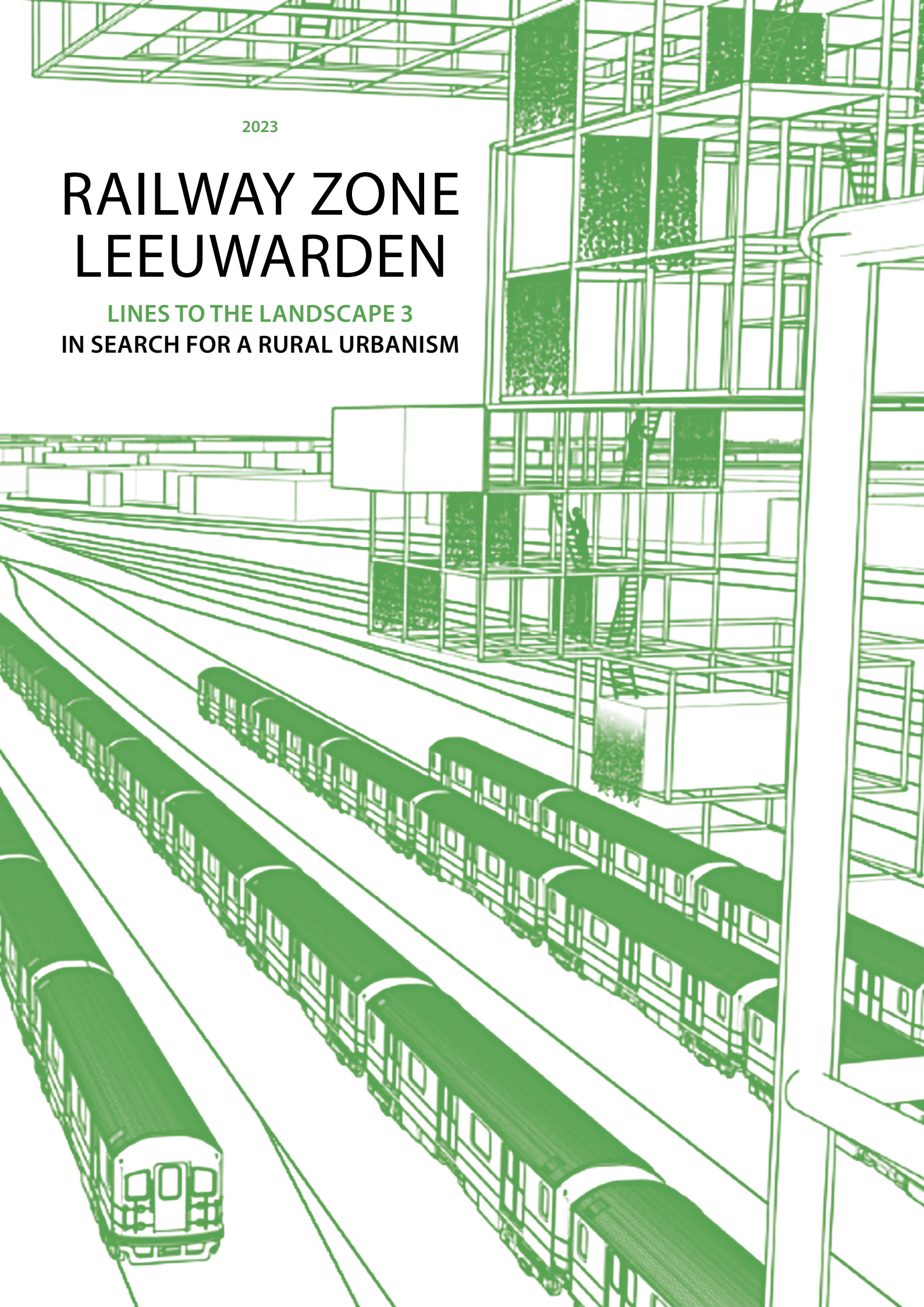


2023

RAILWAY ZONE LEEWARDEN

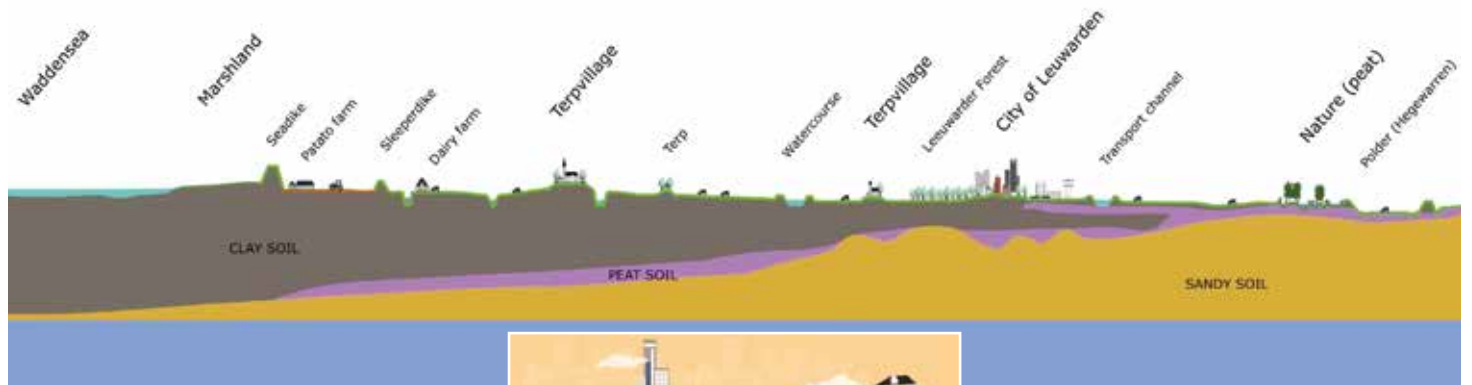
LINES TO THE LANDSCAPE 3
IN SEARCH FOR A RURAL URBANISM





What lands

Ca



Images from LINES TO THE LANDSCAPE 1 and 2



INTRODUCTION TO THE RESEARCH SERIES LINES TO THE LANDSCAPE 2020- 2023

In order to deal with new transitions in the living environment, it becomes more and more necessary to connect the rural countryside to the urbanised areas around the city. In Fryslân a relatively low densified part of the Netherlands, the 11 cities have always been quite well connected to the surrounding landscape but this system is under pressure due to new transitions in both the countryside and the urban areas. The energy transition, climate adaptation, biodiversity and housing ask for new answers and different use of space.

In the design research series Lines to the landscape we try to integrate different systems (water, land agriculture, nature, infrastructure) and imagine new ways to synthesize them in times where we are in need of new energy-sources, new ways of living and other ways of transportation. In 2020 and 2021 we started the research series with students from Lund in the region Fryslân and the city Leeuwarden.

This land behind the dike, where people always have dealt with the presence of water and with the climate changes ahead, it is a challenge to imagine creative solutions for the future of European regions alike. The series Lines to the Landscape is part of a long term agreement between the city of Leeuwarden and the Province of Fryslân to share research by design as a way to create a better living environment for the future.

The student proposals create new sections of a future inhabited landscape, a living landscape where visionary transitions can take place, without disturbing the typical spatial qualities of the north of the Netherlands.

In this third expedition we take the railway zone through Leeuwarden as a point of departure in order to create a better embedded situation for the City of Leeuwarden and its surrounding landscape.



provinsje fryslân
provincie fryslân



ASSIGNMENT

Research by Design helps to define assignments, programmes and typology in order to discover the necessary development strategies and to explore possible connections in a spatial sense. New commissioning in the relationship to changing legislation also responds to the urgency to base area development on a multitude of investigated options, in both spatial and social terms. Importantly, high pressure on the housing market necessitates redirecting the non-residential programme and also adopting a different relationship between housing and public space. The arrival of the Lelylijn (high-speed train connecting the randstad and the north of the Netherlands) and the new station in Middelzee is an opportunity to define the rail zone differently in relation to accessibility and alternative transport concepts. Moreover, there are opportunities to link the rail zone in a logical and more accessible way to the green lung of the Potmarge and the Dokkumer Ee, by bridging urban barriers (water/rail/ roads) in the theme 'the accessible city'.

We ask the study groups to develop and imagine an integral narrative within which the following (sub) assignments can be investigated (as a zoom in):

Designing a counter-mold with urban/landscape greenery that not only forms a beautiful living environment for the urban dweller, but can also connects the city and the surrounding landscape – lines to the landscape: designing and visualizing this “non-residential programme”. This also includes interventions that contribute to the vitality of the city and proposes climate-adaptive forms (e.g., water retention). It is also interesting to consider, at city level, how the new rail zone could be linked as a green/blue network to the Dokkumer Ee and the Potmarge, and how the rail zone towards the eastern perimeter of the city could be shaped.

Another task is to find insight into the extent to which Nylân sports park could be better embedded as a sports and public park in the routing from the city to the outside. How can the station-Spoordok-sportpark-Nylân-Middelzee zone become a green carpet for the city? How could new residential functions strengthen the concept? How can existing (infrastructural) barriers be removed?

The students will seek to design new (and flexible) urban functions that can land in this zone and that partly give the rail zone a face. There are also opportunities here to give educational institutions a place in which the (physical) relationship with the Dairy campus can also be an interesting point of departure. Another consideration is the concept of temporary housing that can be used flexibly.

The research question is: how can the development of the Spoorzone redefine the relationship between city and countryside?

PROCESS AND EDUCATIONAL METHOD

WEEK 36 (LUND SWEDEN)

Preparation of the field work

In groups of four the city of Leeuwarden and Friesland is investigated. Groups are formed for the study trip, collecting as much as possible online information.

WEEK 37 (LUND SWEDEN)

Preparation before the research task

An introduction to the Leeuwarden is given a week before the study trip takes place. Continuation with preparation and ideas discussion.

WEEK 38 (LEEUWARDEN)

Fieldwork

Together with Leeuwarden specialists we will have design workshop, fieldwork, and excursions activities to get acquainted with the context.

The students will present their first ideas and proposals for the area to the local politicians on the last day of the fieldtrip.

WEEK 39 – 45 (LUND SWEDEN)

Continuation on the design definition of the project at the studio with tutorials and presentations of ideas, mid and final critique. Lectures and seminars parallel to the theory course.

The assignment will be conducted with in a tentative method, with the participation of the course teachers, external teachers and critics with the Leeuwarden colleagues. Student participation, inputs and contributions to your fellow students' projects are part of the working method. Research and design will reinforce each other.

WEEK 46 (LUND SWEDEN)

Final presentations together with critics from Leeuwarden and Friesland.

FINDINGS

The results of this third edition of Lines to the landscape consists of 11 spatial narratives about development models for the city of Leeuwarden and its connection to the countryside. The proposals deal with the relation between the new railway track (the Lelylijn), the transformation of Spoordok area around the station and it's fysical barriers and social barriers in the city. The overall ambition is to understand the specific qualities and own identity of Leeuwarden and it's surrounding landscape and villages, for the future. We have found three different theme's which are explained here.

FROM OUTSIDE (IDENTITY) TO THE INSIDE

The city-country juxtaposition has been studied, in which the rural area is not thought of as opposed to the urban area, but as a spatially integrated living space. Many proposals explore the idea of urbanization through the development process. This results, for example, in concepts in which the growth of the city can be thought of from the outside in. The ideas that can be 'learned' from the rural area are shared, precisely in order to discover a specific urban character for a city such as Leeuwarden. The relationship is also established with a desired metropolitan lighting area such as a railway dock, for which this appreciation of landscape qualities is considered important. Villages and the rural area are used as development potential for the further development and greening of the urban area (Leeuwarden).

THE SYMBIOTIC CITY

The symbiotic city in which natural values are brought into balance with an urban culture. The objective of greening the city is expressed in various proposals that bring more greenery and water to the city and increase its connections and accessibility to the rural area. A changing idea of urban space is explored; in the case of Leeuwarden, the city can (re)discover and/or renew its own identity as a future Symbiocity. To represent this theme, many proposals have explored different approaches to agriculture, new concepts for living and sustainable modes of mobility.

IN BETWEEN SPACE AS DRIVING FORCE

The public space as liminal space; the transitional space that organizes new forms of use between public and private, the collective and the individual. The temporary use of space is often a means of accelerating the development of the city and investigating interventions (e.g., via placemaking; inviting the involvement and active participation of citizens. It is the urban dweller who, by involving the rural environment of the city in his or her living environment, allows it to breathe. It is the task of politics to remove hard and physical barriers that block this, just as social barriers within the city must be softened and removed.

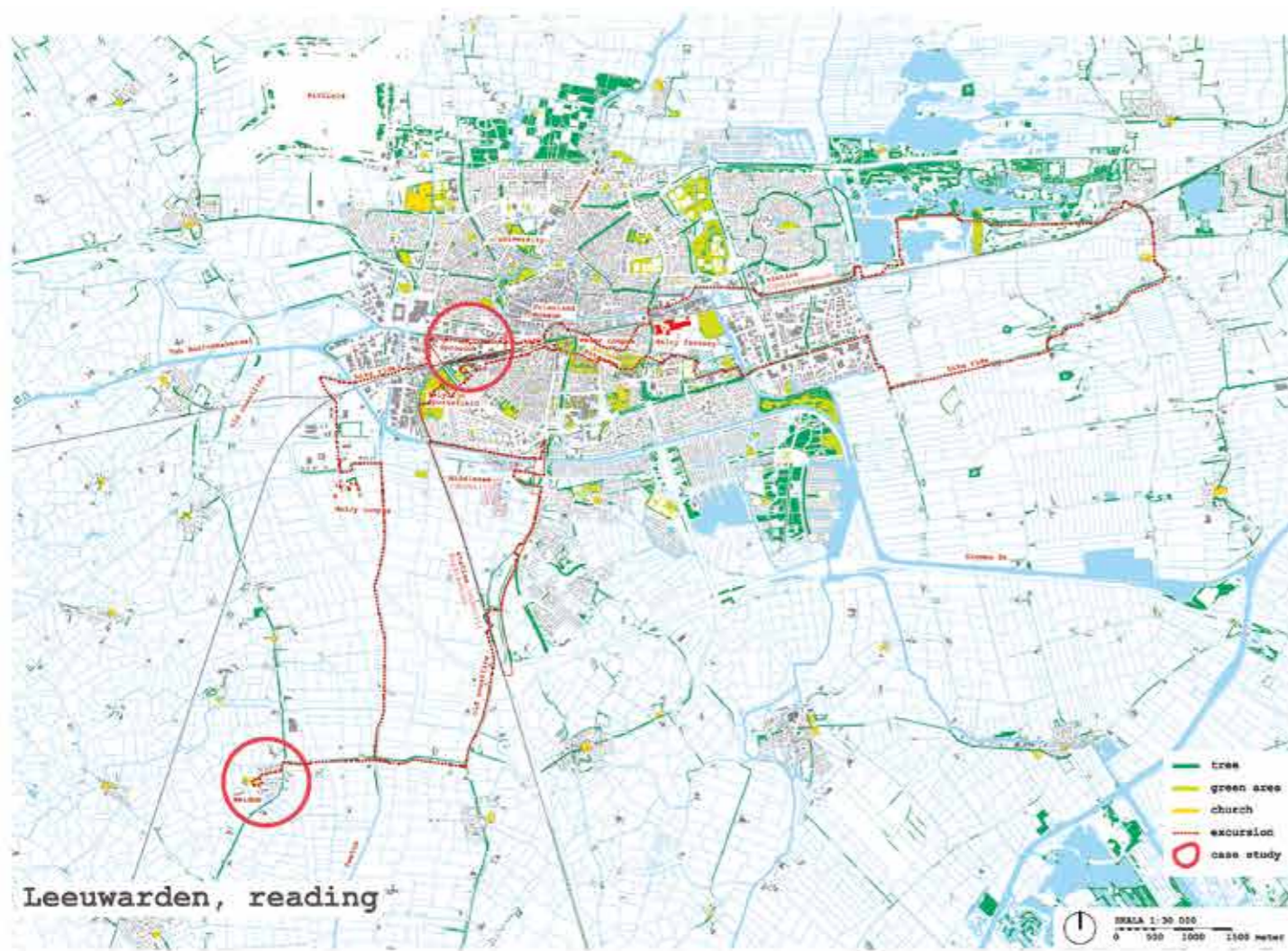




Results from the design expedition

The next pages show the design results of the expedition. Each group has made a spread of 4 pages in which their results and solutions are presented.

- GROUP 1** **STRENGTHENING IDENTITIES**
Joseph Syrett, Sabine Kees, Sara Gudmundsdóttir, Olof Nilsson
- GROUP 2** **TEMPORAL TIES**
Cassandra Shallcross, Emilie Chirico Indrebro, Mateusz Pura, Matilda Lundqvist
- GROUP 3** **THE GREEN SPINE**
Melike Kavali, Pedro Suzan Moi, Sophie Sjöberg
- GROUP 4** **BLEEUWARDEN**
Johanna Toumieux, Maxime Petersen, Melker Eriksson, Sofii Rakhmanova
- GROUP 5** **MIDDELSEE CULTURE VESIBULE**
Kasra Hassani Rejad, Tobias Bryhagen, Vincent Tuma Fischer
- GROUP 6** **SOFT BORDERS LEEUWARDEN**
Andrés Tarrés Laia, Lindberg Ida
- GROUP 7** **CONNECTING IDENTITIES**
Joseph Syrett, Sabine Kees, Sara Gudmundsdóttir
- GROUP 8** **DEALING WITH THE EDGE**
Helena Bernalte, Elsa Brynje, Lachlan Mitchell, Marta Pawlowska
- GROUP 9** **RECONNECTED**
Antoni Bielicki, Susana Cuenca Barceló, Hanna Klang Coady, Mia Tjus
- GROUP 10** **RE-LEARNING LANDSCAPE**
Éléonore Vérant, Raghad Alshaki, Valentin Strohkirch
- GROUP 11** **HOME**
Nima Bahboubi Mamaghani



LEEWARDEN - A READING

SPATIAL STRUCTURE

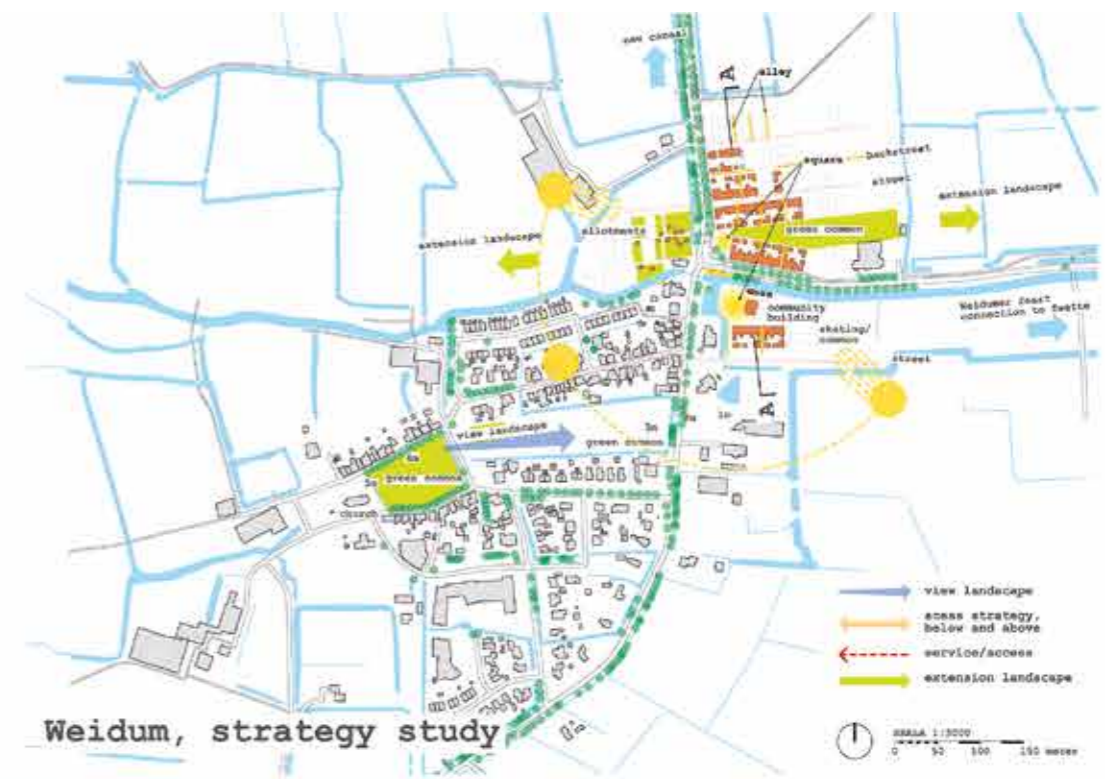
- The city and its surrounding villages are built on manmade hills connected through a flat rural landscape
- Major canals in north/south and east/west direction form an infrastructure also connecting the city with the villages and rural surroundings.
- A network of avenues is connecting the villages around the city.
- The location of the villages is to be understood in relation to the earlier waterfront

THE CITY DEVELOPING TODAY

- Growth by suburban areas
- Reclaimed canals

SLOW GROWTH - OVERALL STRATEGY

- Leeuwarden needs to accommodate more housing in the close future.
- An expansion of the university and other public institutions is expected.
- An overall strategy for growth is needed.
- Is it possible to grow within the existing city instead of growing one suburb at a time?
- How do we achieve a better use of the heart of the city?
- The villages surrounding Leeuwarden could be points for new expansion.
- We are using the Spoorblok area and the village of Weidum to explore and exemplify a way for the city and its villages, to develop using existing structures and conditions to condense and clarify.



built fabric - landscape



WEIDUM - village case study
Development strategy / principles:

1. SCALE AND ADAPTATION

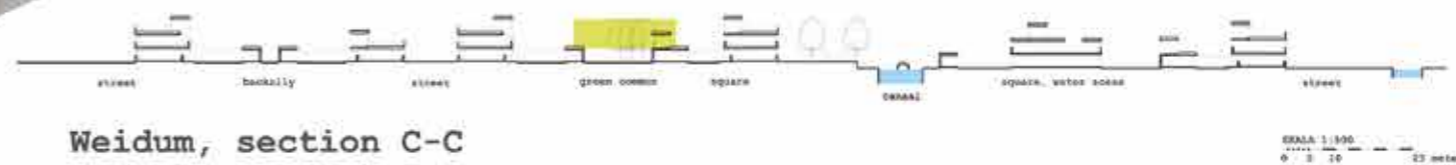
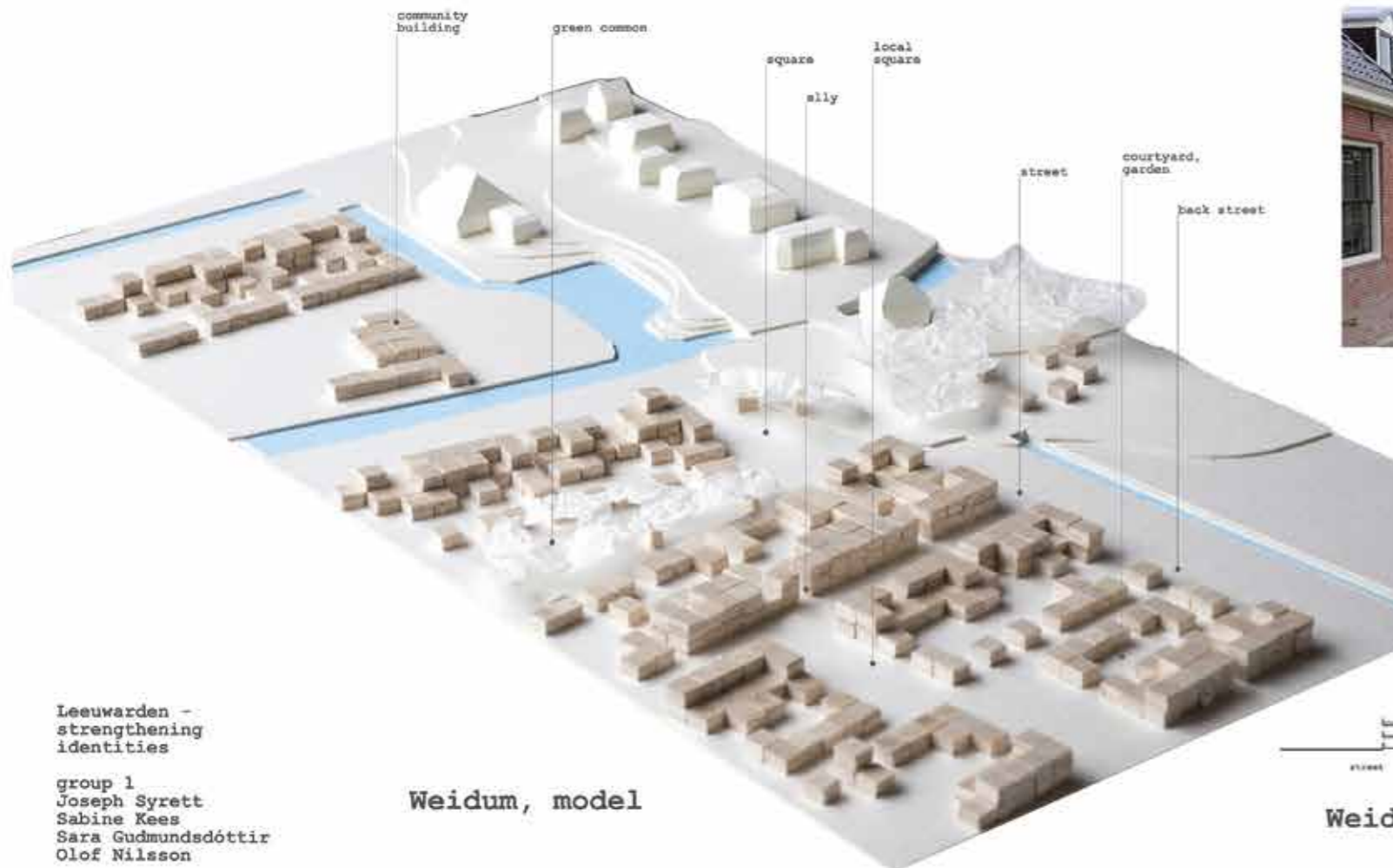
- Adaptable spatial structure is used to strengthen already existing structures.
- New buildings relate in scale to existing open and built spaces.
- Existing canal network is used, developed and strengthened.

2. CONNECTION TO LANDSCAPE

- Existing overall fabric of canals and avenues is utilized and developed.
- The village location on the slope of a hill is used for views and outlook from inside the village, out into the landscape.
- Green edges from the rural surroundings, interweave with the built village space, for connection through the zipper principle.

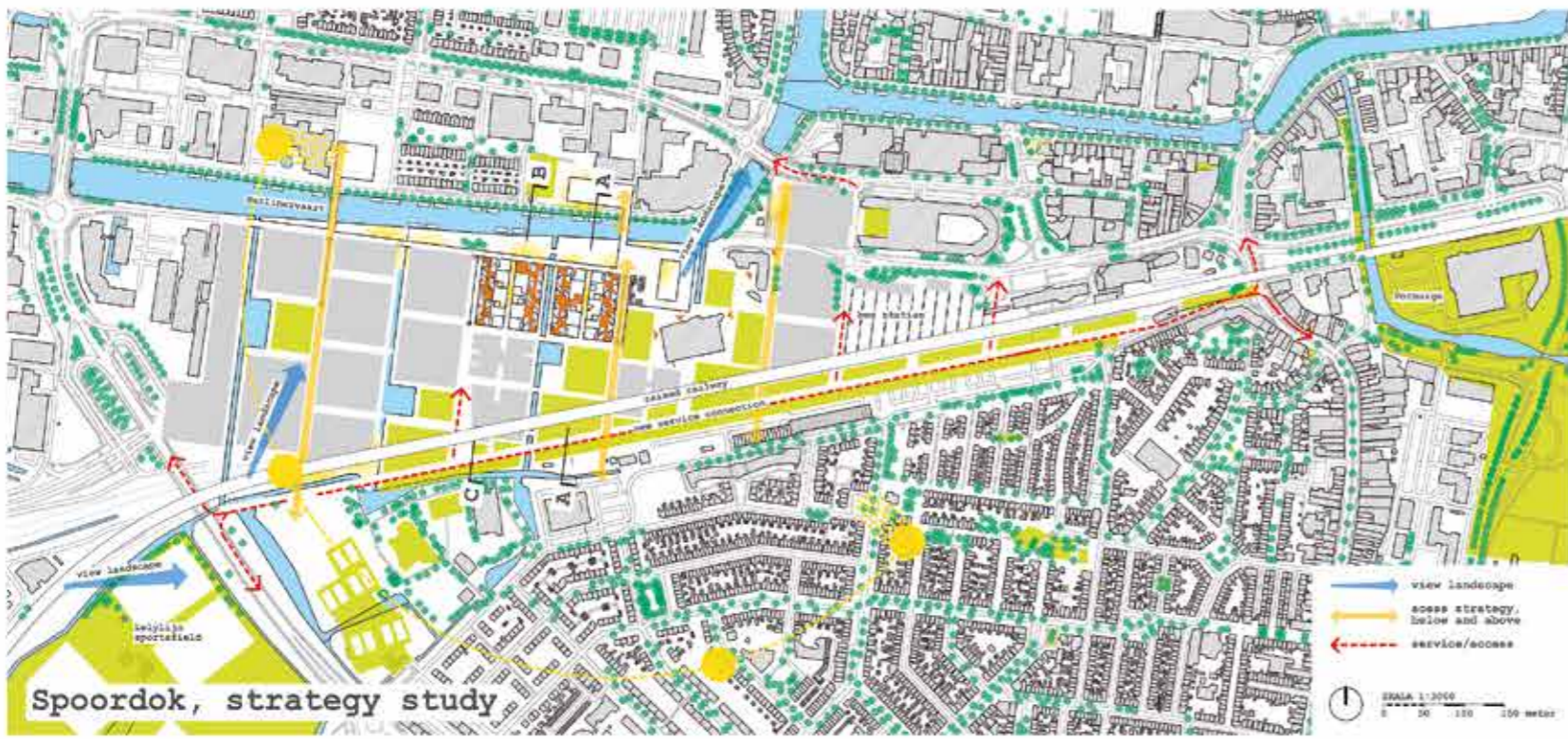
3. SPATIAL STRUCTURE / DIVERSITY / VARIETY

- Irregular alleys are used to connect street and backstreet
- Green space along the canals bring the landscape into the village
- Allotments / green squares / green commons, are examples of useful green spaces



Leeuwarden - strengthening identities

group 1
Joseph Syrett
Sabine Kees
Sara Gudmundsdóttir
Olof Nilsson



Spoordok, strategy study



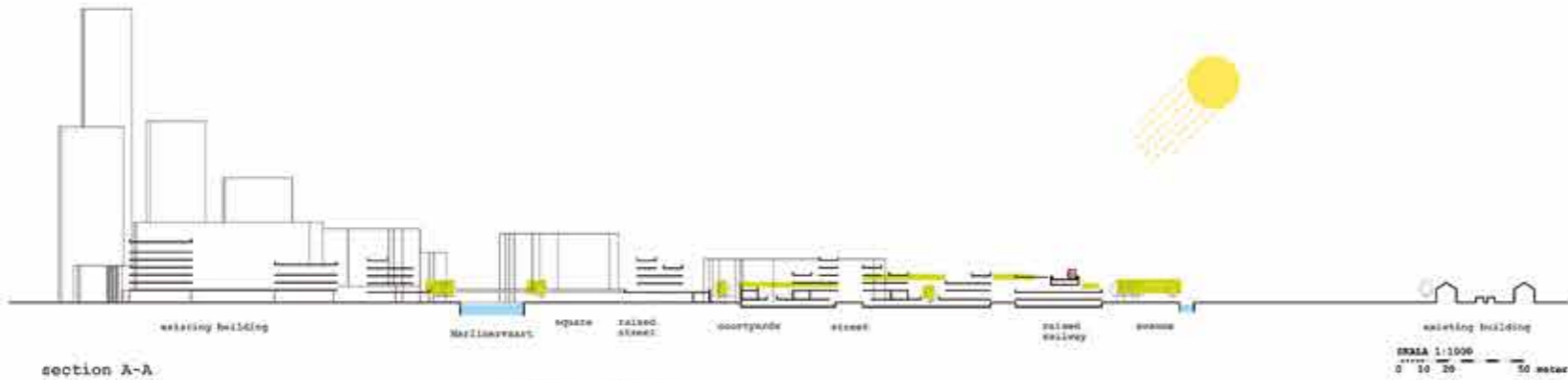
Marinervaart canal



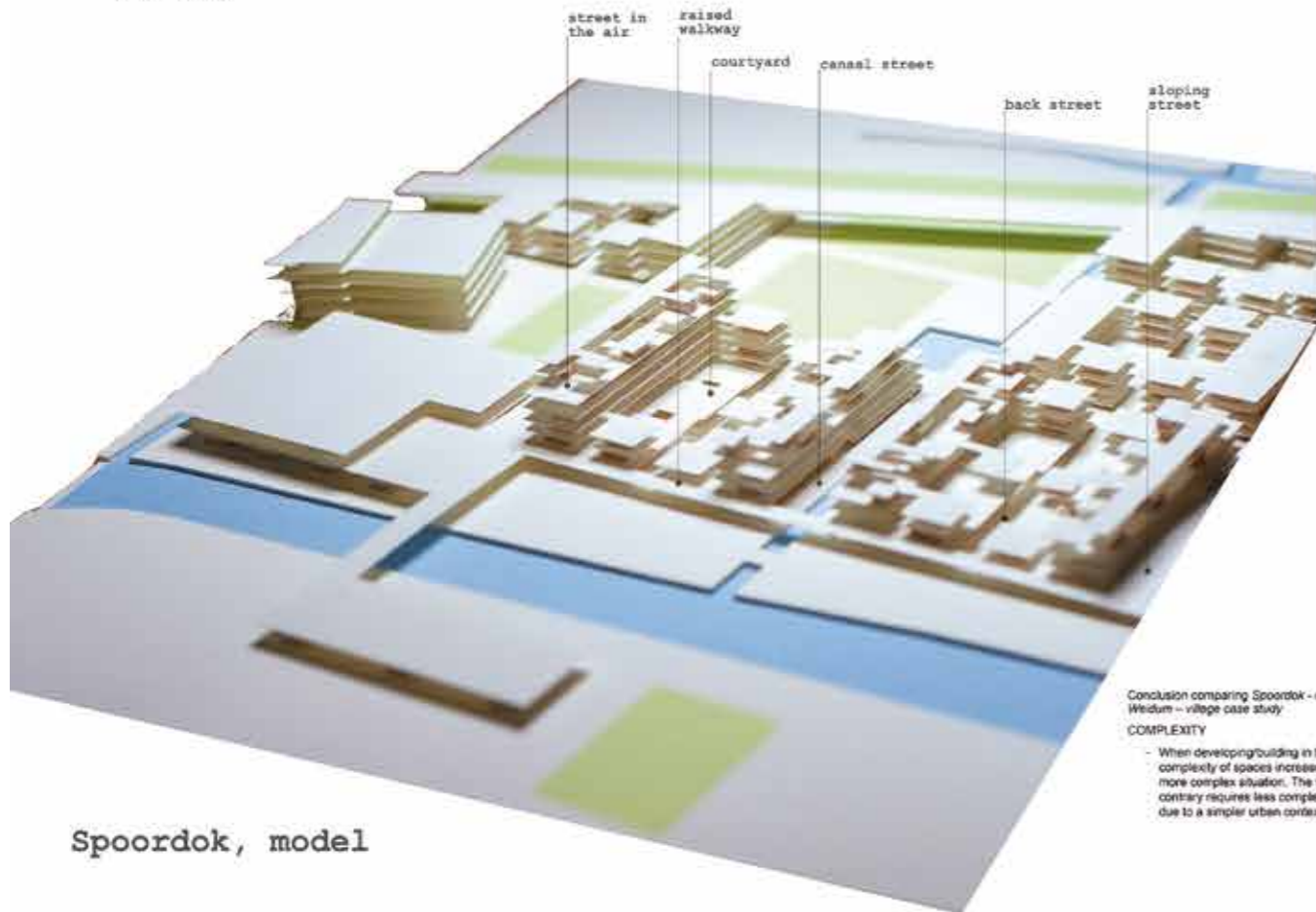
Spoordok area



high spatial complexity in the old city fabric/wijk veld



section A-A



Spoordok, model

SPOORDOK - city case study

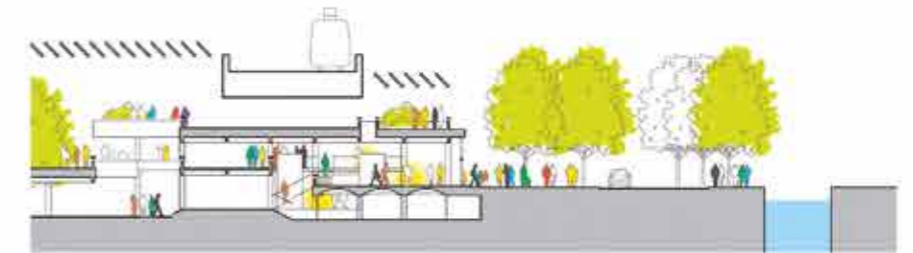
Development strategy / principles:

1. SCALE AND ADAPTATION
 - A structure complex enough to enable multiple use and change over time
 - A system of accessibility with different kinds of streets on different levels guarantees a certain scale
2. CONNECTION TO LANDSCAPE
 - views from built terraces
 - accessible continuous green spaces along streets and canals
 - railway stretches out into the landscape
3. SPATIAL STRUCTURE / DIVERSITY / VARIETY
 - dense lowrise structure, carved out spaces
 - raised railway, adaptable structure below
 - walkway along canal, raised street
 - major streets connecting park with water
 - irregular secondary streets
 - avenue connecting Lelylaan park to Potrange

Conclusion comparing Spoordok - city case study and Weidum - village case study

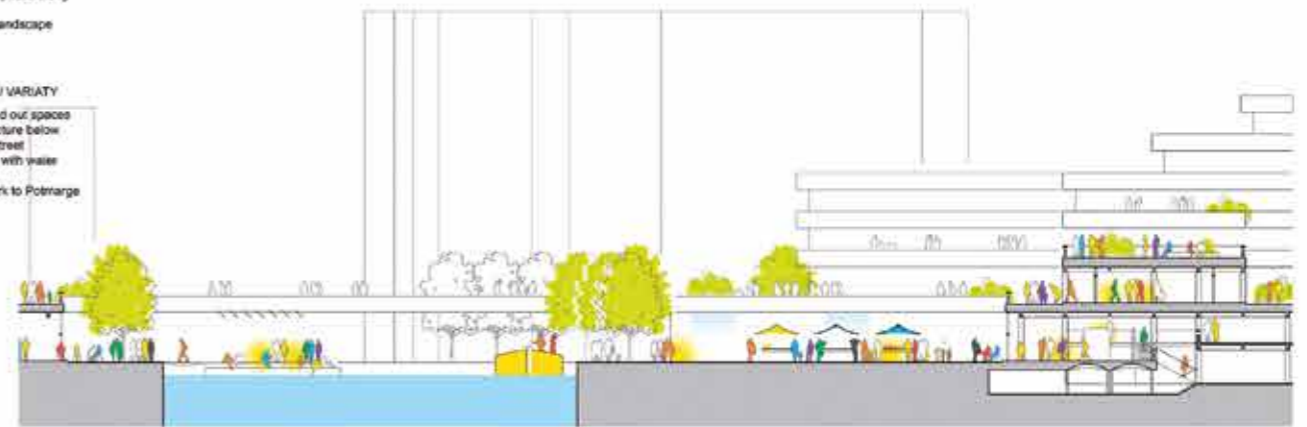
COMPLEXITY

- When developing building in the city context, the complexity of spaces increase, as an answer to a more complex situation. The village situation on the contrary requires less complex structures/spaces due to a simpler urban context.



Spoordok, section C-C
relationship railway/new structure

SKALA 1:200
0 5 10 meter



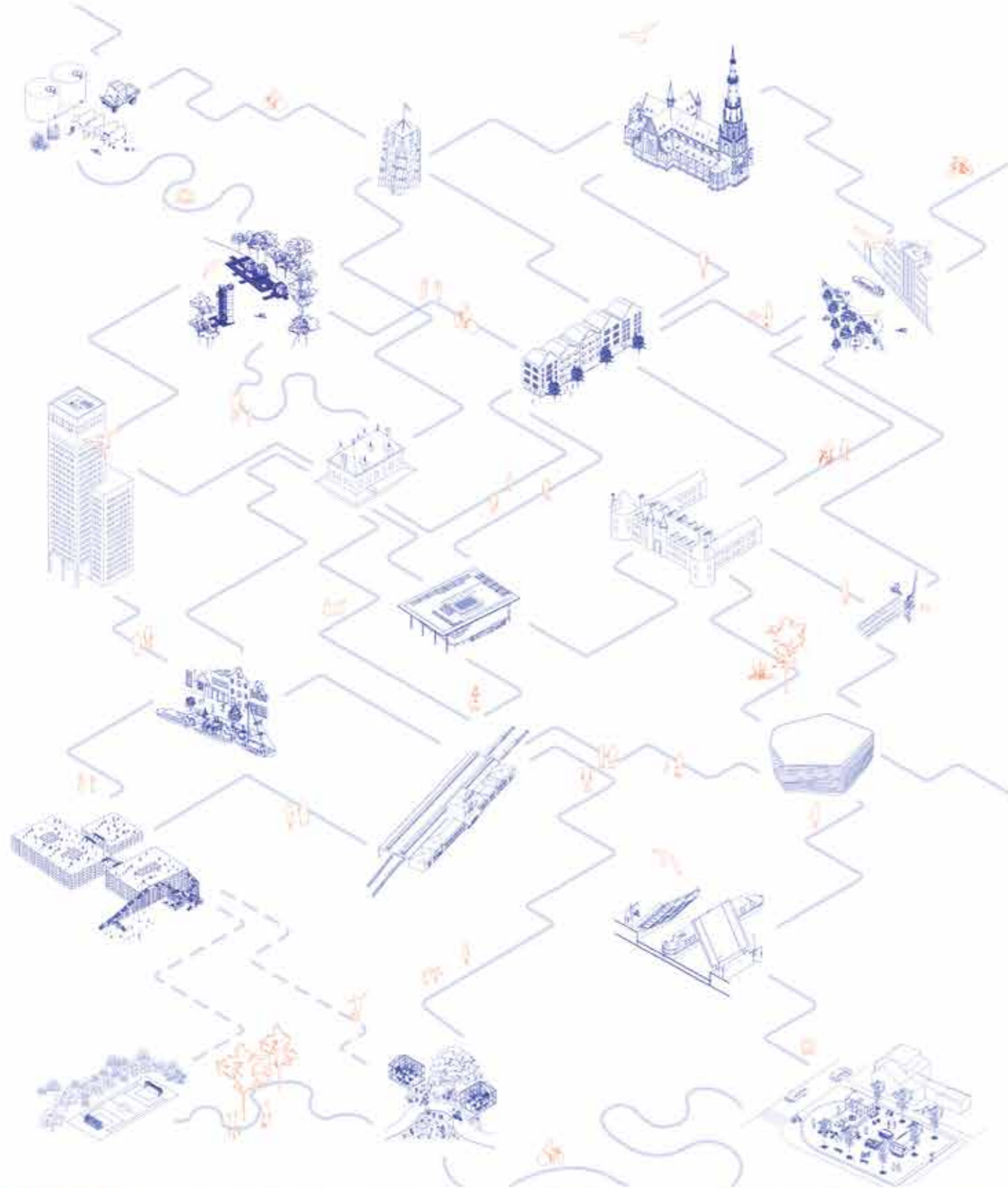
Spoordok, section B-B
relationship canaal/new structure

SKALA 1:200
0 5 10 meter

TEMPORAL TIES

Inhabiting Leeuwarden's liminal spaces

AAHN25 - Advanced Architectural Design: Cassandra Shallcross, Emilie Chinco Indrebo, Mateusz Pura & Matilda Lundqvist



LEEUWARDEN. The provincial capital of Friesland, Leeuwarden, is sometimes called 'The best kept secret of the Netherlands'. This is a city surrounded by a scenic landscape. Leeuwarden presents many interesting and important goals for its future: the first fully working circular economy in Europe, evolving as a cultural hub and being branded as the water capital of Europe. But being the "best kept secret" also proposes several challenges: a difficulty in getting young people to stay and hard to attract visitors. Leeuwarden has been inhabited since the 10th century and it hosts interesting cultural, social and

natural heritage elements, some of them highlighted in the map above. These are elements that help Leeuwarden keep its village qualities. The strategy to achieve this goal is to work with the in-between spaces; the interstice. An interstitial space is commonly defined as a room inbetween two floors that is left empty to allow the building to grow without major interventions. This definition can be mirrored in the urban environment and describes the spaces we design in order to emphasise Leeuwarden's character.

TAKING OWNERSHIP. Defining some of the goals, opportunities and challenges in Leeuwarden inspired us to work with its liminal spaces. The in-between, the interstitial space, that can play such a vital part in the urban fabric and contribute to forming identity. It is with this in mind we form our concept and narrative.

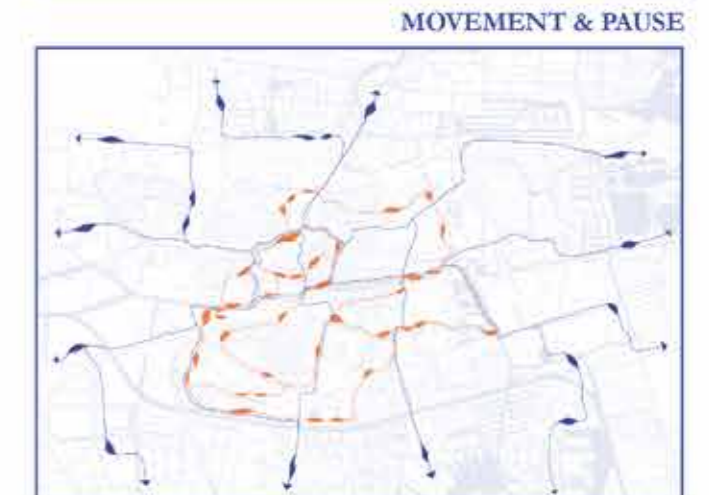
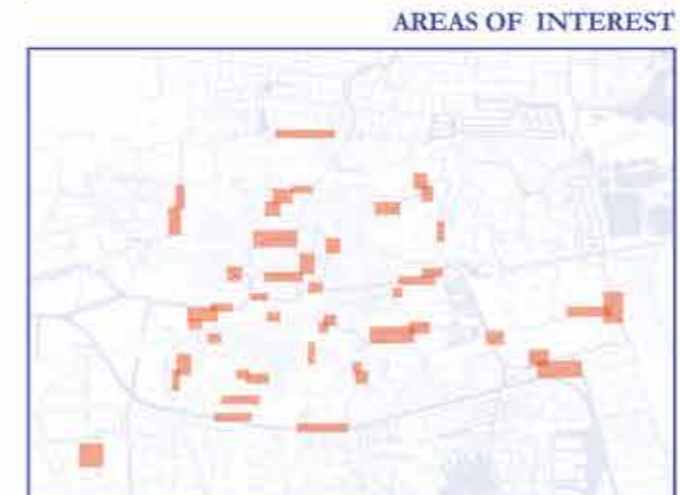
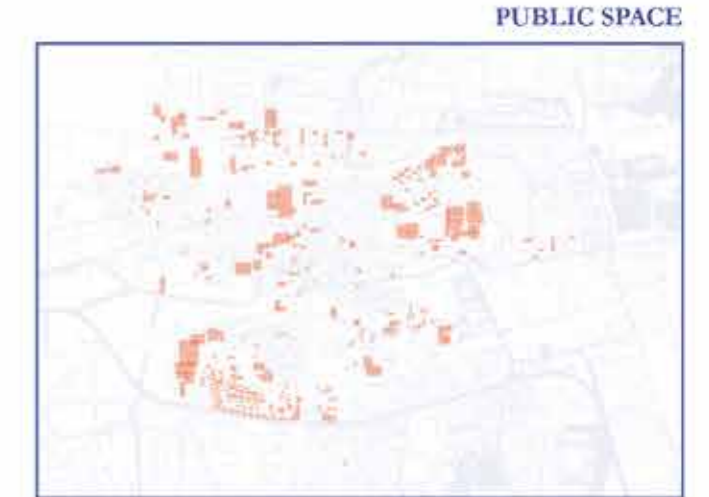
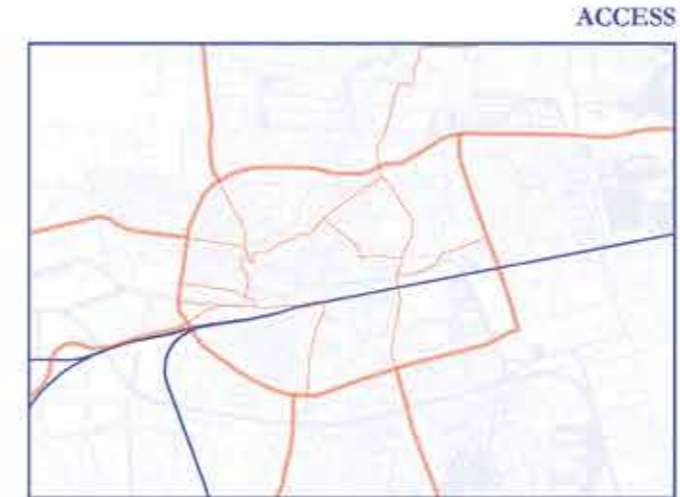
Our aim is to design starting points that inspire inhabitants to take ownership and use their city whilst it's breathing and transforming, using repurposed materials that allow for flexible structures that are temporary. *Why are we doing that?* The connection you have with your inhabited space is important. Taking ownership, identifying and feeling like you belong are some keypoints in reaching that connection. We want to create spaces with different levels of interaction, pace and scale so that the city doesn't become a place that you use to transport yourself from A to B. Instead it becomes a place for interaction, both between you and the city and between its inhabitants.



The journey of the interventions as they change and adapt, whilst moving in time and space.

ANALYSIS. Leeuwarden has grown from a medieval town, into the provincial capital that it is today. The growth can be seen as clusters of villages that form the urban fabric of the city. This has created different identities and spaces within Leeuwarden. Mapping has been used to explore the ways the city is connected and has been an important factor in the placement of the interventions. There is currently a lack of public space with a designed

function in relation to the size of the city. The inbetween spaces have, in some cases, been neglected and abandoned, causing functions to be grouped within the old town, and thus not utilising the potential of the whole city.



URBAN ACUPUNCTURE. The design is meant to create an alternative journey, introducing more points than your regular "A to B". To these new points we can bring activities, informal meeting spaces, productive greenery, culture; the list can go on. What ties them together, is that they are spaces that connect us as people and connect citizens with their city, encouraging a sense of ownership. Now, we insert ourselves a little deeper into some of these places - punctuating the route with varying types of interventions. These zoom-ins are meant to be adaptable and temporal; a way of working with the city over time as it breathes. These are starting points and ideas that can and should be reflected upon, improved and continued around Leeuwarden, and potentially throughout Friesland. The project suggests spaces where people feel at home while they are out and about, enhancing their daily routine. The interventions can host any scale, pace and number of people required, as they are site specific, and must respond to their context. Instead, they should be the result of teamwork, from school competitions to young and established architecture firms, they should emulate the needs and wants of the community they are within.



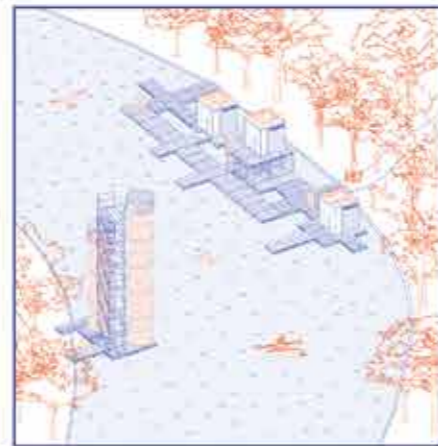
1. FLOATING MARKETS. Floating markets can allow local entrepreneurs and farmers to sell their goods in a more free form that allows for flexibility. It can also support events in Leeuwarden.



2. GREEN CITY. Parks have the potential for restoration and that can be done through the 'wilding' of the parks to natural states, with places to sit and reflect your soul.



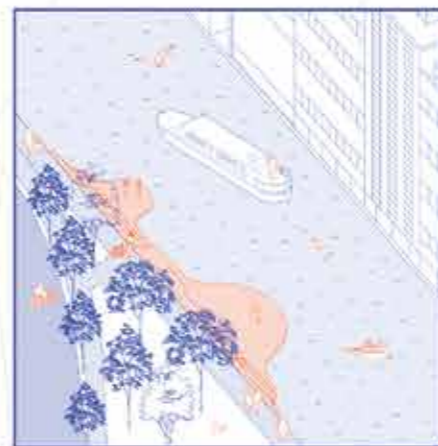
3. LINES TO THE LANDSCAPE. Temporary structures can become an extension of museums and research. Allowing for workshops with the Frans museum.



4. LEISURE AND SPACE. Activities on or near the water can be experienced through games, games and climbing spaces. It can continue the long tradition of sailing the water.



5. REPURPOSING STORE FRONTS. Empty storefronts can be temporarily re-activated by allowing them to be used out to the acts and others who need space to practice and be

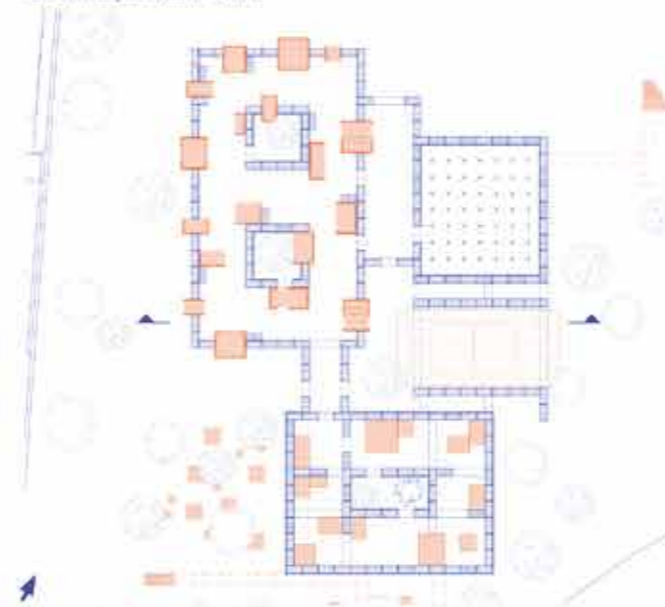


6. BETWEEN LAND AND WATER. The canal offers a space for relaxation and reflection. With the staircase people are allowed to inhabit the ambiguous space whilst enjoying the weather.

CASE STUDY: SPOORDOK

SCALING UP. As it is currently a light industrial area, the municipal vision for Spoordok presents a new form of densification. This provides the potential for a new scale in Leeuwarden. We want to introduce the human scale in the area, both now and in the future, by activating the existing space before the new development arrives.

This can be done through inviting people to inhabit the space and connecting the city with the countryside through markets, festivals, open-air theatre, social and work spaces, and so on.



Masterplan of the temporary intervention in Spoordok. Scale 1:500



Isometric view of the site showing the exterior connections.



Perspective elevation of the north facade of Spoordok. Scale 1:200

Connected through their structure, these free standing spaces will provide a place for learning, local entrepreneurs, culture, activity and workplaces. Scaffolding provides the frames for the structure, adapting and changing with the seasons. Activities on the inside and on the outside, on the ground and on the roof, will merge together, through the visible connection that the flexible, frame structure offers.



Section through the temporary structure. Scale 1:400



Perspective looking towards the outdoors stage with an open-air theatre



Interior view of the market space

The Green Spine

Connecting city with countryside through food production

Given that the city of Leeuwarden is surrounded by large-scale food production, we anticipated that this would be reflected in the city's identity. Perhaps recognized as a pride as a citizen of the food region of The Netherlands or a strong food culture within the city. Instead, what was found, was a problematic relationship with the food industry and a clear division between the countryside and urban. From this, our concept began to take its form. Both recognizing the great potential in having a food industry so close to city but also questioning the food industry and its future form.

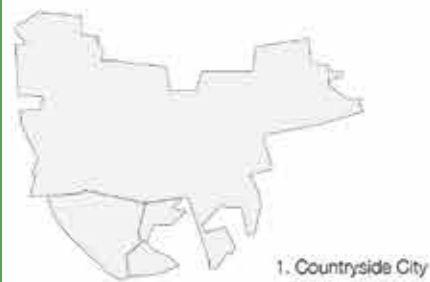
Conceptual principles

1. Using the existing strengths of Leeuwarden rather than adding something new. One strength being the possibility to live close to the city, yet being on the countryside. Presenting a new way of living will influence the way we live in an urban environment.

2. Attempting to redirect the control of food production to the population, giving them knowledge of infrastructure to self- and small commercial food production.

3. Countryside City is built upon three focus points: the green corridor as the spine, a new type of living where we research and learn about sustainable and innovative food production, Spoordok, where we apply what we have learned.

To make this possible we rely upon three things. The first is the canals, which provides us with a grid-like division of the fields and infrastructural water source throughout the whole area. Secondly, the man-made infrastructure: a new tram. The tram will make multiple stops through the area, creating small hubs along the green corridor. The hubs will serve transportation for the food produced in the area, into the city. At last we have the knowledge and support layer. We provide the new citizens with a continuous learning process and infrastructure to achieve their goals of production. We connect self producer to commercial ones, creating a network inside the neighborhood. Thus we have the natural, physical and network layer.



1. Countryside City



2. The Green Spine



3. Invading the City



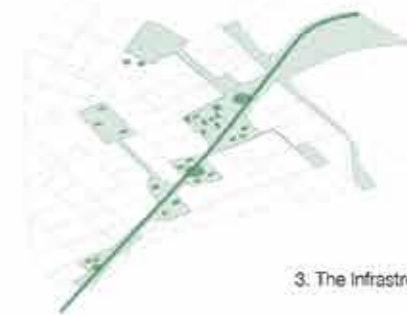
The Year 2035



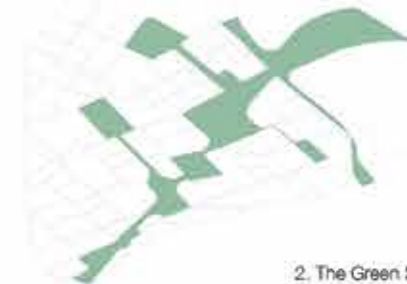
5. The Agriculture



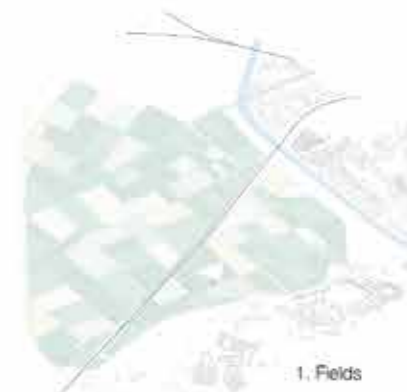
4. The New Dwellers



3. The Infrastructure



2. The Green Spine



1. Fields



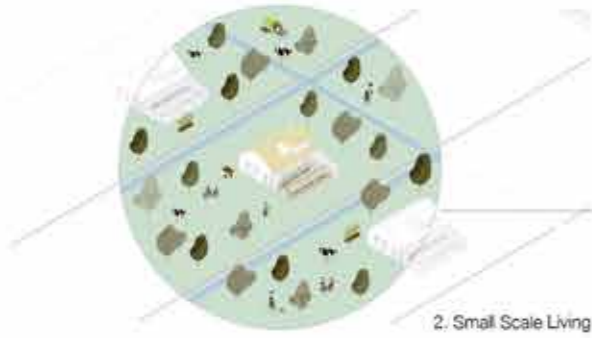
Melike Kavali, Pedro Suzan Moi, Sophie Sjöberg

Countryside City

With the intention of connecting city and countryside and re-think the way we live and produce food, a new area for an experimental self-production area is presented. The ambition is to attract both small food producers but also to integrate the citizens to the topic of agriculture, bringing awareness and awakening a bond to what we consume. New typologies that fit into the transition city-countryside as well as facilitate the new self-sufficient way of living.



1. Big Scale Living



2. Small Scale Living



3. Communal Area



4. The Green Spine



5. Park

Invading the City

Finally, the new way of living and producing will be implemented in an urban environment. This makes for a new challenge of new urban typology as well as re-using the existing buildings. Transformable buildings, empty lots and forgotten structures can be reawakened and ordinary everyday structures can be multi functional. This uniformity should create a togetherness among the citizens and reinforce the importance of knowing what you eat and the link to the food that is being consumed.

The future is here. Standard single-use typologies have been left behind. Structures have been manipulated and readjusted to fit into our new vision. The office building cannot live no longer as an isolated space. Now it allows for an open circulation, where agriculture and greenery fill up the new "voids", creating a space for encounter.

A private business space has to give in so that the new society can thrive. By doing so, we break the barrier of norms and categorization, releasing the citizens towards never encountered places in their city. The city eats the office building and gives it its new character. The new structure belongs to its citizens.

Manifesto

In the year 2022, society has come far in terms of technology. The world has become smaller and cultures have merged together. Yet we are as divided as ever. We invite you to a new way of reconnecting, by reviving the ideas of why we live and why we need each other. Going down to the simplest of things, harvesting your own goods. We believe the city has a lot to learn from the countryside: about working together, appreciating what the other does and understanding nature.

We have lost sight of what is our foundation. Time is running out and there is no time to be wasted. The way we are progressing as a society is unsustainable and the city must be transformed. The urban landscape allows to be built back so the earth can recover. Typologies are reinvented, walls are broken and streets reduced. The green is being brought back in many different forms. Agriculture is a form of bringing people together and back in touch with nature. Values as trading and sharing are reawakened. The future city comes to life. The Green Spine is allowing the urban and countryside to be connected.

A new form of democracy initiates with the introduction of the Green Spine and its infrastructure. A new way of living is presented at the edge of the city, with the aspiration of engaging with the ways of the countryside. The Countryside City is an experimental area for the combination of housing and self production of food. A sustainable way of living with the power of reawakening old ways of connectivity. Attracting people with the values and intentions to live together, by working close with each other and to earth.

The way of building and expanding a city starts by introducing infrastructure, adding a new character and allowing the new development to happen gradually and adaptably. The Countryside City should reawaken architectural as well as human values, leading towards a transformation but leaving full control to future users to adapt as they see fit.

Why do we do this?

The way we occupy space must change. We as designers believe in the importance of precaution and carefulness towards further development of the urban space. We cannot simply build and deal with it later. Allowing flexibility demands more effort at first, but will spare us time and space and allow future generations to collaborate to projects we have begun.

We believe that introducing a new reinvented character to the expansion of Leeuwarden will allow its citizens to identify themselves with it and bring the same ideals into the same. At the same time this character will spread and will make the city known for something it already has, but has been adapted to the new ways of living and occupying space.

This project should be interpreted as a manifestation of new possibilities and horizons, using just what the city and its populations already has to offer. Leeuwarden has the power and its time to be rediscovered.

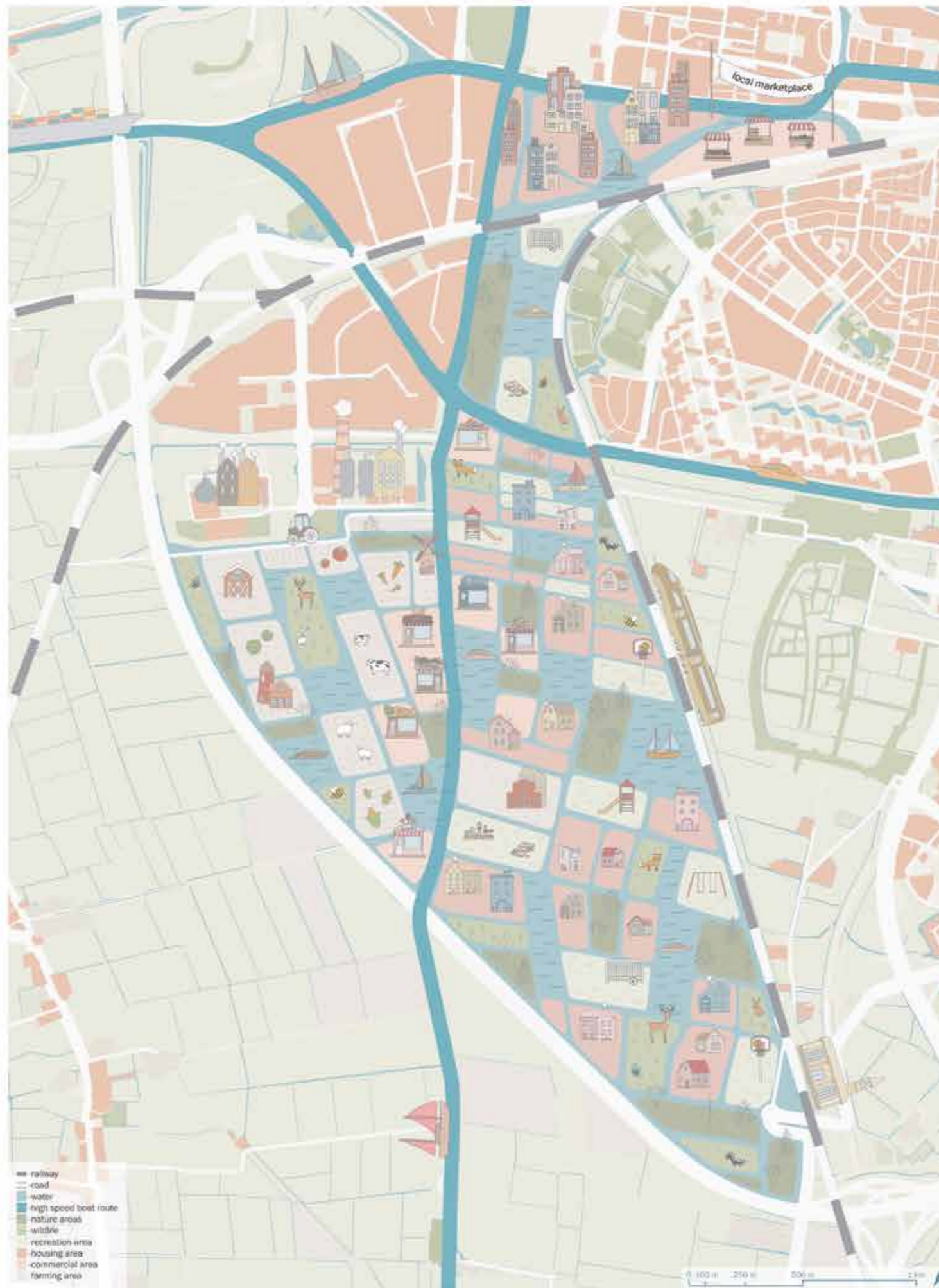
Melike, Pedro & Sophie

BLEEU WARDEN

RECONNECTING HUMANS WITH WATER, CREATING LINKS BETWEEN CITY AND LANDSCAPE, PROVIDING ENVIRONMENT FOR A HAPPIER LEEUWARDEN.

Water has played an important role throughout the whole of Leeuwarden's history - until now. Humans have always lived close to water but our current city development is step by step building us away from it. Does it mean that some of the well-being and identity of us human beings is lost without the very extensive connection to the water that we've had historically? Our proposal is based on a strong belief that a deeper connection to the water will create happier human beings and a healthier and more sustainable way of life. We also think that water has a major role to play in the transition that is needed to fight climate change. With its geographical and cultural connection to water and sea, Leeuwarden is the ideal city for such living environments to be created.

Map of focus areas : Spoordok & Middelzee



QUALITY OF LIFE
Living close to water makes people happier. It generates better mental health and lower levels of stress.

HEALTH & WELL-BEING
People who live close to the water tend to be more active and have better physical health.

BIODIVERSITY
Wetlands provide important habitats for many species and need to be given further space.



SUSTAINABLE FOOD PRODUCTION
Fish and algae farming has lower CO₂ emissions. It boosts climate resilience as farms on land face changing weather conditions.

LOCAL NETWORK OF TRANSPORTATION
Strengthening local boat traffic creates a network of resilient transport that reinforces the region's self-sufficiency.

SMALL SCALE POWER PRODUCTION
Heat can be extracted from water. Solar panels can be placed on water, which generates more energy due to less coverage and cooler climate.



STORMWATER PROTECTION AND FRESHWATER COLLECTION
Climate change threatens our stressed freshwater supplies and gives increased levels of draught and floods. Dams and basins help the city be more resilient.

WATER QUALITY
Cities need to adapt their drinking water production to climate change in order to secure the future supply of drinking water.

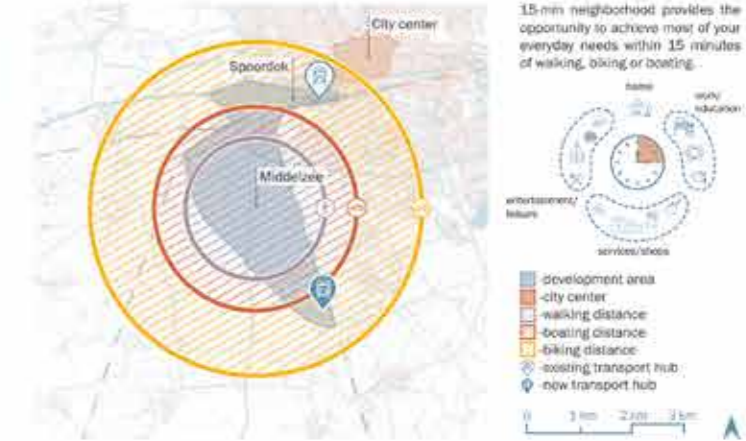
REDUCING HEAT STRESS AND RISK FOR DRAUGHT
Blue environments are cooler than land and will reduce the heat stress and draught due to climate change.



Landscape & Middelzee

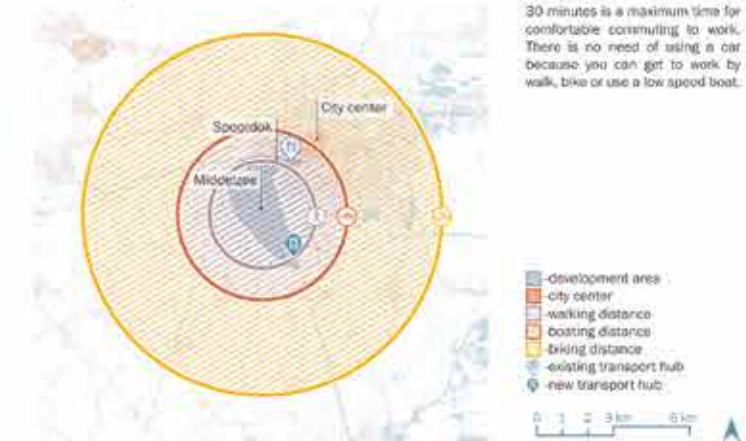


Everyday life 15 min. access



15-min neighborhood provides the opportunity to achieve most of your everyday needs within 15 minutes of walking, biking or boating.

Workday 30 min. access



30 minutes is a maximum time for comfortable commuting to work. There is no need of using a car because you can get to work by walk, bike or use a low speed boat.

Weekend 60 min. access



Good accessibility allows you to use a car or high speed boat only for weekends. It will take only an hour to reach the sea and many beautiful towns that will attract more tourists on a regional level.

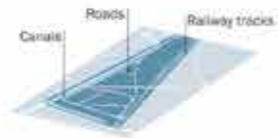
SPOORDOK

AN URBAN POST-INDUSTRIAL ARCHIPELAGO

Take a walk under the railway bridge or buy locally grown crops at the floating market.

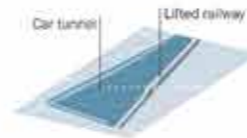
The future Spoordok will be a new melting pot and an additional city center with environments for housing and recreation. It will be an urban archipelago and something that future Leeuwarden inhabitants can use to understand their city's industrial past at the same time as they enjoy the impressive landscape. The water is let in and creates a link between Spoordok and Middelzee that the city is now missing. The link will also be a connection

between the city and the landscape itself. Farmers travel the canals from the city's surrounding farmlands into the new Spoordok Market Area. Their boats are loaded with food and other goods that the city-dwellers buy. The water becomes a driving motor in an local economy and a regional food system. Food that is grown in Leeuwarden's surroundings once again is consumed by the people in Leeuwarden.



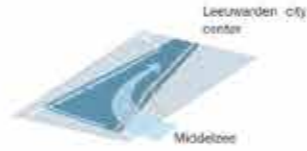
1. Borders of Spoordok today

The roads, the canals, and the railway tracks, are the borders of Spoordok as it is today.



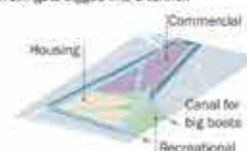
2. Railway and ringroad

A new railway is built on pillars through Leeuwarden's city center. The part of the ringroad that goes through Spoordok gets dug into a tunnel.



3. Water enters the city

The water environment of Middelzee continues into the city center under the railway bridge. It becomes a link between the city center and Middelzee.



4. Urban archipelago

The roads of the industrial quarters are transformed into canals. New green recreational areas create connections through the city.

MIDDELZEE

A SUBURBAN BLUE-GREEN COMMUNITY

Re-inventing suburban life with focus on slow and qualitative living next to water.

Our proposal is to develop Middelzee as a diverse water landscape, a continuation of Spoordok, but with focus on suburban living. The islands are connected with pedestrian and bicycle bridges, as well as "port" systems which travel back and forth across the canals. The islands and lakes are an opportunity to transform local food production, as the biggest large-scale farms are being bought-out. More sustainable ways of farming can be experimented on the

islands or as floating farms, such as aquaponics and vertical farming. On the islands edges, where the land meets the water, people can rent floating cabins and saunas. The new Middelzee landscape is one where the recreational values of water are celebrated in various and creative ways. In Middelzee, life's slower, better and bluer.



1. Current Middelzee landscape



2. Expanded waterways



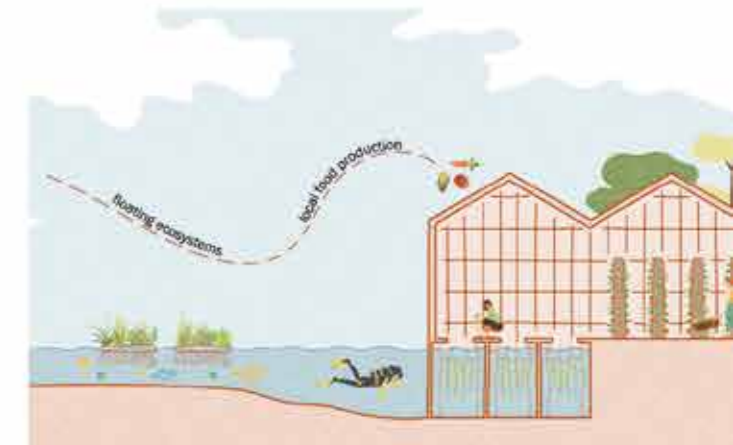
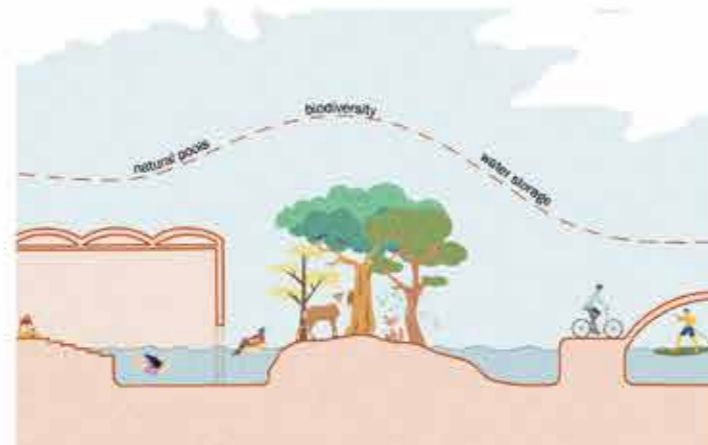
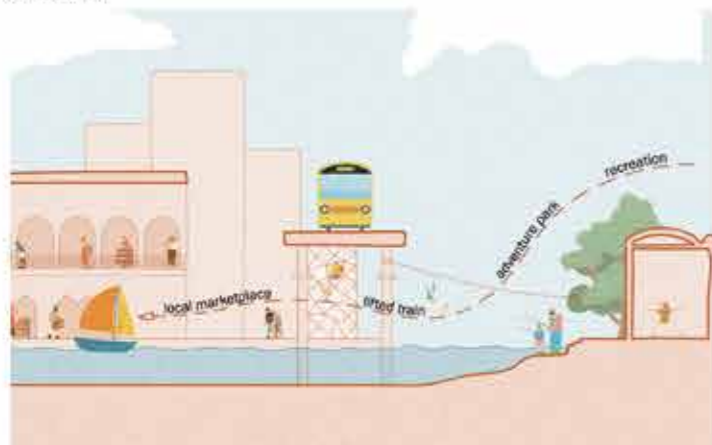
3. Creating new terp islands



4. New island landscape

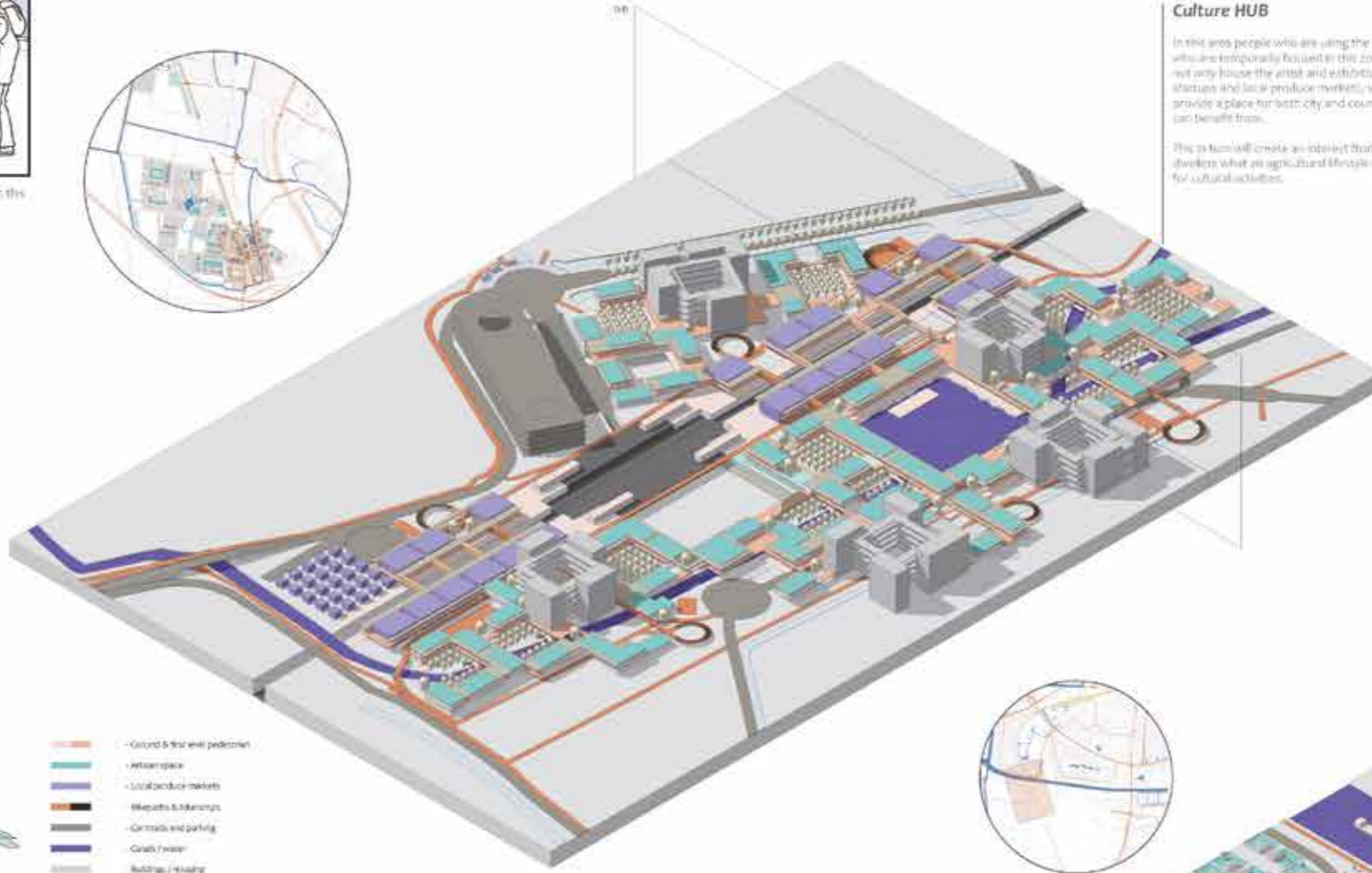
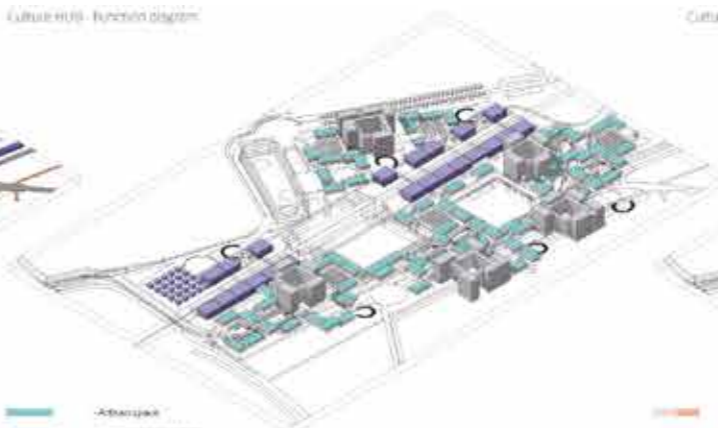


Sections



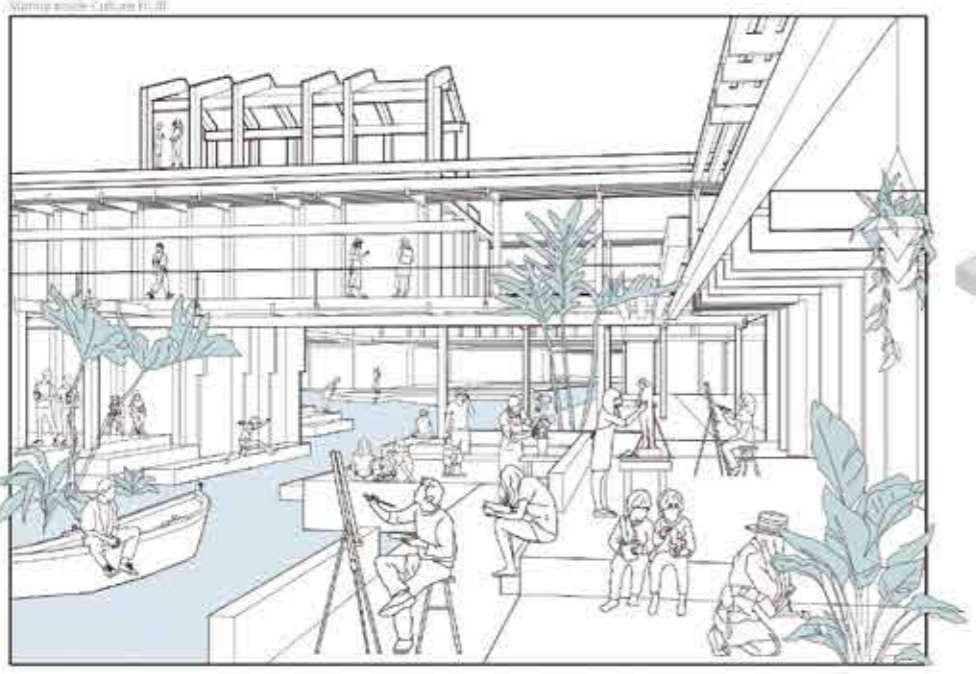


At this area people who are using the train station to go to the city will find themselves in contact with the artists and artisans who are temporarily housed in this zone to create and host classes, exhibitions and workshops.

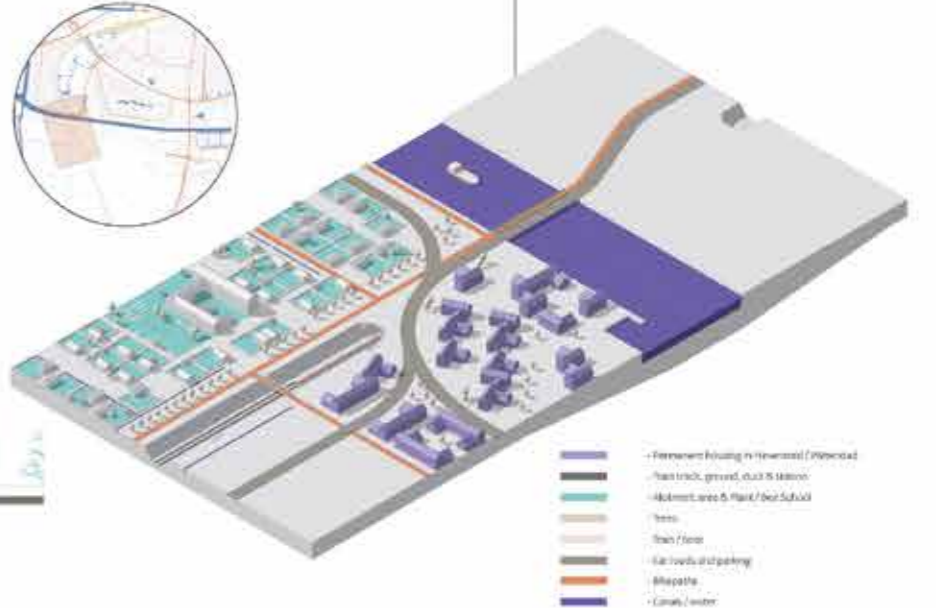
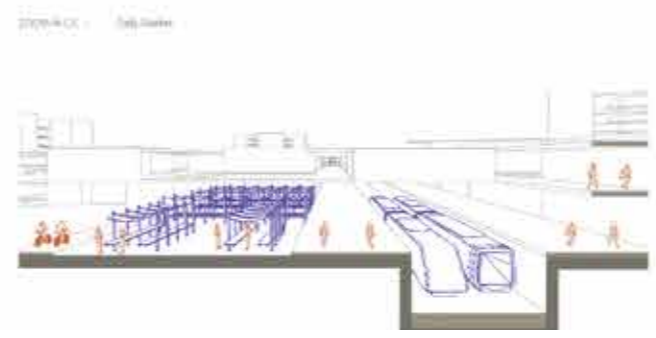
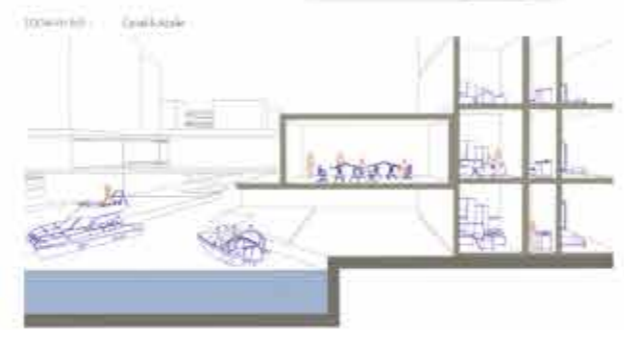


Culture HUB
 In this area people who are using the train station to go to the city will find themselves in contact with the artisans who are temporarily housed in this zone to create and host classes, exhibitions and workshops. This area will not only house the artist and exhibitions but act like a HUB for various activities and stakeholders: for outdoor markets and local produce markets, which showcase and sell the allotment farmers produce. The idea is to provide a place for both city and countryside dwellers to co-exist in a place which both can find interesting and can benefit from.
 This hub will create an identity from both sides (city & rural), increasing awareness and understanding for the city dwellers what an agricultural lifestyle is, while also learning how to do it for themselves and gaining opportunities for cultural activities.

Allotment area
 The allotment area is full of new housing dedicated to private agricultural household cooking vegetables. The excess food can be sold at the local produce markets.
 The planning school will educate anyone in the area that is interested in producing their own vegetables. The school also educates honey farming, and the local apiculturists will benefit the flora and everyone in the area growing their own food.



The market inside the HUB will accommodate the people that arrive and travel here by boats. It will also be a space growing with life and activities.



SOFT BORDERS | LEEUWARDEN

AMNOC | Group 6
Final review | 2022-2023
André Iñáñigo Iñáñigo | Lindberg Jón

Leeuwarden is a city that is well provided with infrastructure as well as having distinct green and leisure areas throughout the city. With the first approaches we were able to realize that even though Leeuwarden has a good fabric network, the main problem is that on many occasions, the spaces are disconnected, something that hinders the connectivity between certain areas of the city.

One of the main issues we have found is the position of the railway, which cuts the city into two parts, making it very difficult to connect and force the city to function in sub-zones.

To respond to the challenges encountered, this proposal focuses on softening borders. In order to provide the city with a better connection between different areas, to show what our proposal consists of, we have focused on one of the industrial areas of the city, where, from our point of view, these problems are even more accentuated. Specifically, the proposal is being carried out in the Sooszone area, currently a completely industrial area delimited and separated from the rest of the city by the railways and canals.

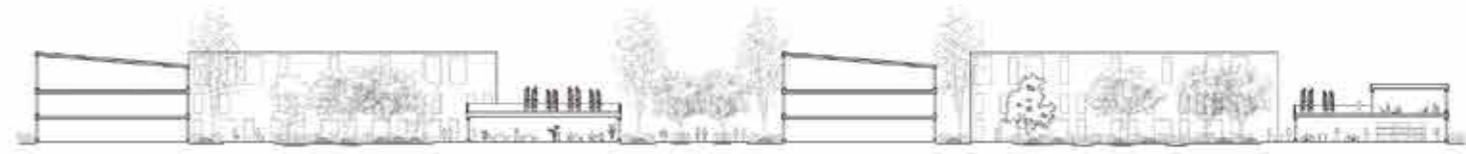
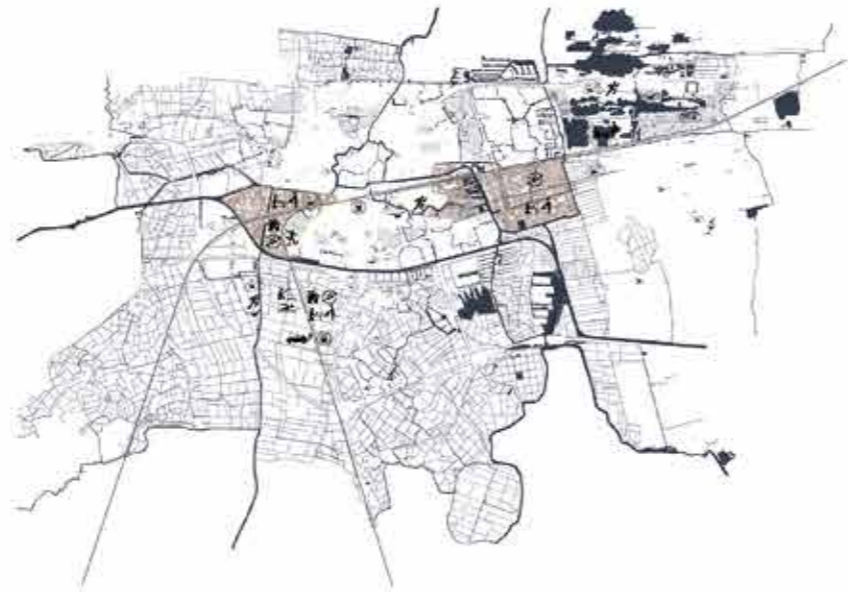
Apart from solving the connectivity of the area, another of our objectives was to incorporate nature into the area in order to generate more vitality. So what we can see in the proposal is the development of a new way of living based on co-living and sustainability, combined with office typologies, public buildings, re-programmed industrial buildings and others that keep their industrial function.

In this area we have identified different types of borders: the disconnection generated by the train tracks, the difficulties of reaching the sports area, the lack of biodiversity and greenery in the area and the relationship established with the water. For each subject we have given an answer, both at different scales.

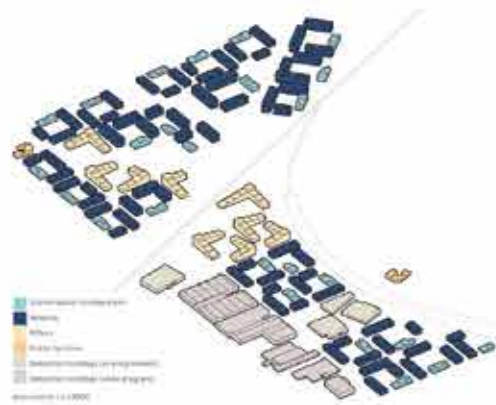
Firstly, because of the problems generated around the train tracks, we have decided to reduce the number of tracks at the central station from 8 to 7, a fact that gives the city much more free space. For the southbound tracks, given that they are very busy, clearly splitting the area and also interfere with the ships on the Canal, we have decided to bury them. This approach allows us to take advantage of the space they leave to create a green line that facilitates the connection with the sports area and provides permeability in this direction. On the other hand, the train tracks to the west are not so busy, so we've decided to keep them in their current position but we've wanted to merge them into a greener and more attractive environment.

Secondly, we have facilitated the connectivity of the sports area through the permeability and the incorporation of a bridge that crosses over the tracks and allows the arrival of the inhabitants of the site further to the north. We also wanted to create a kind of square around some converted industrial buildings located in the more urban fabric and a new public programme building located on the more natural side. Finally, and in relation to the new way of living proposed for this area, the proposal is divided into residential units with a shared building and a green garden area.

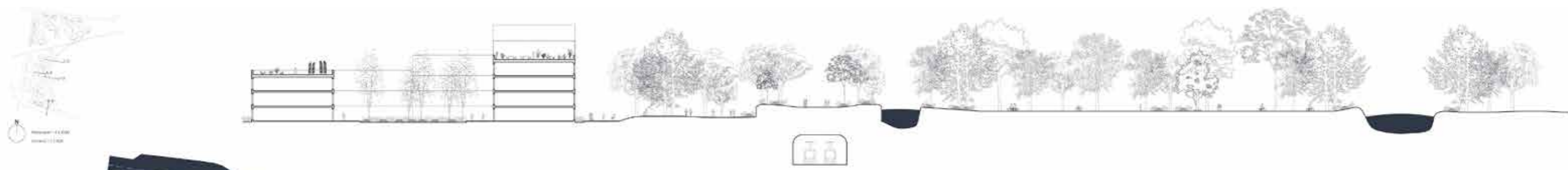
Last but not least, we have recovered the front with the canal in order to generate proximity and permeability to the water, understanding it as a space for play and leisure as well as another means of transport.



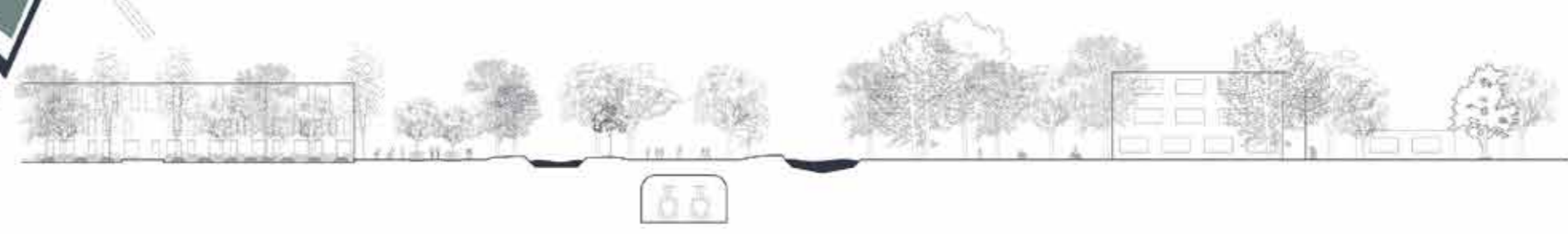
Section A-A | Relations across the street
Sustainable and co-living life
Relations in the inner gardens



Section B-B | Front with the canal
Permeability to the water



Section C-C: Generosity and permeability
 Maximize and proximity to the natural area
 Bridge above the railway



Section D-D: New relations between urban fabric and sports zone
 Atmosphere around the culture house: on the natural environment

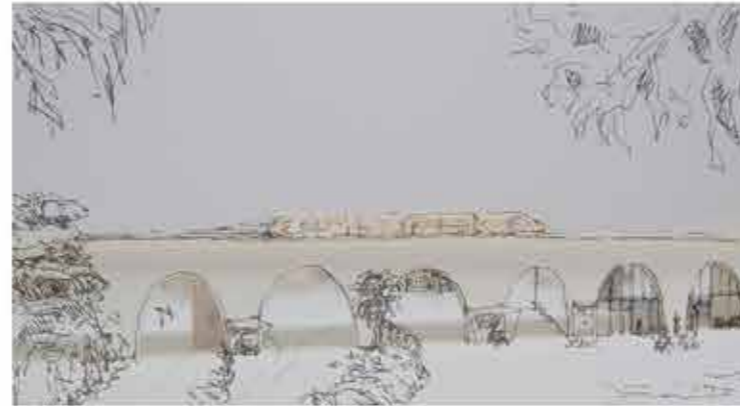
SPOORDOK



MODEL PERSPECTIVE OF SPOORDOK



VIEW 1 - ON THE WATERFRONT IN SPOORDOK



VIEW 2 - ON THE TRAIN TRACK IN SPOORDOK



SECTION IN SPOORDOK



FLOOR PLAN OF SPOORDOK

SCALE 1:3000



VIEW 3 - EXPLORING THE DIFFERENT LEVELS AT SPOORDOK

CASE STUDY CITY - SPOORDOK

The foundation of the Spoordok case study is the 'Central Harbour' - its activation point. This is a docking space for boats when visiting the city for leisure or work and also a larger-scale flexible space for markets, large-scale events and boat repairs. It is, in a sense, the new heart of Leeuwarden and a point where a precedent can be set for an accessible city.

The first step is raising the railway, making it possible to pass underneath and have functional south-facing space such as cafes and restaurants that activate the south side of the railway. A new park runs parallel to this frontage providing a green route into the city from the landscape and places Spoordok between the canal and the park that is completely accessible and car free. The park feeds into the more dense Spoordok area under the railway in small pocket parks. This creates direct routes through to the canal to the north and similarly inlets from the canal feed down south between the streets towards the park. A constant connection to nature and richness of space is produced through these green and blue streets.

The second step is to ramp up streets towards the water from the south, creating a functional shop / workshop frontage along the water underneath a new raised public level and walkway along the waterfront. This further enhances an ease of transition through Spoordok as the higher street level allows boats to pass through into Spoordok and toward the city centre. We imagine the lower street levels to be stores, cafes and restaurants, intertwined with green spaces, squares and water. The raised level, a public passage lined with public services such as libraries, galleries and education, the second floor office and work space, and above that housing. These principles of close connection to nature and use of levels to change the position in the landscape are informed by Leeuwarden's villages.

WEIDUM



MODEL PERSPECTIVE OF WEIDUM



VIEW 1 - ON THE ACTIVATION POINT IN WEIDUM



SECTION OF WEIDUM



COLLAGE OF WEIDUM



FLOOR PLAN OF WEIDUM

SCALE 1:3000

CASE STUDY VILLAGE - WEIDUM

Weidum is a case study of how we imagine village growth in this strategy, chosen for its rich existing qualities, raised position in the landscape and connection to nature, but also its need for improved connection to water and city.

The new harbour 'activation point' gives Weidum a new intensity and centre through a public square, shops and cafes, in a similar way to Leeuwarden's city centre always fronting the water. The village growth stems from here along the water and towards the city. Houses front the water and connect through to a green strip behind them. This can be varied from parks, denser forest to allotments, but always placing the area of density between the green and the water.

This new infrastructure enables the village to become activated at certain times around its centre without it becoming busy and losing its village quality.

WATERDOK



MODEL PERSPECTIVE OF FUTURE VILLAGE



VIEW ON FUTURE VILLAGE

CASE STUDY FUTURE VILLAGE - WATERDOK

The final phase and example of the possibilities, created through the new infrastructure for further growth, is the 'future village'. A point along the waterways, disconnected from the villages in the landscape. We imagine these could grow with the same principles of the CITY and VILLAGE with a new harbour, public square and green space containing this growth along the water.

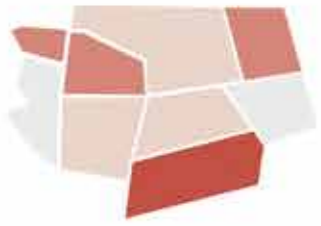
In this example, the housing spills onto the water through the form of houseboats and jetties, evolving a village into a new way of living, among the landscape and along this network of waterways. All while still connected to the array of rich qualities that a city and villages provide.

DEALING WITH THE EDGE

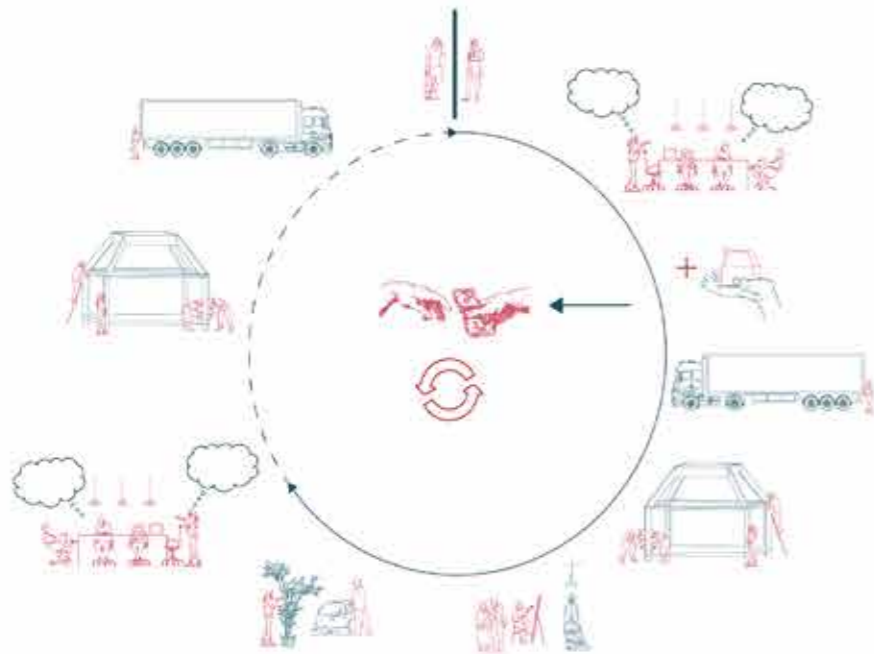
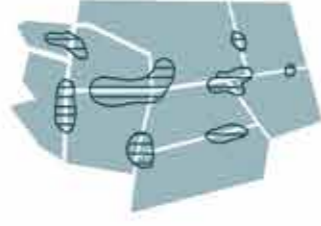
Helena Bernalte, Elsa Brynje, Lachlan Mitchell, Marta Pawlowska

Our idea is to, with help from architecture, connect people over both social and physical borders. The ambition is to create new possibilities for people to meet and create a community. The design consists of a prefabricated kit of parts that can be disassembled and reassembled elsewhere with 100% reusability of parts. While the structure remains the same across different program typologies, the material within the modular frames can be customized to suit the building's program. The adaptability in modules and therefore the program allows for bottom-up community participation. The people of Leeuwarden can decide on what combination of programs are best suited for the unique edge conditions throughout Leeuwarden.

DIVIDED CITY



UNIFIED CITY



SOCIAL BARRIERS
 ■ higher class ■ lower class
 ■ middle class ■ industrial



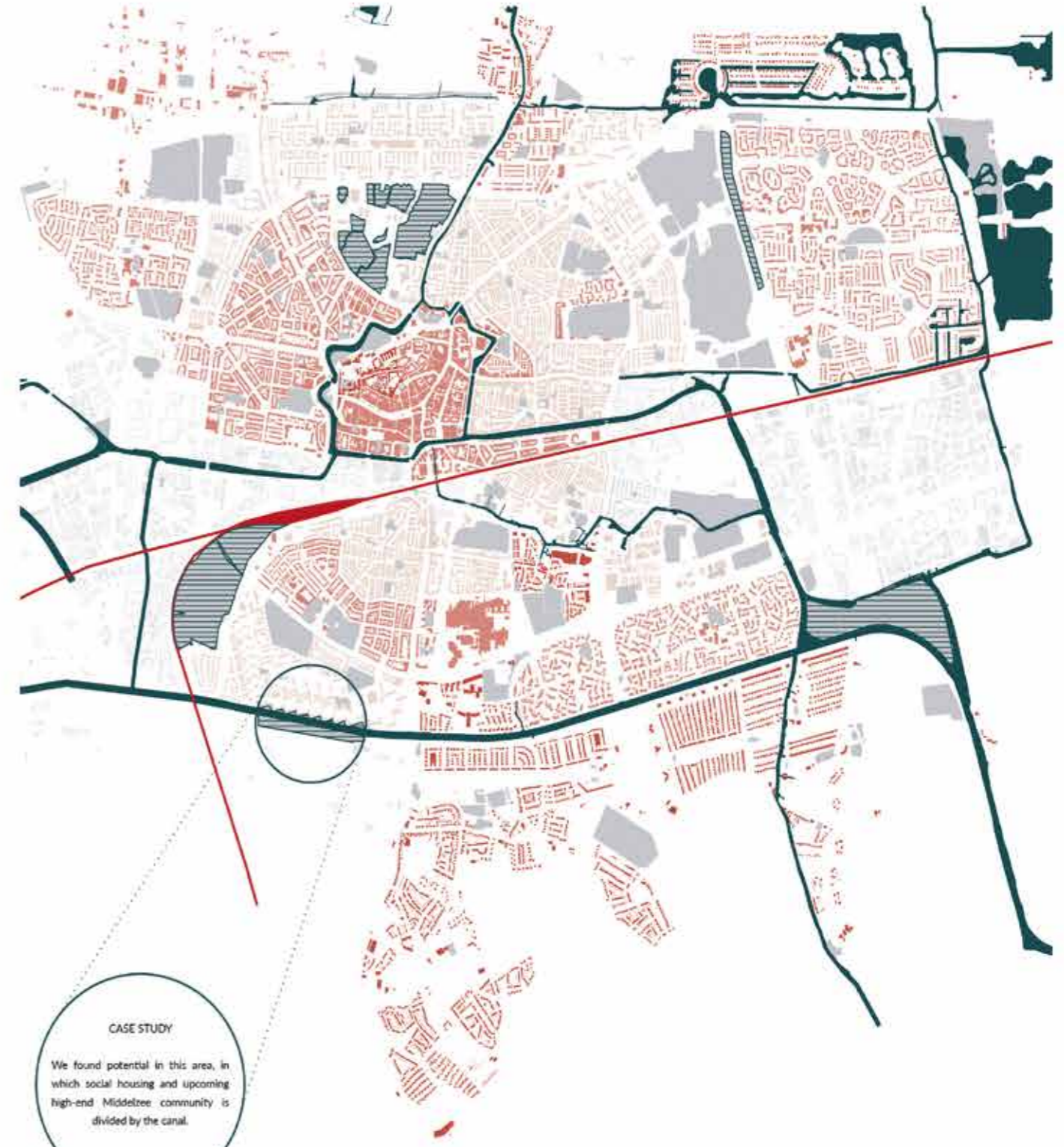
PHYSICAL BARRIERS
 — railway
 — canals



PARKS AND PUBLIC SPACES

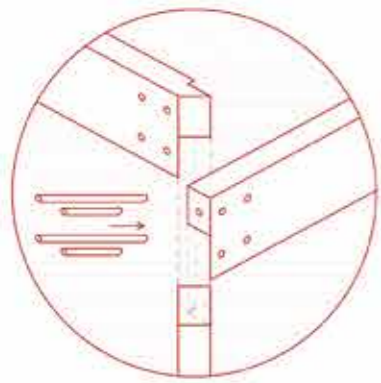
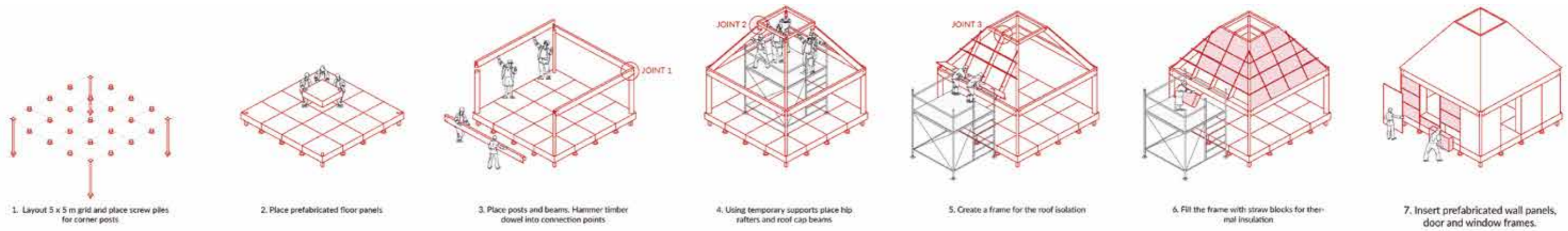


MODULES LOCATION
 ■ modules
 ○ case study module

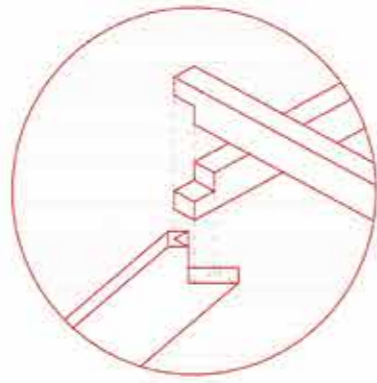


CASE STUDY
 We found potential in this area, in which social housing and upcoming high-end Middelzee community is divided by the canal.

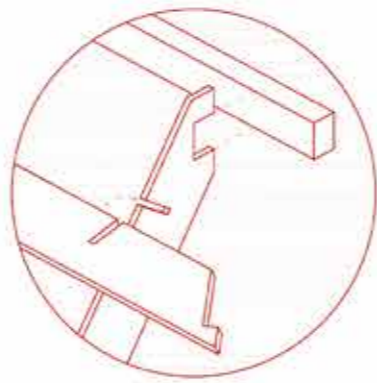




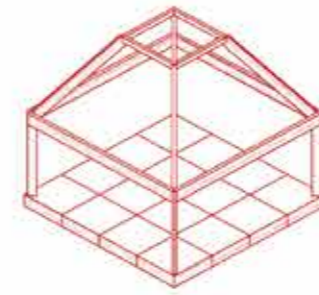
JOINT 1



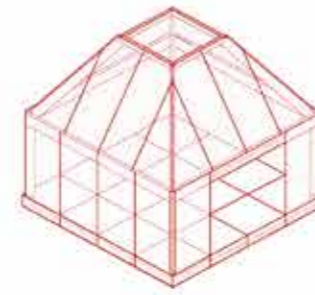
JOINT 2



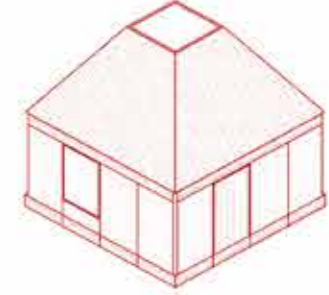
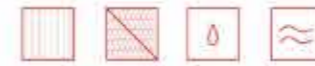
JOINT 3



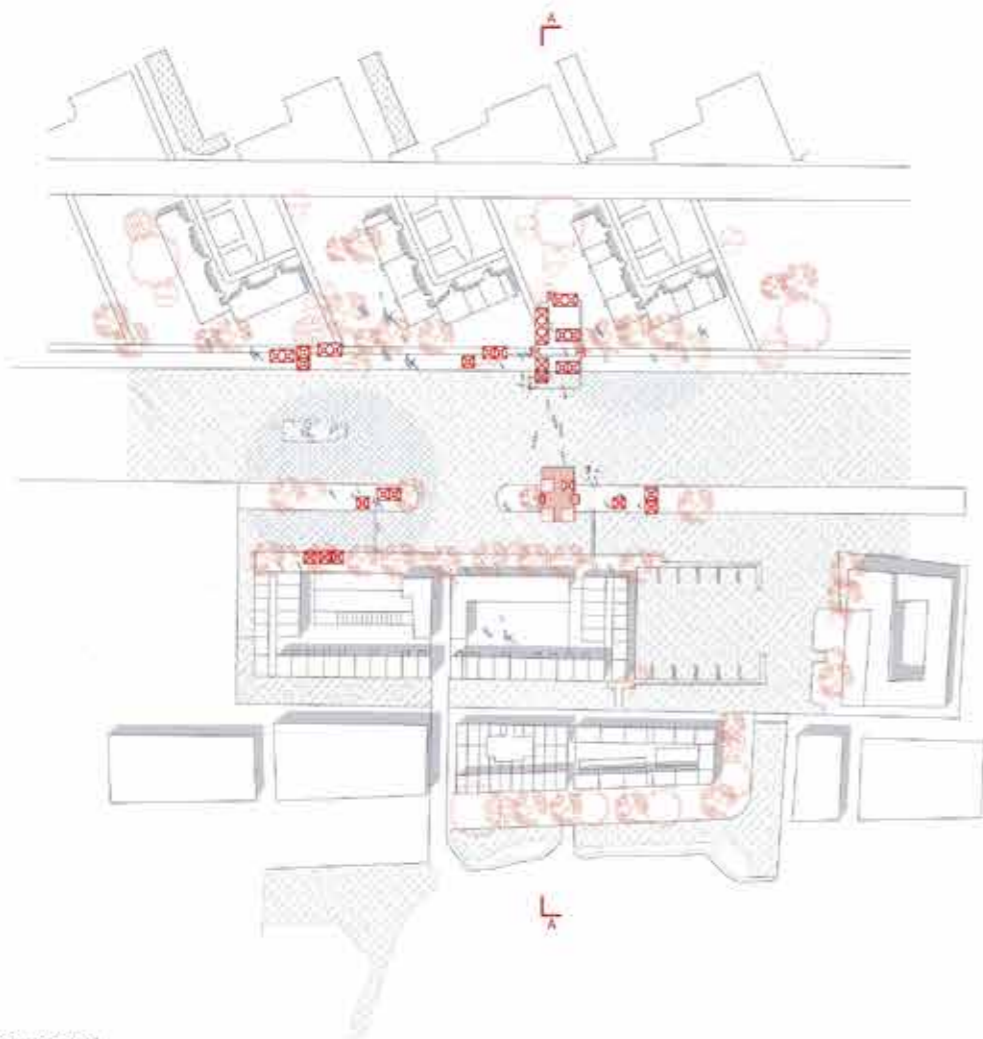
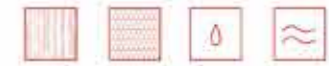
TYPE 1
STRUCTURED



TYPE 2
COVERED



TYPE 3
ISOLATED





RECONNECTED

Antoni Bielicki, Susana Cuenca Barcelo, Hanna Klang Coady & Mia Tjus

In this project we have used the railway line as a means to reconnect the urban, rural and nature and make the railway zone something to be drawn to and interact with instead of merely acting as a border.

We have identified four different types of biosystems to go alongside the railway, that together creates a biodiverse system that serves to enrich the soil, aid in flood prevention, purify water, create habitats for insects and wildlife, as well as creating some beautiful, useful and reconnection places.

By applying the simple means of diverse greenery along the railway we see the potential of a reconnected, attractive and sustainable city - with a lot of possibilities for future development that knits together urban, rural and nature.

- RAILWAY
- STATION
- RURAL GREEN
- INFRASTRUCTURAL GREEN
- URBAN GREEN
- FOREST



CATEGORIES OF GREENERY

RURAL GREEN

Layer 1: flowers, herbs, log pile, dead wood, grass, fruit | Layer 2: vines, shrubs, berry bushes | Layer 3: fruit trees

INFRASTRUCTURAL GREEN

Layer 1: grasses, herbs, flowers | Layer 2: a diverse shrub layer, berry bushes | Layer 3: hedgerow trees

URBAN GREEN

Layer 1: herbs, flowers, grass | Layer 2: bushes and shrubs, soaps, sedum | Layer 3: trees | Layer 4: roofs of houses

FOREST

Layer 1: ferns, rocks, dead wood, low bushes | Layer 2: shrubs, sapling trees | Layer 3: trees (traditional species)

RECONNECTING URBAN WITH RURAL

By adding more functions as well as introducing connective paths of greenery that pass through the monofunctional industrial areas we aim to create a physical connection to the rural part of Leeuwarden. The change of scenery will attract people to pass through and make it a more attractive place for businesses to settle.



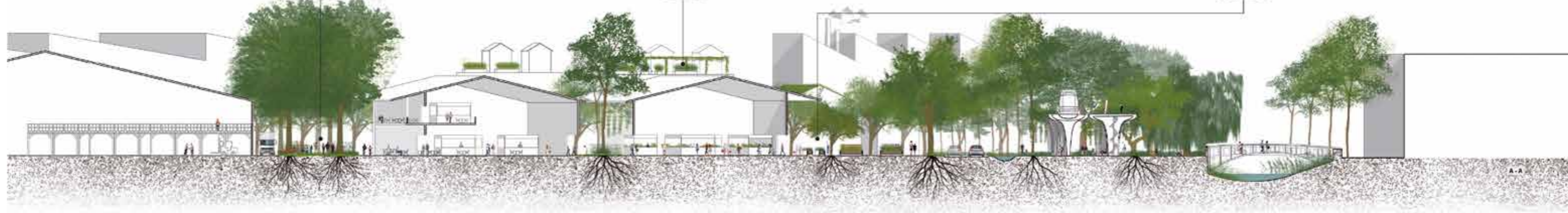
URBAN LIFE IN THE INDUSTRIAL AREAS

While the image of an industrial area remains the same, today's industry is a lot cleaner than in previous times. We therefore see these areas as possible for housing in the future. While many of the industries will remain in the area, empty existing industrial buildings can serve as the new setting for sport activities like bouldering or racket sports as well as activity centers for both kids and adults.



RECONNECTIVE MARKETPLACE

A possible effect of reconnecting the urban with the rural is that more businesses will arise in the villages. These could be restaurants and cafes, carpenteries and shops for local products like charcuteries, wool products, art and more. A proposed marketplace in the industrial areas will connect these businesses with the city and farmers can sell their products.



IMPROVED WATER QUALITY

The canals in the city have a lot of recreational, as well as functional opportunities in means of transportation and rainwater management. By planting the right species of water cleaning plants the canals in the city can be used for swimming in.



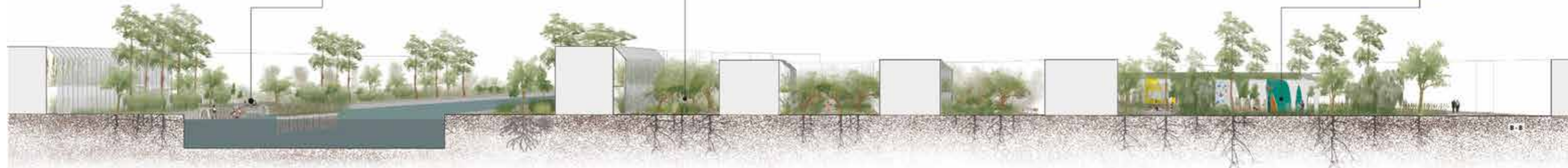
REWILDING THE GARDEN

A lot of the green areas are in fact private gardens. Therefore a change of maintenance and attitude is needed. That doesn't necessarily mean that you revert every green area to a natural state, but instead leave some parts undisturbed and manage the rest in a wildlife-friendly way. Examples of this could be letting the weeds grow, allowing grass to grow long and planting meadows which attracts pollinating insects.



CONNECTIVE RAILWAY

In the city the tracks create a border which divides the city in two, causing accessibility issues as well as a risk of segregation. We therefore propose a raised railway which outside the city is raised on a dike to the south, just as it already is on the line to Groningen and within the city raised on a bridge where nature reconnects the city with itself.



THE FESTIVAL FOREST

On the other side of the tracks from the new Middlesee residential area we suggest a "Festival forest". The new station will provide a convenient landing point for both Leeuwarden urbanites and visitors from other areas to access the festival grounds, and the Middlesee residents will have access to both the woodland edge on their side of the tracks as well as the larger festival forest grounds, suited to large outdoor events.



GREEN CITY CONNECTIONS

An introduced bike lane through the forest will connect the city, the new area of Middlesee and the rural outskirts of Leeuwarden with nature. Traveling by bike to either the planned train station close by or the city will be done through this new setting of a wind shielding forest. The zone closest to the railway is an ideal example of a corridor for species.



RECONNECTING LIFE WITH FOREST

The planned residential area of Middlesee will be an attractive place to live, maybe especially for families. It is close to the urban facilities as well as the rural parts of Leeuwarden. The forest works as a sound- and dust buffer from the railway as well as it provides lots of possibilities for recreation and play close to home.

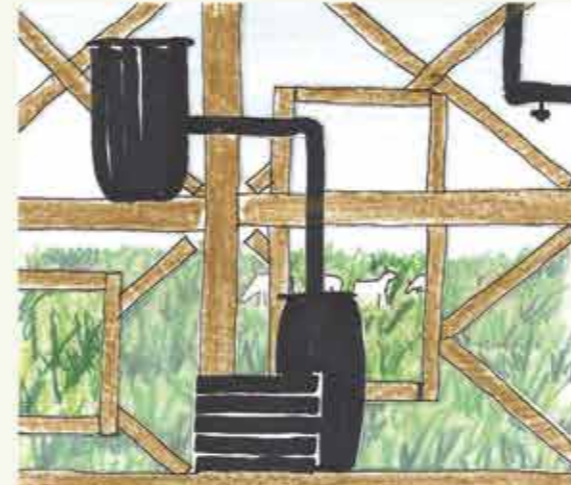


RE-LEARNING LANDSCAPE

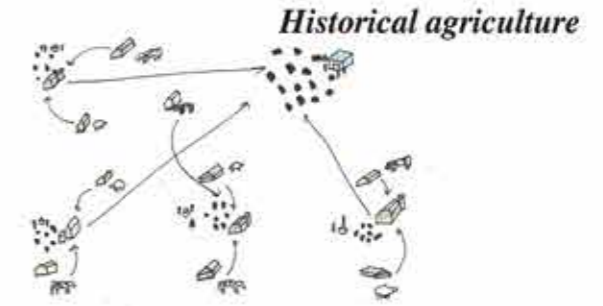
The world is growing at an unsustainable rate in many terms, by 2050 the world's population is calculated to reach 10 Billion, that is a 2.5 billion increase in 30 years. At the same time we have reached the tipping point where more people live in cities than outside of it - the countryside. Through this process we argue that we as an urban population have lost our understanding, knowledge and connection towards what we call the countryside, the rural. What we have not lost is the dependency of the countryside and the people still living their lives with it.

Throughout history humans have been forced to live with the landscape, with the countryside. The dependency, exploitation and interrelation with the surroundings were clear, since they allowed one to live in it. Today we still live with the countryside, however in the way we are planning, building and expanding, we treat the countryside as something we live in rather than with. Urban borders define what is countryside and what is city, the difference clear as night and day, but is it?

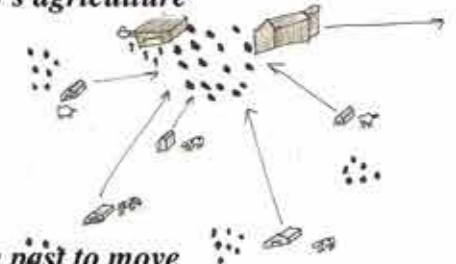
Our goal is to **aggravate the discussion** about the dependency and relation between city and countryside and thereby reinvolve an identity connected to the landscape we live with. This action is needed to create resilient cultures within the urban and rural as well as reinstate activity and identity to spaces in the urban periphery. To move forward towards global challenges, and to propose modern "sustainable" solutions of living, we have to first re-learn 'landscape'.



Can we value production instead of hiding it?

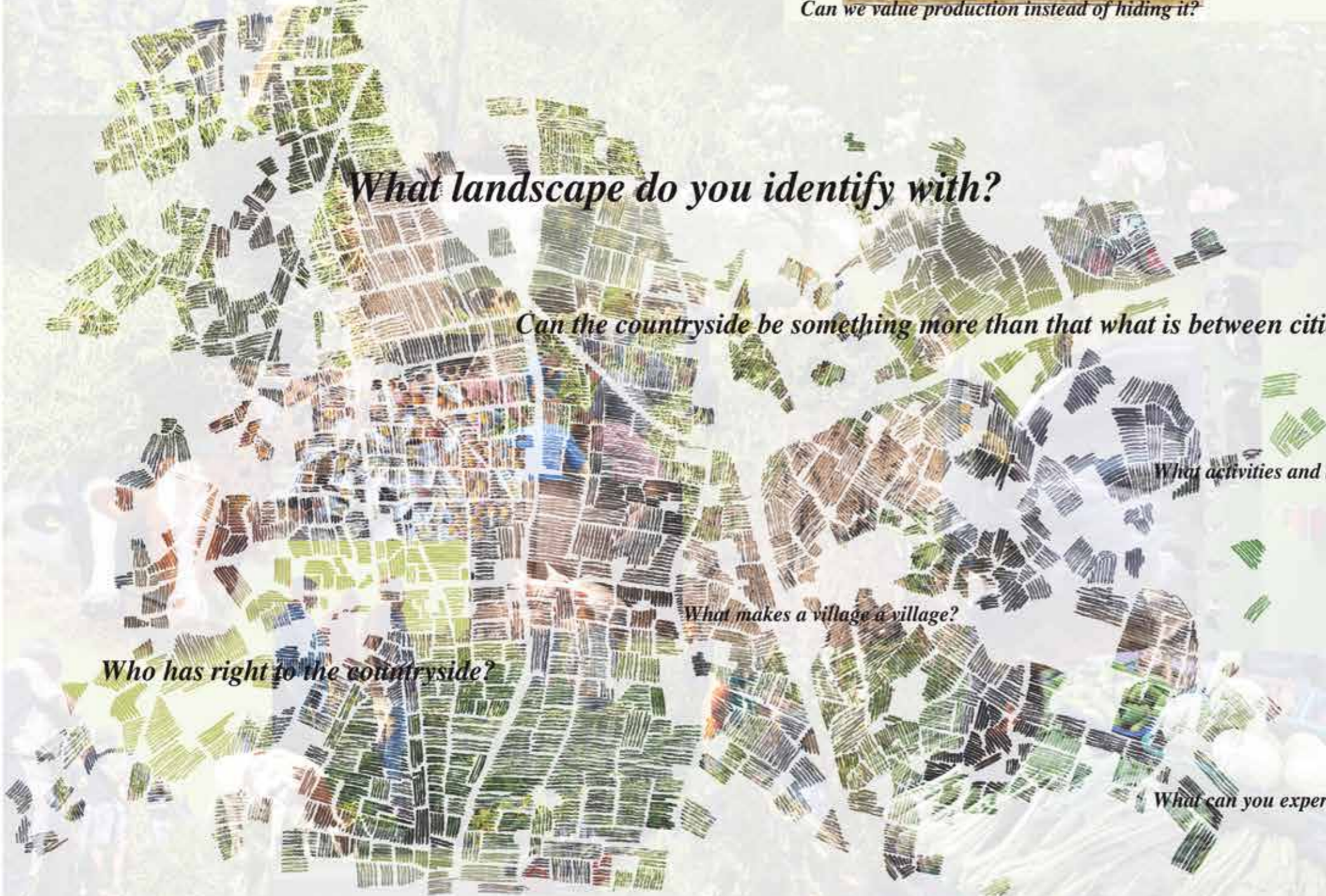


Historical agriculture



Today's agriculture

Can we learn from the past to move towards a future with connection to the landscape?



What landscape do you identify with?

Can the countryside be something more than that what is between cities?

What activities and infrastructures could the "countryside" contain?

What makes a village a village?

Who has right to the countryside?

What can you experience from traveling within the landscape?



HOSTING THE *DISCUSSION*

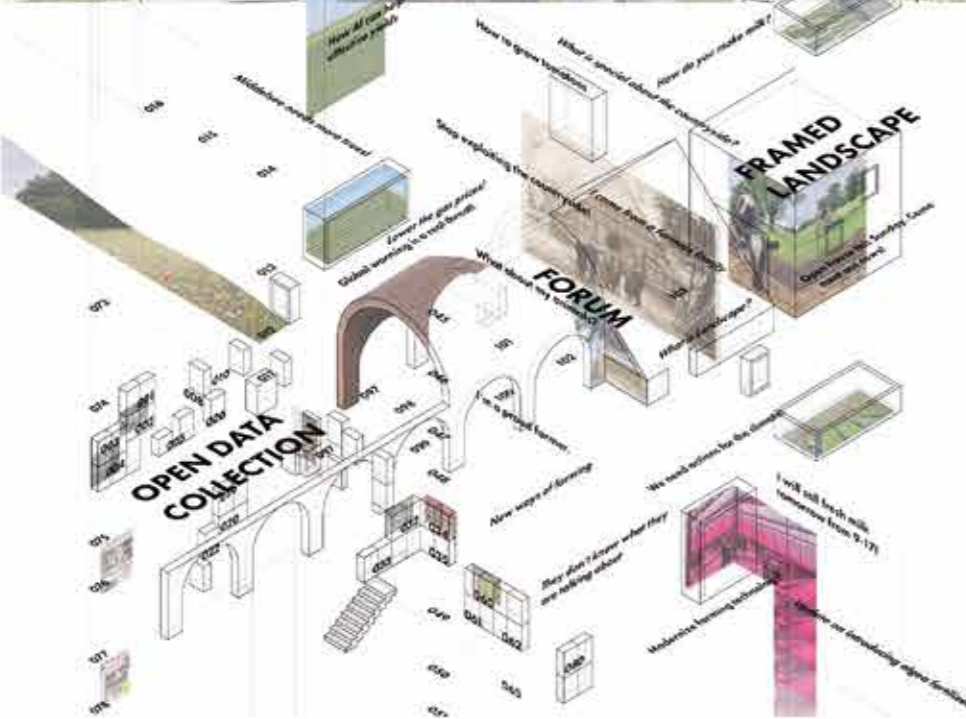


The **material space** gives an experience within the landscape, it is a space for discussion and can embody the idea of the need for discussion. It serves as an example where productive architecture can create important spaces.

The material space also shows the contradiction of virtual space - it is still bound to its physical presence in servers. We try to flip the status quo of servers, giving them permanent presence within a room and juxtaposing them with a view of the landscape, offering a space of reflection. Another practical effect is utilizing the servers heat in the building.

The **Journey** to the material space forces one to go out in the landscape, one cannot arrive at the building with a car, and must walk through an ocean of grass to arrive at the area where one is to discuss the landscape.

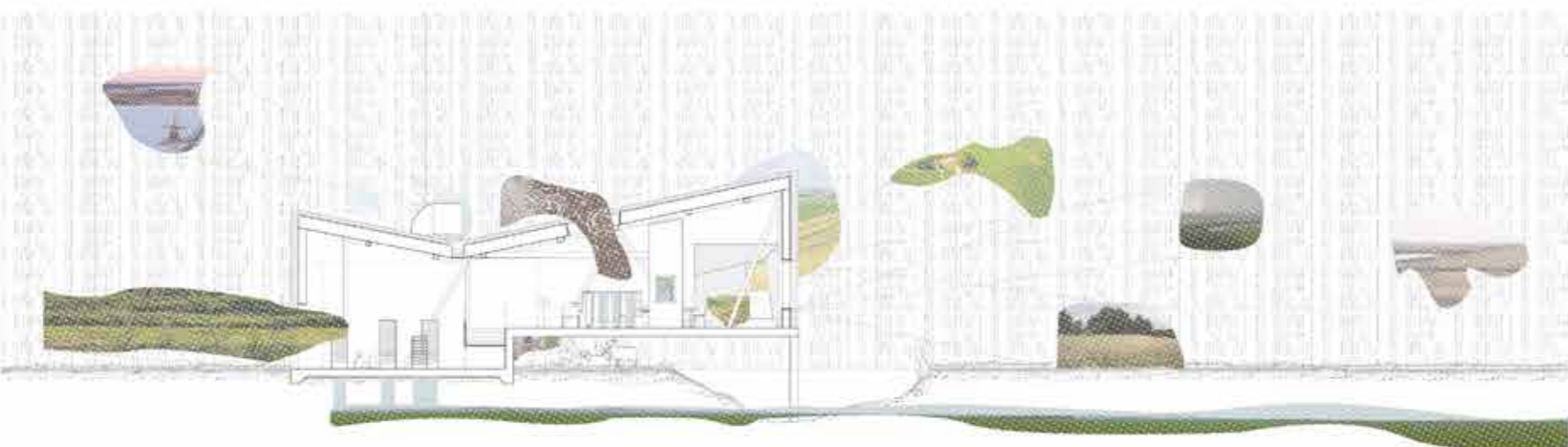
The building consciously creates a relation and forced interaction between the users and it, with the goal of creating a connection and contrast between the landscape and the built form. Thereby, ones experience of the landscape becomes stronger, interesting and create memories both of when traveling here as well as when walking into it.



Virtual space is present in almost everybody's daily life. It is accessible and offers possibilities to engage many people within and outside of specific areas. The virtual space also lacks architectural typology, geological restrictions and form, something that can be utilised in shaping a space where the user shapes her own environment, thus taking part and sharing without being bound or affected by physical surroundings.

To create and allow for discussion our virtual space hosts:

- An open archive with all data produced by discussions and research
- A forum in which people can post and interact and discuss issues and thoughts
- Frames to landscape - a series of windows showing landscape for ones that cannot access it physically



HOME

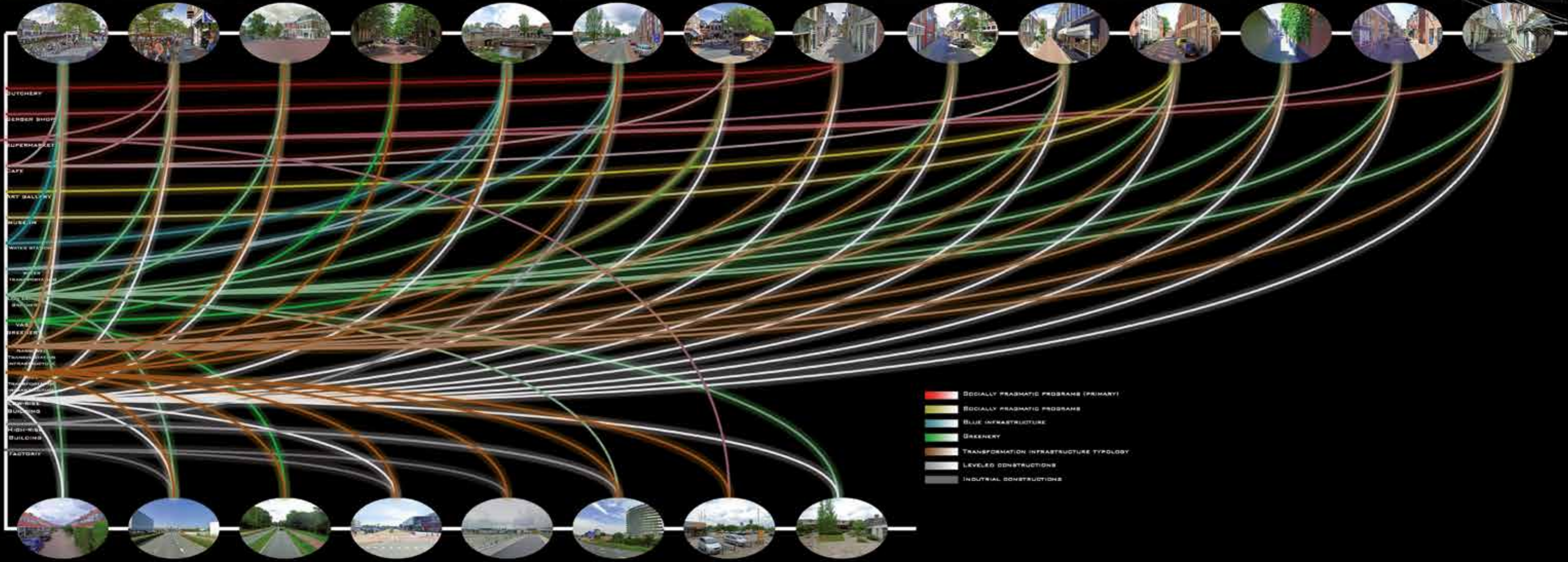
NIMA MAHQUBI MAMAGHANI

REDEFINITION

AS PRIMARY VIEW, THE CITY OF LEEUWARDEN IS SEPARATED MAINLY BY THE RAILWAY TO DIFFERENT FUNCTIONAL ZONES. THE ZONES ARE MOSTLY ONE-FUNCTIONED AND AS THE RESULT MADE SEGREGATION AMONG OTHER PARTS. SUCH SEGREGATION IS NOT OBSERVED IN THE CITY CENTER (HISTORICAL PART) SINCE IT IS ACTIVE MOST OF THE DAYTIME AND NIGHTTIME WITH ITS PEOPLE. AT THIS POINT, A QUESTION POPS UP, WHY DID A MIXED, OR EVEN HYBRID, CITY MADE SUCH SEGREGATION FOR ITSELF? WHAT ARE THE ELEMENTS AND RESULTS OF SUCH SEGREGATION?

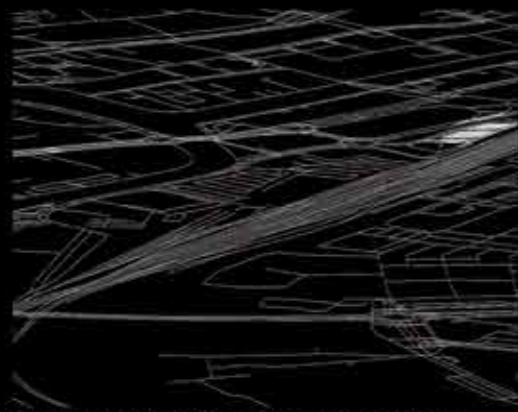
INTERPRETATION

PROGRAMMING A CITY WITH A CERTAIN PROGRAM AND BUILDING TYPOLOGY REQUIRES DEMOLISHING THE CITY'S EXISTING FABRIC. IT MAY NOT BE PROPER TO BURY THE EXISTING POTENTIALS AND CHARACTERISTICS OF THE ZONES SINCE THEY HAVE DEFINITIONS BY THEMSELVES. INSTEAD, THERE SHOULD BE AN INTERPRETATION OF THE PRESENCE AND REPROGRAMMING OF THE EXISTING FABRIC TO REACH THE DESIRED GOALS. THE PROGRAMS WERE TAKEN FROM THE HEART OF THE CITY, CREATING PRAGMATIC SOCIAL SPACES THROUGH MULTI-DISCIPLINARY ARCHITECTURAL ASPECTS FOR ITS CITIZENS; AS A RESULT, IT IS WELL-DEFINED FOR PEOPLE. REPROGRAMMING THE ZONES IN A MULTI-DISCIPLINARY WAY REQUIRES A DIFFERENT APPROACH TO ARCHITECTURE AND IT MAY NOT BE DESIRED TO USE THE CONVENTIONAL WAYS. SINCE THE FABRIC AND ARCHITECTURE ARE GOING TO BE CHANGED, THEY WILL NOT GIVE THE SAME RESULTS TO THE ZONES BUT NEW PROGRAMS WITHIN THE CULTURE ARE GOING TO BE GIVEN TO THE ZONES.





WATER



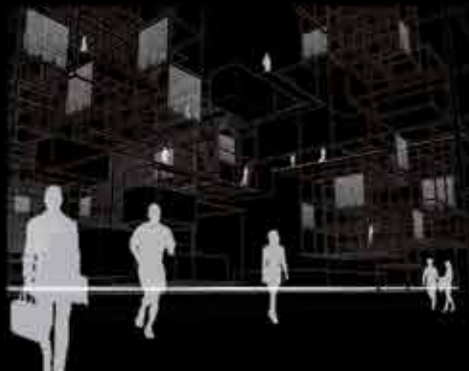
TRANSPORTATION INFRASTRUCTURE



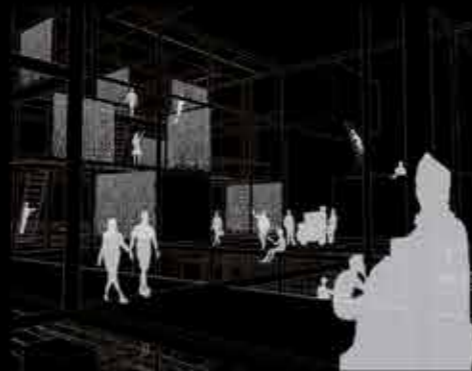
BUILDINGS



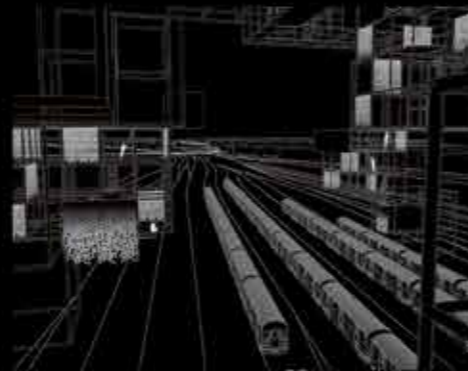
INTERPRETATION



GROUND AND STRUCTURE



OVER THE RAILWAY



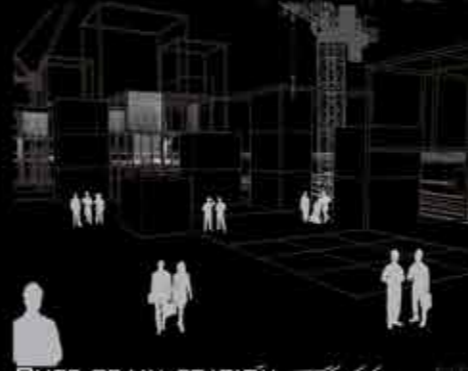
NEAR THE RAILWAY



OVER STORE



OVER FACTORY



OVER TRAIN STATION



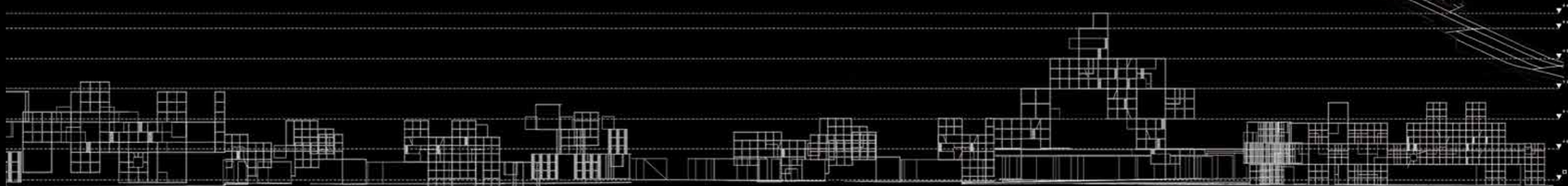
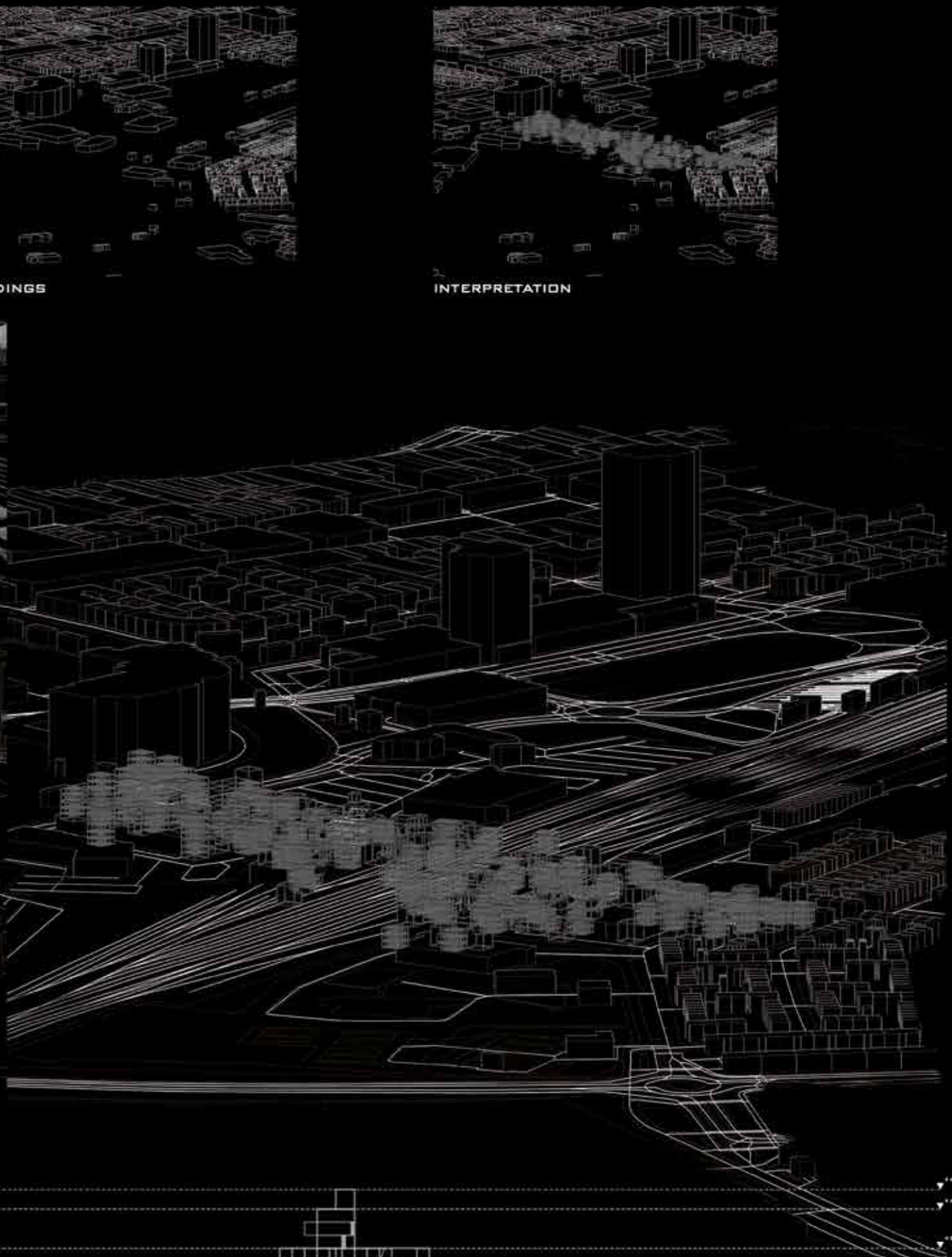
WATER AND STRUCTURE

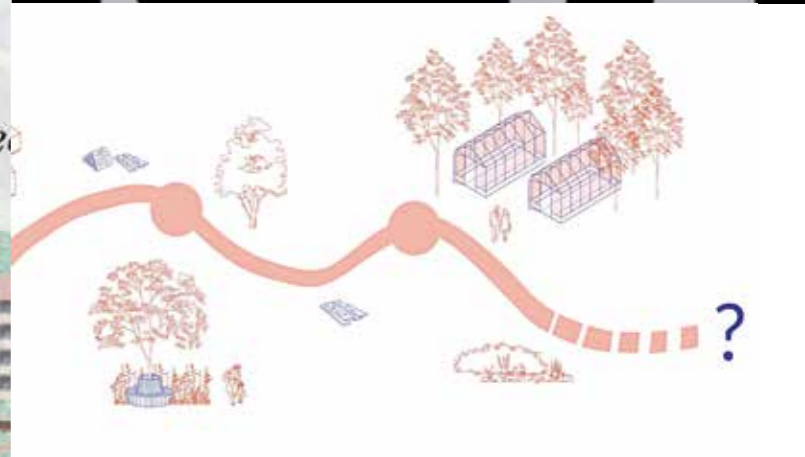
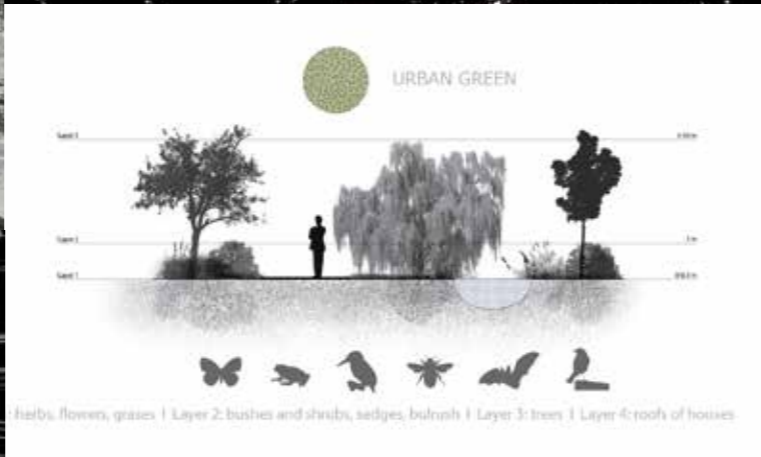
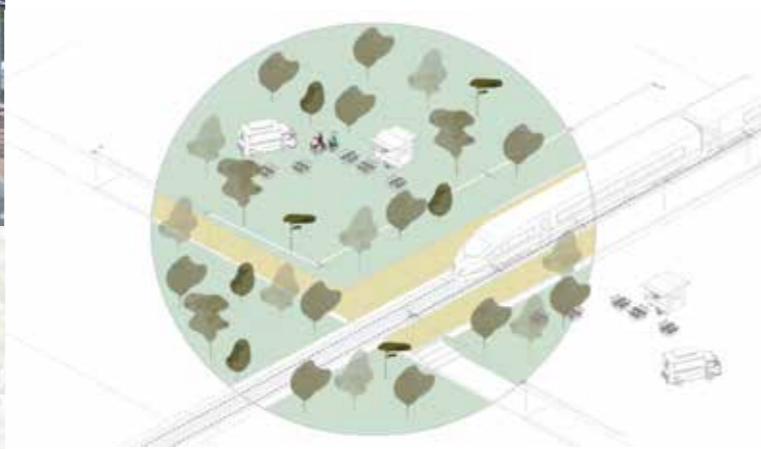


OVER STORE (OVER BUILDING)



OVER RESIDENCE





WE THANK

GEDEPUTEERDE DOUWE HOOGLAND, WETHOUDER HEIN DE HAAN AND ALL EXPERTS FROM THE CITY AND PROVENCE, WHICH SHOWED, WITH A LOT OF ENTHOUSIASM LEEUWARDEN AND THE PROVINCE OF FRYSLAN TO THE STUDENTS OF LUND UNIVERSITY . WITHOUT THEM THE INTERNATIONAL STUDENTS WOULD NOT HAVE UNDERSTOOD THE CONTEXT OF THEIR TASK.

What makes a village a

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