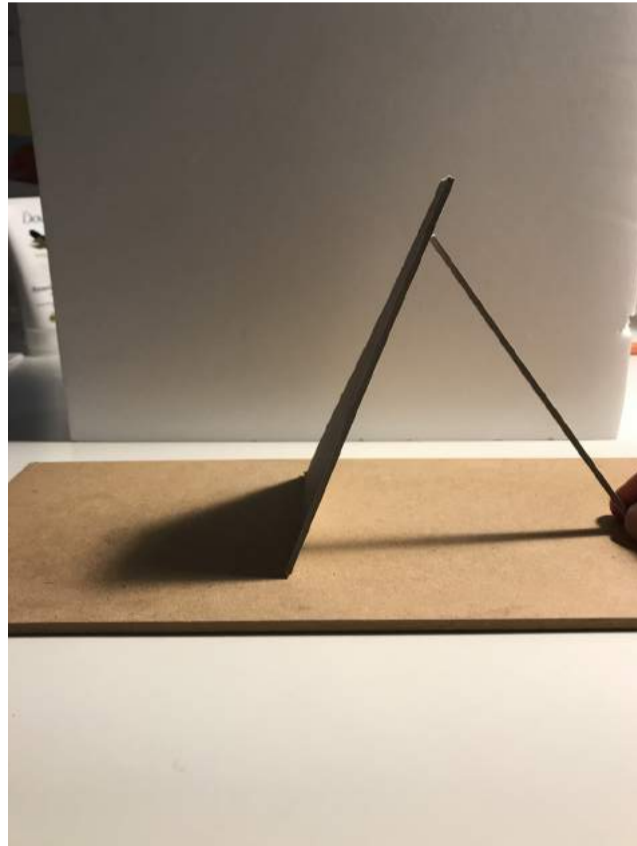
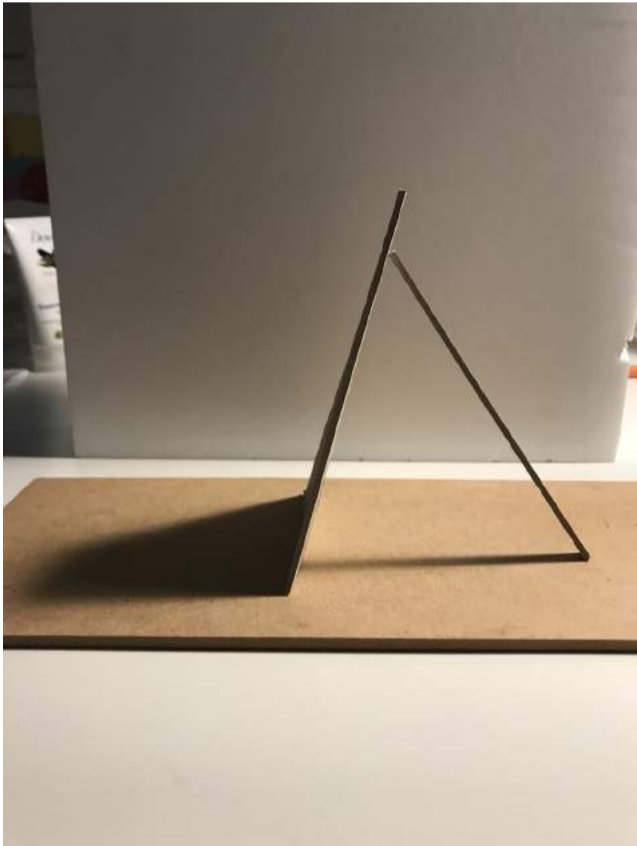
shadow lines of the erasmusbrug meet the island



feet of the bridges within the risen water: fragmentation of the island



test sequence for possible intervention





week 5

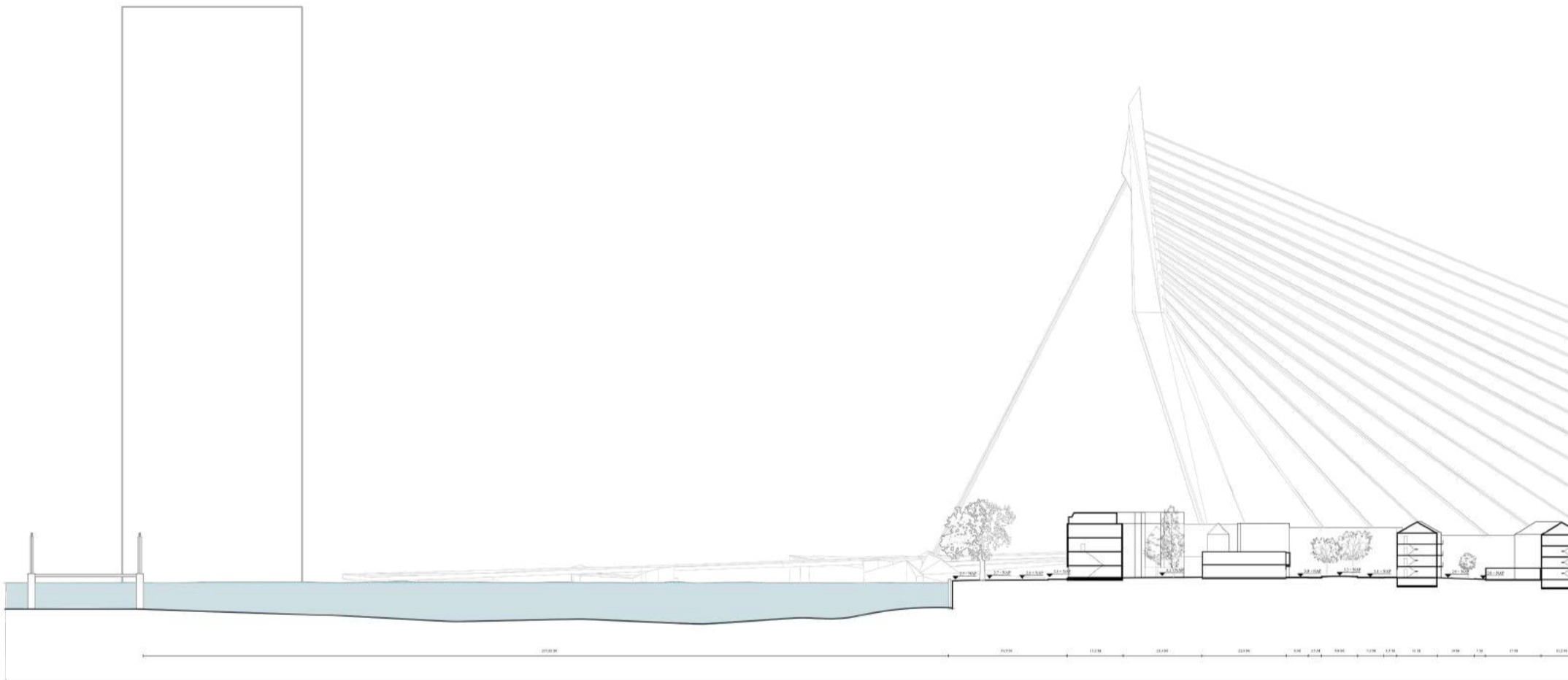
workshop weekend
mid term

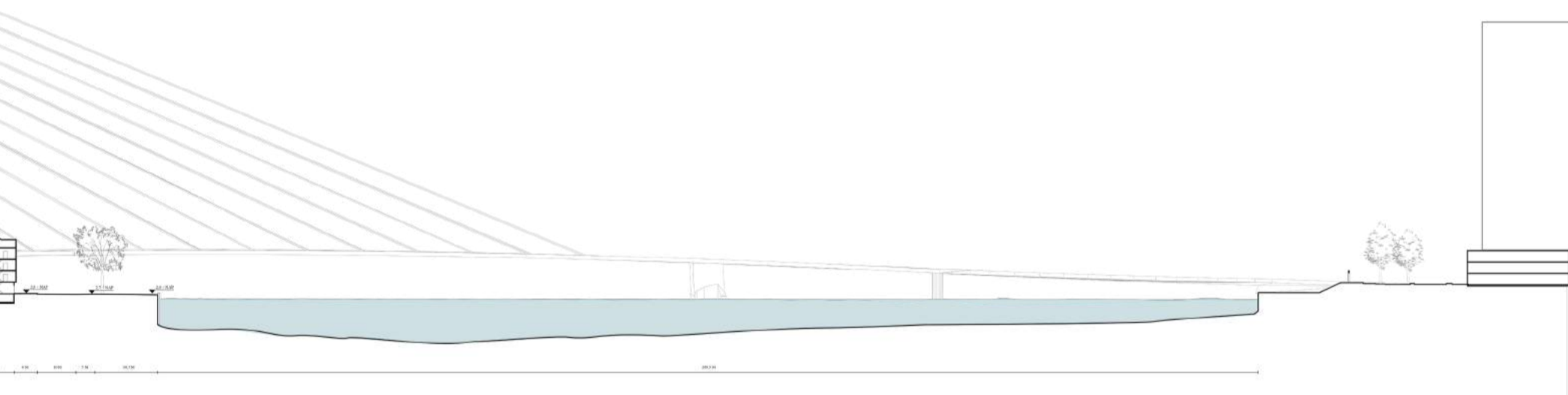
(DIS)CONNECTIONS past, present, future

connection definition:
the state of being related to someone or something
the fact of joining two things together, or two things joined together

LEARNING FROM VENICE

SCALE



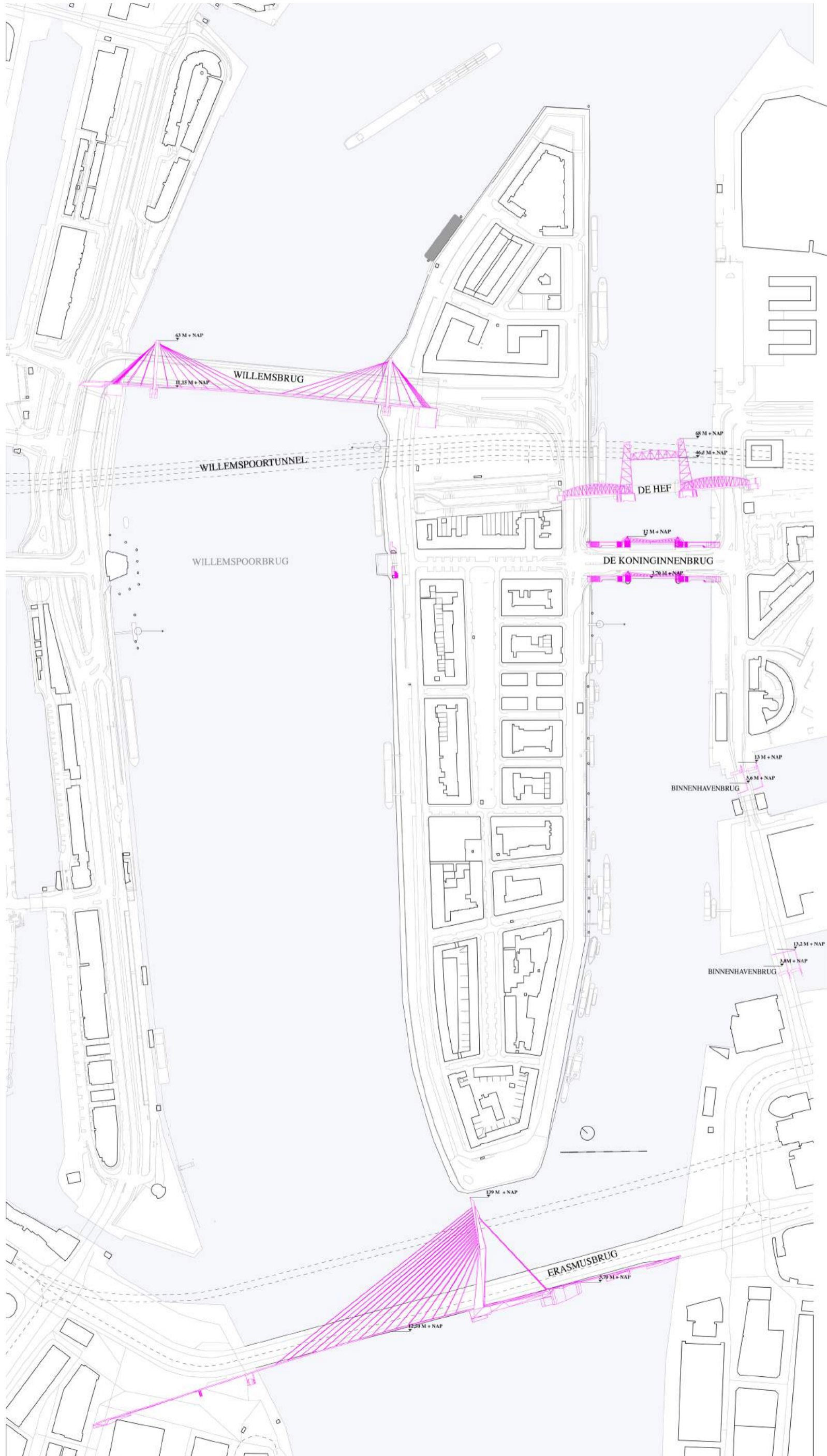


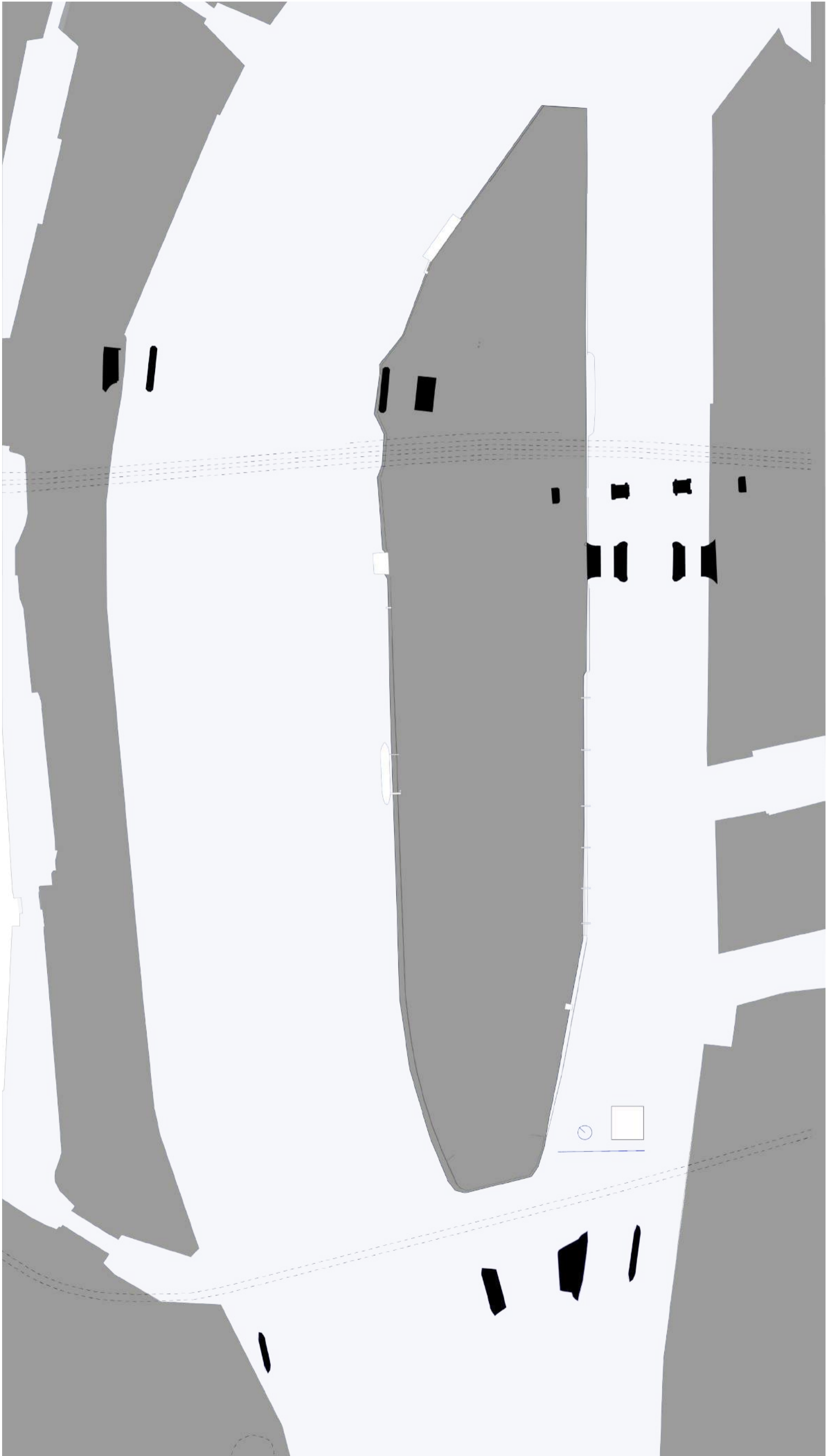
fascination





overview





past

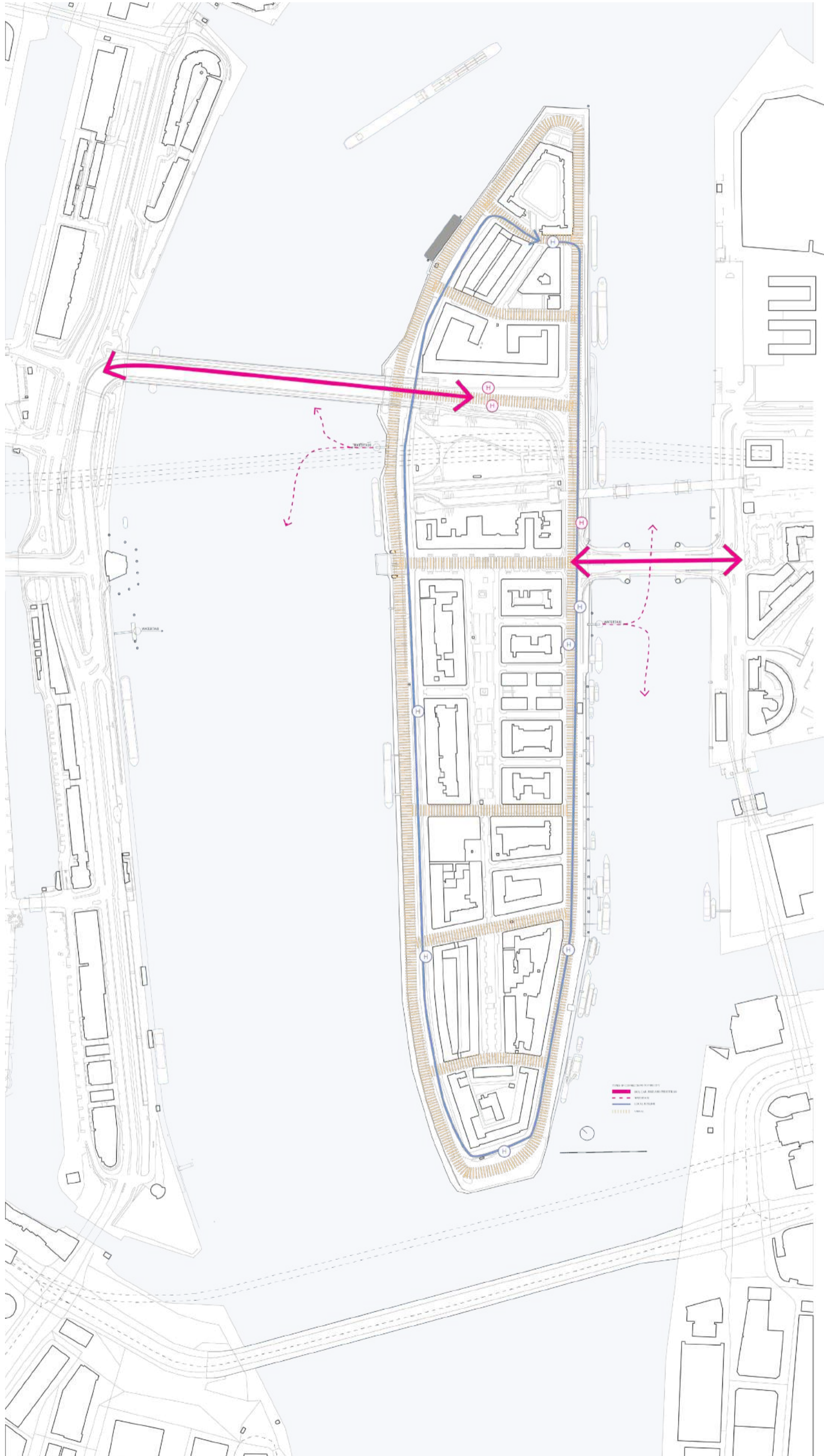


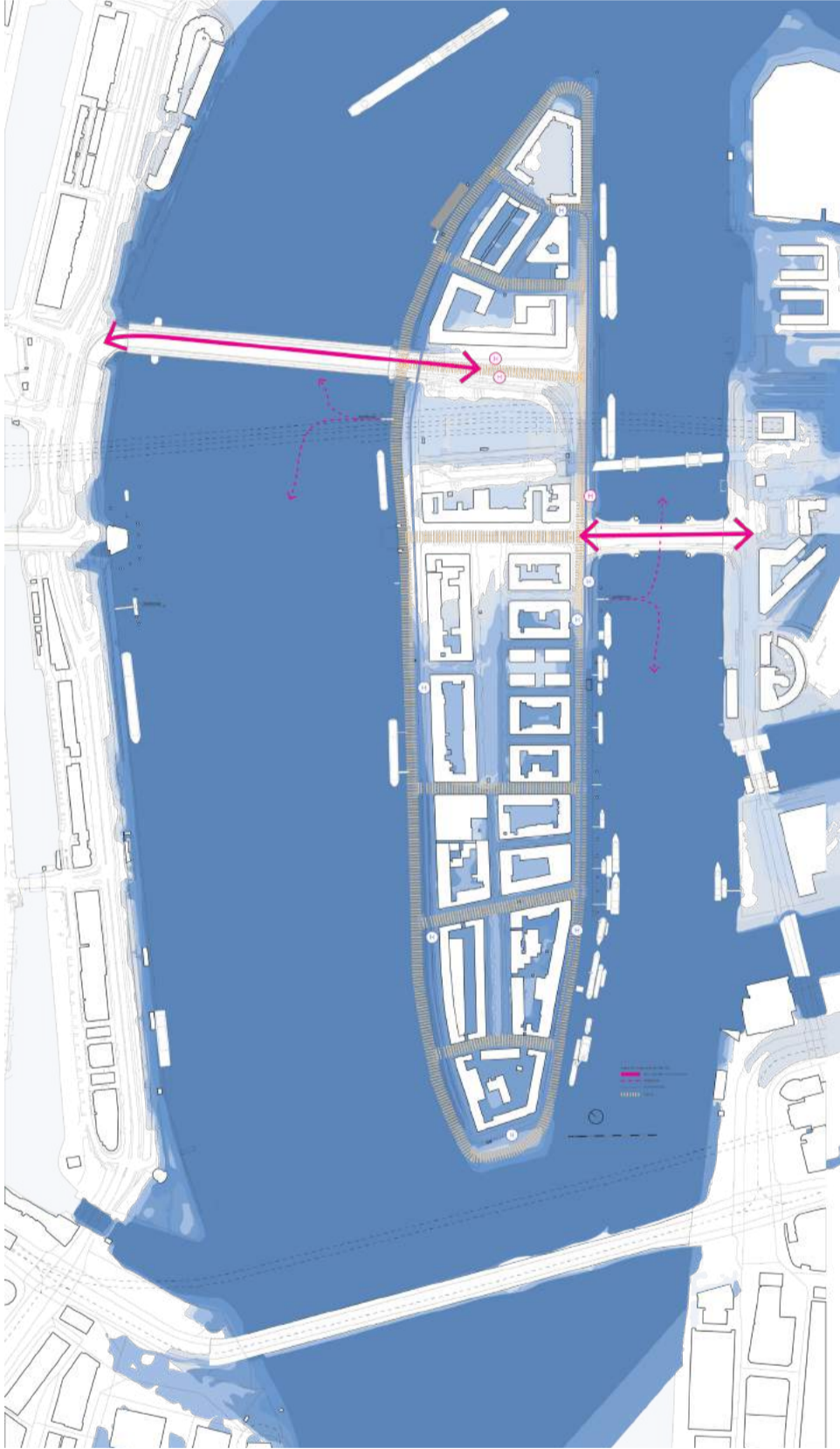
Rotterdam, Maasbruggen

K.L.M. Foto-Copyright 460



present connections

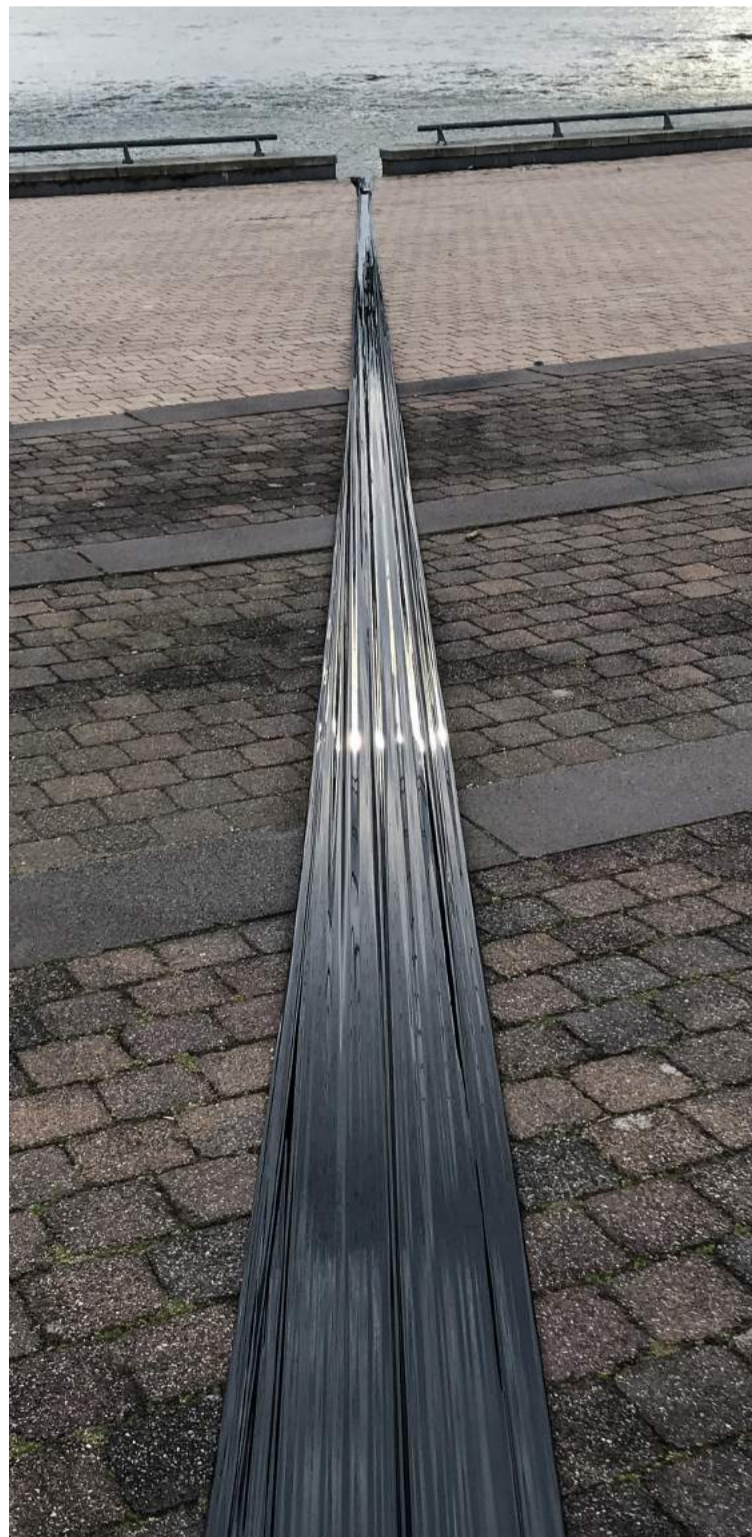




capturing visible connections



pulling the water over the quay - movement meets space



If you connect the island more to the water instead of keeping the water away how would this connection look like and what facilities would be needed?



week 6

feedback midterms
further research

1. ARIANNE
Title: (DIS)CONNECTIONS
past, present, future

Intro

‘Scale’

physical vs. visible connection

title of the action in the presentation missing: ‘pulling the water’

how to really being in the place, learning from the place and workig on the place

how to think a possible future for the island

introducing the on-site explorations

how to relate with your body?

What gestures and movements do you do?

> disconnection: to find new connections: accessibility over water / through the water/
under water

to include the levels of the water, to select one part of the shore line that is interrupted -
already projecting something

> ‘bridges as background of the island’

> to extend the research with the future plans of the island / for example: extension of
the bridge that leaves the island in a lower level?

> to extend the analysis: each bridge has a different function and relate to a different
scale: the two sides of the river and the island with the city. (The bridges themselves
connect different scales!)

> the (dis)connections: difference in scale (the one bridge and the other one, street level
vs elevated)

include original (first) pictures of the scale

FOTO VENICE

Foto that shows the temporary walkways

history Noordereiland

- since 2005 the island is 'beschermd stadsgezicht'
- 1600: sand field connected to the Fijnoord island, criminals were hanged here
- koningehaven was back then noorderhaven - thats how the island got its name
- between 1872-1874 the Noordereiland was being dug, due to the implementation of the Noorderhaven now Koningshaven by ingeneer C.B. van der Tak
- until the end of the twintiest century the island was known for trade especially via ships, sometimes there where rows up to 6 boats wide along the quays

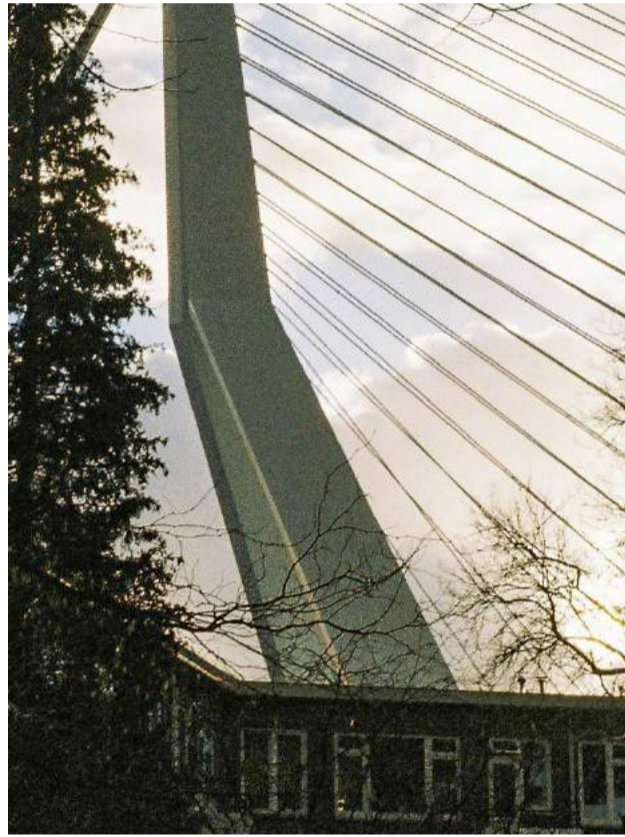


the bridges of Noordereiland



de hef:

- designed by Pieter Joosting
- opened in 1927
- was used for the railway connection the south to the north but connects the south to the Noordereiland
- first one of this kind in west-europe
- 2014 KCAP and Movares did reasearch about the possibilities to reinstall the bridge for tram traffic (the third connection from Noordereiland to the rest of the city)
- monument
- green steel



erasmusbrug:

- designed by Ben van Berkel
- the bridge was built in Vlissingen
- the official opening was in 1996
- main connection for cars, pedestrians, trams and cyclists to cross from the north west and the center of the city to the south (Kop van Zuid)
- white steel

isolating the island even more,
background of the island



willemsbrug:

- designed by Cor Veerling
- finished in 1981
- was supposed to be a straight connection, but because inhabitants didn't want the old haven to be touched the brigde got its 90 degree curves at both the landings
- main connection for cars, pedestrians, busses and cyclists to cross from north east to Noordereiland

Waar komt de nieuwe Rotterdamse stadsbrug of tunnel? Dit zijn de locaties die worden onderzocht

 Jan-Roelof Visscher

8 november 2021, 08:29 • 8 minuten leestijd

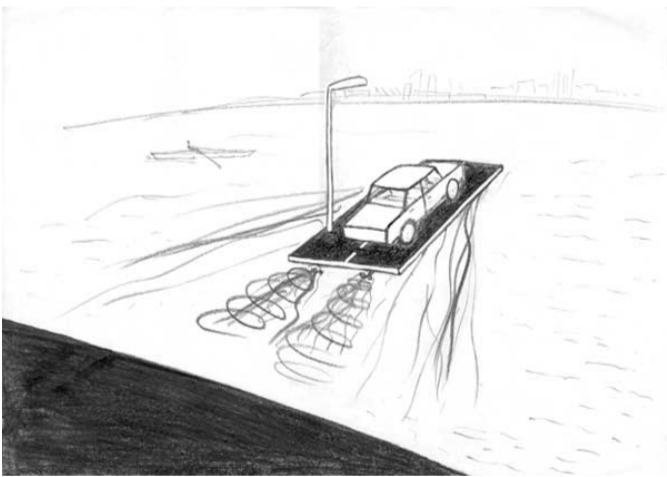


De nieuwe oeverbinding moet tussen De Esch en Feijenoord komen
© Rijnmond

further research

- researching typologies that relate to water: bruggenhuizen, bestuurdershuis de hef, booreiland
- study: demolition of the elements of the bridges/ bruggenhuis, collage experiment
- researching different relations to the water also in connection to scale: how do you relate to water while swimming, being on a boat, being on the quay, being in a bruggenhuis?
- what are possible connections?
under, above, through the water?
- working on the section
- conclusion?

typologies related to water, flexible, functional, different



week 7-8

narrative

(DIS)CONNECTION

Creating new relations between things, places, spaces and people
what connections?

FLEXIBILITY

The usage and function of the space
in terms of rising water, temporary or permanent?

NEW TYPOLOGY

An experimental way of adapting to certain circumstances

STRUCTURE + MATERIAL

Relation and reaction to the place
resistant to water and weather, while at the same time offering comfort

HYBRID

Combination of different functions, scales, times

For so long we have trusted and relied on our surrounding as it is built and set in stone today. Comfort lies in what we know and can not harm us. Time ahead and periods already now show us that we can not keep on relying on this comfort much longer.

One aspect of this is the rising sea level which will change this comfort in many ways. It will for instance lead to the vanishing of existing connections. Instead a new layer will rise with the water and hide everything under it like a blanket; these things will be from the past.

The question is what will be for the future? Instead of ignoring (bridging it, digging under it) what already lies in front of us (the water) we will embrace the fact that it is there. It is up to us to define new rules on how to deal with this new connection and approach it cautiously as we have been estranged for such a long time.

A new type of building along the south quay of Noordereiland facilitates these exploration and will help us approach water in other ways. In what ways can the water of the Nieuwe Maas connect the city in a new way? How can we as inhabitants connect to water in a new way? How can Noordereiland connect to the city in a new way?

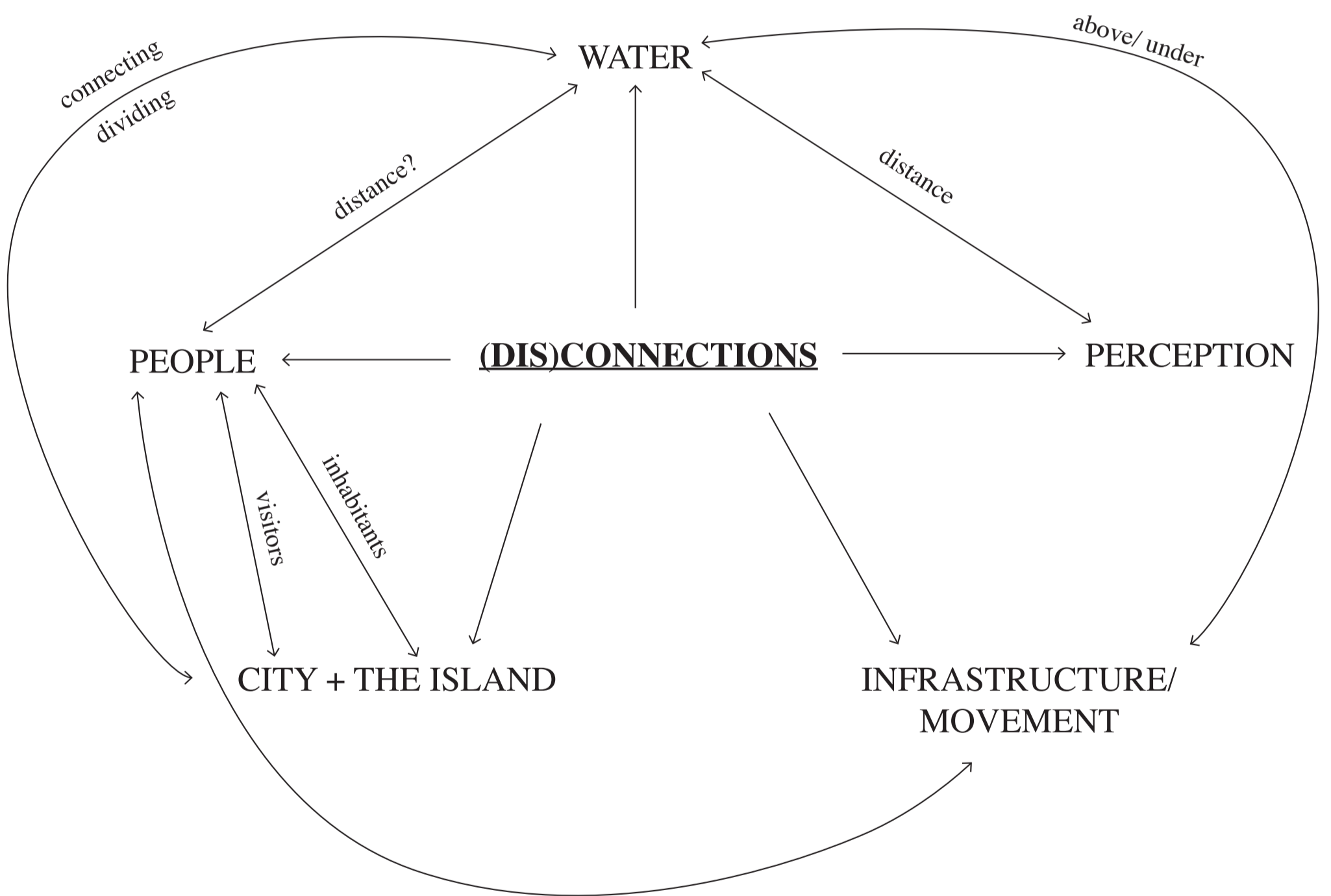
Next to its function which should offer space for different explorations (to be defined) the architecture should relate to its context, the place and the conditions it will face: which is flooding and impact by waves. What materials can be used?

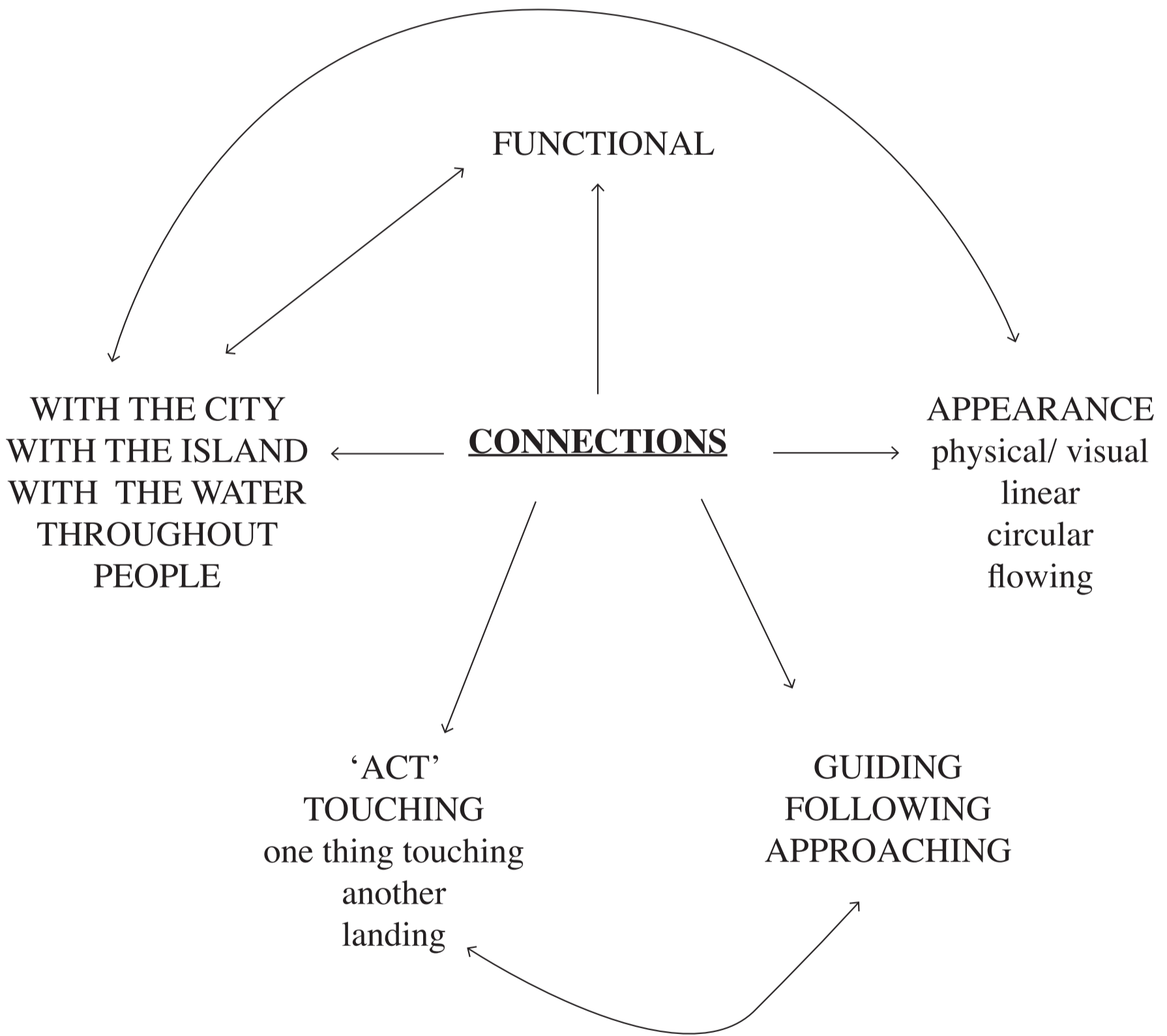
It will connect the island with the water (to be defined where). For how long?

Connection: the state of being related to someone or something
the fact of joining two things together, or two things joined together

Relations: the connection or similarity between two things

Adapting: to change, to change something, to suit different conditions or uses





ACQUA ALTA TOWER
ISOLATED



PROGRAMME
REASEARCH FACILITY
ACCOMMODATION FACILITIES



BOARDWALKS
FUNCTIONAL CONNECTION
360 VISUAL CONNECTION
WORKING PLATFORM
WATER: CONNECTOR AND DIVIDER



STRUCTURE AND INSTRUMENTS
PILLARS CONNECTING TO AND THROUGH THE WATER
(XX M DEEP)
SENSORS CONNECTING TO THE SURROUNDING



THE HEART
ACCOMMODATION, SLEEPING EATING
RESEARCH

UNDER - SNOHETTA
DOCKING AND DIVING



PROGRAMME
RESTAURANT



APPROACHING, DOCKING THE COAST, LIKE A BOAT



STRUCTURE: A ROCK LEANING ON THE COAST LYING
IN THE WATER



THE HEART
SUBMARINIAN RESTAURANT

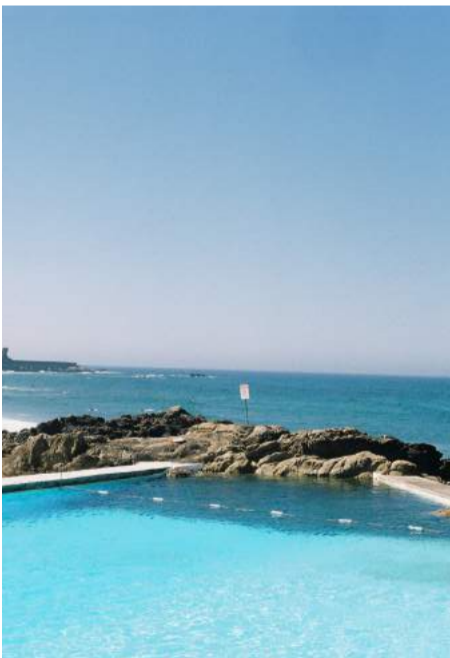
ALVARO SIZA
MERGING



PROGRAMME
SWIMMING POOL



FACILITY BUILDING CREATING VIEW LINES,
CONNECTIONS TOWARDS THE WATER INSTEAD OF
TOWARDS THE STREET



NATURAL WATER POOL
FILLED BY FLOOD
VISUAL CONNECTION TO THE OCEAN
COLOR
TEMPORARY CONNECTIONS



TOPOGRAPHY USED TO IMPLEMENT THE SWIMMING
POOL
IT MERGES WITH THE ROCKS ON THE BEACH
IT MERGES WITH THE OCEAN

MONT ST. MICHEL
VANISHING



PROGRAMME
CITY ON AN ISLAND
MAINLY TOURISM



CONNECTION USED TO VANISH WITH HIGH TIDE



TILTED NEW BOARDWALK TO CONNECT THE ISLAND
ALSO FOR PEDESTRIANS



WITH LOW TIDE WHAT STAYS IS THE TILTED
STRUCTURE

TRANSFORMING FUNCTION
CREATING DIRECT INTERACTION WITH THE WATER





COLLAGES



RELATIONS

A place marking the south west tip of the island.

A shelter and observatory.

A beacon.

An anchor.

Perceiving the island, the city and the water on different levels while being exposed to changing conditions: weather + water.

Relation between longing and distance.

Addressing these different relations.

An act of touching, being in connection with the something.

For the inhabitants of the island and visitors to learn and perceive these relations.

Different levels ensure different approach and connection.

Size?

week 9

narrative

Beacons of Noordereiland

The rising sea level will change the comfort we know today in many ways. As the water rises it will form a new layer, moving, expanding, stretching, touching our built environment that will force us to either turn away from the water or try to embrace it as it will be the new dominant player in our public space and daily lives.

For Noordereiland this scenario will come into place faster than for other places as it is enclosed by the water and within the outer dyke area. Today, the water very much influences how one perceives the city from the island and the other way around. One feels quite protected while walking along the quays taking in the almost 360 view of the city lying around the island. Next to this our daily routes will have to change. Instead of walking along the pavement of the street we will have to find new ways in reaching our homes, schools and workplaces.

A rising sea level will transform these relations to the city and the connections to and from your house completely: front doors, collective and private staircases won't be accessible anymore.

The project aims on giving these changed relations and connections a new space on the island where they will be reinterpreted. The proposal foresees a network of small sized beacons which will replace, in terms of function, the inaccessible private and collective staircases.

The main focus of the project is the south western tip of the island as this space will be the most exposed and most vulnerable. Due to the location and the verticality of the buildings the roofs will become the new entrance hall to the buildings. Paths along the roofs will create loops from which the inhabitants can enter their building. The beacon itself will facilitate a staircase, a platform that allows to enter from a boat or other water related vehicle, a waiting room which can be used in multiple ways.

The beacons appearances should relate to their predecessors around the island which are the bridges. They will appear as monolithically shaped while at the same time integrating the ingredients of a collective staircase such as openings and light. The material will therefor be steel.

As these buildings form the connection to the water the color will resemble the water to emphasize the connection to the water.

Dimensions:
ca. 20x20m

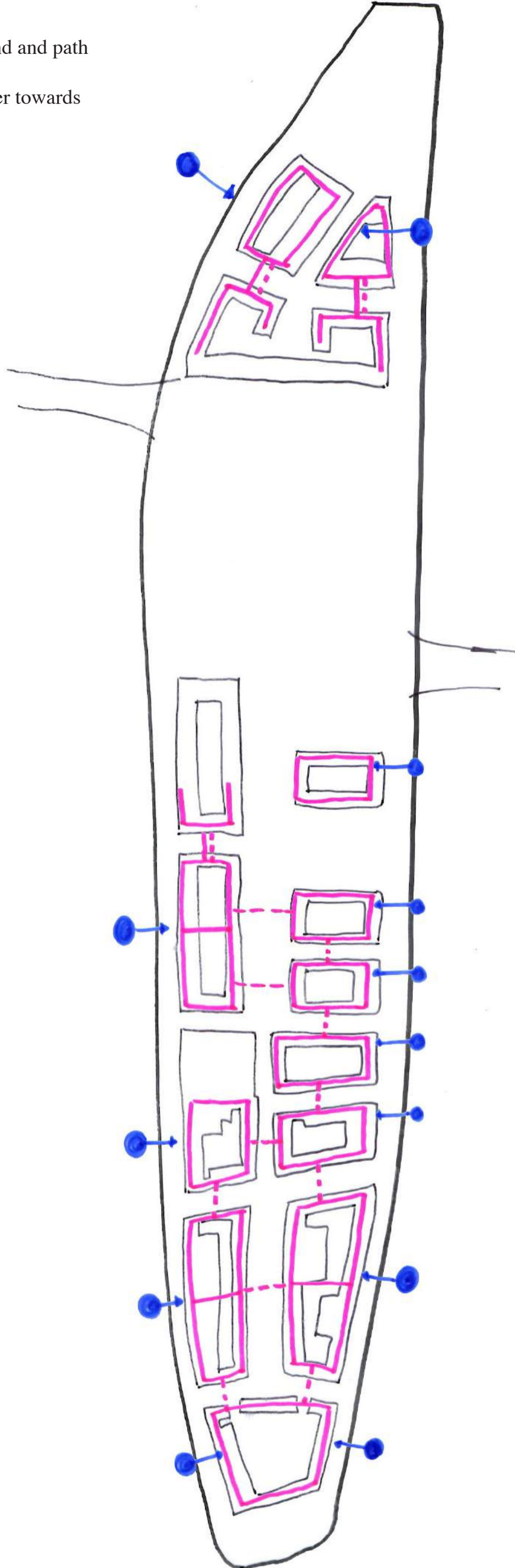
Function:
staircase, lobby, meeting point, observatory

Material:
steel

Color:
blue

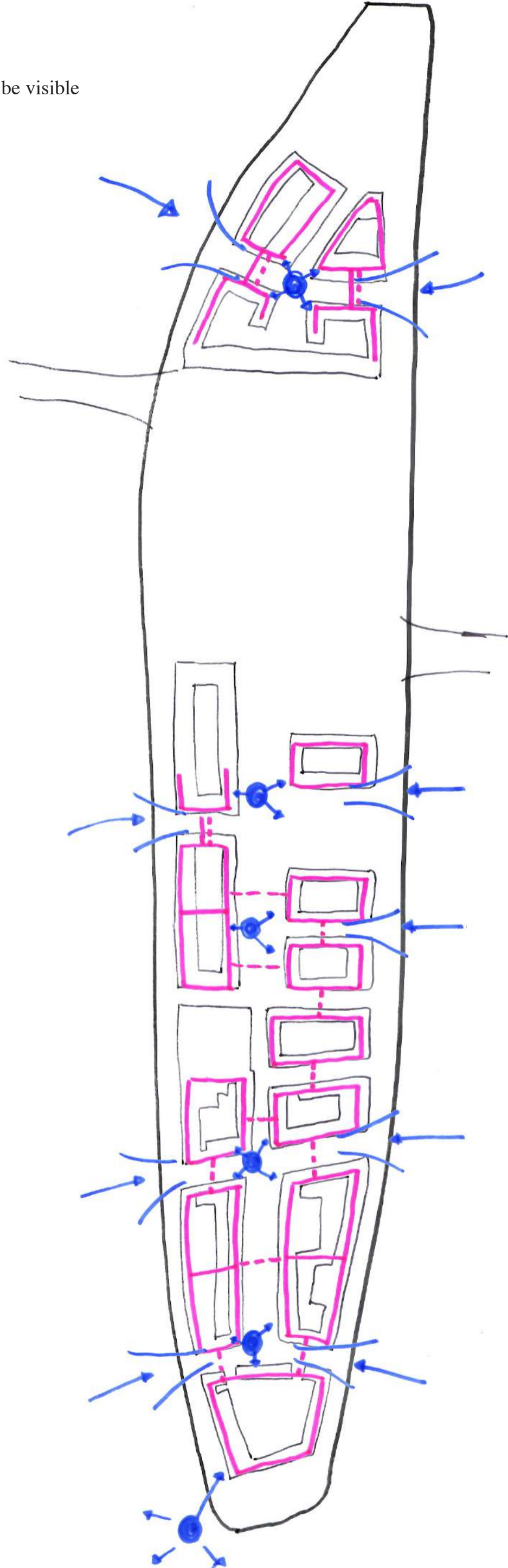
OUTER CHAIN

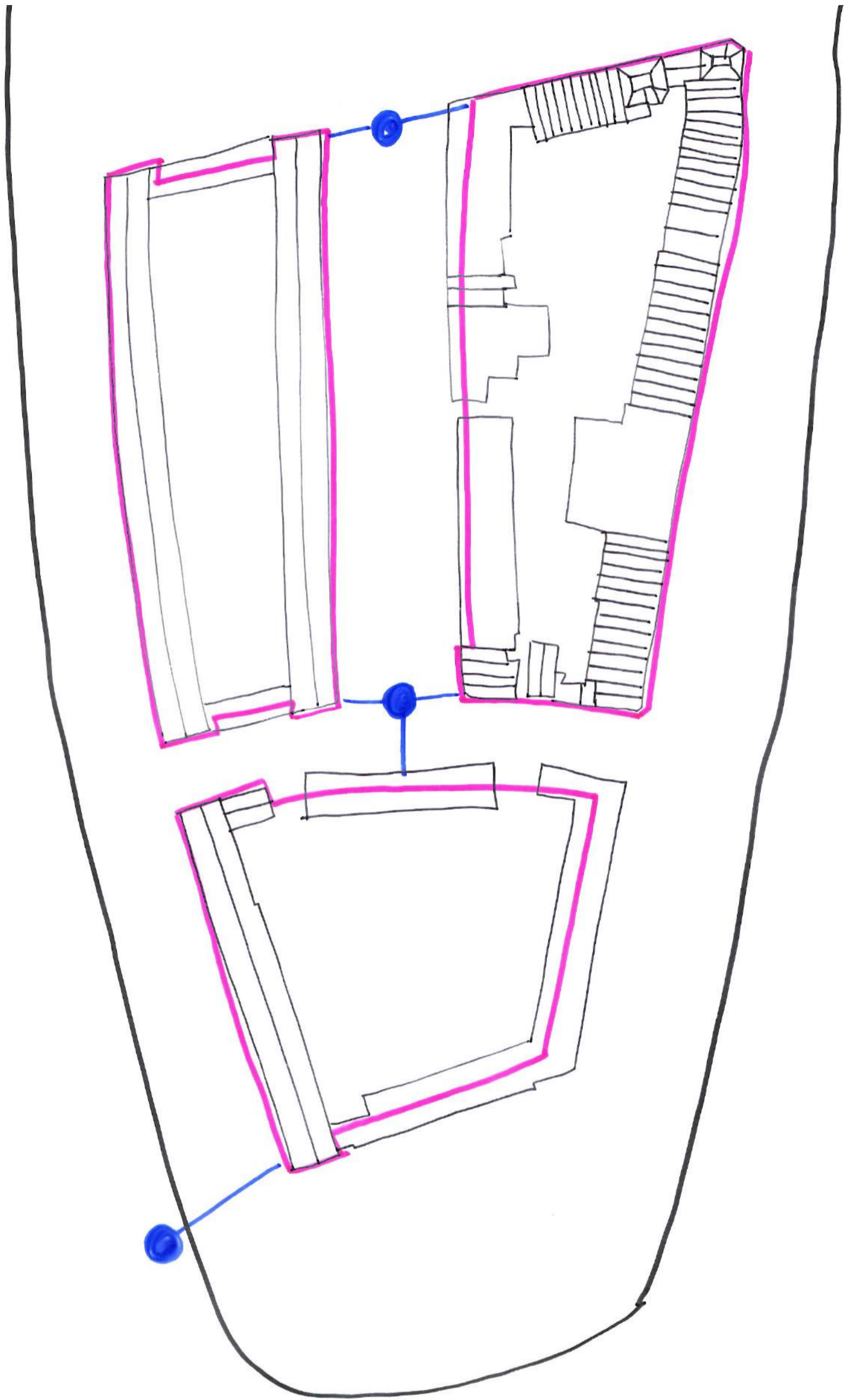
each block has own access
visible structure around the island and path
structure on top of the roofs
manifestation mainly in the water towards
the city
routes are longer



INNER CHAIN

collective accessibility
profile of the streets could be used
hidden within the island
path structure along the roofs will be visible



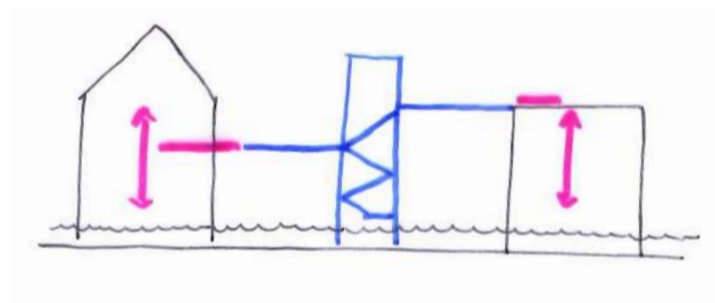


ACCESS POINTS

to the houses of the island-
for the island inhabitants

OVERSERVATORY

a place outside your house
to observe, gaze, read or do
something or nothing

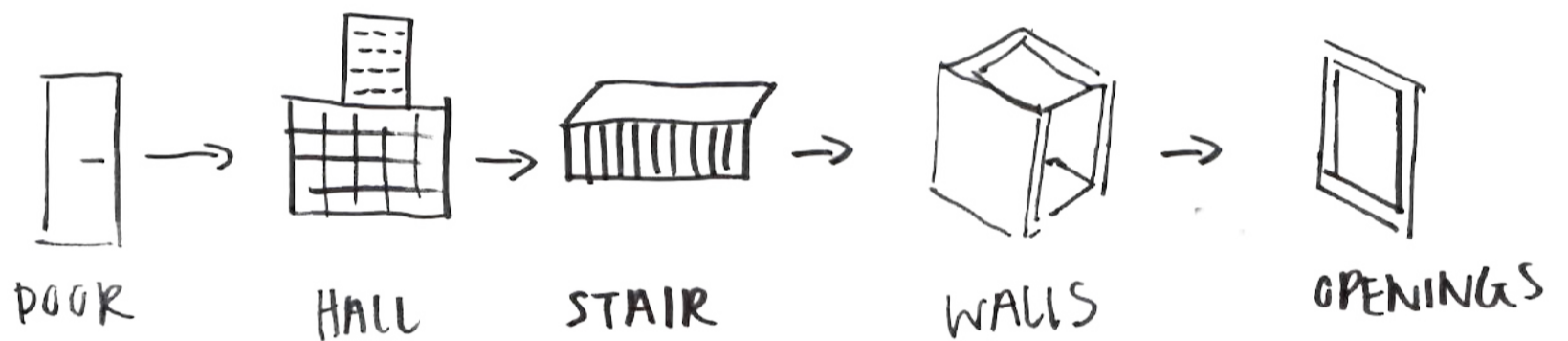


MEANING
now

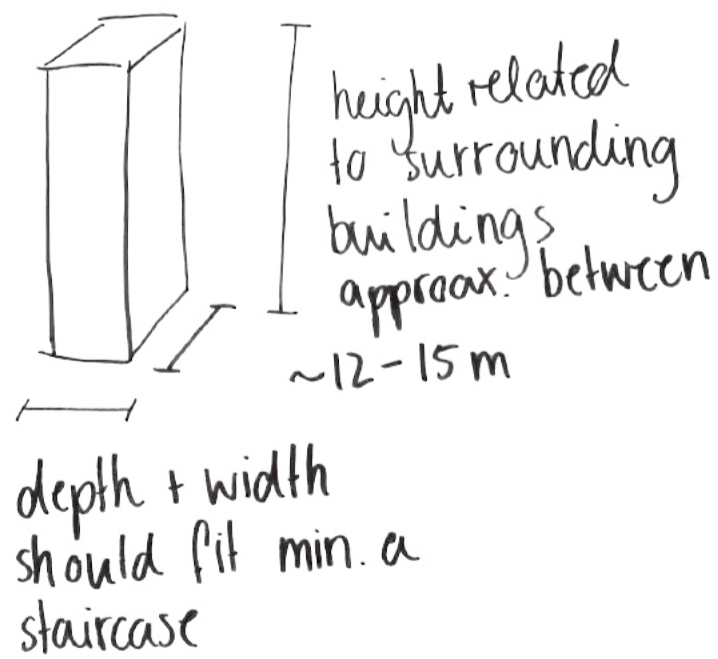
ENTRANCE FROM STREET TO HOUSE

POST
MEETING POINT
ACCESSIBILITY HOUSE
GUESTS

ELEMENTS
now



SIZE

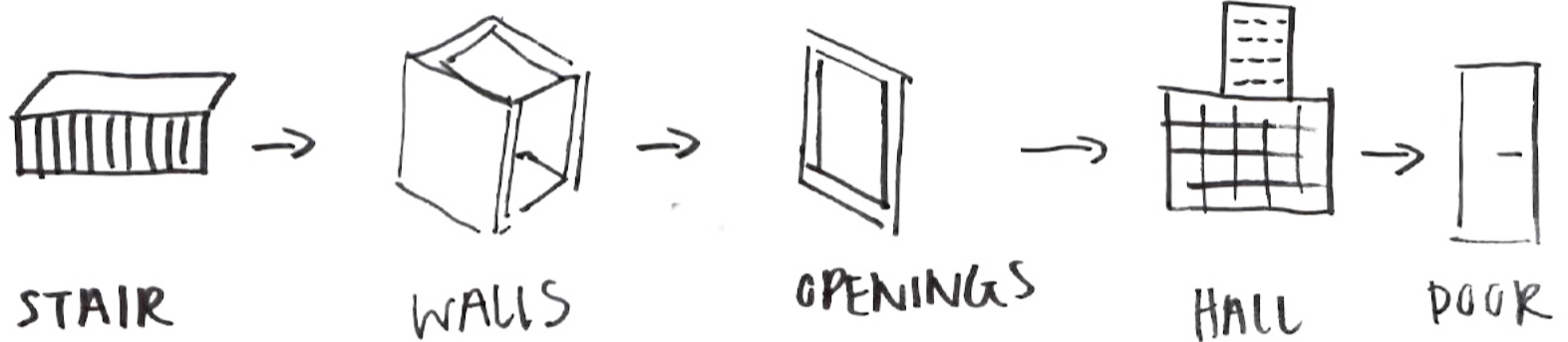


MEANING
then

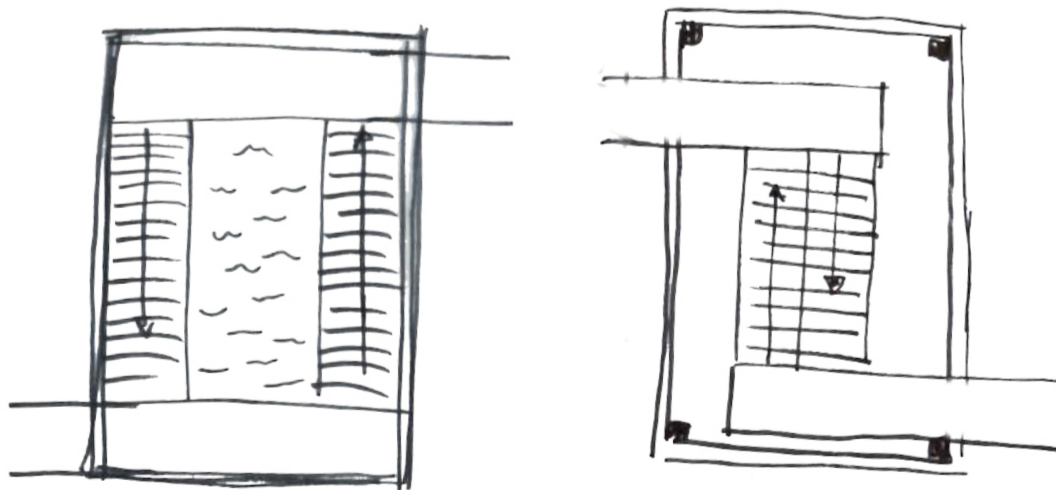
ENTRANCE FROM WATER TO HOUSE

MEETING POINT
ACCESSIBILITY HOUSE
RECREATIONAL ROUTE THROUGH PATHS
POST

ELEMENTS
then



STUDY STAIRCASE
(further to be developed)
based on minium size for
now)



WAITING ROOM, ENTRANCE HALL, OBSERVATORY

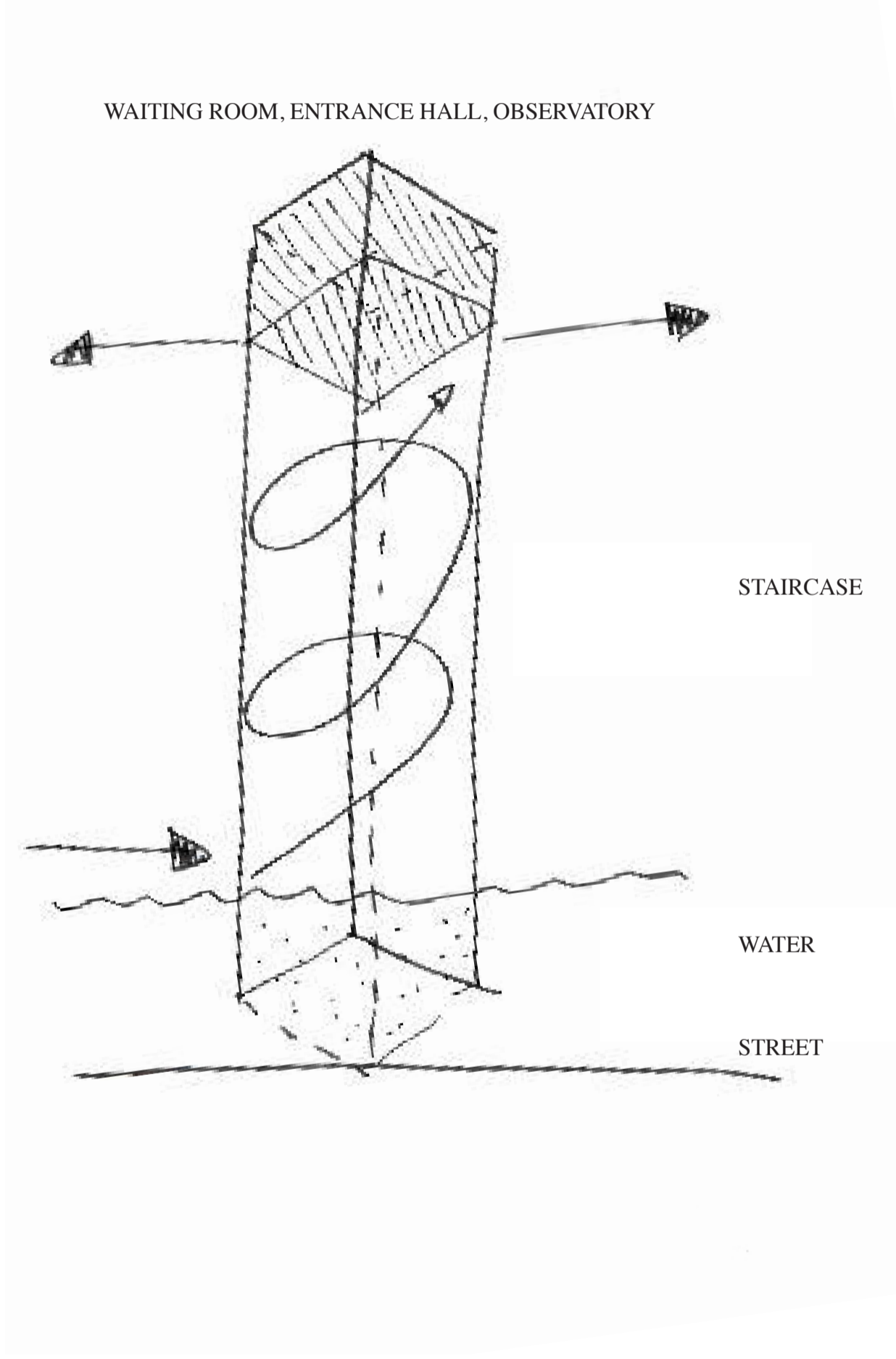
ACCESS TO THE HOUSES

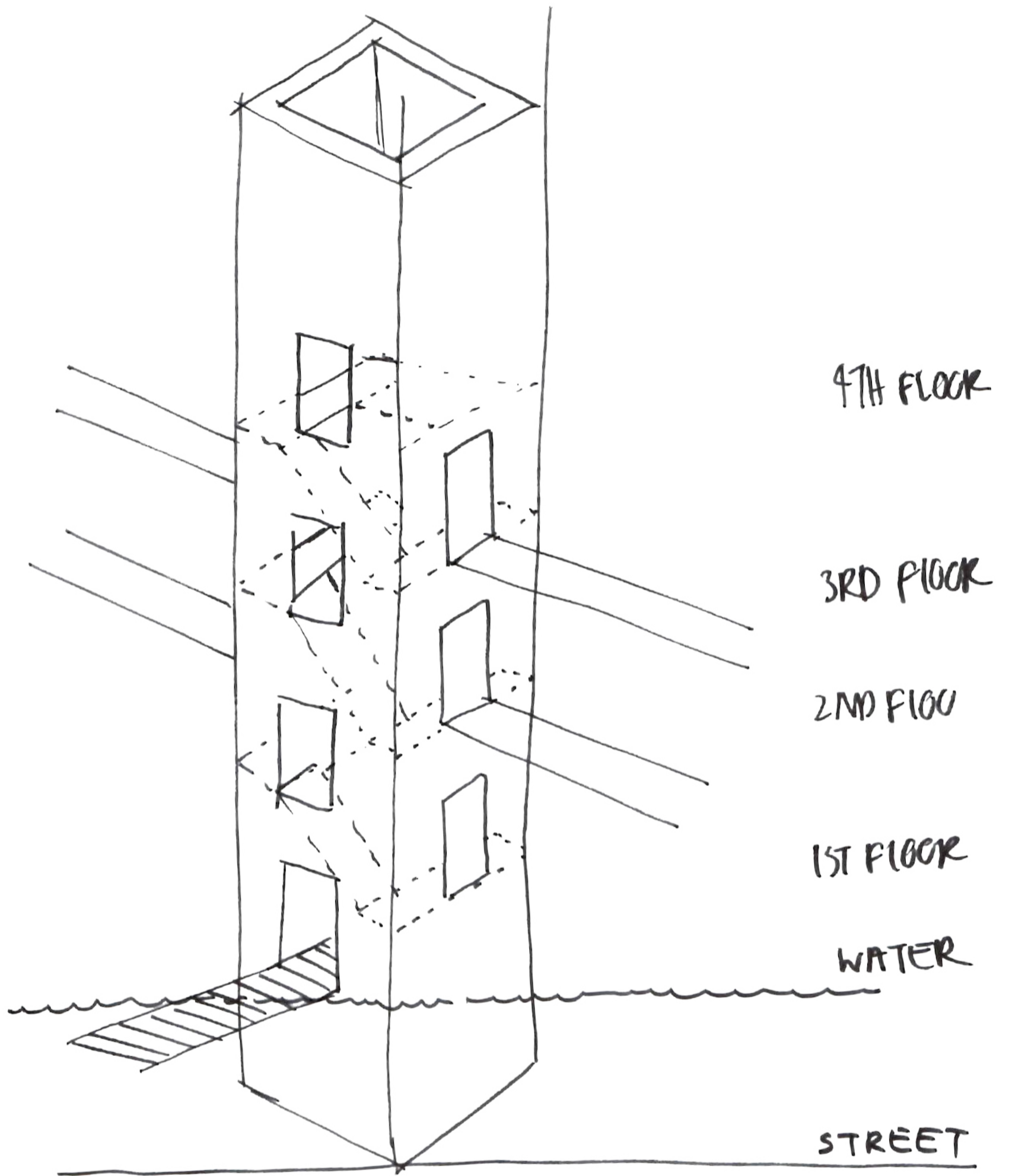
ENTERING FROM THE WATER

STAIRCASE

WATER

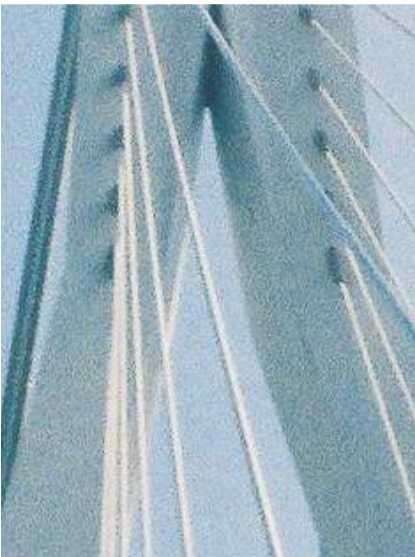
STREET







RED STEEL
SILVER STEEL KABELS



WHITE STEEL
WHITE STEEL KABELS



GREEN STEEL



BROWN BRICKWORK

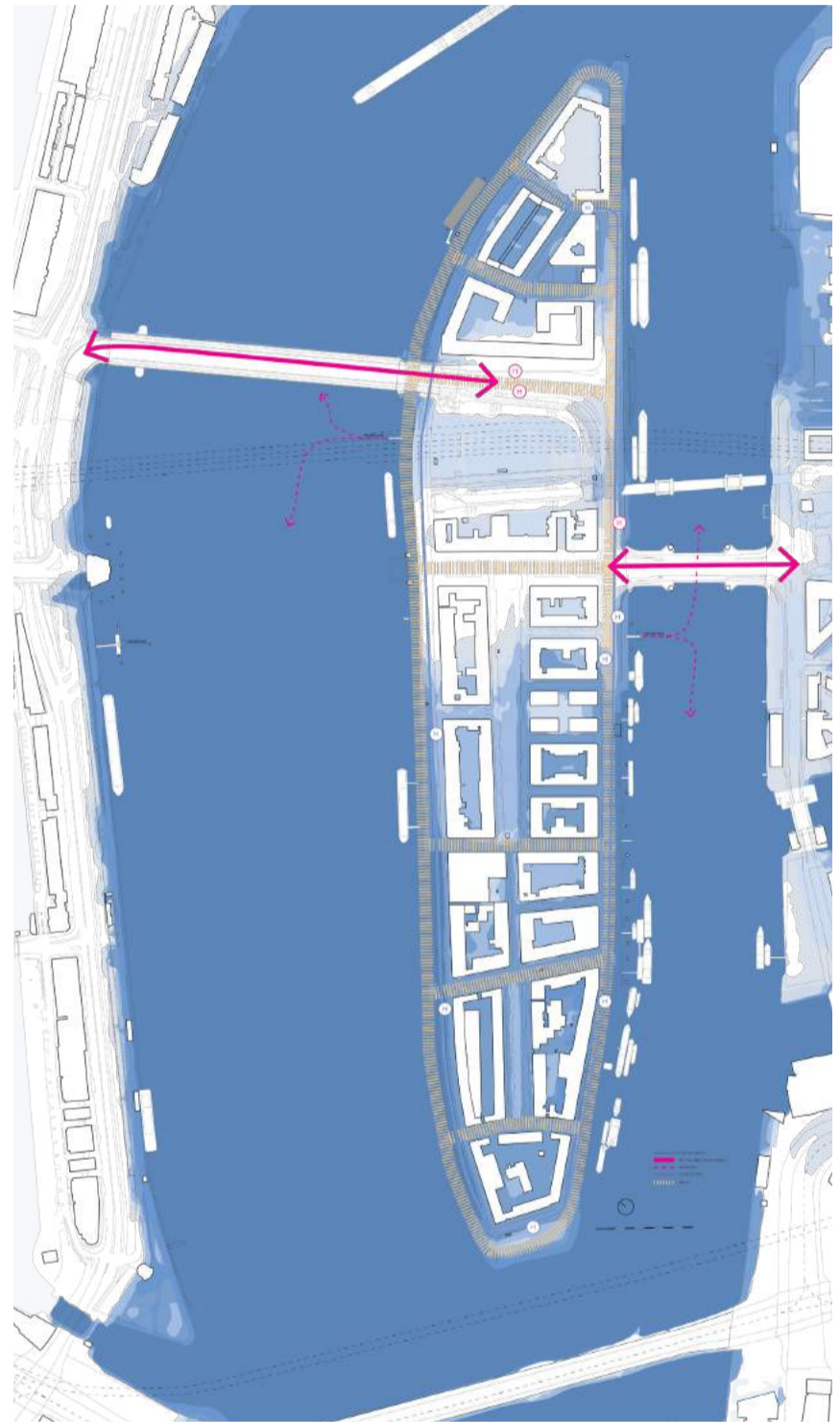
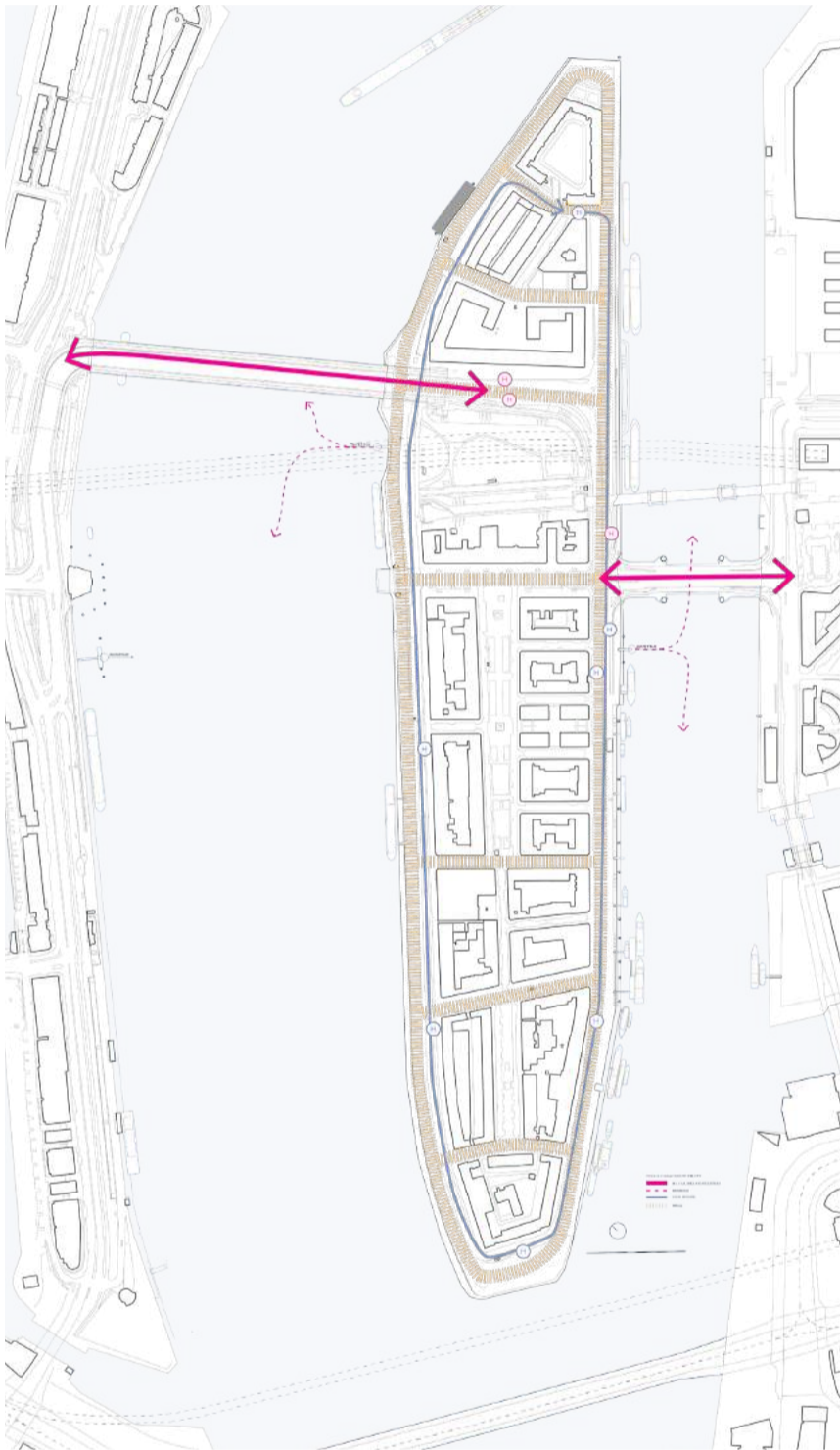




week 10

progr
pre midterm

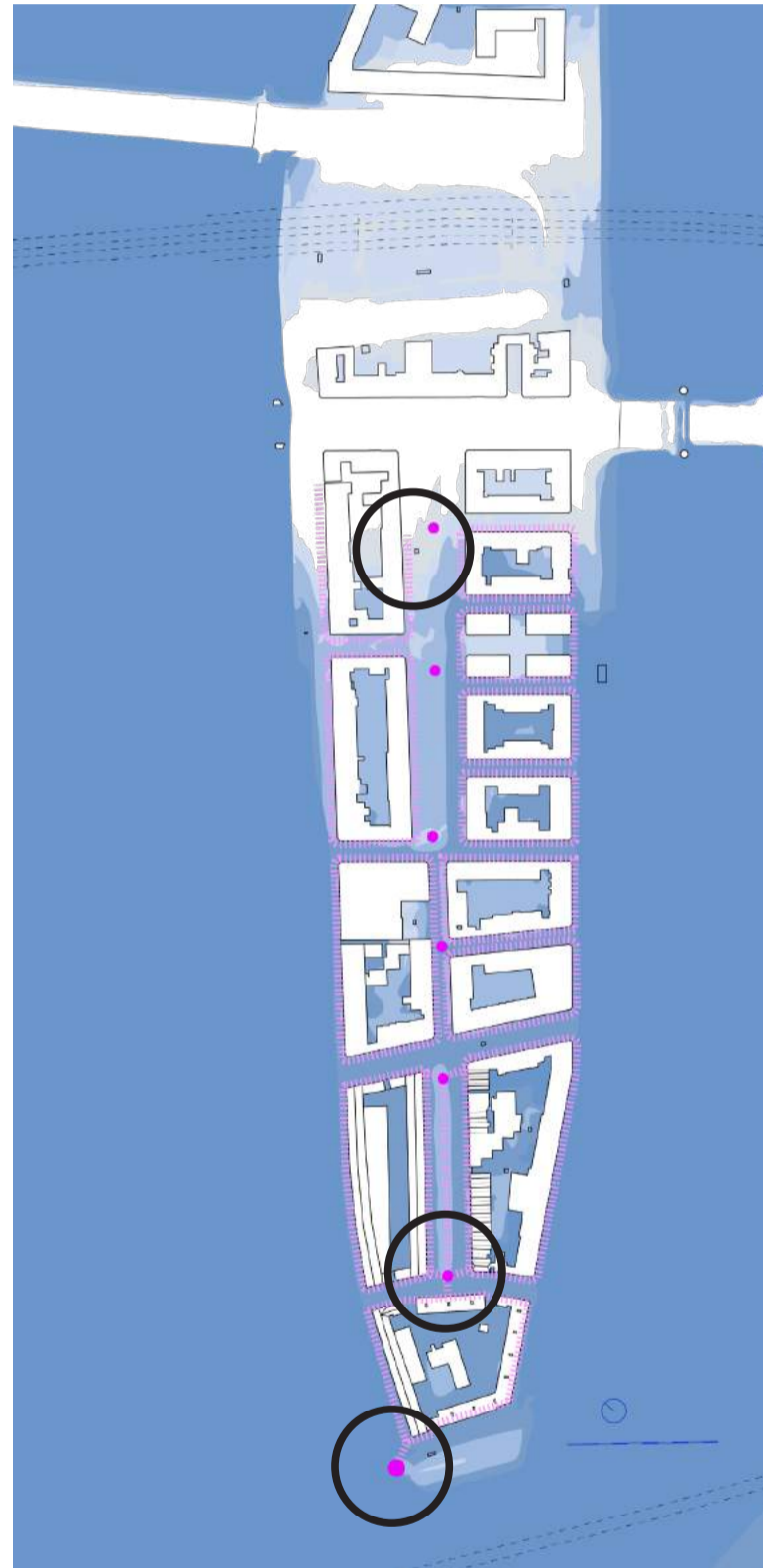
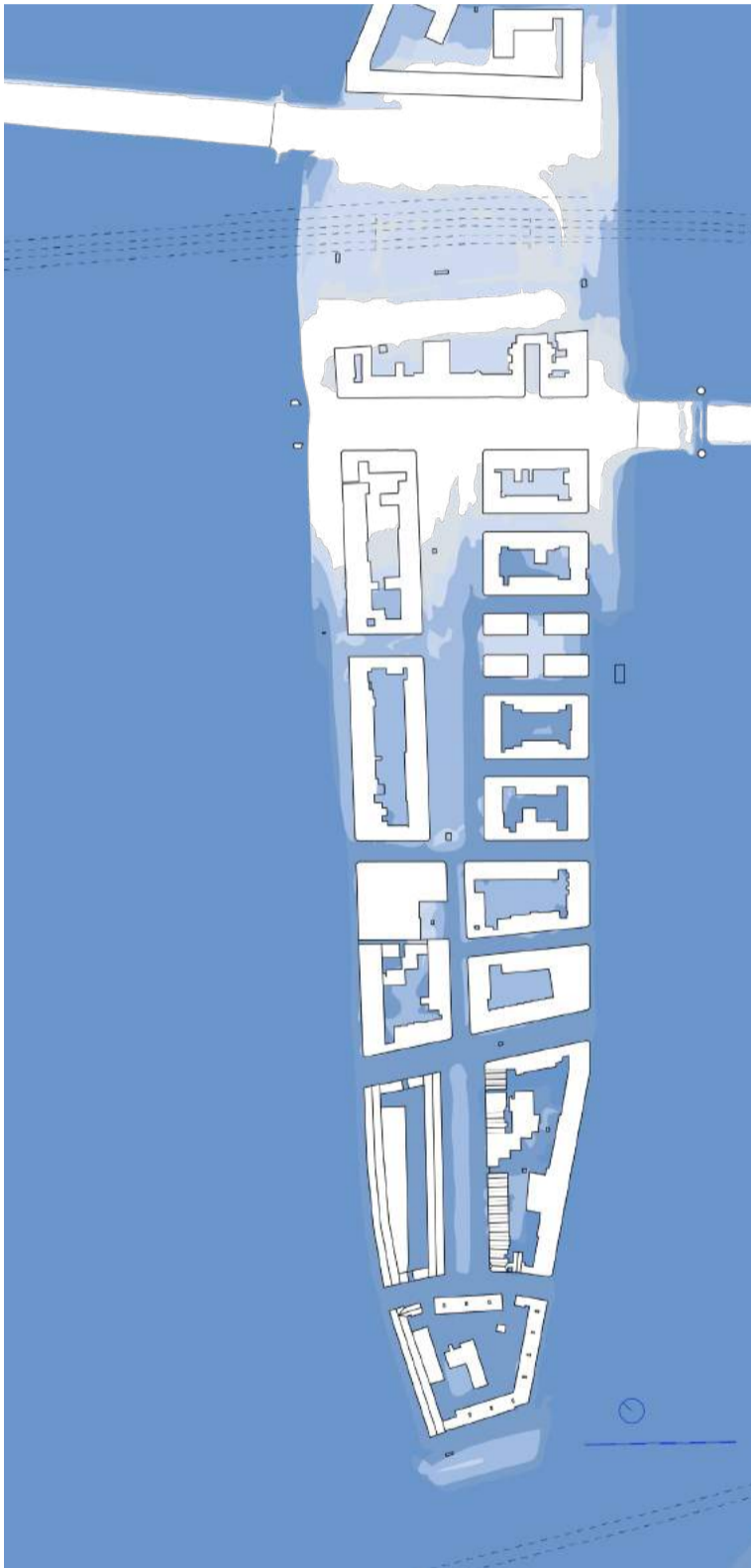
PRESENT AND FLOODED CONNECTIONS



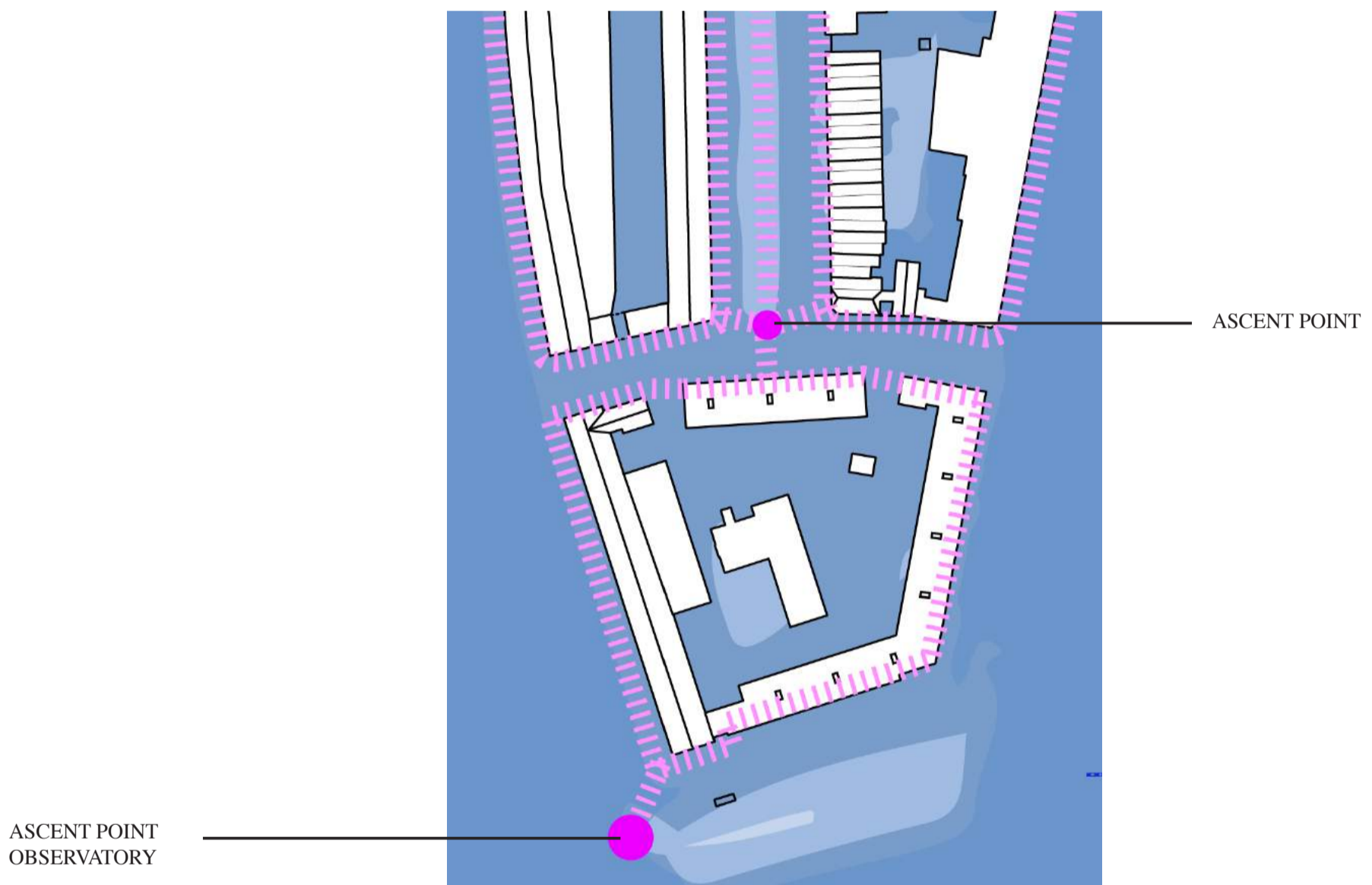
- TYPES OF CONNECTIONS TO THE CITY
- BUS, CAR, BIKE AND PEDESTRIAN
 - WATERTAXI
 - LOCAL BUSLINE
 - VISUAL

Areas where you once could observe the city disappear as well as the
physical connections to your house.
The aim of the project is to ensure these connections can be made
elsewhere.

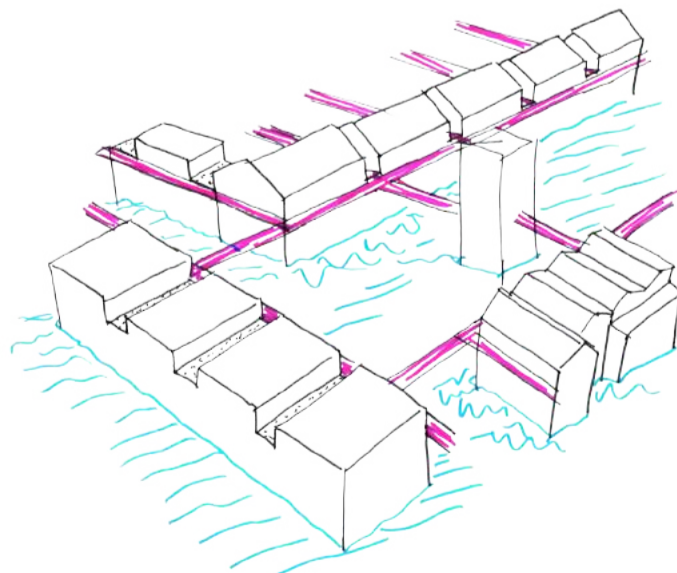
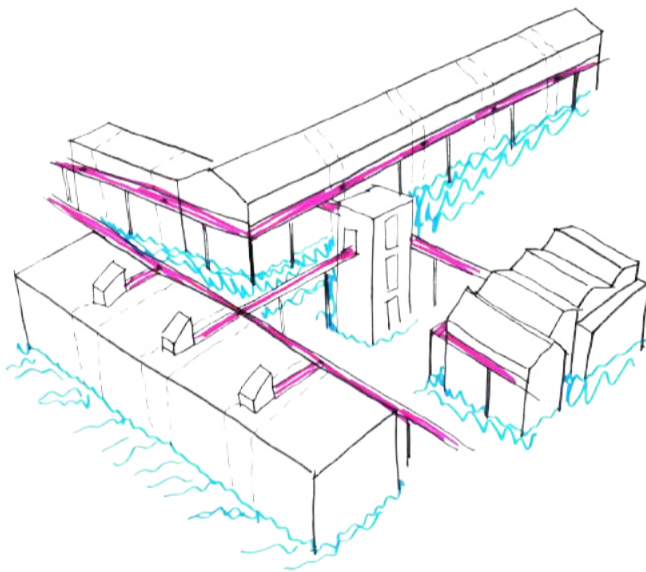
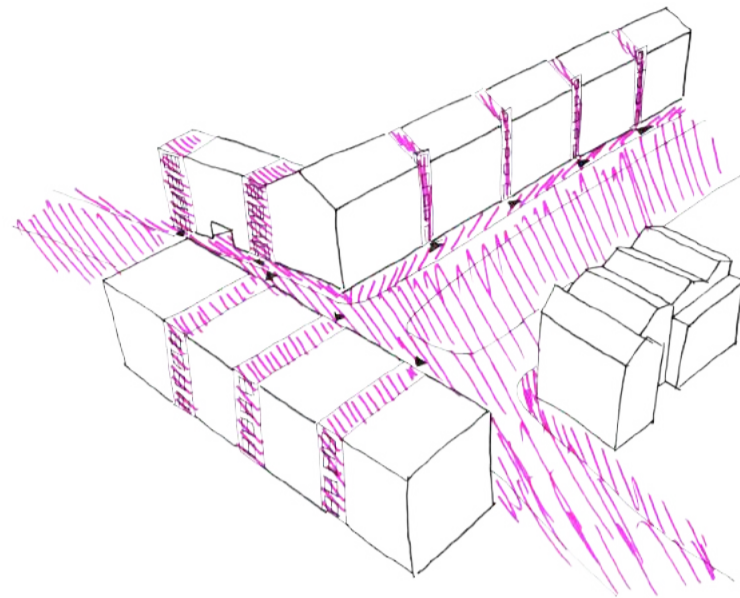
NETWORK REPLACING CONNECTIONS



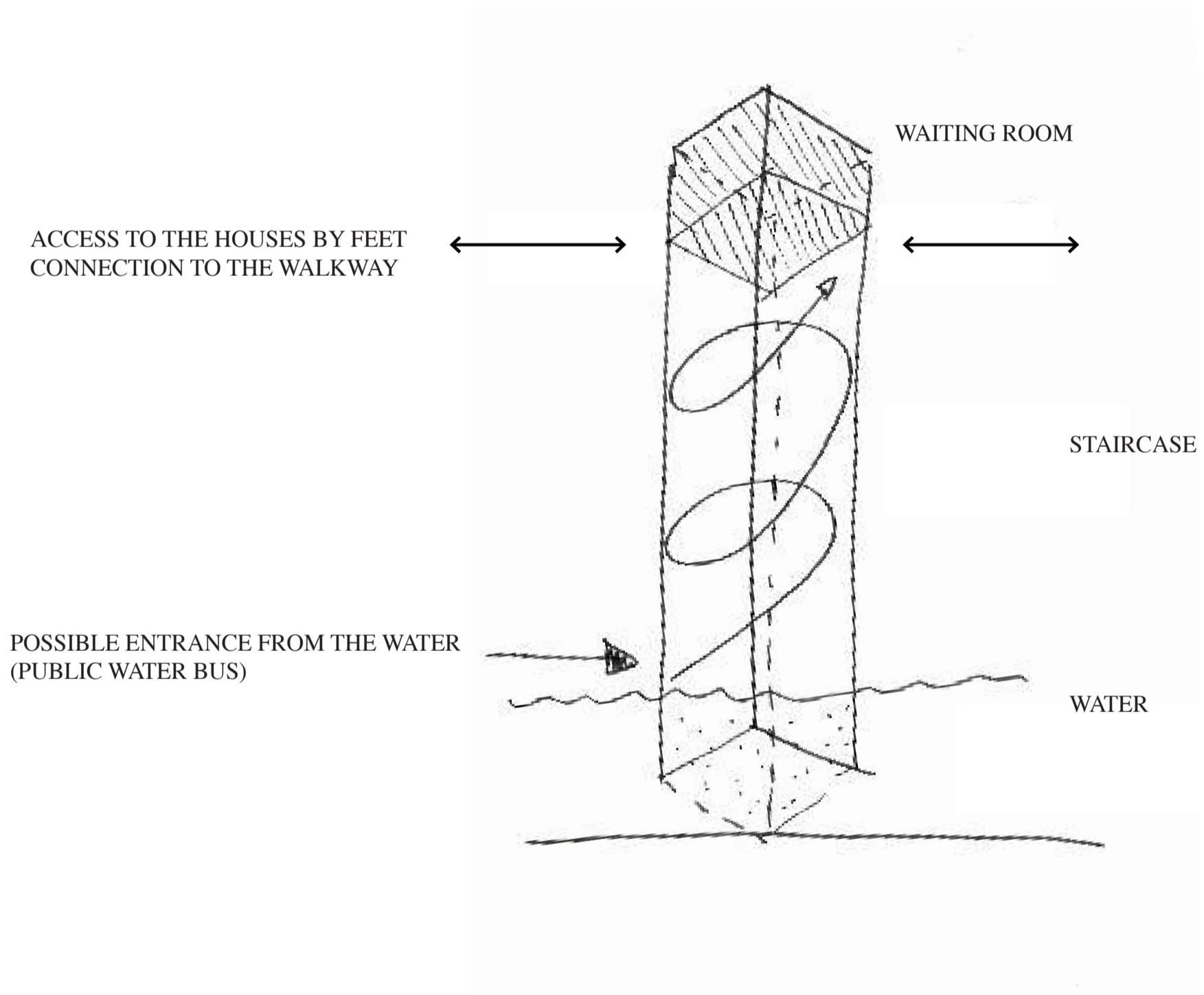
ZOOM ON LOCATION



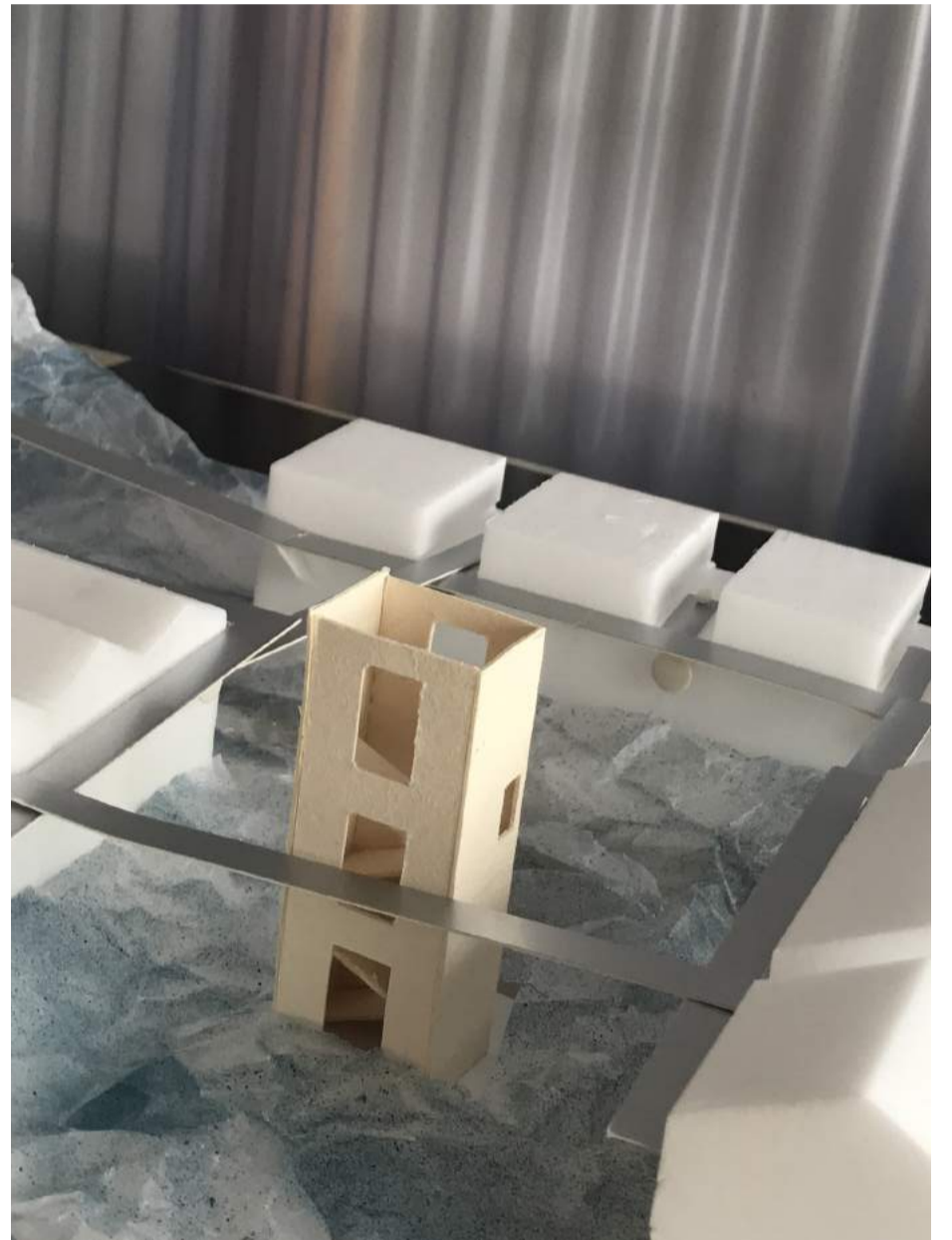
OPTIONS OF NEW CONNECTIONS



ASCENT POINT



MODEL STUDIES

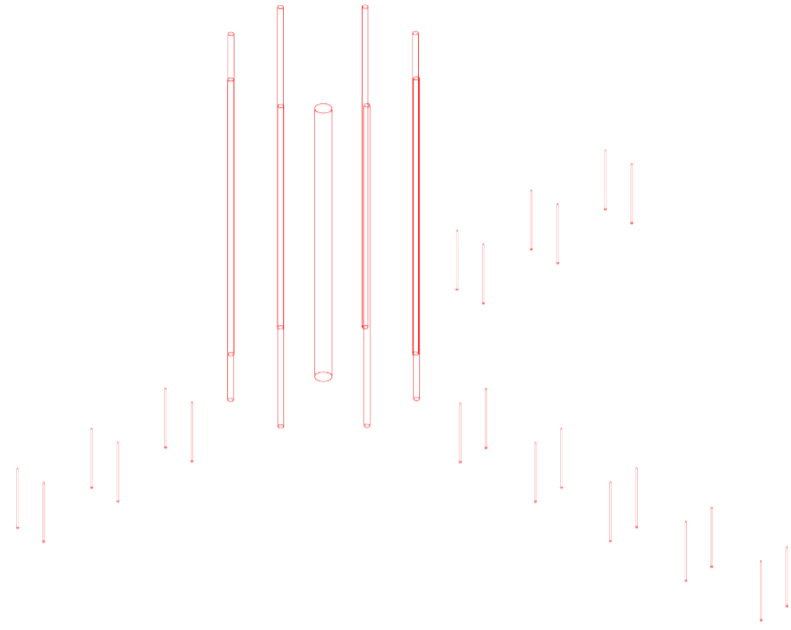


week 11

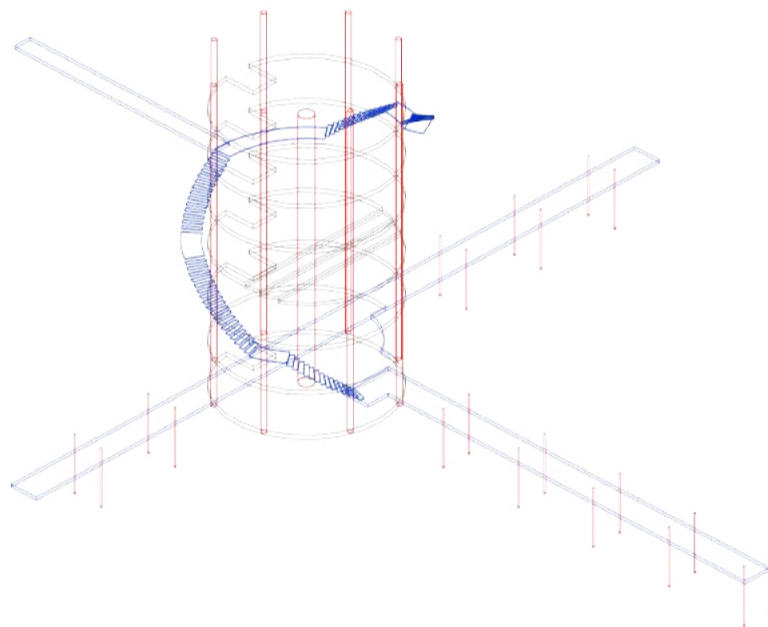
midterm

LAYERS

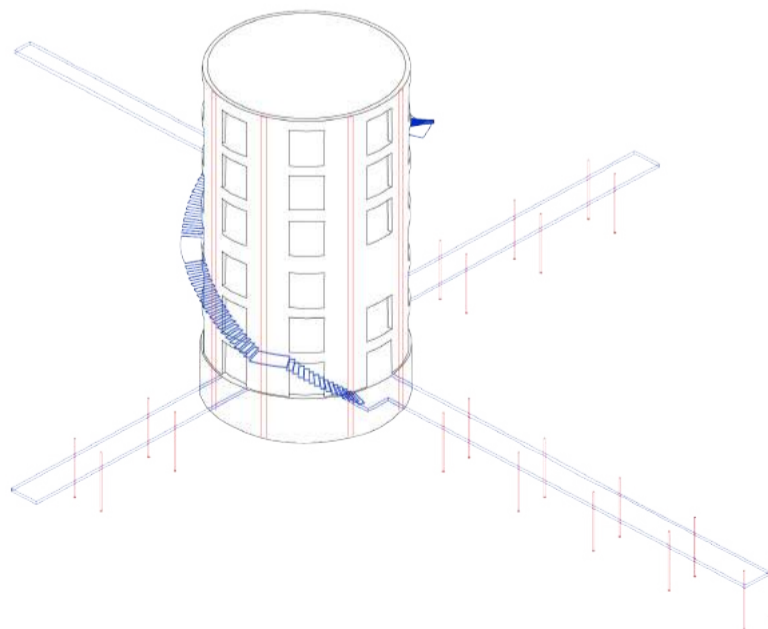
structure



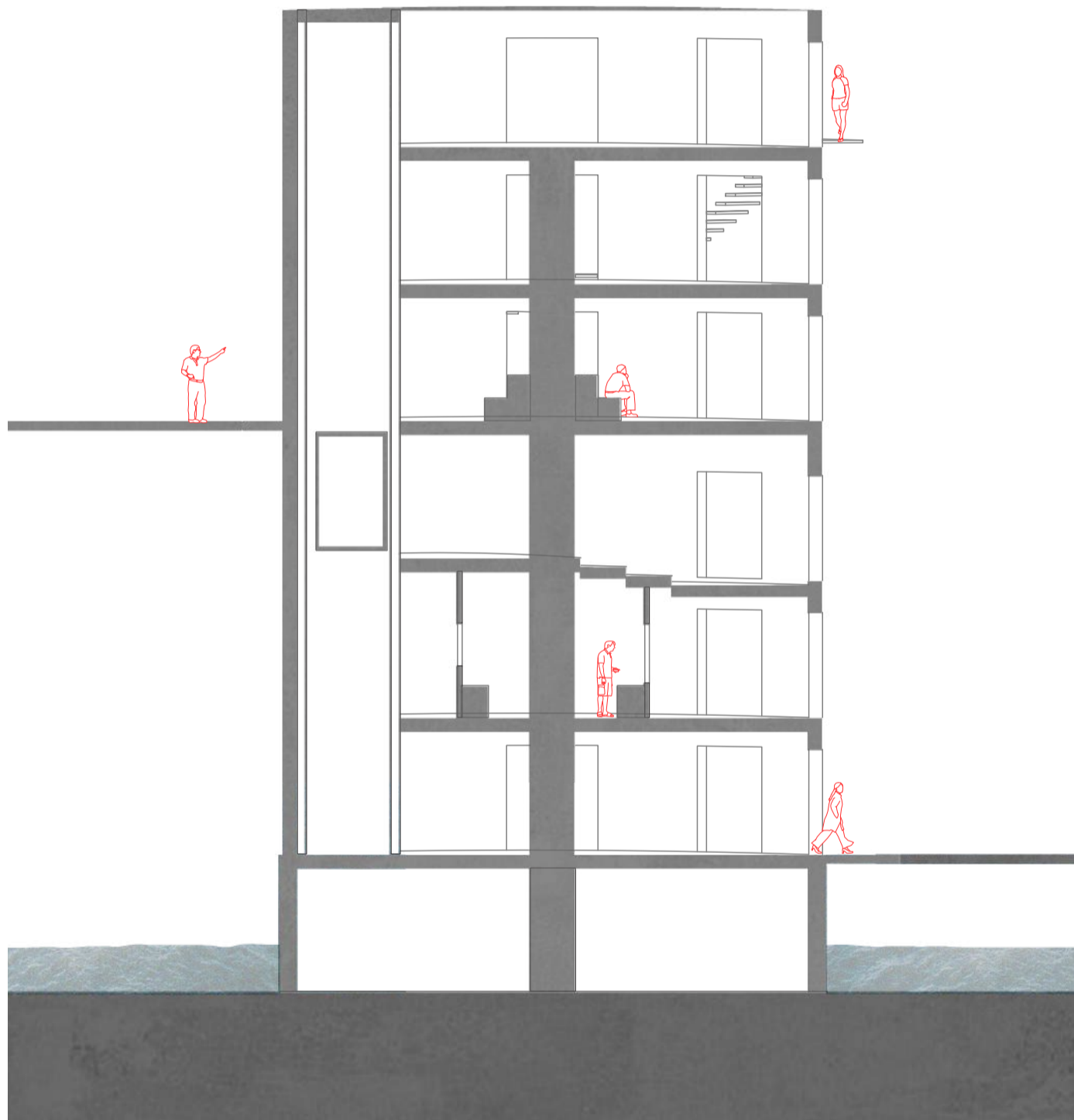
paths



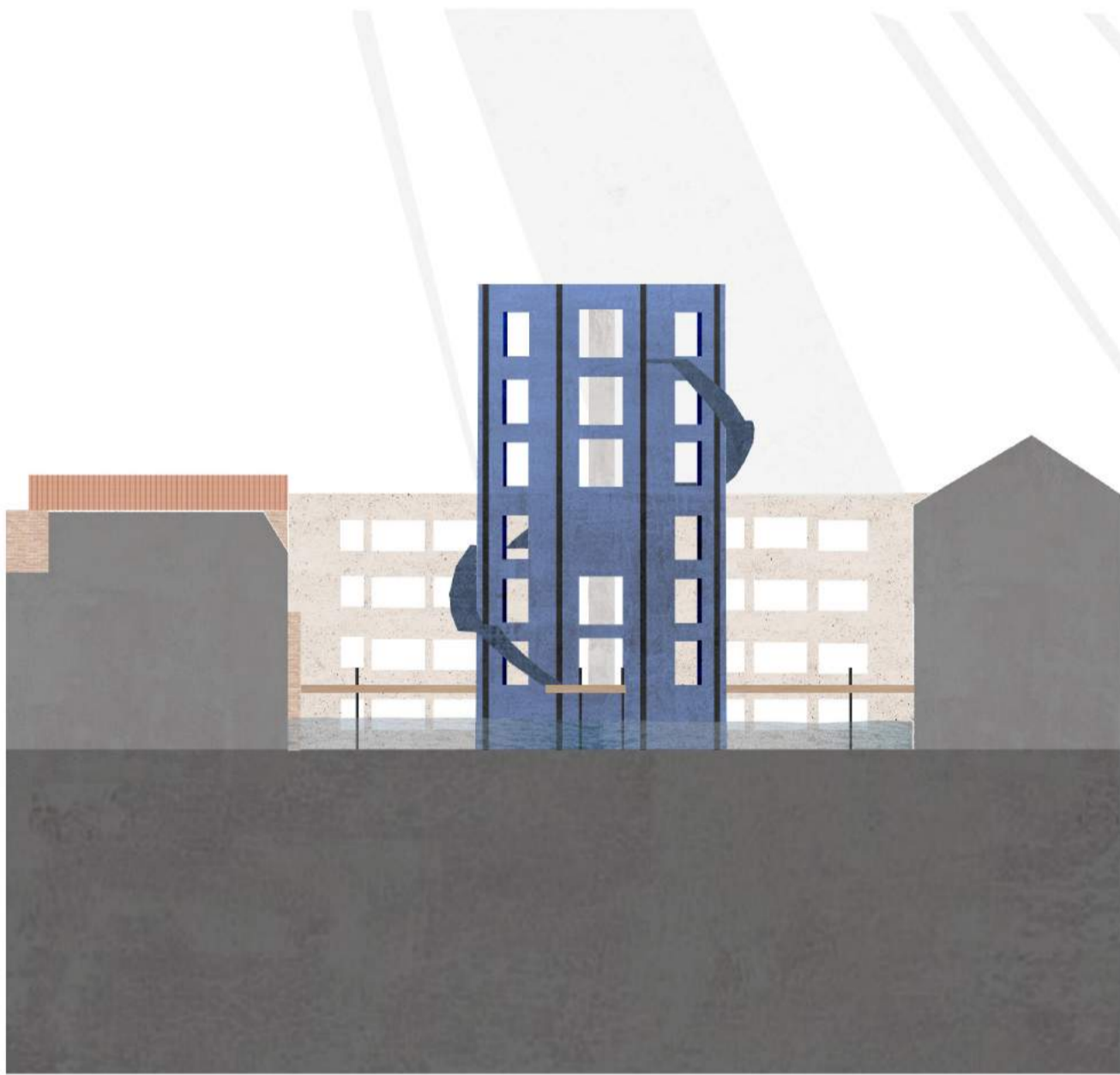
skin



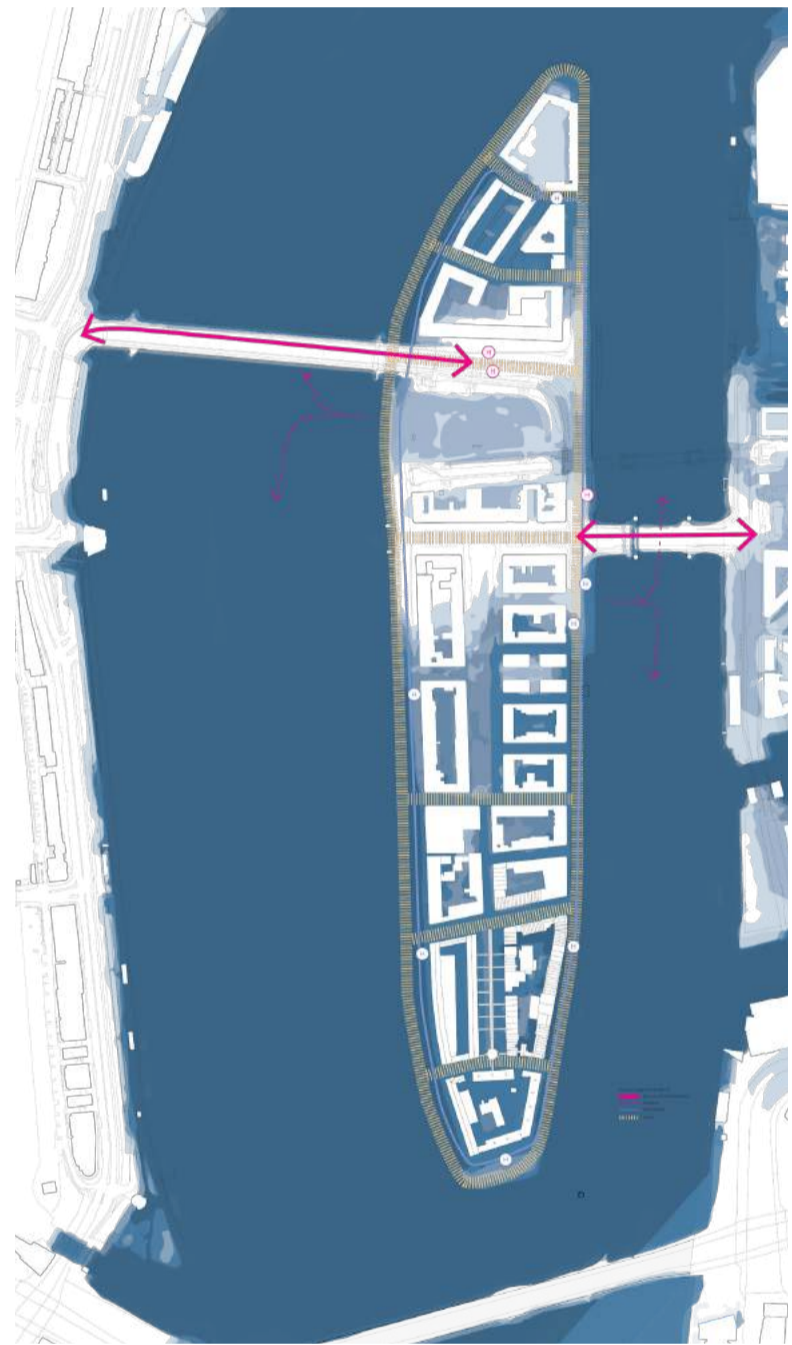
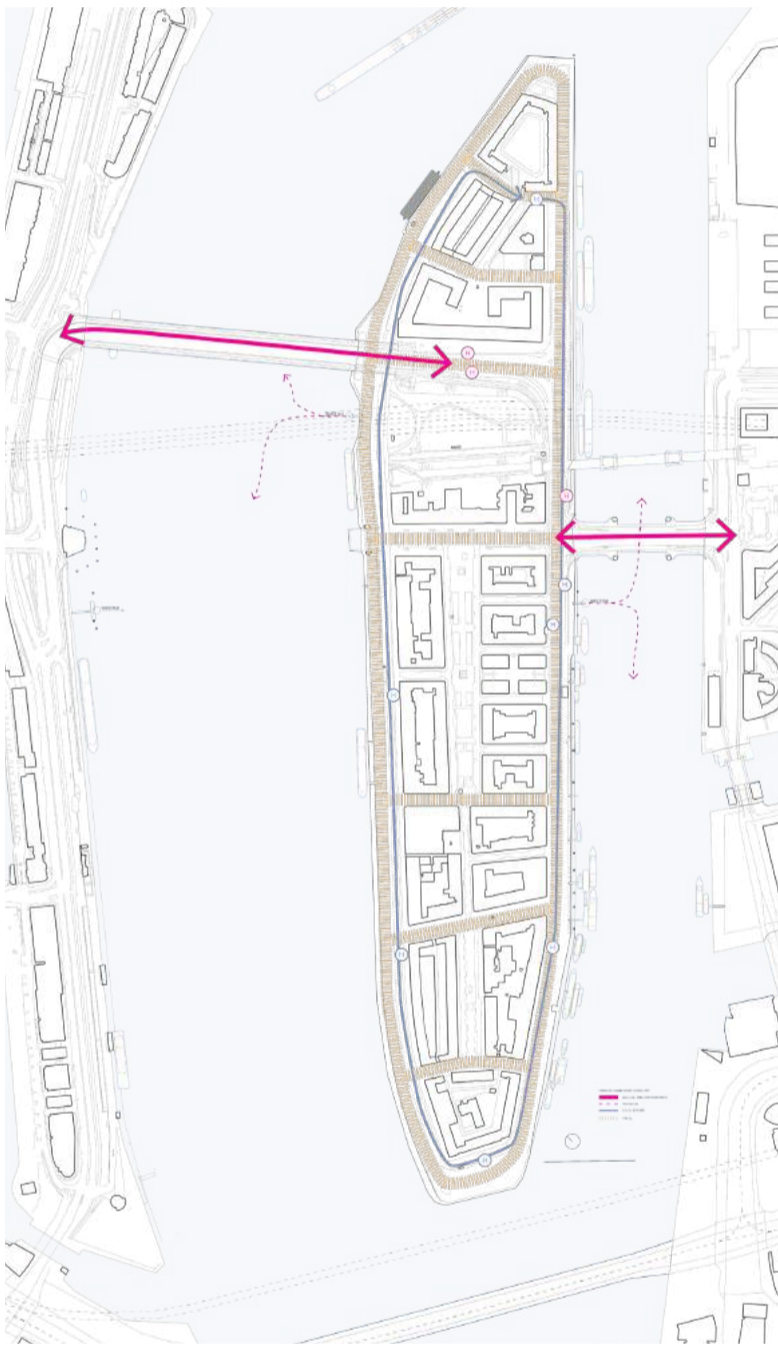
SECTION



COLLAGE



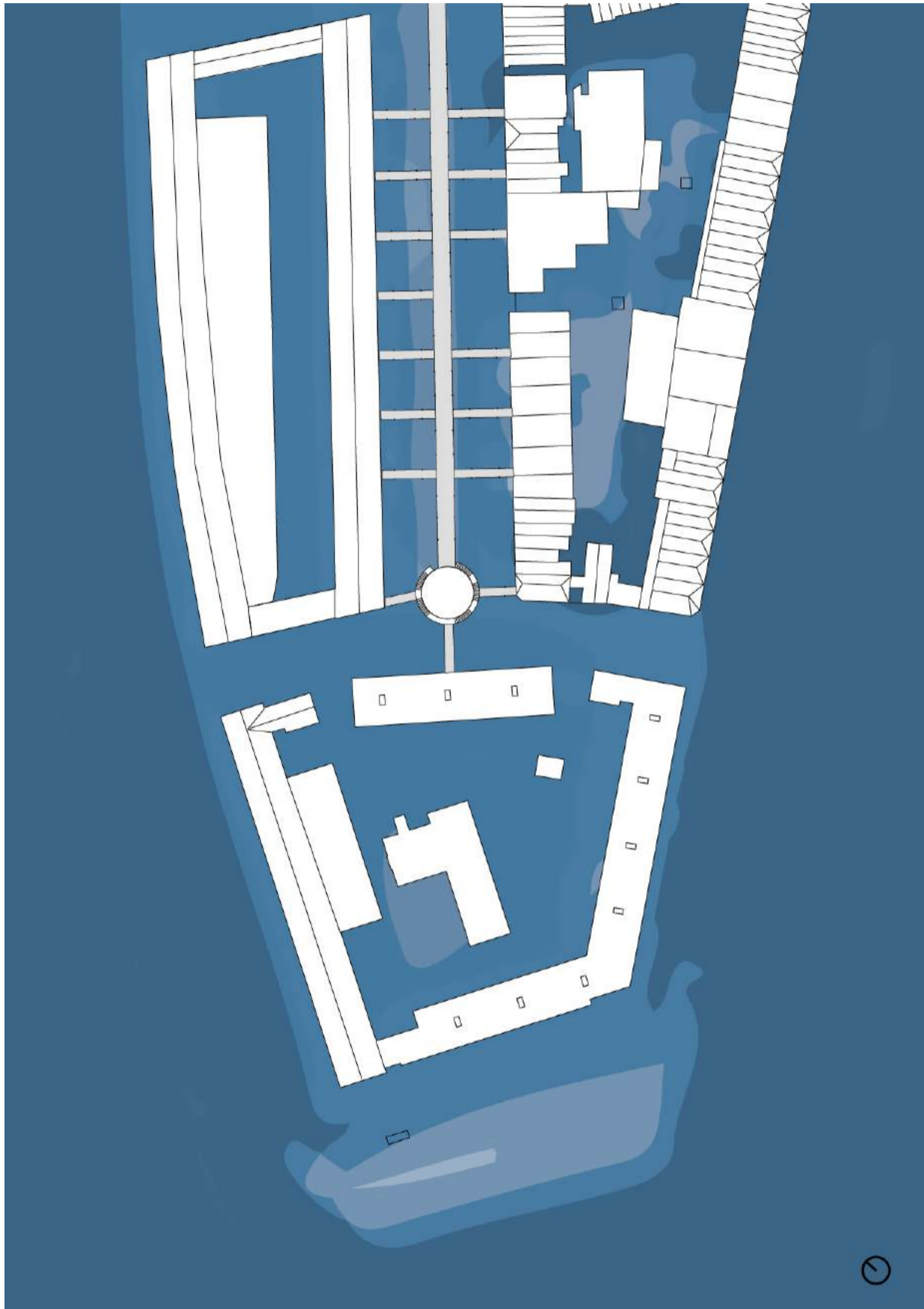
ANALYSIS



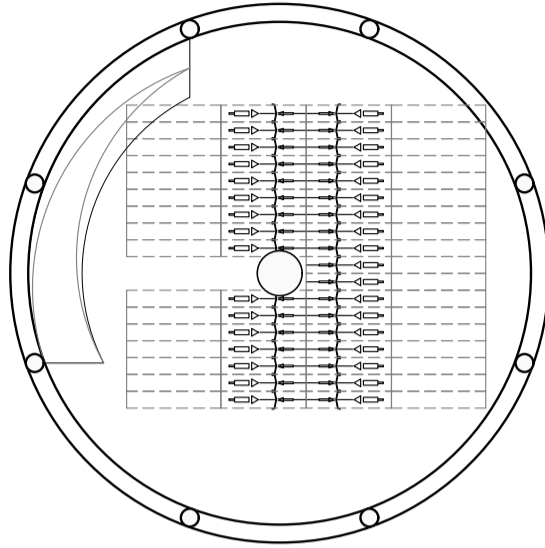
TYPES OF CONNECTIONS TO THE CITY

	BUS, CAR, BIKE AND PEDESTRIAN
	WATER TAXI
	LOCAL BUSLINE
	VISUAL

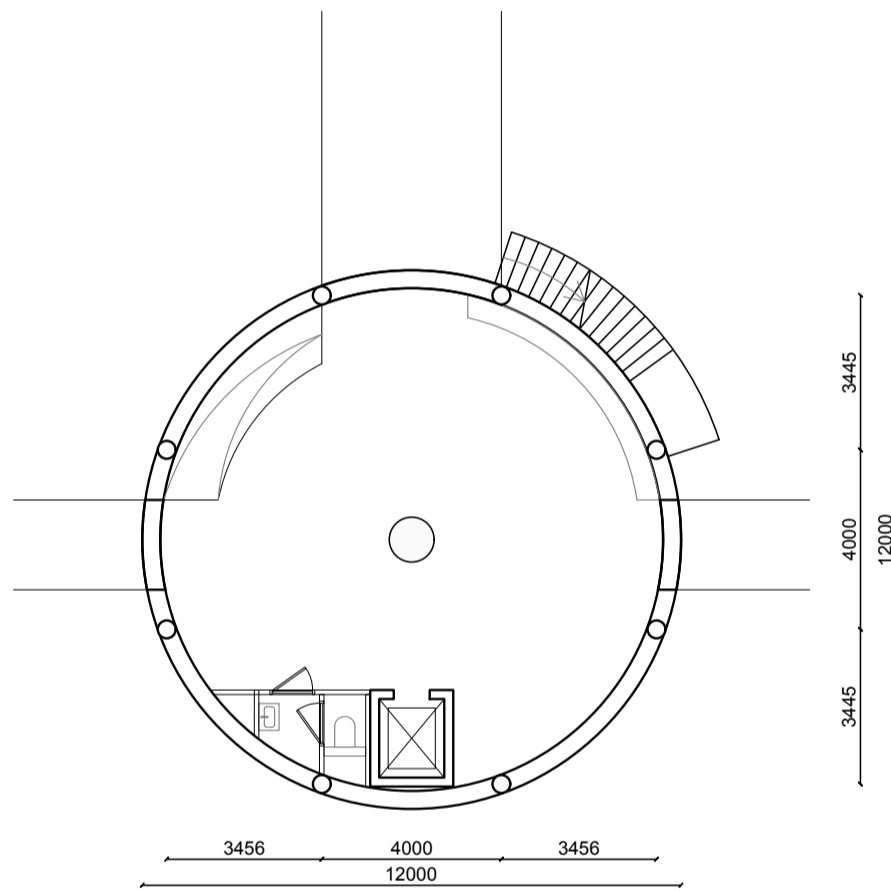
SITE PLAN



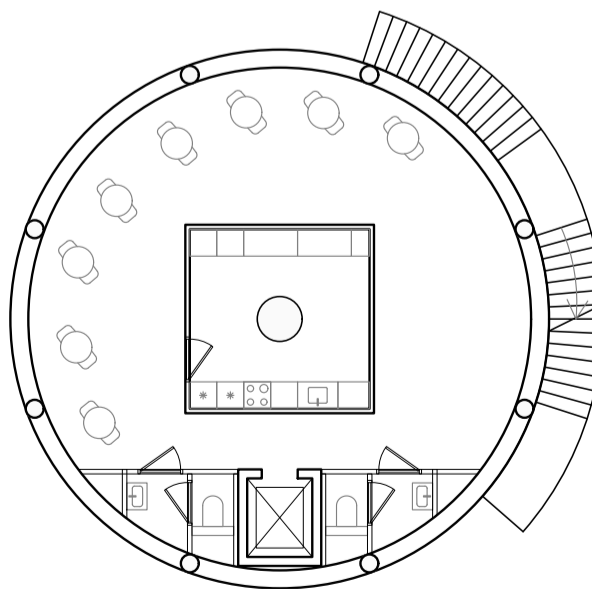
FLOORPLANS



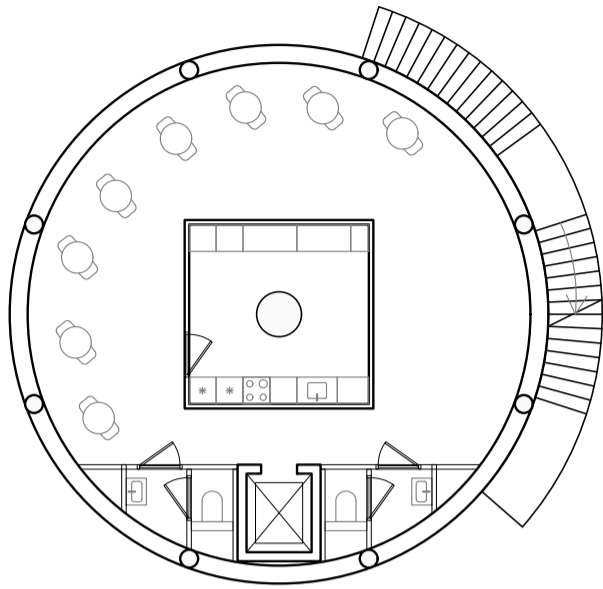
ground floor
bike storage



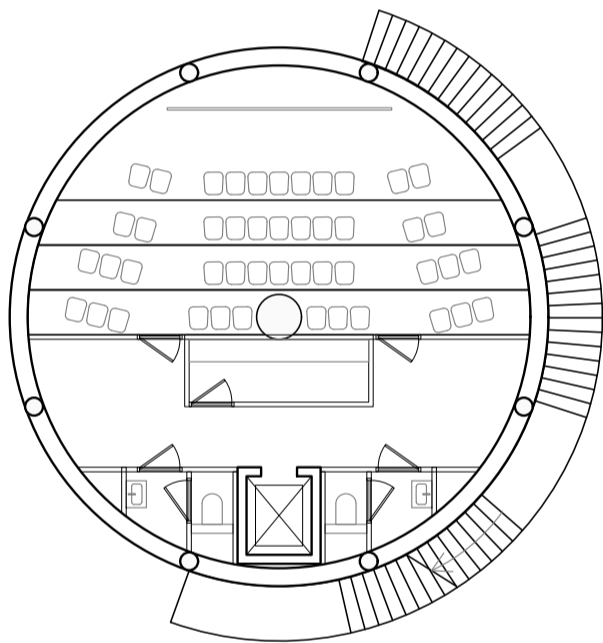
first floor
entrance and waiting hall



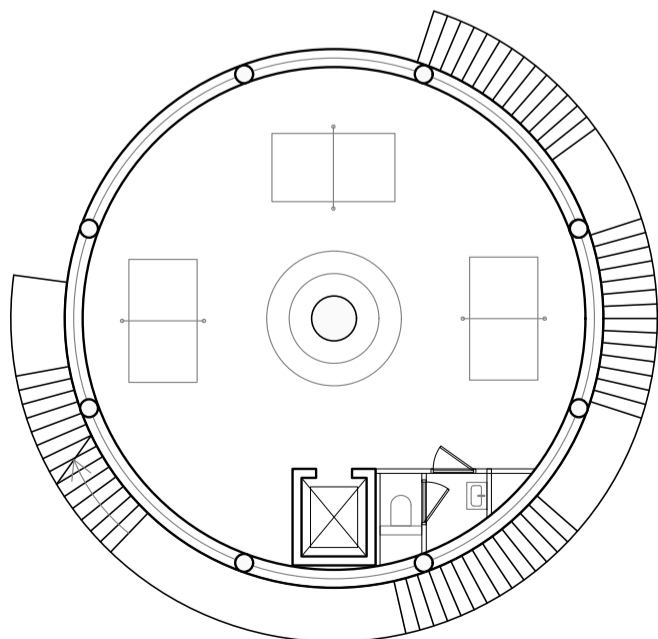
FLOORPLANS



second floor
café






third floor
podium

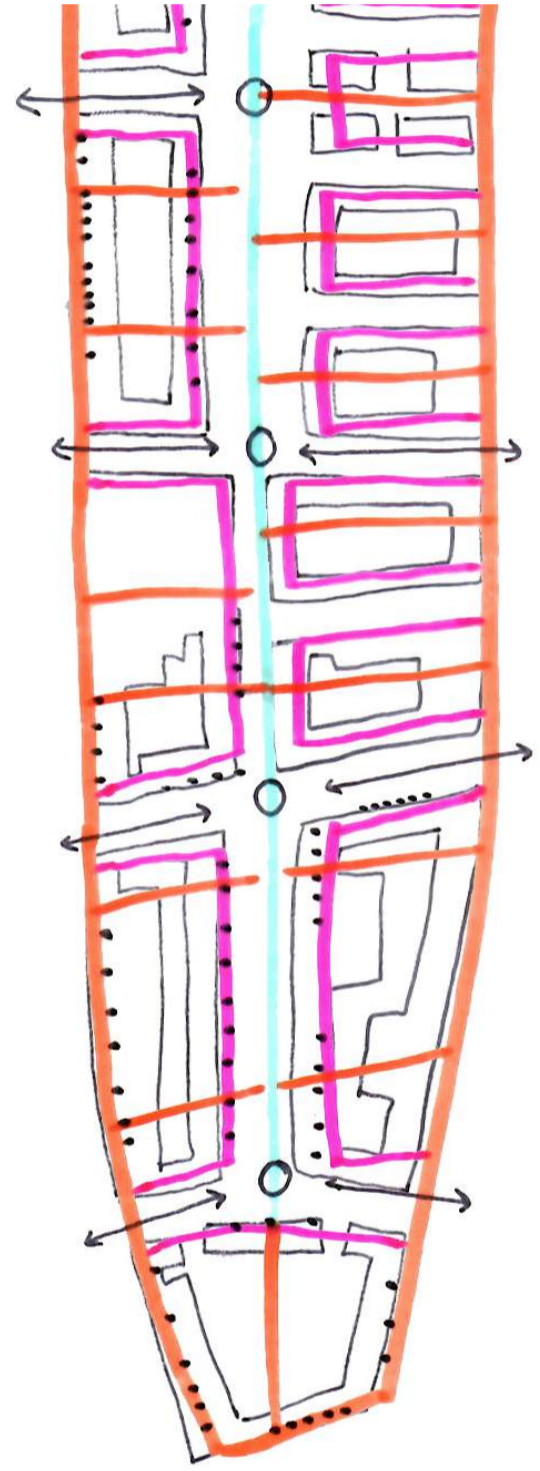
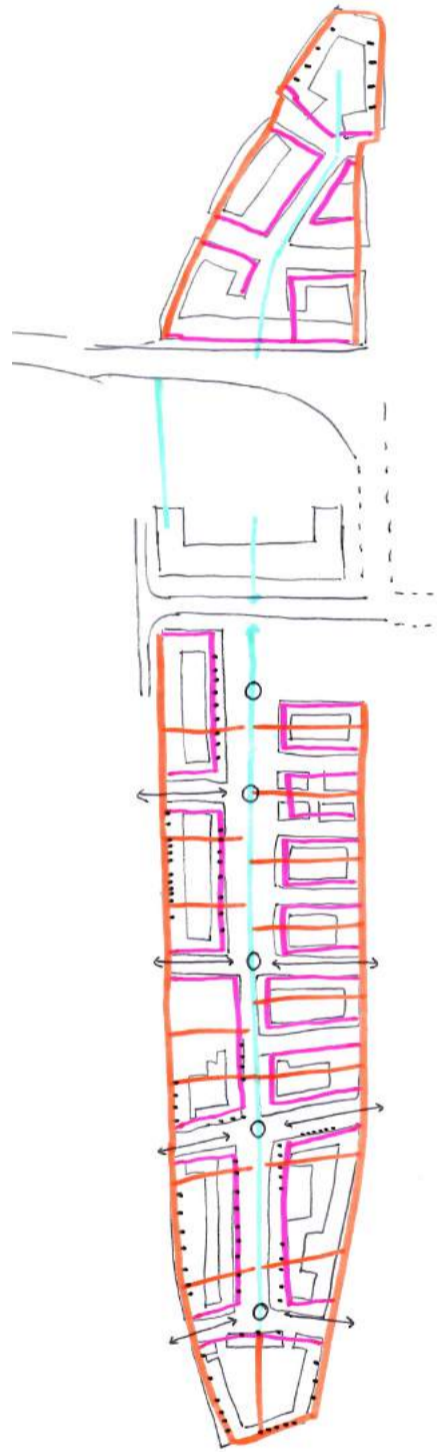


week 12

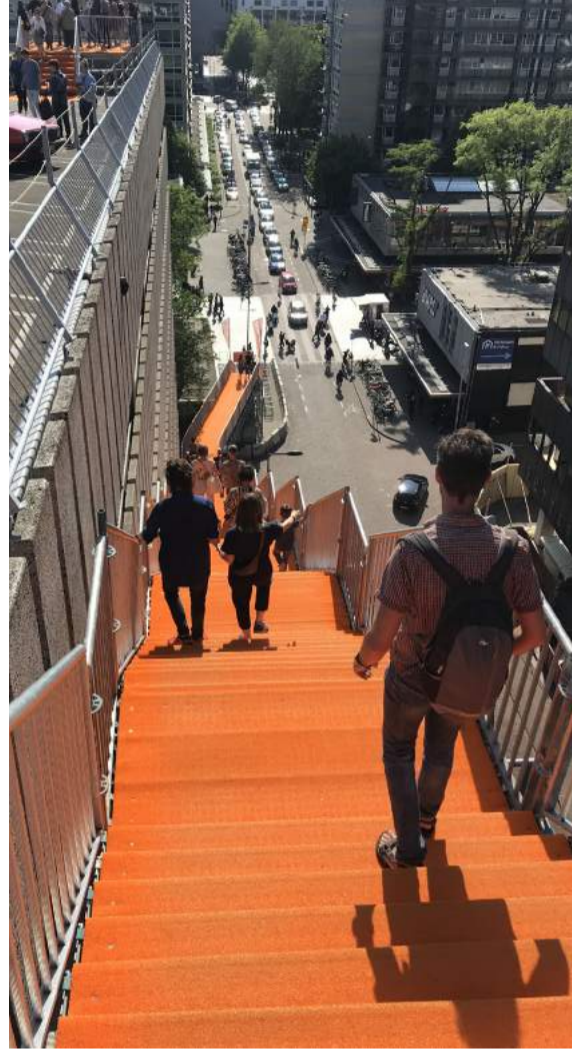
progress

NETWORK OF NEW CONNECTIONS

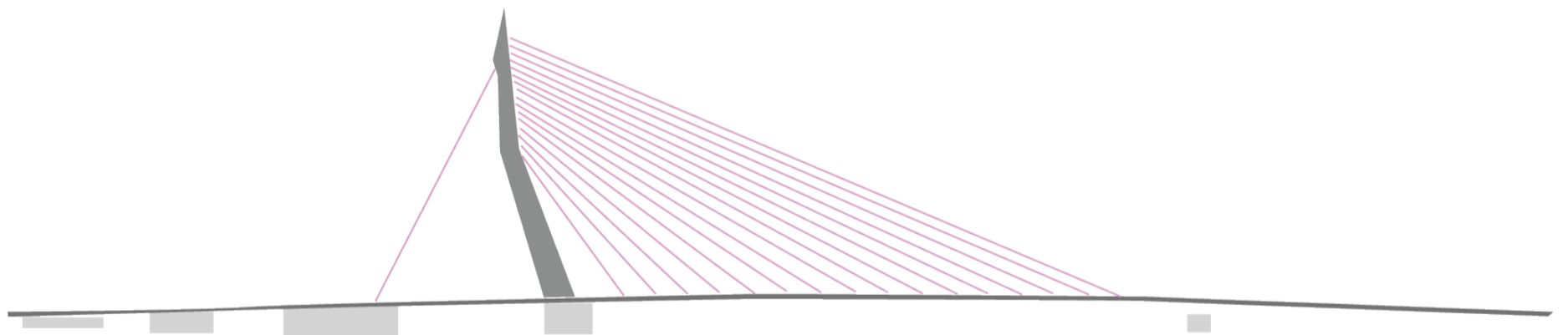
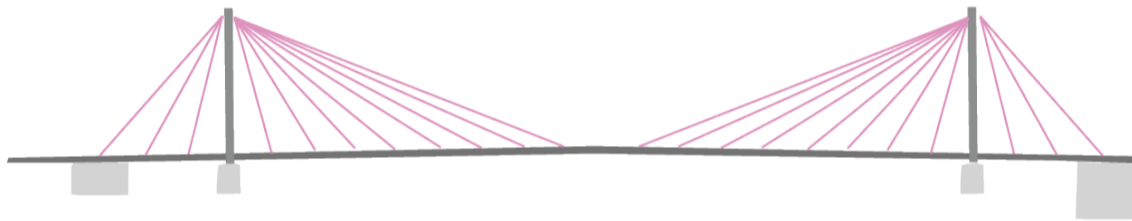
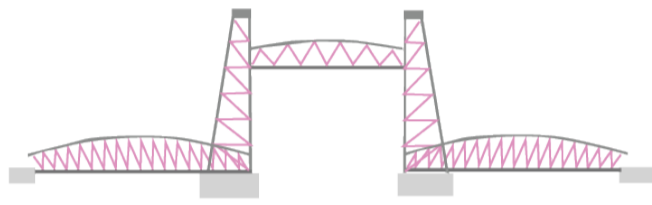
-  main connection
-  all around connection
-  house connection
- inner staircase
- ascending points



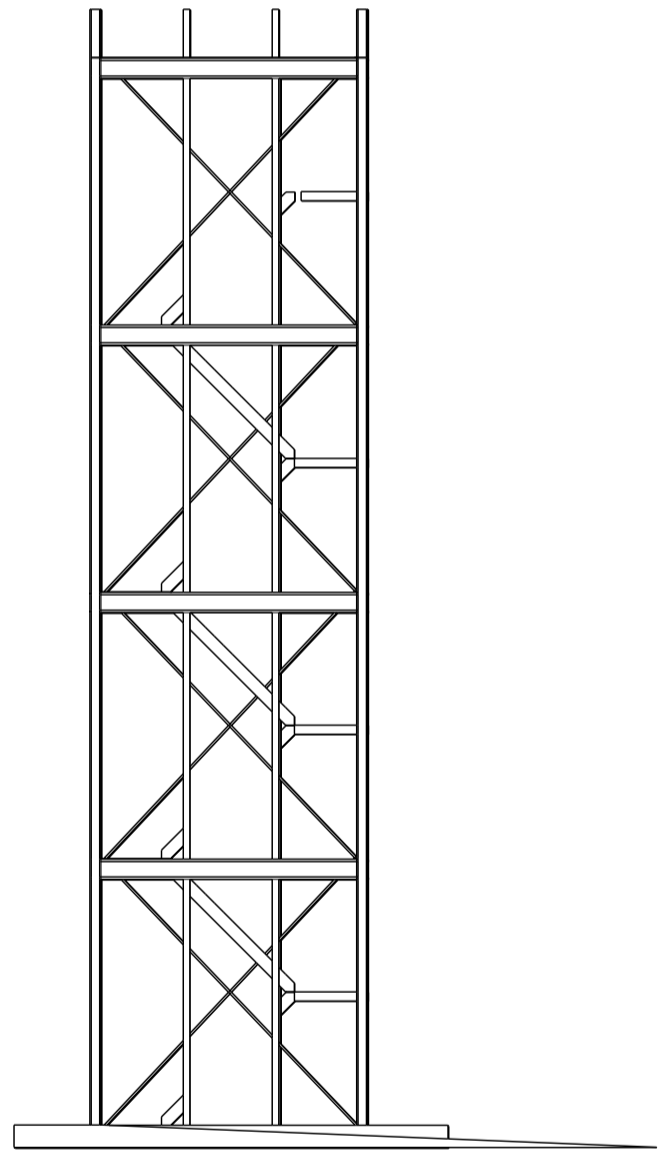
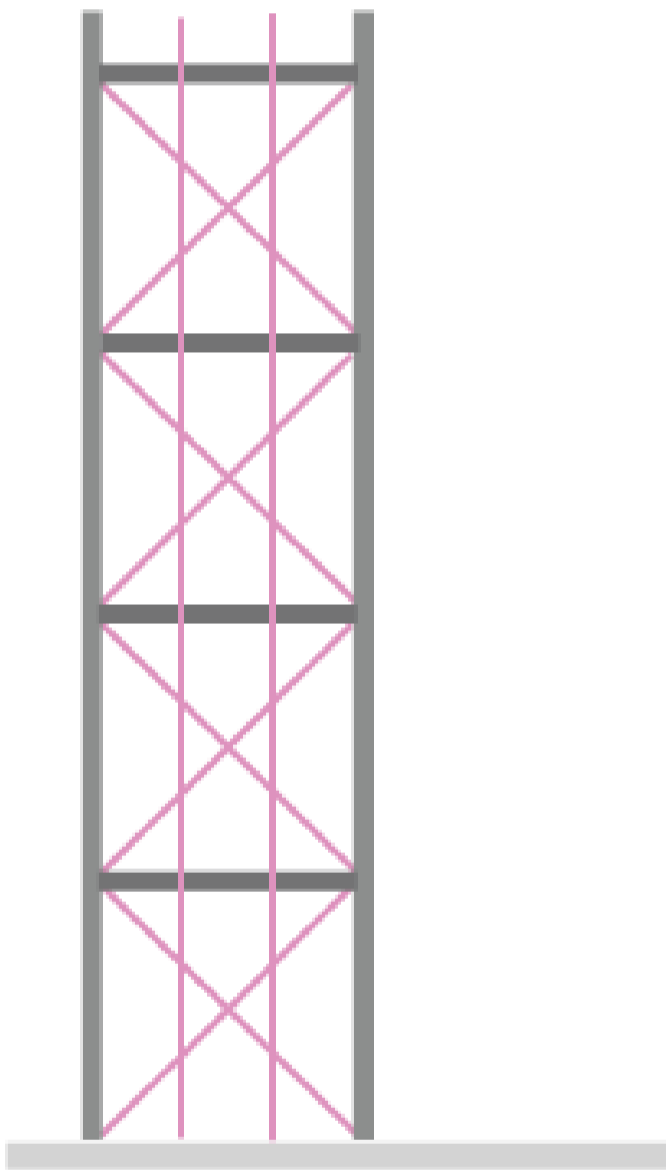
ROTTERDAMSE DAGENDAKEN



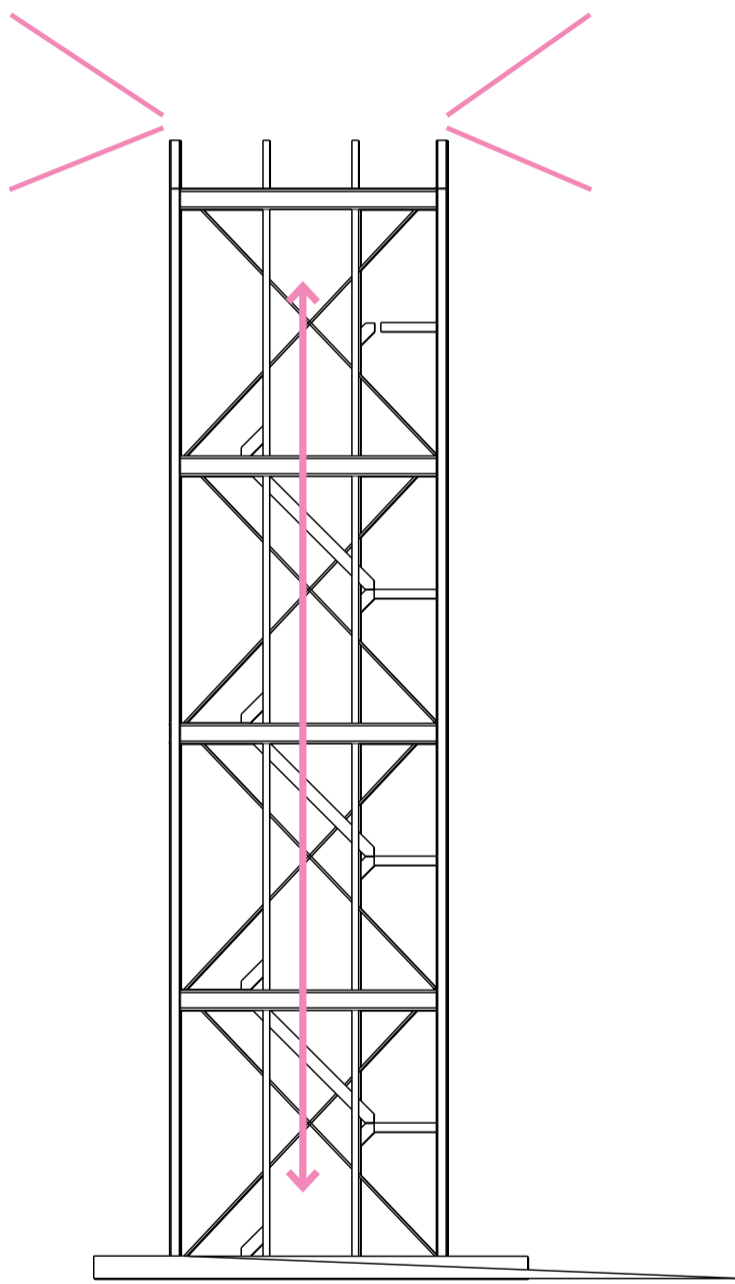
STRUCTURE



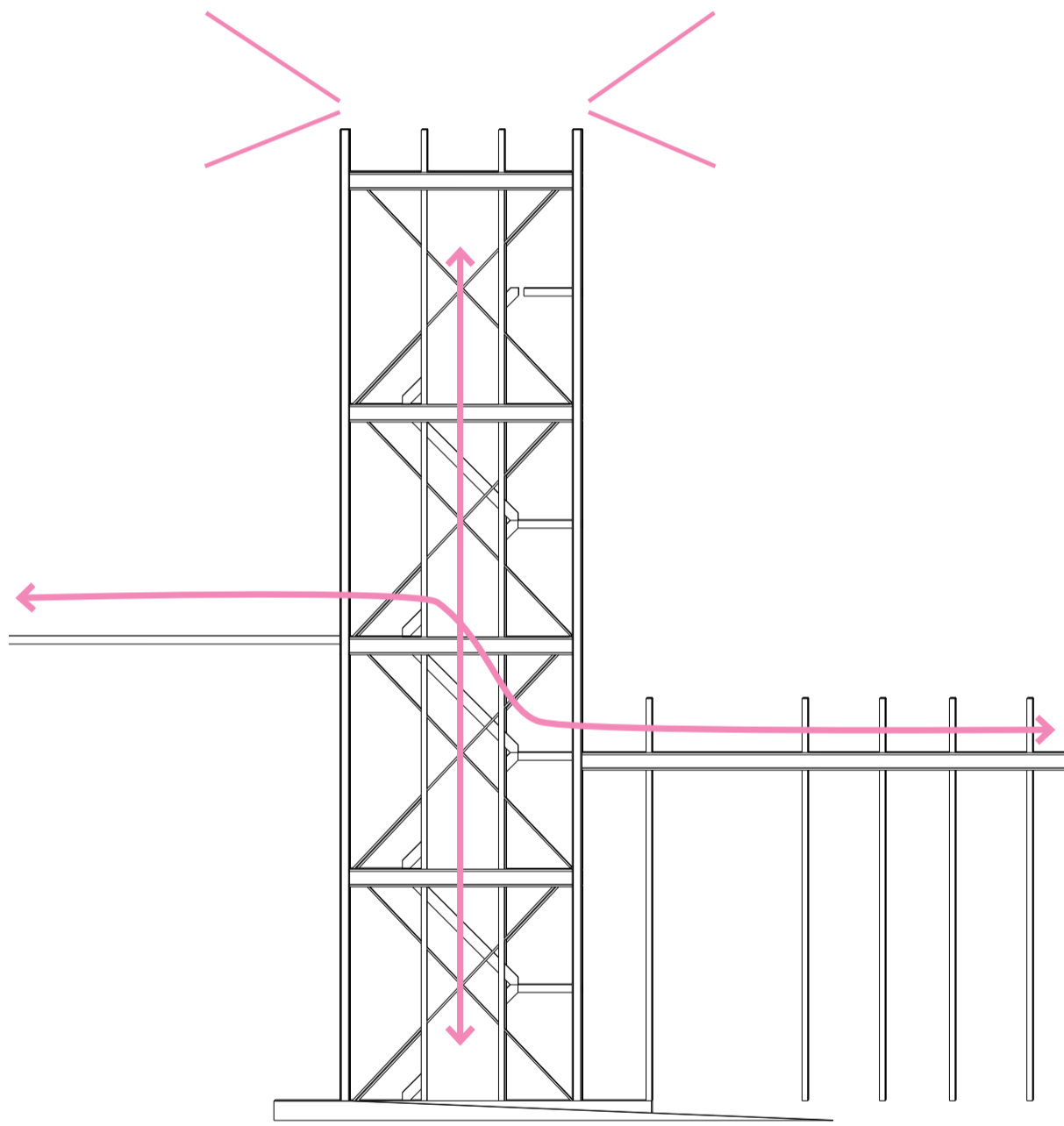
TRANSLATION



DEVELOPMENT

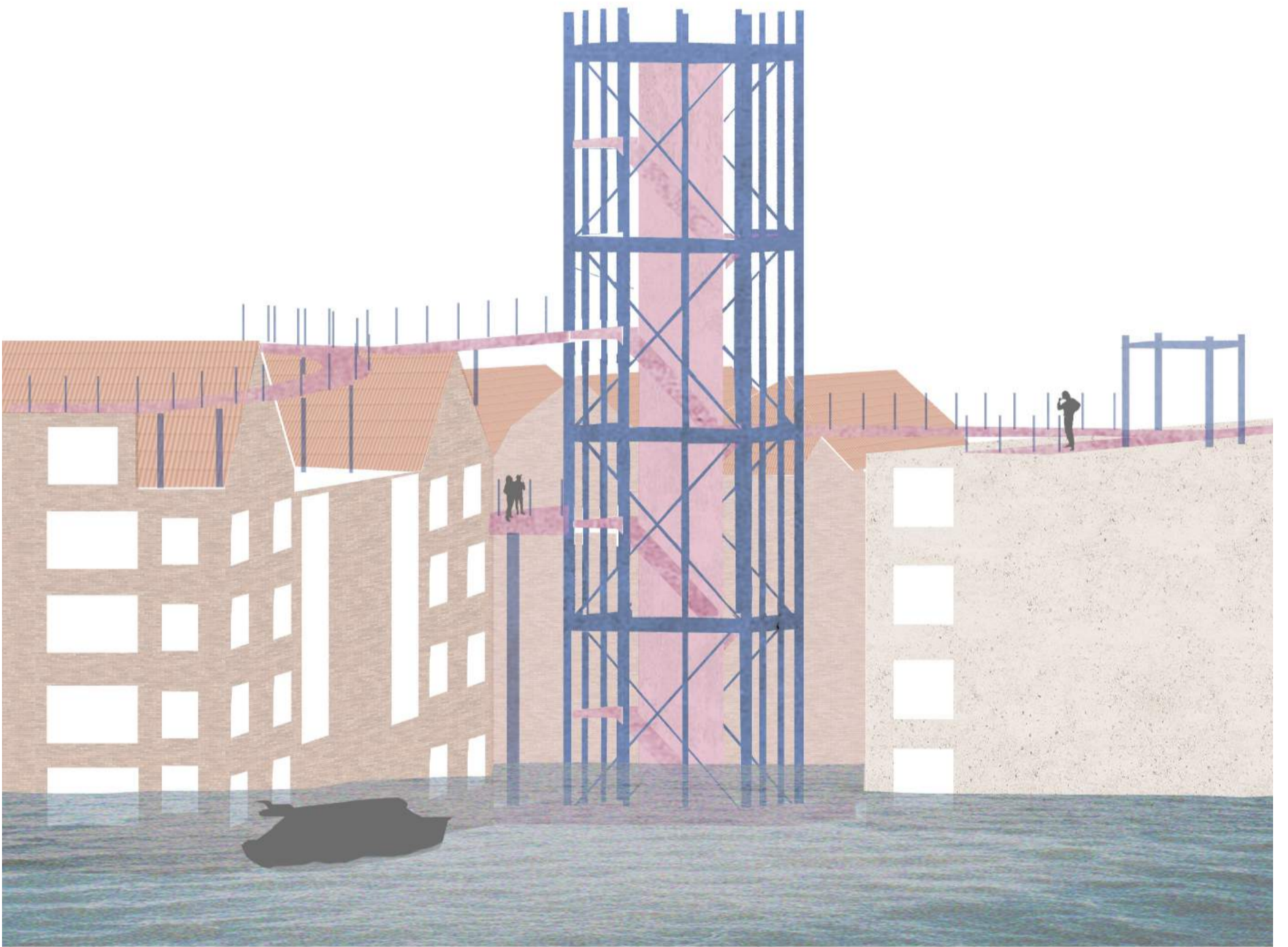


BEFORE WATER RISES
OBSERVING PLATFORM

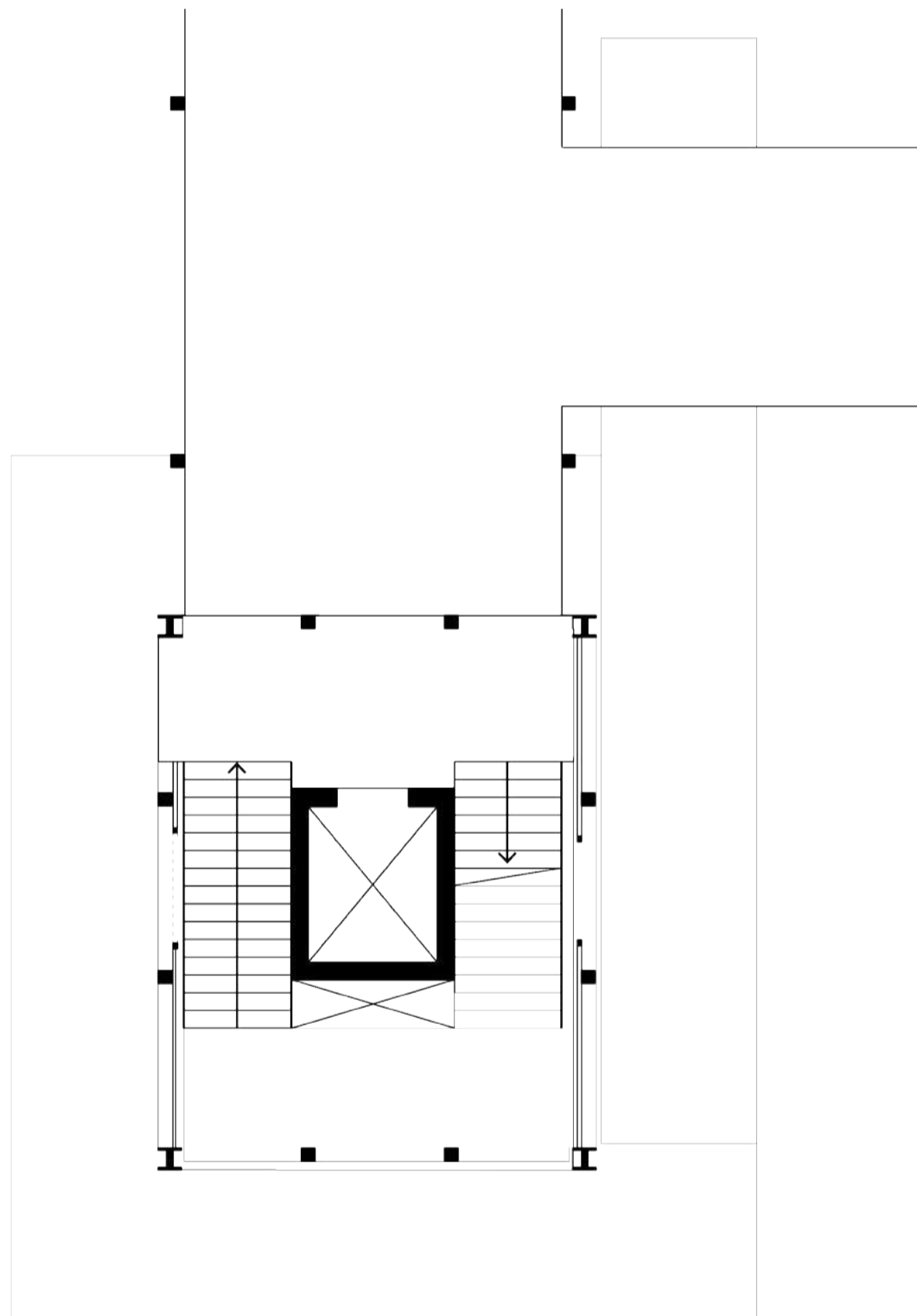


AFTER WATER HAS RISEN
ASCENDING POINT/ CONNECTOR

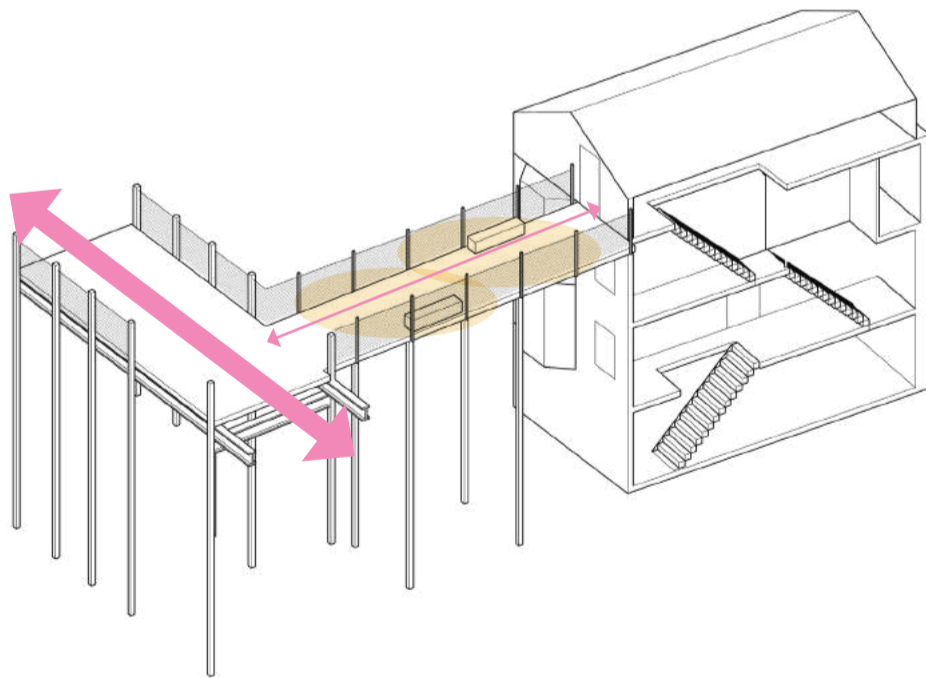
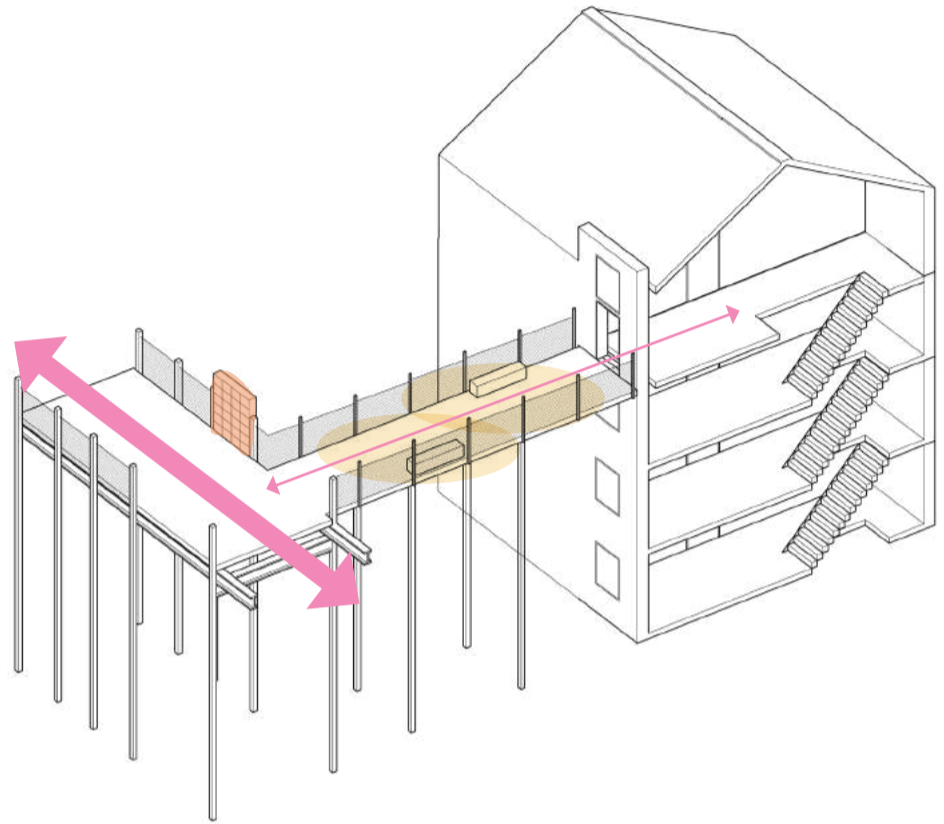
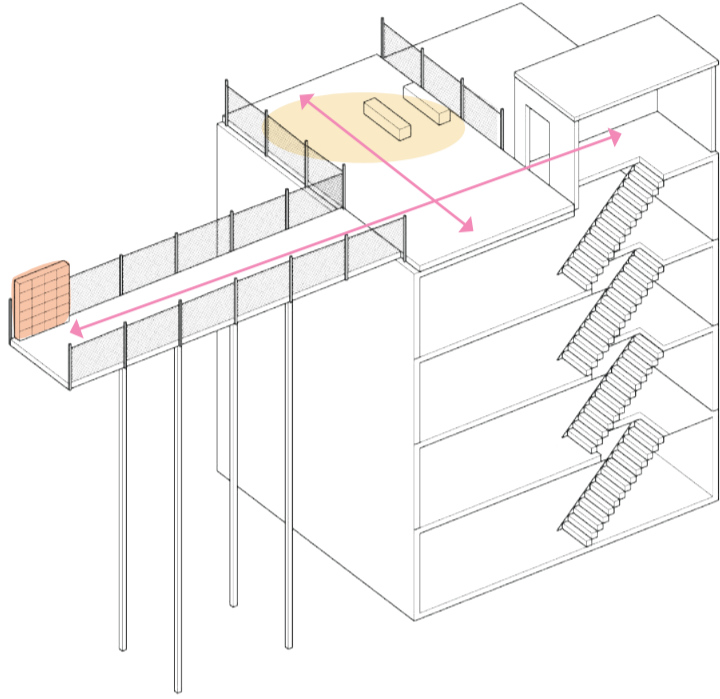
COLLAGE



PRINCIPLE FLOORPLAN
third floor connection to lifted street



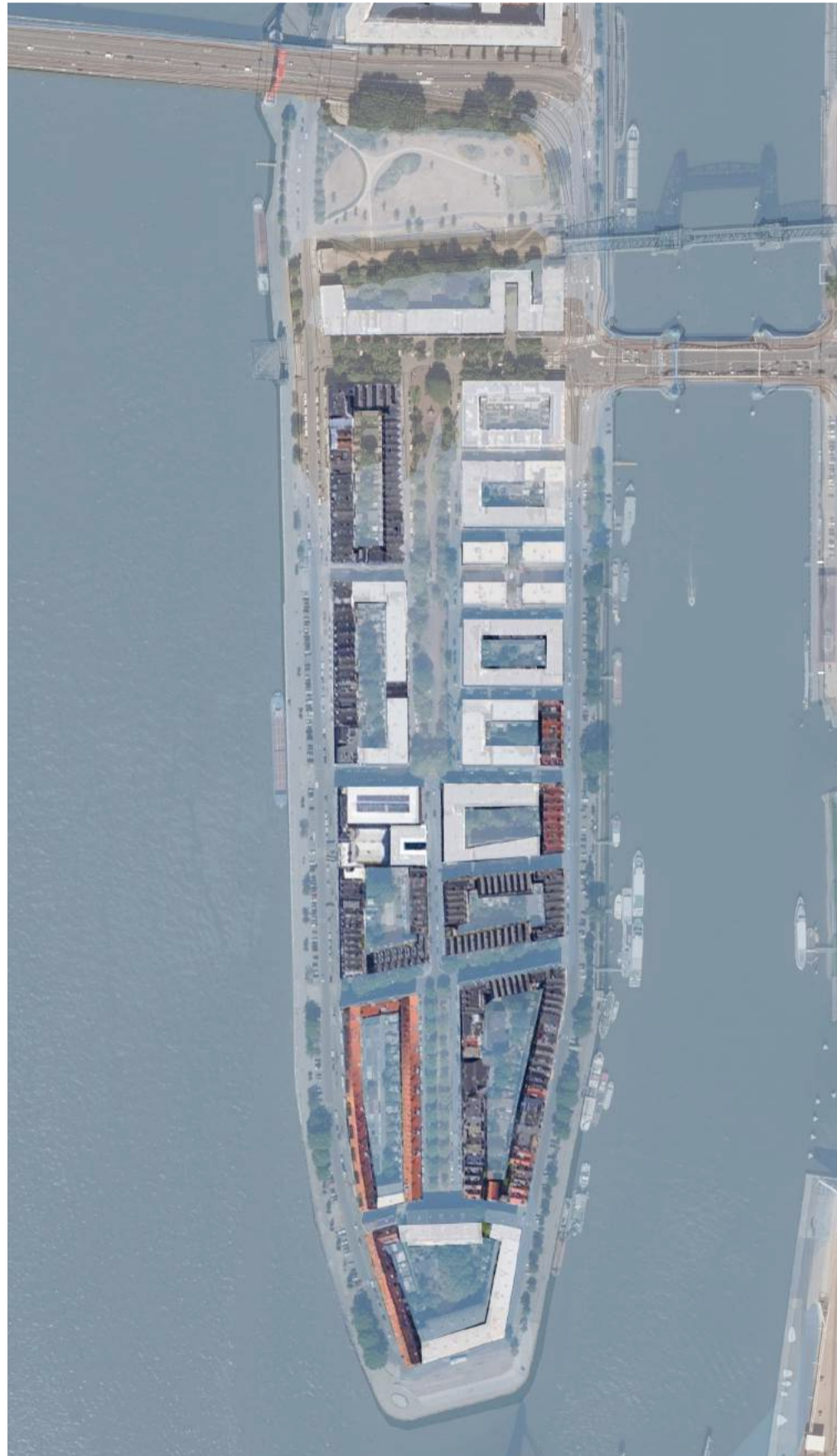
THREE TYPOLOGIES



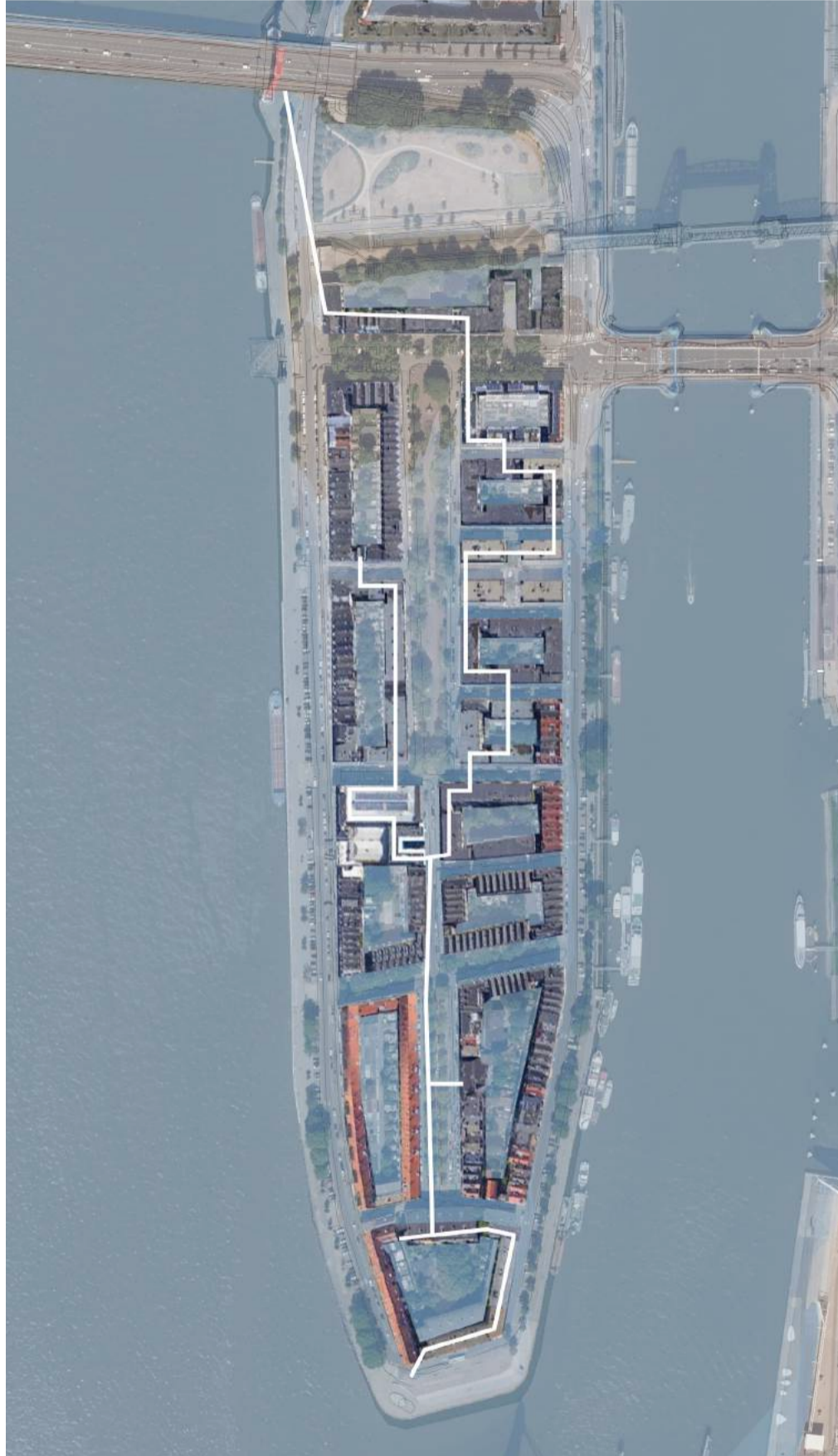
week 13

progress

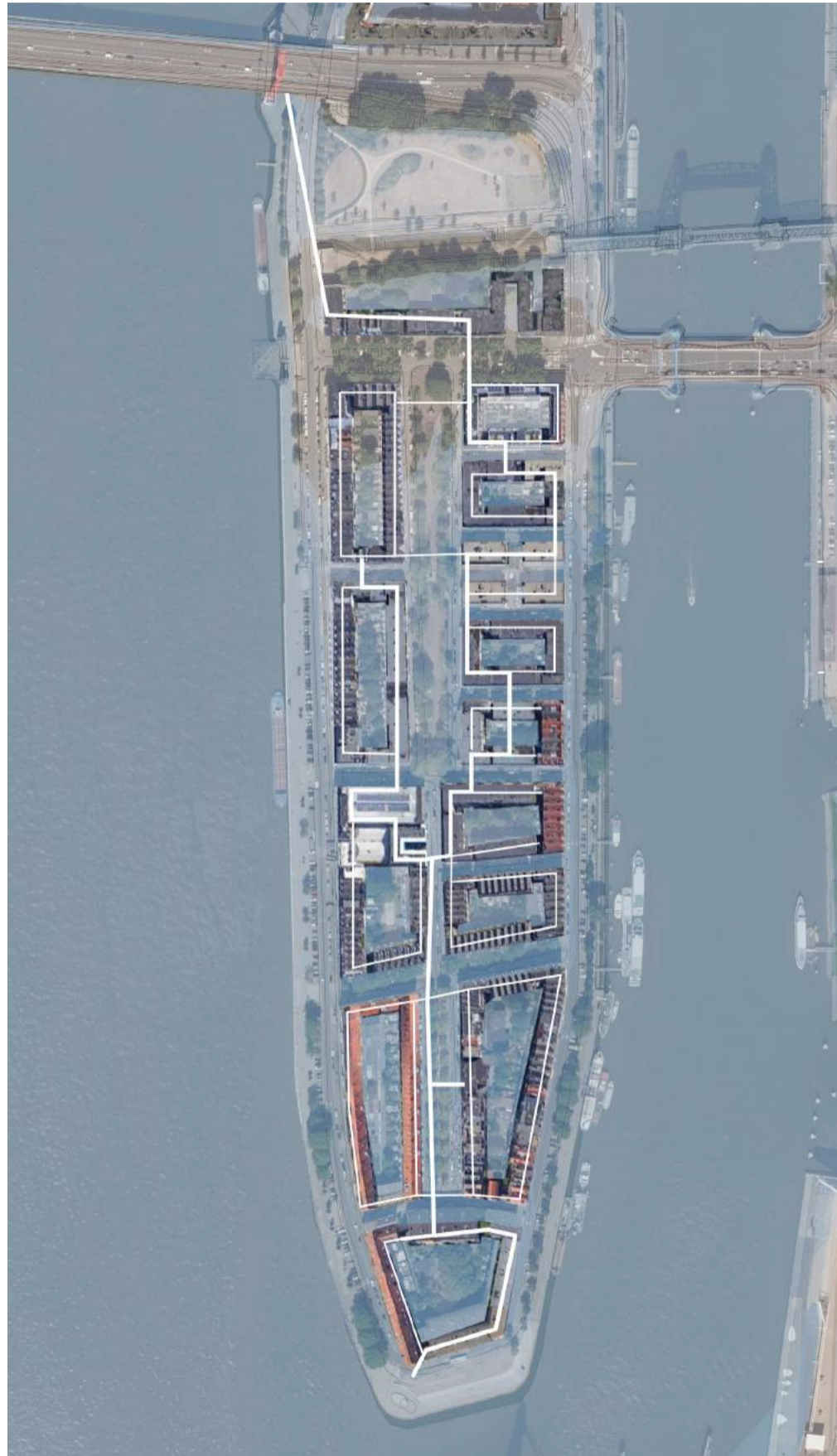
ROOF TYPES



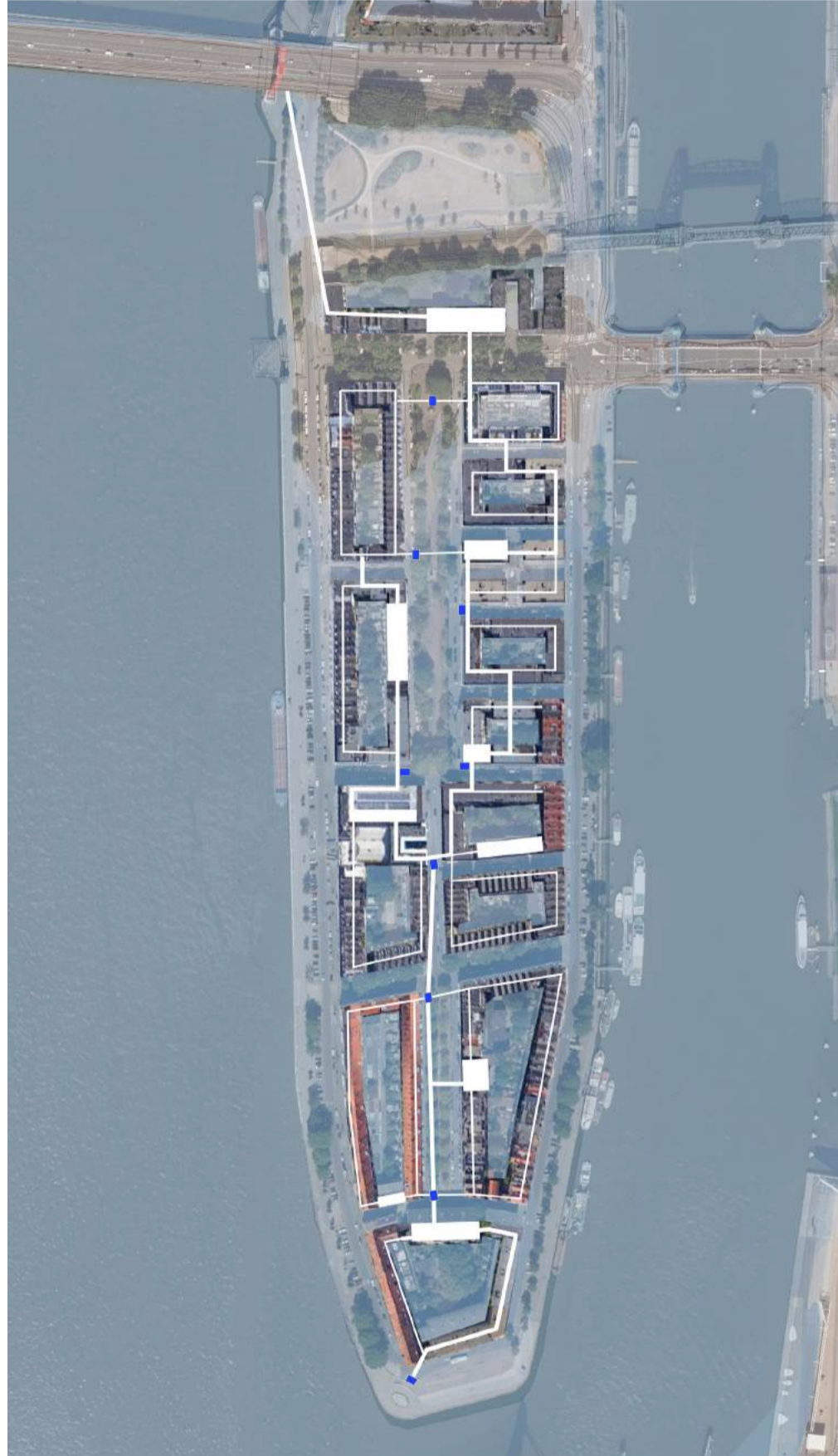
CONNECTION FROM NORTH TO SOUTH



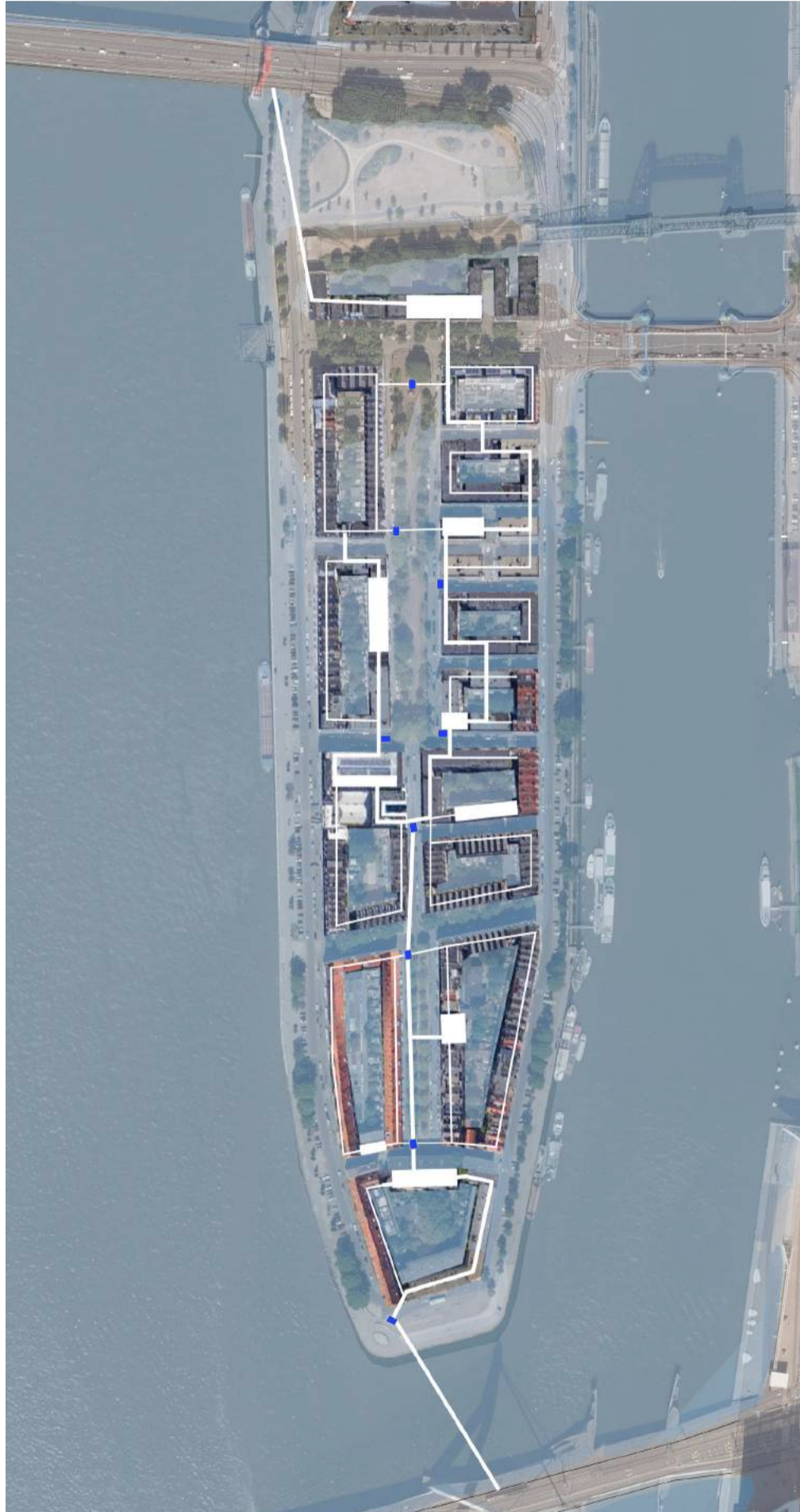
PATHS FOR ACCESSIBILITY



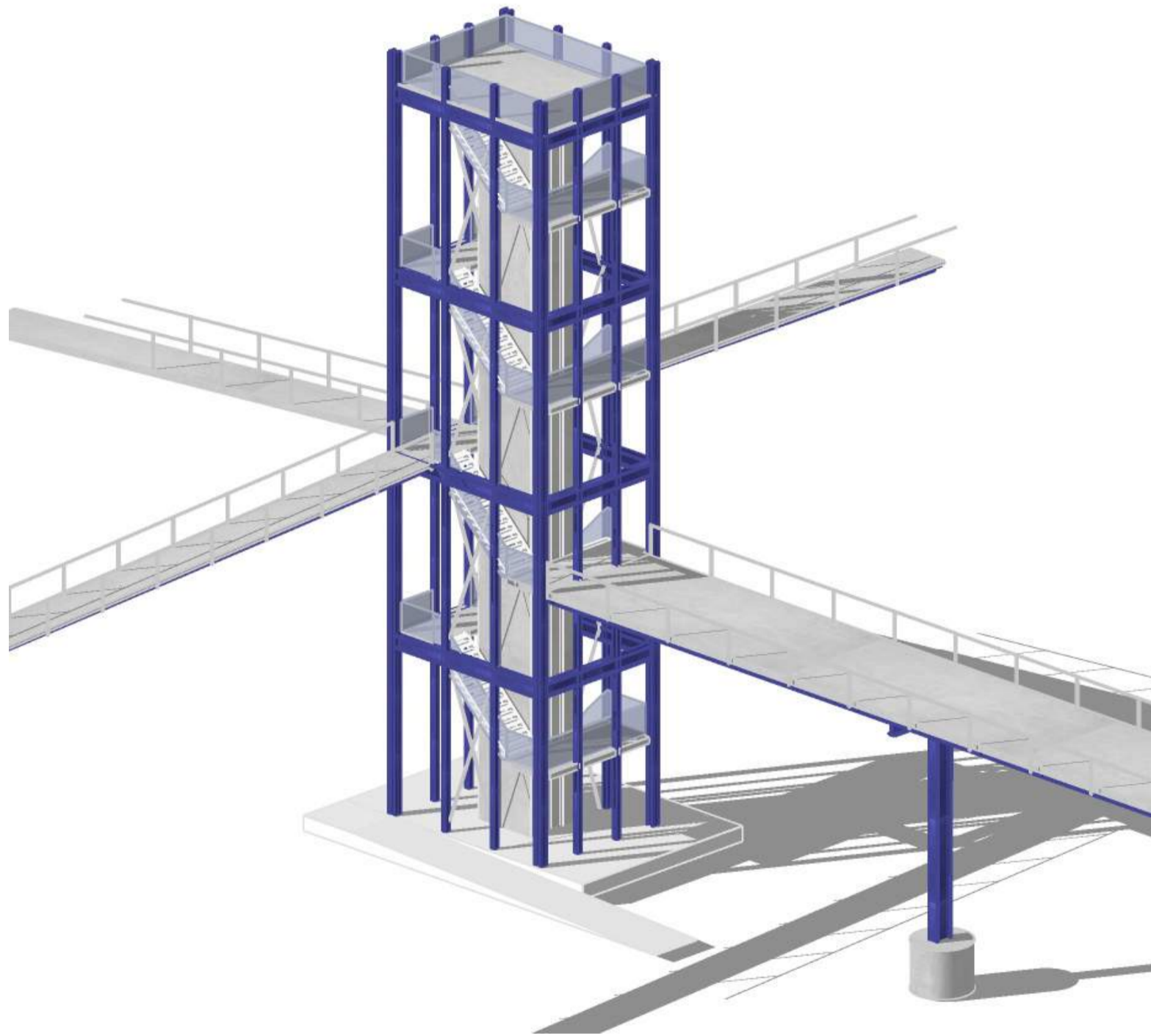
PATH EXTENTIONS



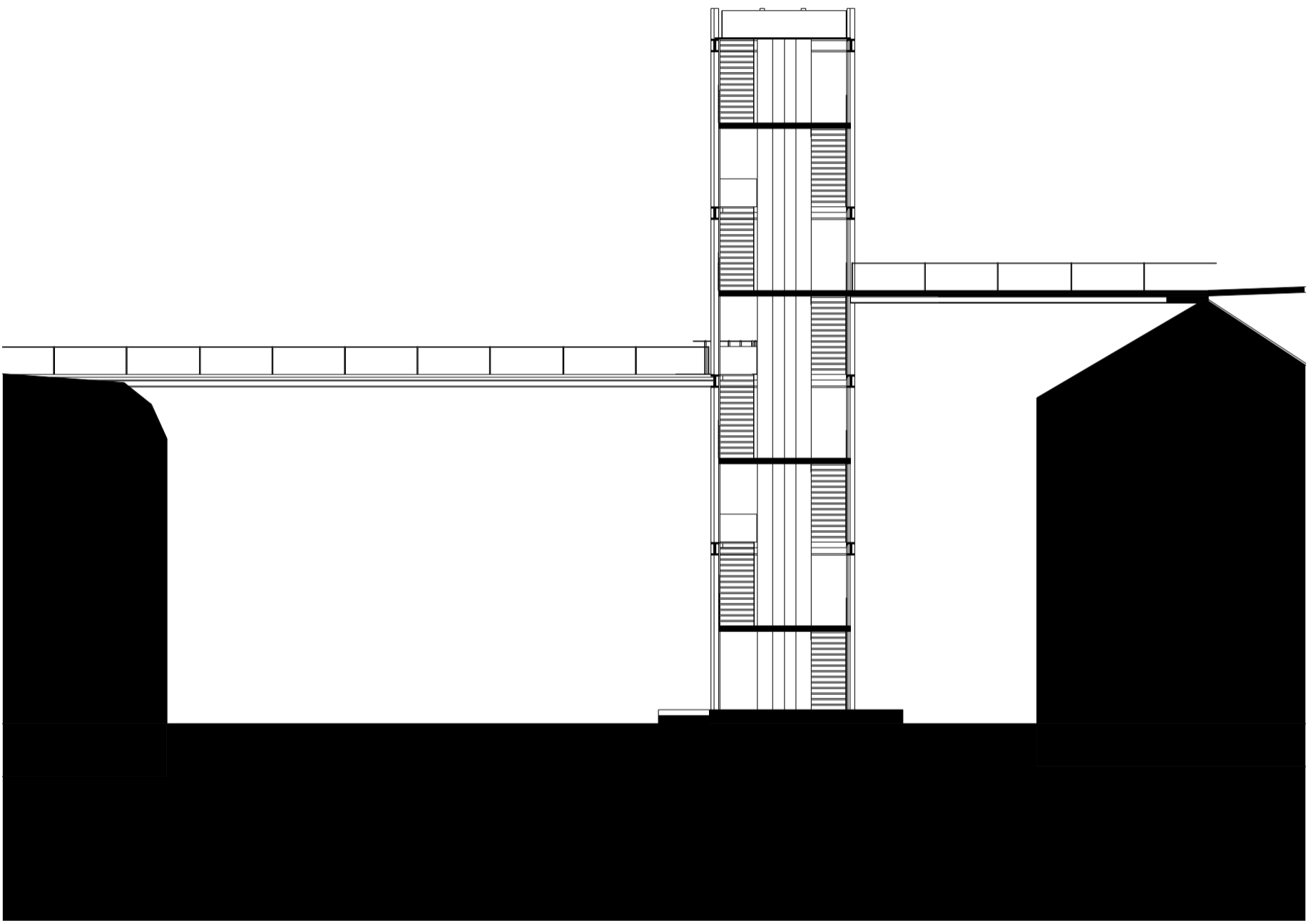
CONNECTION BRIDGES (?)



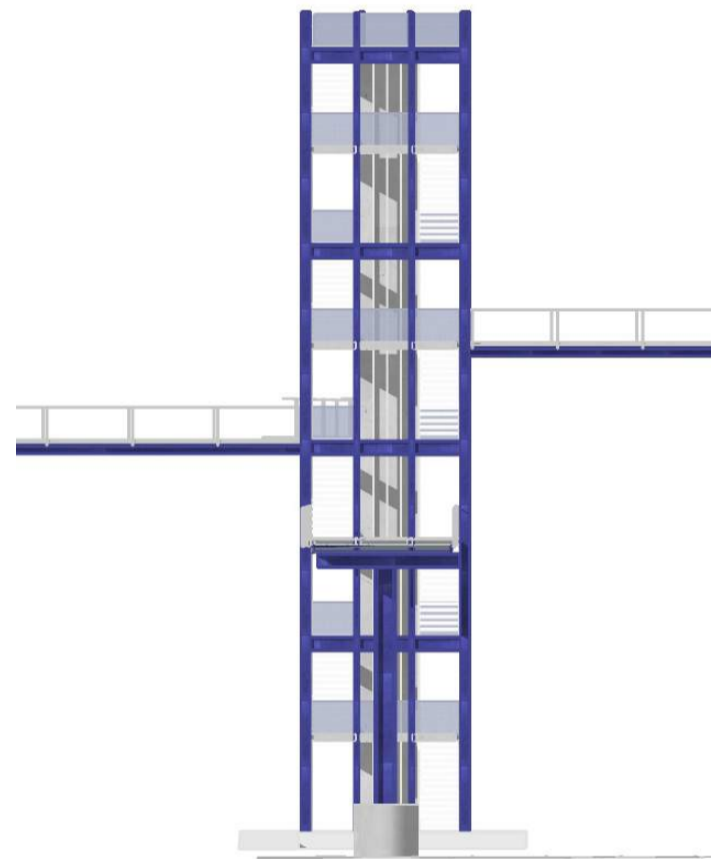
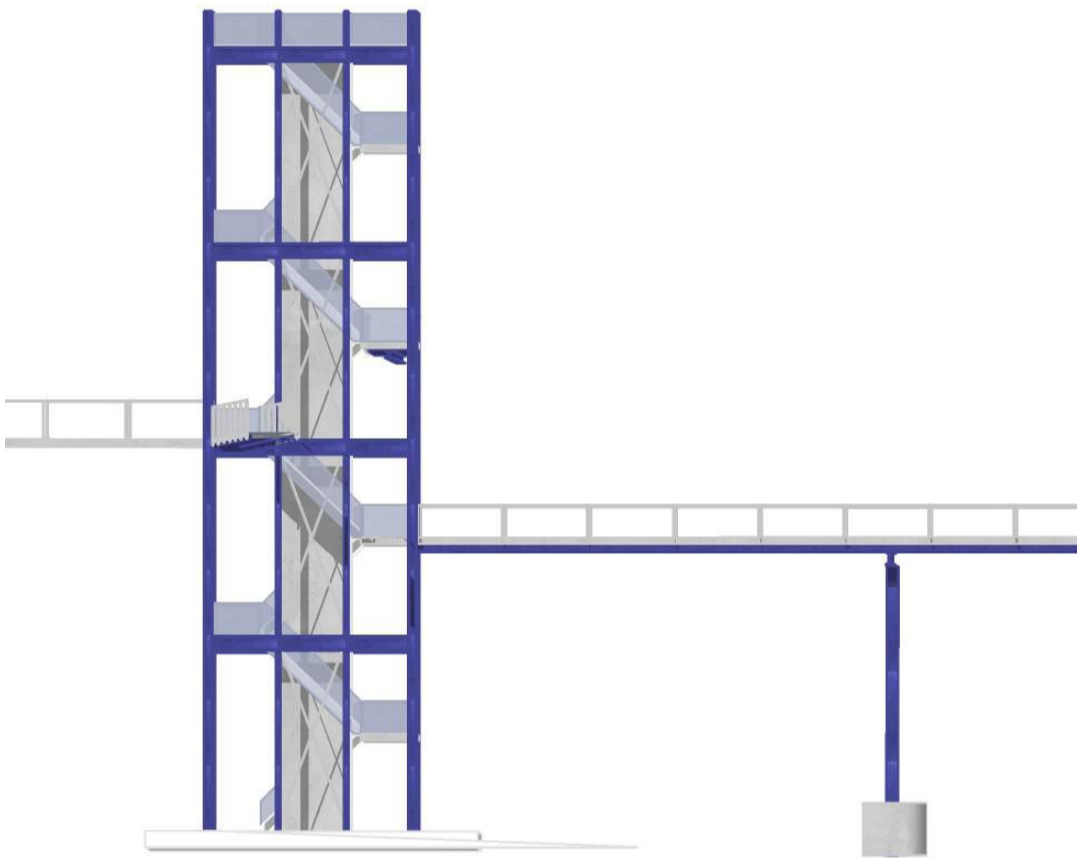
ASCENDING POINTS



SECTION



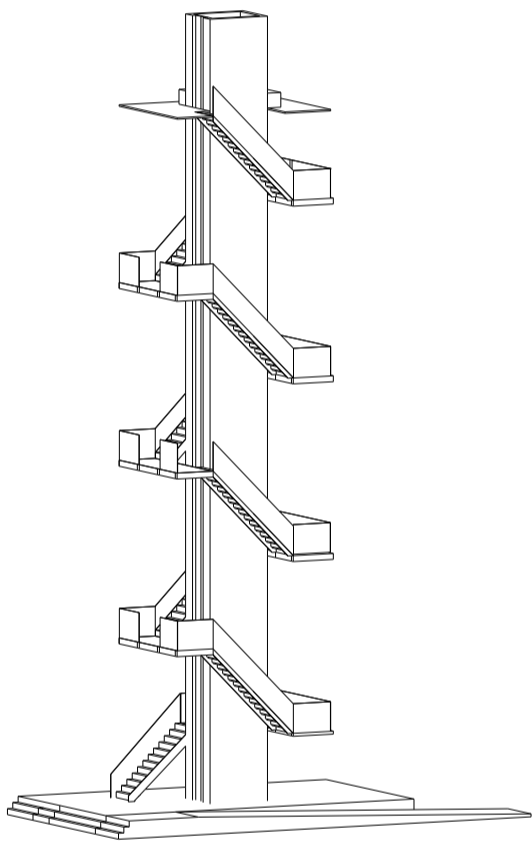
SIDES



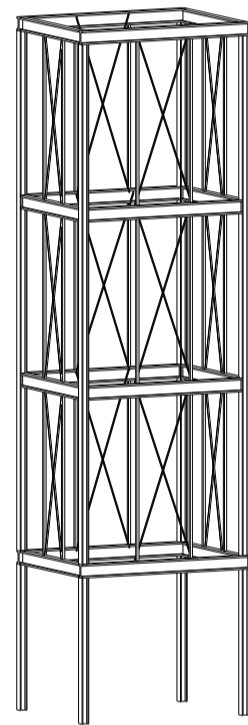
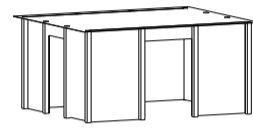
week 13

extra research tower 1

CORE AND SKIN

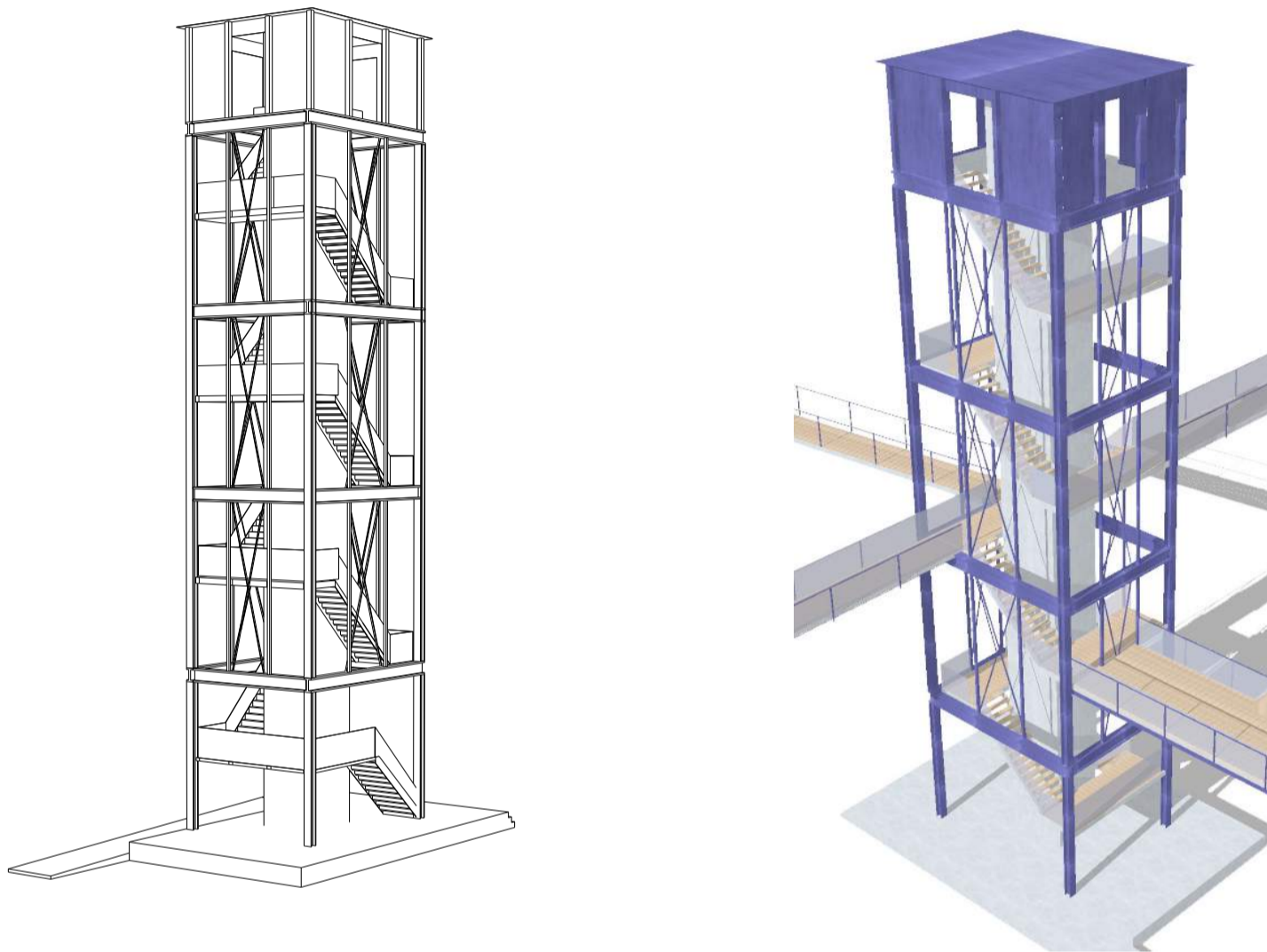


the staircase and the core of the elevator become the object that is wrapped with the steel structure.



the structure is divided in the plinth, the middle part and a top. the division builds up from open to closed from bottom to top. the top provides a sheltered space in which visitors can sit and take in the view.

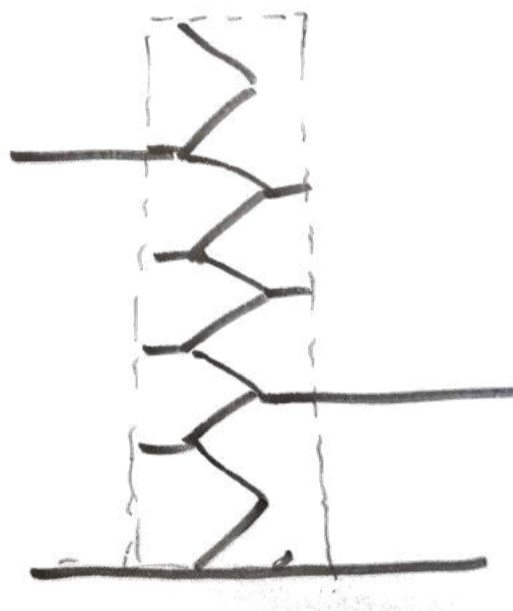
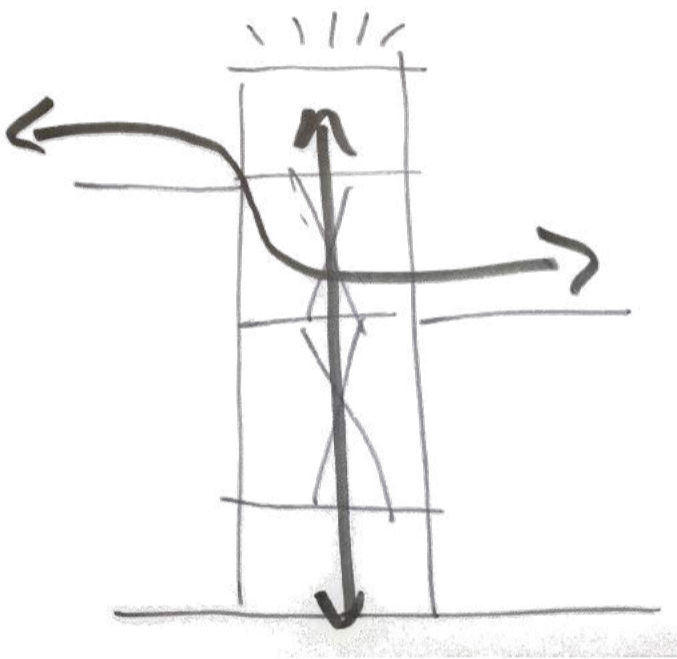
UPDATE OF THE TOWER



the body of the tower is divided in a plinth, landing on the ground floor, a middle part and a top.
freeing up the plinth on the ground floor creates a full on view on the stairs going up.

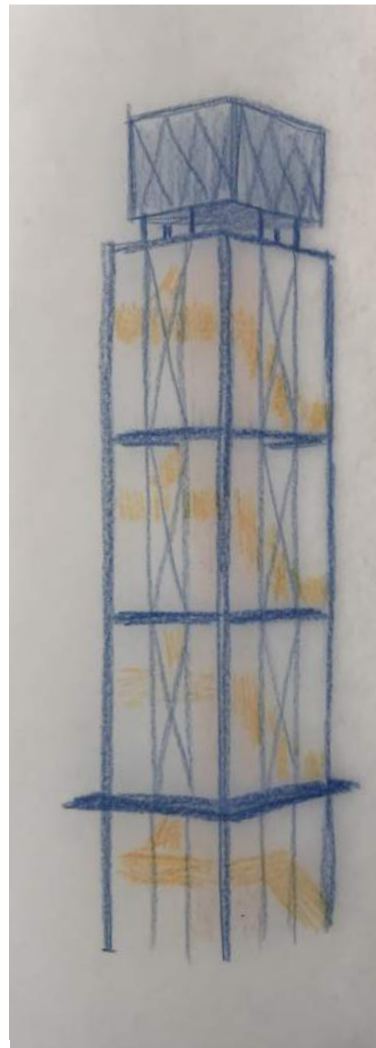
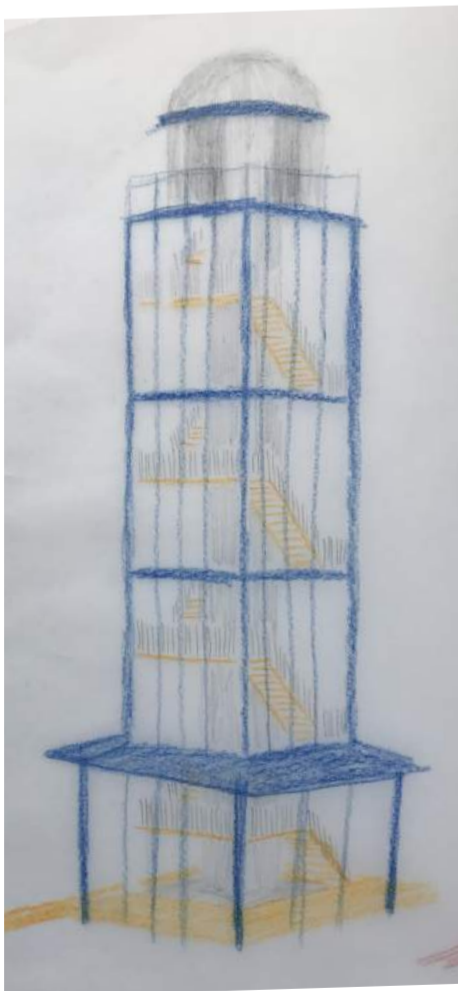
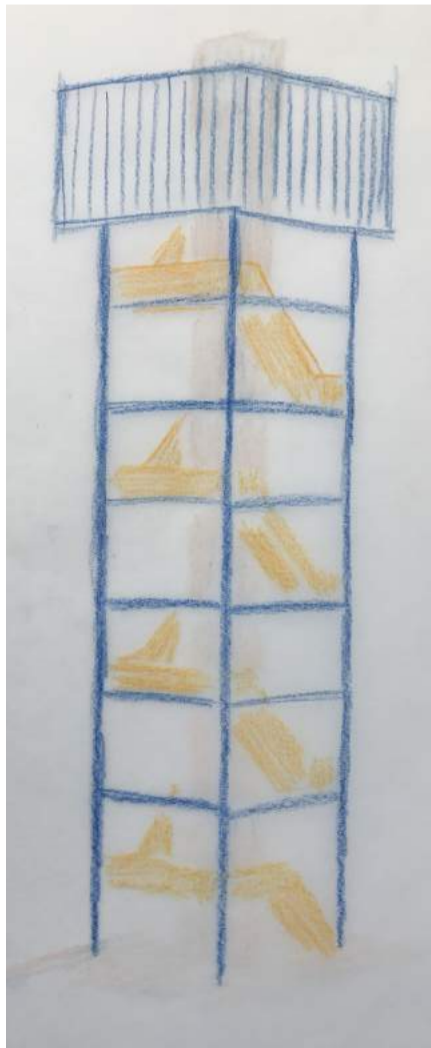
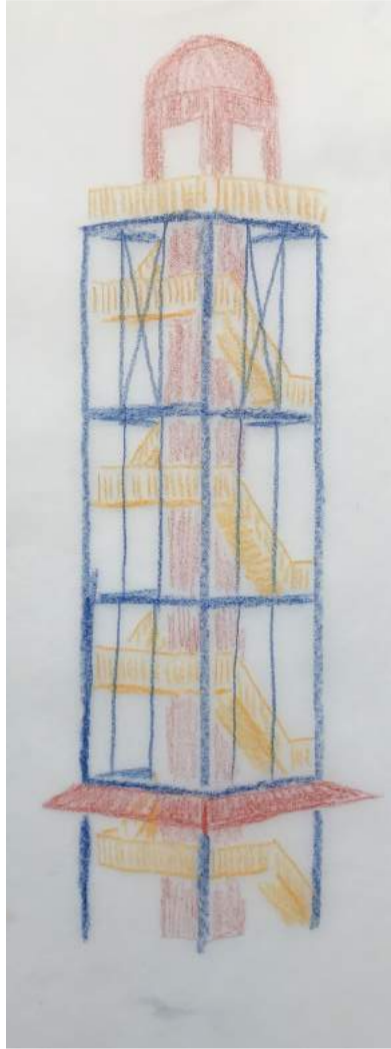
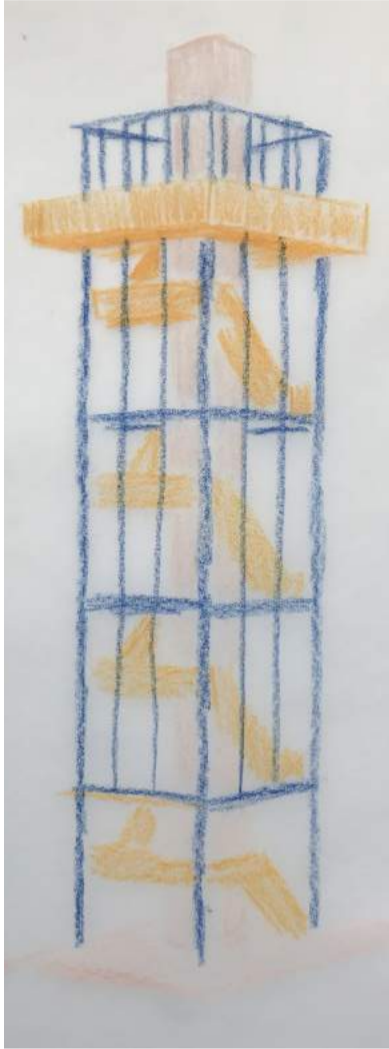
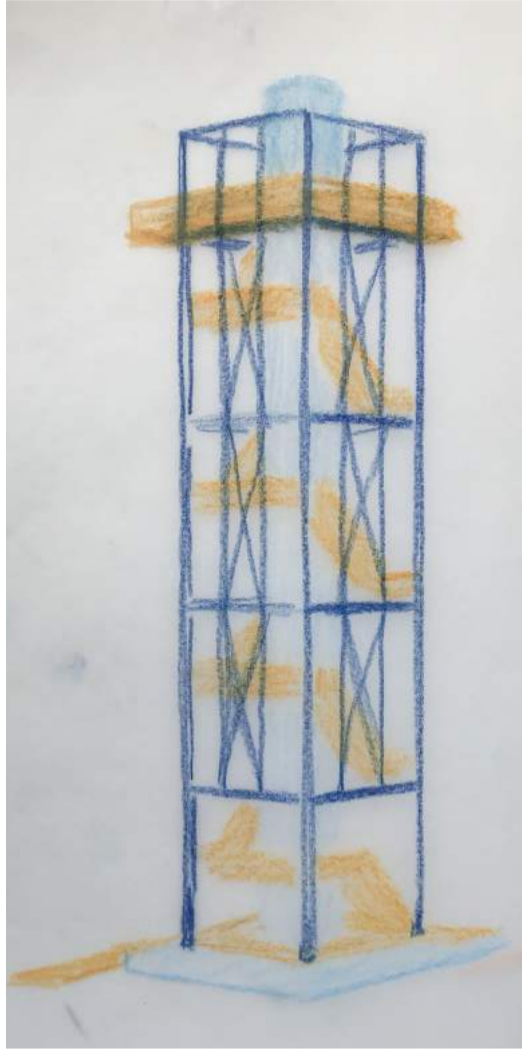
week 13

extra research tower 2

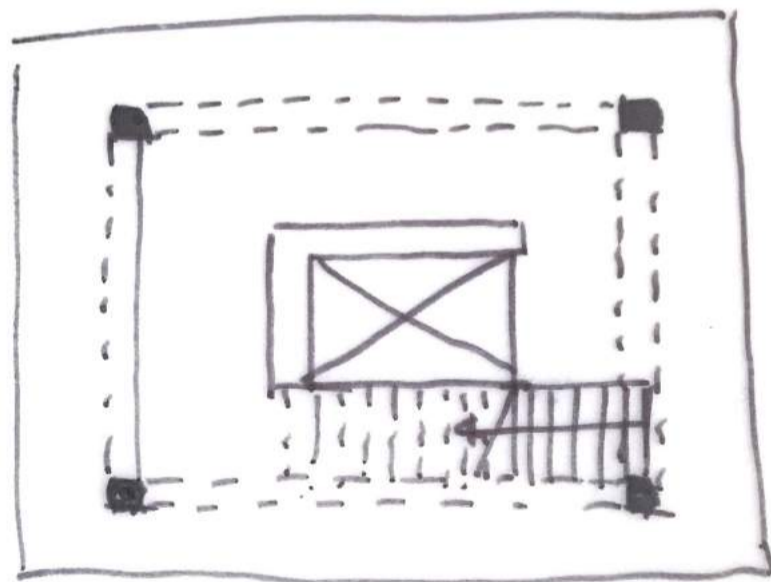
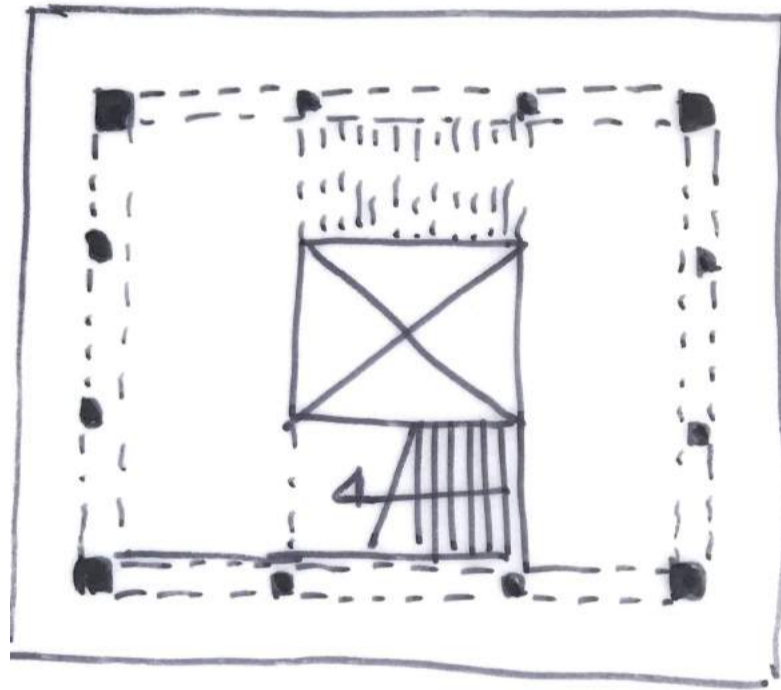


SHOULD RELATE TO SURROUNDING IN TERMS OF HEIGHT
PUBLIC ACCESS POINT
INTERSECTION OF ROUTE: HORIZONTALLY AND VERTICALLY
SIMPLE STEEL STRUCTRE, STAIRS RELATING TO THE PATH, THE CORE
PULLING THE FORMER PUBLIC SPACE TO THE TOP

STUDIES IN COLOR
SIZE 4,9 X 6,2 M



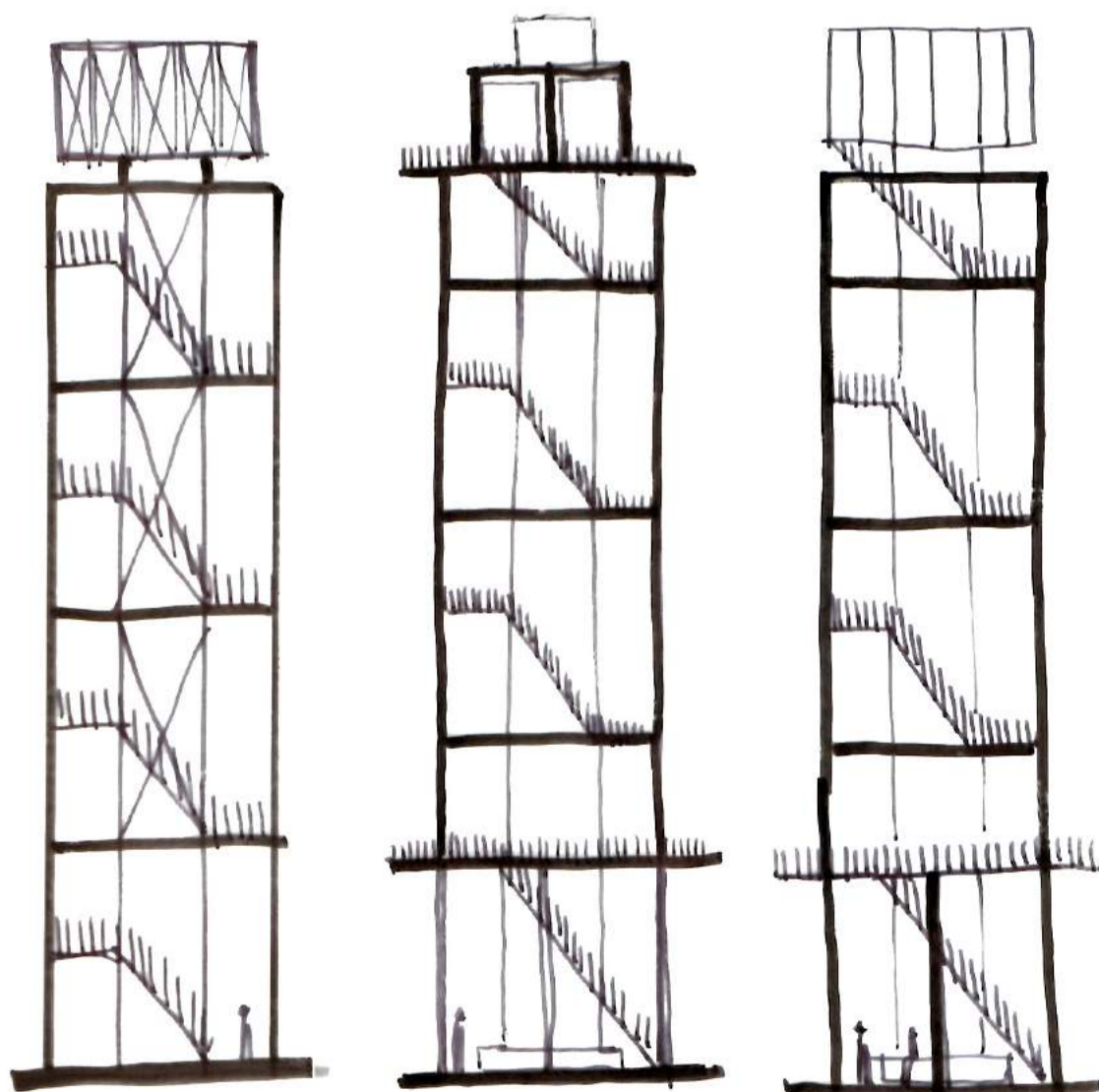
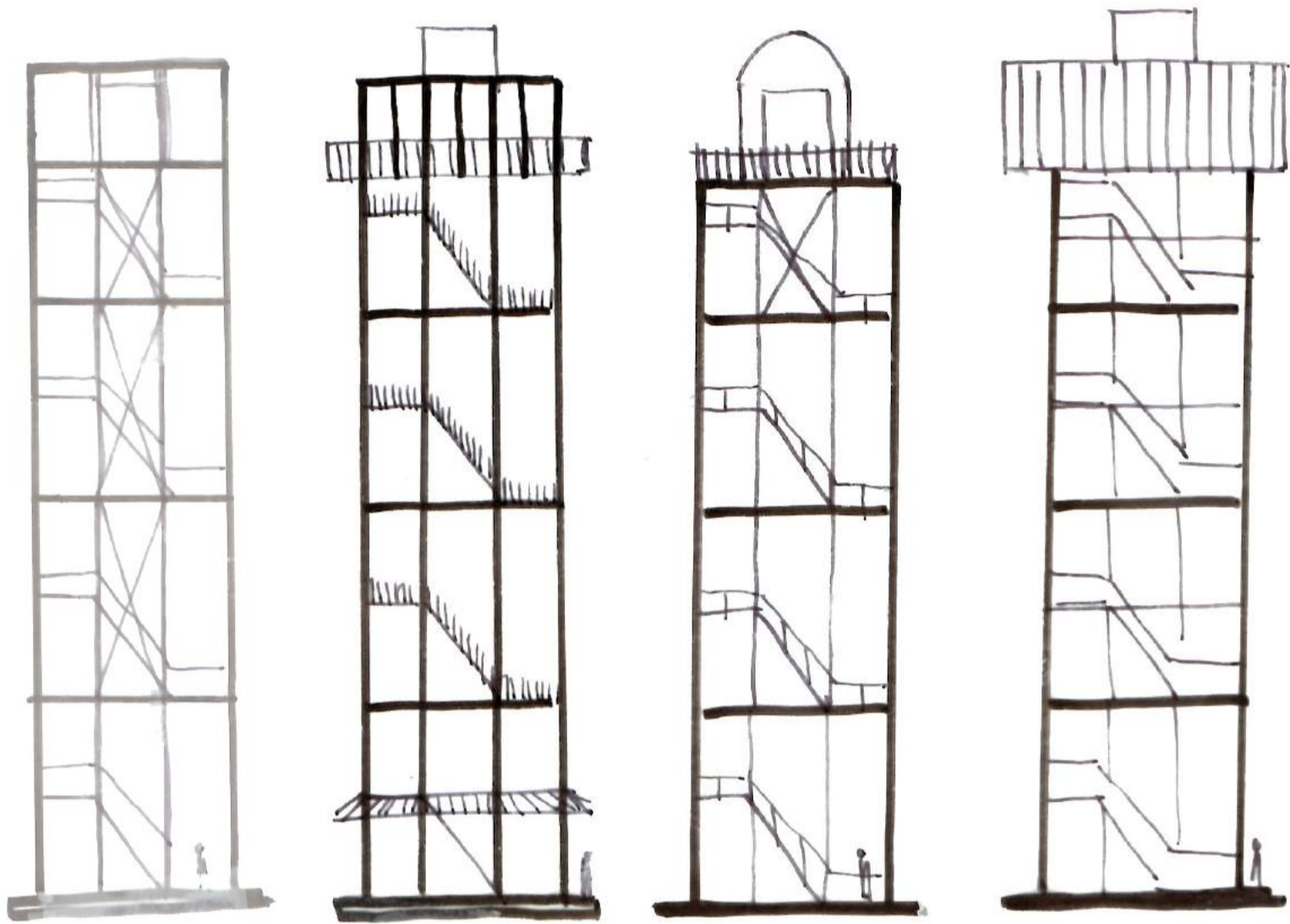
FROM 4,9 X 6,2 M
TO 4 X 5,6 M



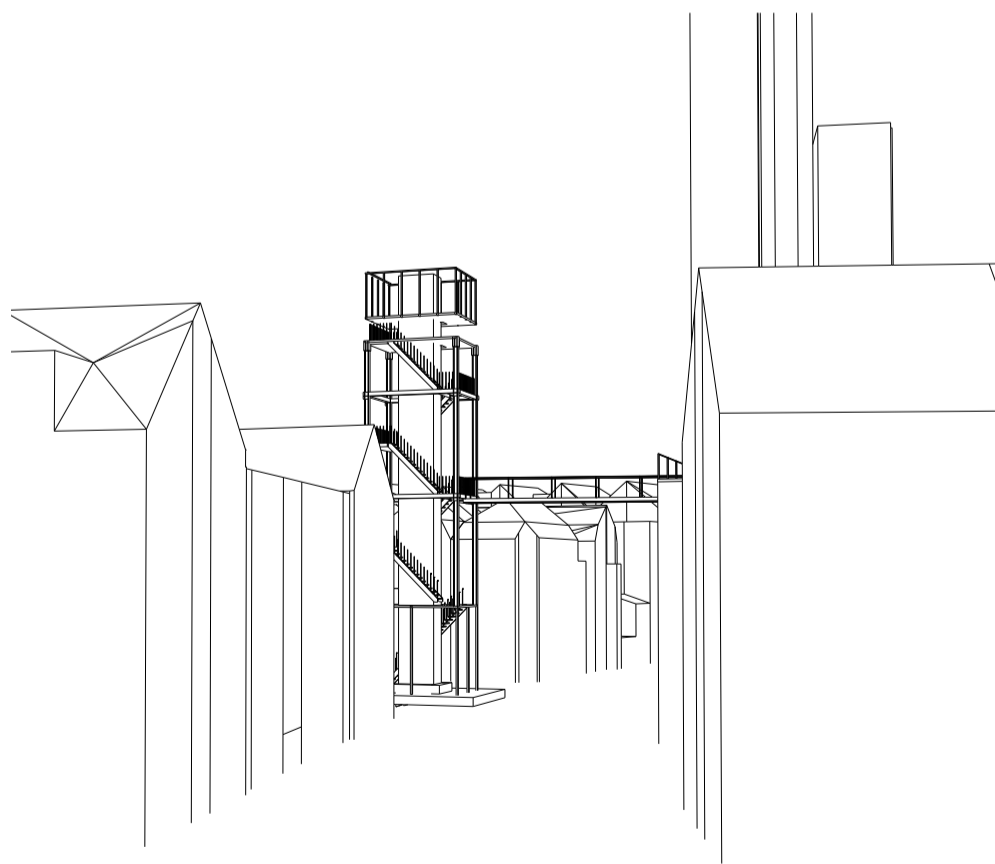
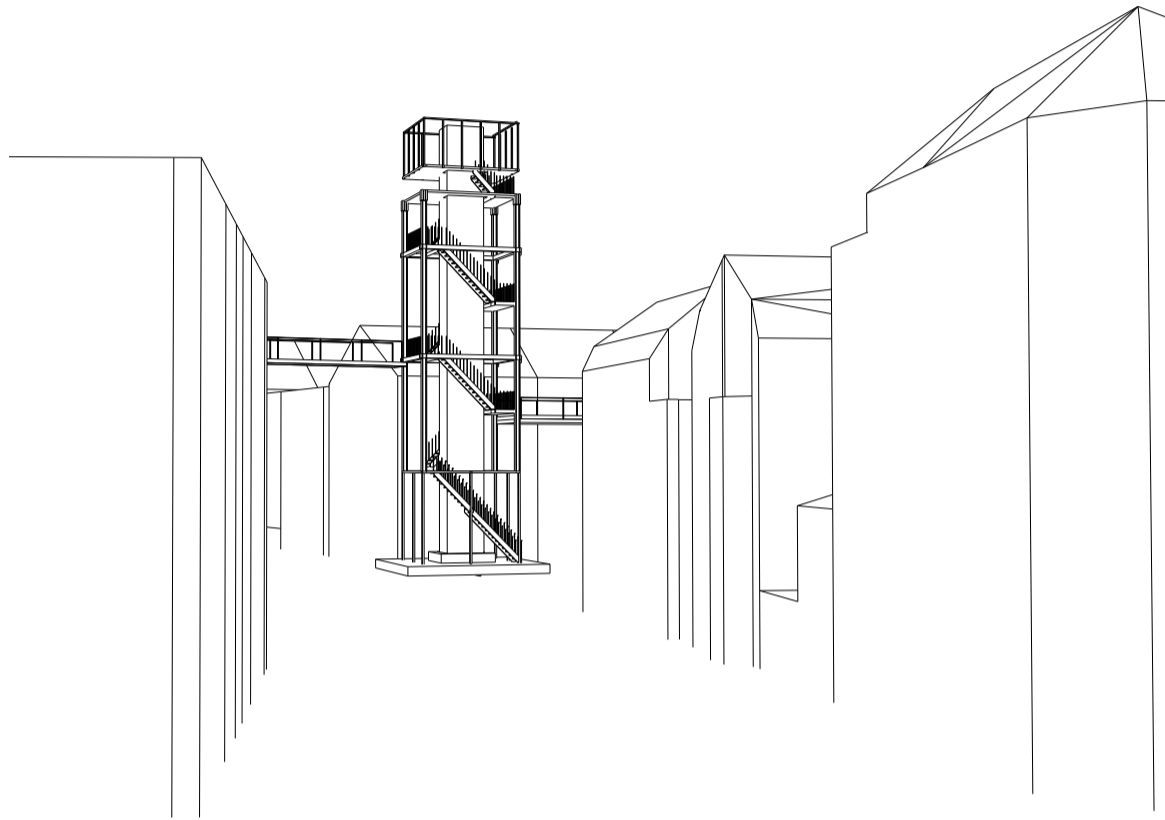
HEIGHT



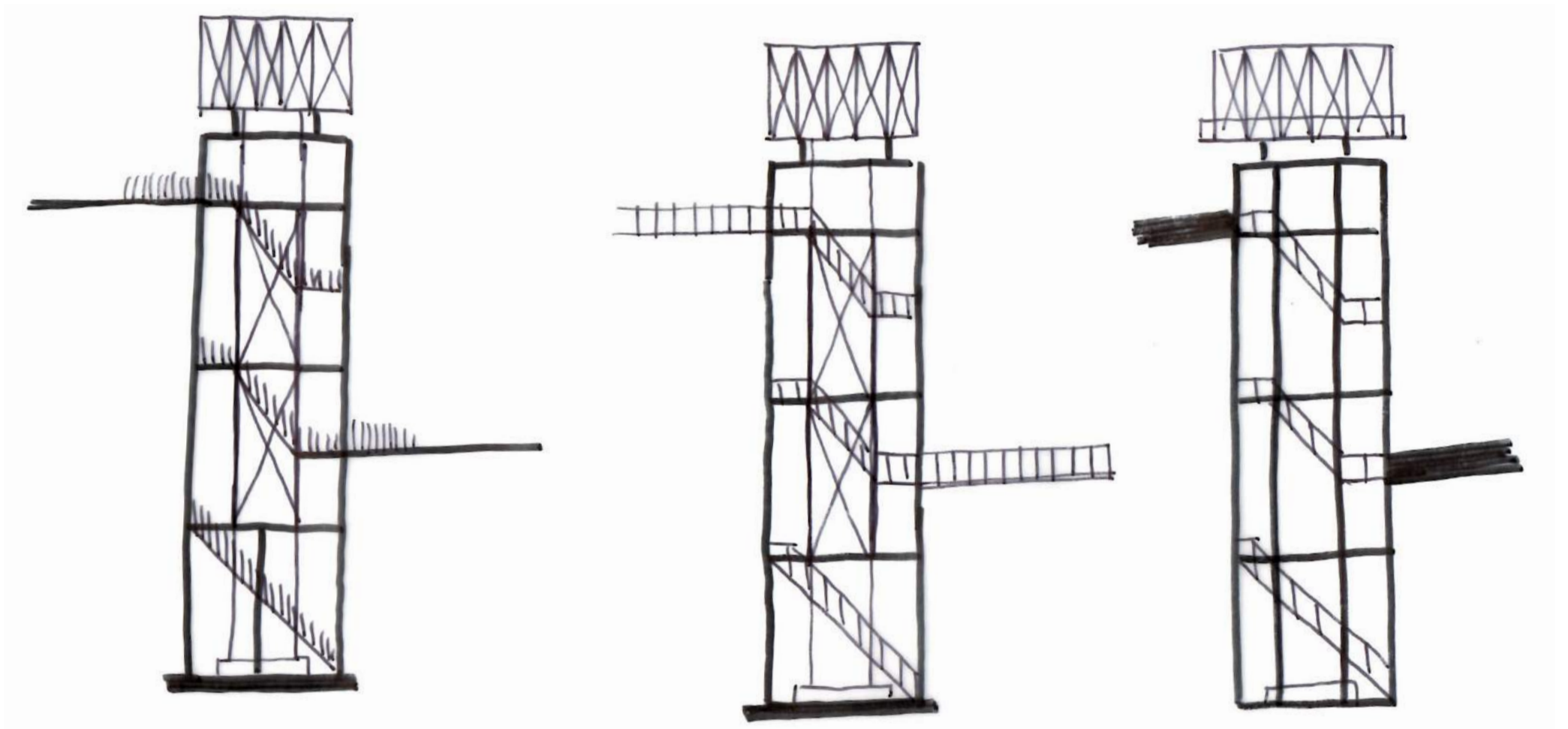
ELEVATION STUDIES



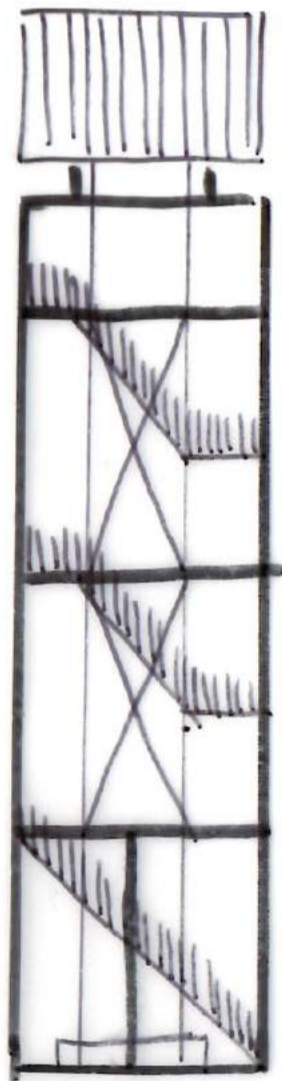
TEST IN CONTEXT



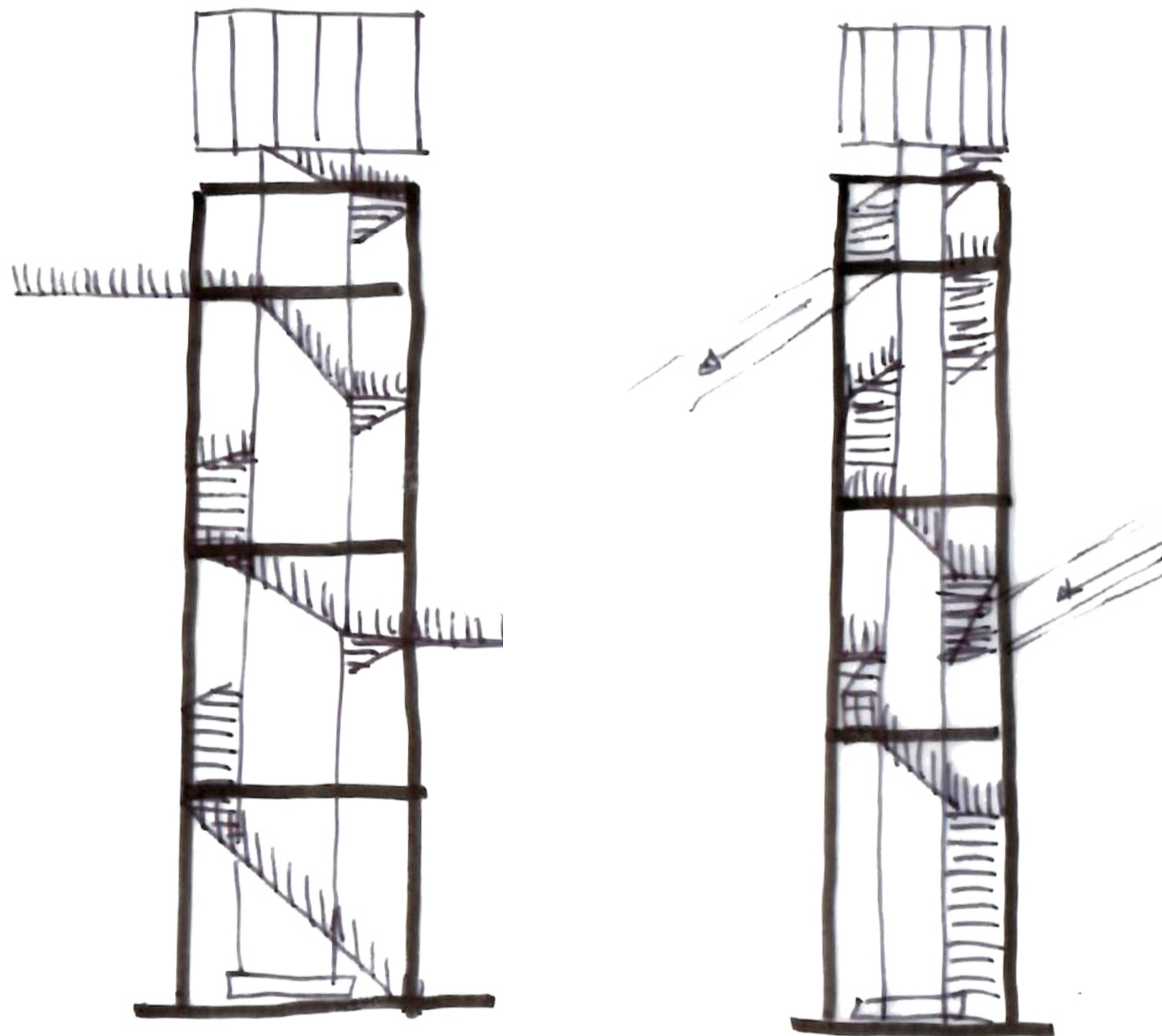
ELEVATION STUDIES



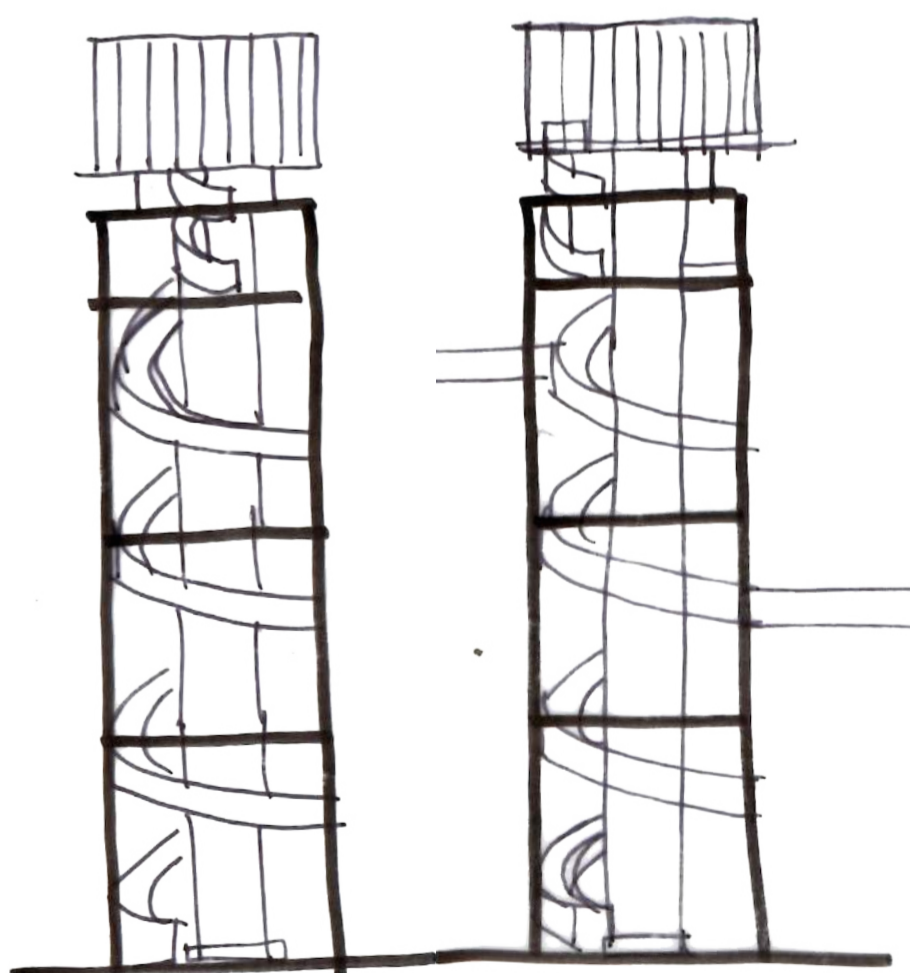
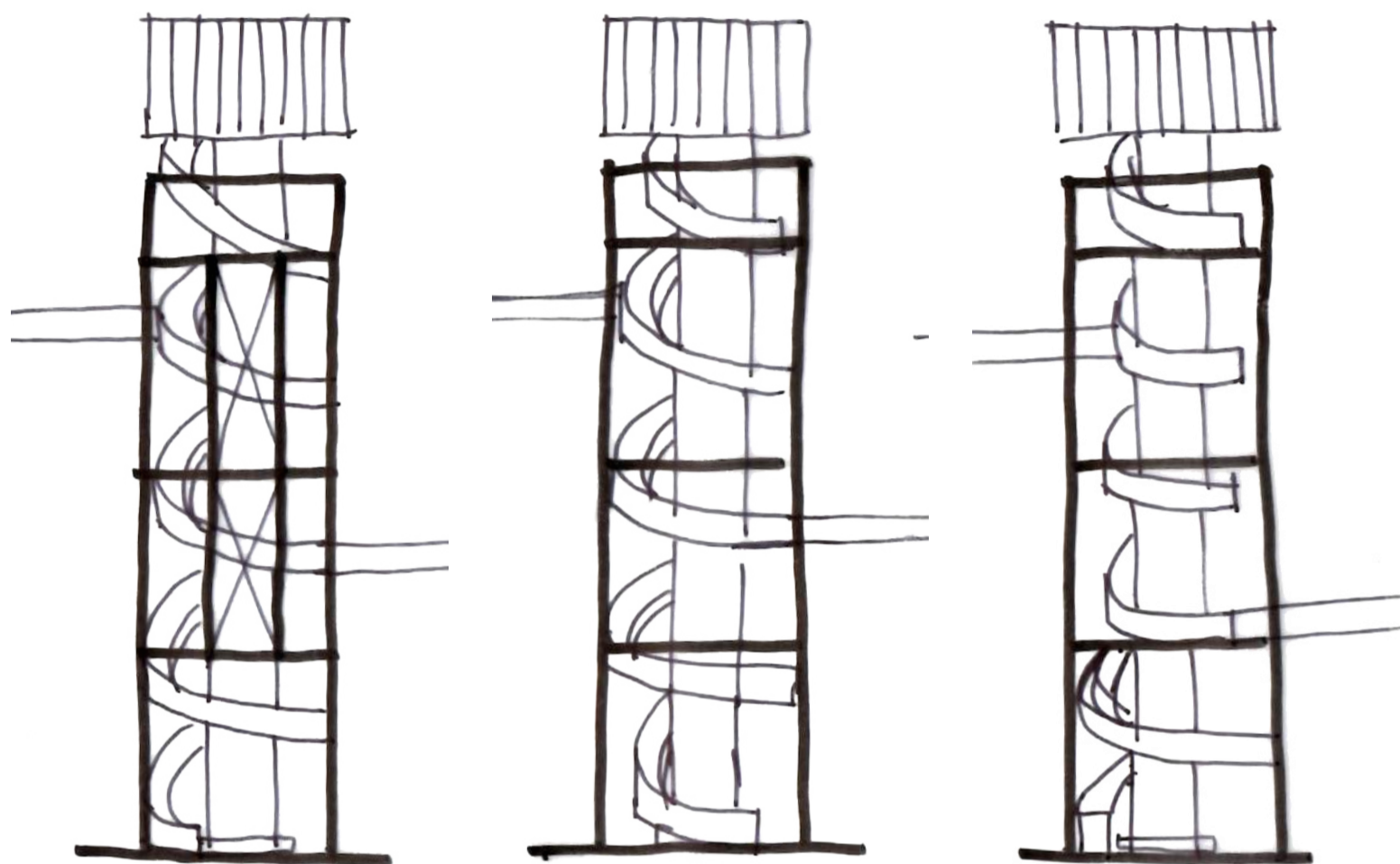
ELEVATION STUDIES
SHORT AND LONG SIDE



ELEVATION STUDIES
CONTINUOUS STAIR UP STRAIGHT



ELEVATION STUDIES CONTINUOUS STAIR UP ROUND



SIMPLE MEANDERING
LINE



RIBBON



CONNECTIONS TO THE
FEAT OF THE BRIDGES



CONNECTIONS TO THE
FEAT OF THE BRIDGES



CONNECTIONS TO THE
FEAT OF THE BRIDGES

