

“Anchors of the IJ” aims at working within the existing island structure. Each of the schemes for each island will be based on its own potential in terms of location, use and land ownership. The phasing of the project starts at the outer edges and works toward the Central Station. The program is quite diverse and varied. Housing will account for approximately 40 percent (3,000 residential units) of the development and of this 30 percent will be social housing. The diversity of the inner city is a source of inspiration for the schemes. The city is investing in infrastructure and designing high-quality public spaces.

At strategic locations, the city is investing in public buildings and in public squares – the so called “anchors.” In this way, the municipality is seeding the development – laying the path for private developers. Depending upon the situation, the city looks for appropriate ways to work with users and landowners. Private developers, granted the majority of the project, have already prepared plans for almost all of the islands. Each plan has a specific program and architectural construction. The Public Space Plan is reinforcing the relationship between the islands and the historic city. Corridors that connect the islands to the inner city, especially the railway underpasses, are of special concern. It is along these corridors that the anchors are located, zoned for public uses. These “anchors” include the Science Center, new Metropolis, built on top of the IJ-tunnel pier designed by the Italian architect Renzo Piano; the Passenger Terminal designed by H.O.K.; the Music Center, located at the head of the Oostelijke Handelskade, designed by the Danish office of Nielsen, Nielsen and Nielsen; Silodam, where monumental grain silos are being transformed into living-work spaces, designed by MDVRV.

9.8 Car parking is a major issue within Amsterdam.

