

Q & A Ravel Development Plan 2020

What kind of homes (approximately 1,350) will be built?

Throughout Amsterdam, the intended allocation of new-build homes is: 40% social housing (rental), 40% intermediate segment (rental) and 20% unregulated sector (rental or ownership). This also applies to Zuidas and therefore Ravel. There will be 750 large homes of at least 75 m² GBO suitable for families (in all categories: social, medium, expensive).

What are the reasons and intentions for the 4,000 m² gross floor area in the 'yet to be determined' program?

The Ravel Development Plan spans a planning horizon of 10-15 years. In order to make the plan adaptable in the light of new concepts, evolving government priorities and policies, as well as future residents' requirements, the proposal is to include a program for 4,000 m² of gross floor area for which the allocation will be determined at a later stage. A similar approach was adopted in the plans for the Sluisbuurt neighbourhood on the Zeeburgereiland.

How tall will the new-build residential towers be? And how much taller would that be in comparison to the 2015 plan?

The Revised Implementing Order (2015) allowed for building up to a height of 80 meters on Maurice Ravellaan. In this area, we have now included two towers that will be 112.5 meters and 109 meters high, excluding technical installations.

Has any research been carried out on the impact on sunlight? Please elaborate on findings etc.

Zuidas is part of an urban landscape, with many high-rise buildings. The differences in the building heights envisaged in the plan mean that it is impossible to prevent shadows from falling onto buildings and terrains. The research into the impact on sunlight shows that the loss of sunlight for existing buildings will be minimal. Sunlight will only be reduced on late afternoons during the months when the sun is low for the few buildings to the east of the planning area. The reduction in sunlight in this area is at an acceptable level. The orientation of the buildings results in sunlight reduction that does not constitute an unacceptable situation, despite the high density of buildings. The full impact of sunlight reduction on the quality of living in this area is yet to be determined. In order to do so, the situations on 21 March, 21 June (summer solstice) and 21 December (winter solstice) will be considered and visualised.

Has any research been carried out on the impact on wind flows? Please elaborate on findings etc.

The plan has been tested extensively – as a scale model – in a wind tunnel. The results from these wind flow studies have led to some modifications; these will prevent the occurrence of strong downdraught effects, which could inconvenience cyclists and pedestrians in the public spaces around tall buildings. For this reason, the top floors of the buildings planned along Beethovenstraat have been set back a little. These "setbacks" absorb the wind so to say, reducing the downdraught to street level.

What is special about the public space in the development plan?

- The public space will be designed to be green and car-free, ideal for children and adults alike. The neighbourhood won't be made up of streets with greenery, it will feel more like a park with pathways.
- Cars are not welcome in Ravel's public space. Two parking garages will be built on Maurice Ravellaan, offering a total of 500 parking spaces.
- The neighbourhood square is a pleasant place to relax and meet other people, for instance for a picnic, to play sports and games or for a birthday party. The decked paths along De Boelegracht also offer great opportunities to exercise, play games and socialise.
- Rainwater from the whole area collects in this square, where it sinks into the ground and flows into De Boelegracht.
- Water and greenery overlap. You can play to your heart's content, and it will be home to many small animals and insects.

Where are the cables and pipes going to be, if not in the central area?

The buildings on the northern plots will be connected from Maurice Ravellaan (this street does not exist yet), and from the embankments of De Boelegracht for the southern plots.

Where will Maurice Ravellaan be located?

Maurice Ravellaan will effectively be an extension of Gustav Mahlerlaan (on the opposite side of Beethovenstraat), from Beethovenstraat to Vivaldistraat. It will end at Vivaldistraat in between Barbara Strozzilaan and Domenico Scarlattilaan.

Am I eligible for a home in the social, intermediate or unregulated sectors?

You should follow the regular procedures: register with Woningnet and check out the websites of rental and estate agents. It also helps to know which developers will be constructing the apartment blocks. They will be marketing the homes on their websites. These developers are not yet known.

Will there be new student housing, and a Bagels & Beans?

There will be student housing, but Ravel Residence is a temporary facility and will not come back in its current form. Services, bars and restaurants are included in the plans, so there will be place for a Bagels & Beans or something similar.

Has there been an impact from the Corona crisis?

It is impossible to know the full impact of the Corona crisis as of now. The city council remains focused on the preparation and elaboration of the plans, and the neighbourhood will be developed in phases. The first phase consists of establishing a permanent location for the Children's Campus and the realisation of two apartment blocks.

There is a spacious schoolyard at the Children's Campus right now; will this be retained in the new plans?

The plan features outside space for the Children's Campus, in line with the prevailing norms for schools. Older children will also be able to go to the central square, which will be located very near the school.

There is currently a great shortage of retail outlets in the area. Has sufficient space been reserved for this, including terraces on the sunny sides of the new buildings?

Space for facilities has been reserved, taking into account the already existing facilities at nearby Gelderlandplein. A small supermarket would be a possibility for example. The facilities program will be detailed further during the elaboration phase of the plan, with the assistance of our colleagues in the retail committee.

Have you considered extending the line-of-sight along Rotterdamsepad across De Boelegracht, by locating the little bridge over the water right there? Rotterdamsepad already offers such a nice long sightline, and in this way, it would become an additional link between Buitenveldert and Zuidas. Now it looks as if it ends abruptly at the Children's Campus.

Rotterdamsepad is certainly part of the network of paths in the new development plan. There will be a connection with the decked path. However, it is not possible to cross De Boelelaan at Rotterdamsepad because of concerns regarding the flow of traffic. Pedestrian crossings are (and will be) located at the intersections with Beethovenstraat and Vivaldistraat.

Parking and accessibility

Which measures are you taking to stop residents and workers from parking their cars in Buitenveldert, as there will be so few parking spaces in Ravel?

Long-term parking is restricted in the northern part of Buitenveldert. Visitors are only allowed to park for up to three hours. This makes it an unattractive location for residents and workers in Ravel. Experiences in the adjacent planning area – east of Beethovenstraat – confirm this: residents and workers from the central Zuidas area, who do not have access to a dedicated parking space, hardly ever park in Buitenveldert. However, people visiting offices (during the week) or football clubs (during the weekend) do tend to use the parking facilities in Buitenveldert more. The parking pressure in Buitenveldert is currently not intense enough to lead to unacceptable problems for its residents.

How many parking spaces will there be? In parking garages and along the street?

- The development plan provides for the creation of two parking garages to the north of the planning area, offering about 500 spaces in total (approx. 250 each).
- There will be no parking spaces in the central part of the new residential area, but there will be a number of (un)loading bays on Ravellaan.

Can you park your car on Ravellaan? Will it be accessible from both Vivaldistraat and Beethovenstraat, or will it be a one-way street?

Parking spaces will not be provided on Ravellaan, but the southern side will feature a services strip, for short-time parking only: loading and unloading (for couriers, suppliers, etc.), pick-up and drop-off (for AFC for example, and the Children's Campus), etc. Connecting Vivaldistraat with Beethovenstraat, Ravellaan will be open for traffic in both directions. For cars however, it will not be possible to turn onto Mahlerlaan from Ravellaan, or the other way around. This is to prevent Ravellaan becoming as busy as De Boelelaan. De Boelelaan will remain the main access route for the central Zuidas area. Ravellaan will also feature a two-way dedicated cycle path along its northern side.

How can emergency services and removal vans etc. access a car-free neighbourhood?

The paths in the central area will be designed to be wide and robust enough for lorries. Removal vans can therefore be admitted occasionally. We are thinking of retractable posts or similar access controls. We will be giving this further thought, together with some user representatives, soon. Agreements will be made with the emergency services regarding the means and routes of access, as this is necessary of course.

Planning.

What is the difference between a zoning plan and a development plan?

The development plan is essentially the result of an urban planning process. An urban plan describes in some detail which features are required in which location. This covers residential buildings, offices and other facilities, but also public space. It also serves as the basis for calculations regarding the projected costs and benefits for the municipality. The main benefits for the municipality consist of leasehold revenues; the most significant cost items are related to laying underground cables and pipes, as well as furnishing the public space. The development plan offers good insights into these estimates. For the actual execution of the development plan, it needs to be translated into a zoning plan. The zoning plan describes (usually) in great detail what can be built where and which legal restrictions apply to the use of each space. A zoning plan can have major implications for the lives of residents and other stakeholders, and this is why a draft version is made available for inspection for a period of six weeks. Interested parties can then submit 'points of view' that contrast with the ambitions presented in the zoning plan. Applications for an environmental permit, which are mandatory for the construction of any new homes and offices, are assessed with reference to the provisions set out in the zoning plan.

Why are stakeholders not intensively involved in the definition of the development plan? Is this normal?

The development plan is rooted in a policy document that was agreed and approved previously: The Ravel Revised Implementing Order (2015). Before the Revised Implementing Order was submitted to the city council, stakeholders were advised and consulted (through, for example, an information evening). The development plan has been drawn up largely within the framework and principles of the Revised Implementing Order from 2015, only deviating from it on a few minor points. For this reason, it was decided not to go through another extensive stakeholder consultation process. Instead, our communication focuses on informing stakeholders about the detailed Development Plan and any aspects of it that represent deviations from the original plan from 2015.

Differences between Ravel Development Plan and Revised Implementing Order (Herzien UitvoeringsBesluit or HUB)

- Compared to the Revised Implementing Order, the Development Plan provides for an additional 6,500 m² of public space;
- Additional of approx. 5,700 m² gross floor area, taking the total program covered by the Development Plan to more than 200,000 m²;

- The urban housing norm for new-build homes is applied, meaning that 40% of homes are developed for the social housing (rental) segment, 40% for the intermediate segment (rental) and 20% for the unregulated sector (rental or ownership);
- Two thirds of the homes in the intermediate segment are suitable for families, offering 80 m² of living area on average;
- No hotels, in line with the Lodging Policy (2017);
- The inclusion in the program of 4,000 m² of gross floor area for which the design will be determined at a later stage;
- Roughly 2,600 m² in additional office space, taking the total to about 58,000 m²;
- Confirmation of the inclusion of the all-in-one school – Children’s Campus Zuidas – on plot B in the first development phase;
- Some buildings will be taller than originally foreseen.

Why do we need a new zoning plan?

On a number of points, the Development Plan exceeds the boundaries stipulated in the original zoning plan. For the proposed developments in the Development Plan to become reality, a new legal planning framework is required. The investigation that was carried out to determine the best way to do this resulted in the proposal to draw up a new zoning plan for the Ravel Development Plan.

What is the purpose of a zoning plan? Who writes it and what are the milestones?

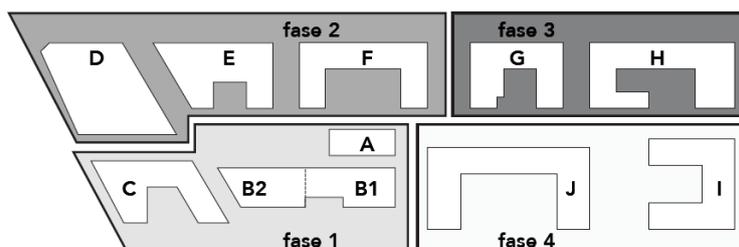
The zoning plan enables any type of development. This means, for example, that the permits and licences required to construct the buildings can be issued. Zoning plans are issued by the city council of the City of Amsterdam. Before it is approved, the zoning plan is subjected to an approval procedure, allowing any interested party to submit a so-called ‘point of view’ in response to the draft plan. It is expected that the approval procedure for the Ravel draft zoning plan will start in September 2020. The final approval by the city council is then expected in 2021.

Planning:

- Draft zoning plan available for inspection in September 2020
- Process of any responses ‘points of view’ during the last quarter of 2020
- Approval of the zoning plan by the city council in the first half of 2021

When will construction of the apartment blocks start? What are the phases?

The planned buildings will materialise in four phases. The sequence we have decided on is indicated in the picture below:



De fasering van het gebied, opgeknipt in vier fases.



Each phase will take a about three years to complete. We will start in the southwestern corner with the construction of the new Children’s Campus Zuidas and residential buildings. Construction activities will commence in 2022 at the earliest. The homes and offices in the last phase, located in the southeastern part of the planning area, will be completed around 2035. Naturally, these timings depend on a wide variety of uncertain factors. The Corona crisis is a current example of something that could affect our planning.

Subject to these factors, the current phasing is:

Phase 1 realisation complete around 2026

Phase 2 realisation complete around 2030

Phase 3 realisation complete around 2033

Phase 4 realisation complete around 2035

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