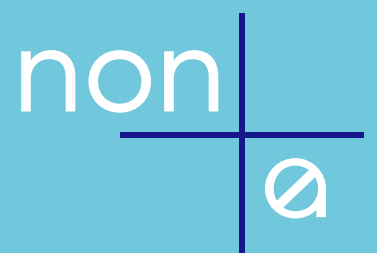


AMSTERDAM CYCLING BRIDGE



NON ARCHITECTURE

We can consider “architecture” everything that has already been designed and/or built. That would define a realm of conventional solutions, often repeated in a self-referential system. We imagined a counterpart, a “non architecture”. A world of unexplored designs and countless possibilities, that if found, could enlarge and change permanently the boundaries of architecture. A universe of chances and opportunities never challenged by architects before. A limitless field of investigation that includes **everything that is not architecture, yet.**

Non Architecture Competitions aims to find unconventional and unexplored design solutions in the field of architecture. The second phase of competitions is structured in 9+1 themes: a Research Ecosystem with the purpose of exploring each theme from different perspectives. All competitions have their focus on tackling the big issues of tomorrow, by seeking nontraditional approaches in the architect’s work.

The **Amsterdam Cycling Bridge** is one of the Non Architecture “H2O” competitions.

INTRODUCTION

In this competition we ask participants to design a cycling bridge in the context of Amsterdam, an effective connection over the river IJ for pedestrians and cyclists - 1 design expressed in 3 drawings.

The Netherlands are renowned for their popular biking culture, which made the country a world reference when it comes to cycling infrastructure. The city of Amsterdam embeds the value of slow mobility and biking, but today it lacks a cross river connection for cyclists and pedestrians.

As designers, how can we think of a bridge that would match the conflicting interests of citizens and authorities? How can a bridge become an architectural icon for the waterfront of Amsterdam?

Amsterdam Cycling Bridge aims to answer those questions by inviting designers to create solutions that might visualize new/old opportunities and challenges, bringing the realization of a bridge one step closer.

COMPETITION BRIEF



IMPROVING MOBILITY OVER IJ RIVER

Historically the Dutch capital has developed along the south shore of the river IJ, growing along the water and expanding in a radial way. The area across the water was for a long time neglected, mainly operating as an industrial zone.

In recent years, Amsterdam-noord acquired a new focus for its proximity to central hubs and key destinations. While development is boosting, and further growth is still planned, the living density and attractiveness of this neighbourhood are transforming it into one of the hotspots of the city.

For the densest areas of Amsterdam Noord, river crossing is operated via ferry, with very strong limitations in terms of availability, speed, and capacity.

Thousands of daily commuters must wait for the ferry in dedicated terminals, with an overall spent time up to 20 minutes and an often very crowded ride. In some locations this service is available only in given timeframes, leaving them completely disconnected at night time.

The development of biking and pedestrian bridges, tunnels and cable cars have been considered by local authorities. There had been a continuous ongoing discussion for years,

with a wide range of strategic documents and studies that compared benefits and weaknesses of each solution. A crucial issue is the cruise terminal, currently located in a very central area of the city, in direct conflict with the possibility of a bridge. Additionally, the Ij is one of the main water routes for freight boats, with very strict requirements for container height and accessibility.

Non Architecture wants to take part into the discussion, using the collective intelligence of its community to bring design thinking a step further. On this premises it launches a competition to design a bike bridge in one of the selected locations.

This competition is grounded in the very practical and tangible challenges of this project.

How to allow boat traffic along the river while maintaining the bridge at a height accessible by cycling? How to minimize construction and build the bridge in the most efficient way? How to insert the bridge in the existing context, merging the flow of cyclists and pedestrians within the city? What kind of architectural image should the bridge embed? What kind of experience should the bridge provide to users in order to encourage a sustainable mobility?

By addressing those questions with a wide range of proposals we aim to rediscover opportunities and design solutions that might bring the realization of a bike bridge one step closer.



H2O

Non Architecture and all the supporting organizations collaborated in identifying a range of 30 design issues related to the research theme of H2O. Within our longlist, we highlighted a few that could be relevant to this competition.

In relation to **Biodiversity & Ecosystems:**

1. Ocean Habitats,
2. Sweet water ecosystem,
3. Water Pollution,
4. Fish Farming,
5. Life below water,
6. Fresh Water cycle,
7. Drought and Irrigation.

In relation to **Society & Culture:**

8. Water and Recreation,
9. Beautification & Public Space,
10. Mobility: Boats, ferries, cargo,
11. Water tourism & Cruise ships,
12. Cultural heritage around Water,
13. Water sports.

In relation to **Climate Change:**

14. Polar Ice Caps,
15. Weather patterns,
16. Global Warming,
17. Drylands,

18. Sea level rise,
19. Flooding,
20. Heavy rains & Monsoons,
21. Heat Island effect,
22. Water shortage.

In relation to [Urban Development](#):

23. Freshwater availability,
24. Responsible Consumption,
25. Hydropower,
26. Large Water Infrastructure and accessibility,
27. Sewage & Wastewater treatment,
28. Clean water & Sanitation,
29. Underground Water Infrastructure,
30. Smart Cities.

[Projects should take into consideration one or more of these themes](#). You can also come up with new ones, as long as they are relevant to the topic of the competition. Feel free to pick from this list whatever issue might inspire you and develop it further following your creativity. We advise to focus on one or two topics in particular and make them the core of the design proposal.

If you want to receive more insights on these topics you can subscribe to our [newsletter](#) or visit our [online journal](#). You will get articles, essays and references from our editorial team.

AREA OF INTEREST



BACKGROUND

Amsterdam is a city known for its canals and bridges, but very few spans its major river. In fact, there's just one single bridge, the Schellingwouderbrug, and a set of locks right next to it. They are about 5 kilometres away from the city centre.

There is also a tunnel closer by, but pedestrians and cyclists can't use them.

The only way Amsterdammers can ride their bicycle from the city centre to the northern part of the city is by using a network of free ferries. These are quite convenient: the ferry right behind Amsterdam Central Station leaves every six minutes and takes about five minutes to cross the river. But a ferry is no bridge, and cycling across the same stretch of river would only take about 45 seconds.



With the main purpose of improving mobility between the two shores of the river IJ we ask participants to design a bridge for pedestrians and cyclists that will connect the two sides of the Dutch capital while dealing with the site constraints.

THE AMSTERDAM WATERFRONT

Some of the most interesting new developments in Amsterdam can be found along the waterfront around the Central Station. The station is flanked by two artificial peninsulas, Oosterdoks and Westerdokseiland. Both have been redeveloped into high-density residential and office areas. In front of Westerdokseiland, artificial island IJdock with the new Palace of Justice was created in Het IJ. On the other side of the water lies the iconic EYE Film Institute, and next to it the revamped Adam Tower with its panorama roof. When it comes to residential projects, there's the OMA's intervention in the IJ-plein and the Hamerkwartier development.



EYE Film Institute

RIVER IJ

The IJ river divides the north and south of Amsterdam. The span of the IJ is between 200m and 300m, similar to the Thames.

The north bank is booming, where houses and entire new neighbourhoods are being constructed. The population of the borough is expected to rise by 30% to 50% in the next 10 years. Those free ferries are having a hard time coping with increased use. Recently, demand has risen by 10% per year and during rush hour the traffic on the ferries is extremely chaotic.

Traversing the river is no easy task: the Amsterdam harbour still draws a lot of traffic, and a large cruise terminal on the south bank opened in 2000. This puts some key limitations for the bridge: it should be located after the cruise terminal, to not interfere with the cruise ships, and it should have minimum impact on the intense cargo traffic currently taking place on the river.

What kind of solution can deal with this constrains?

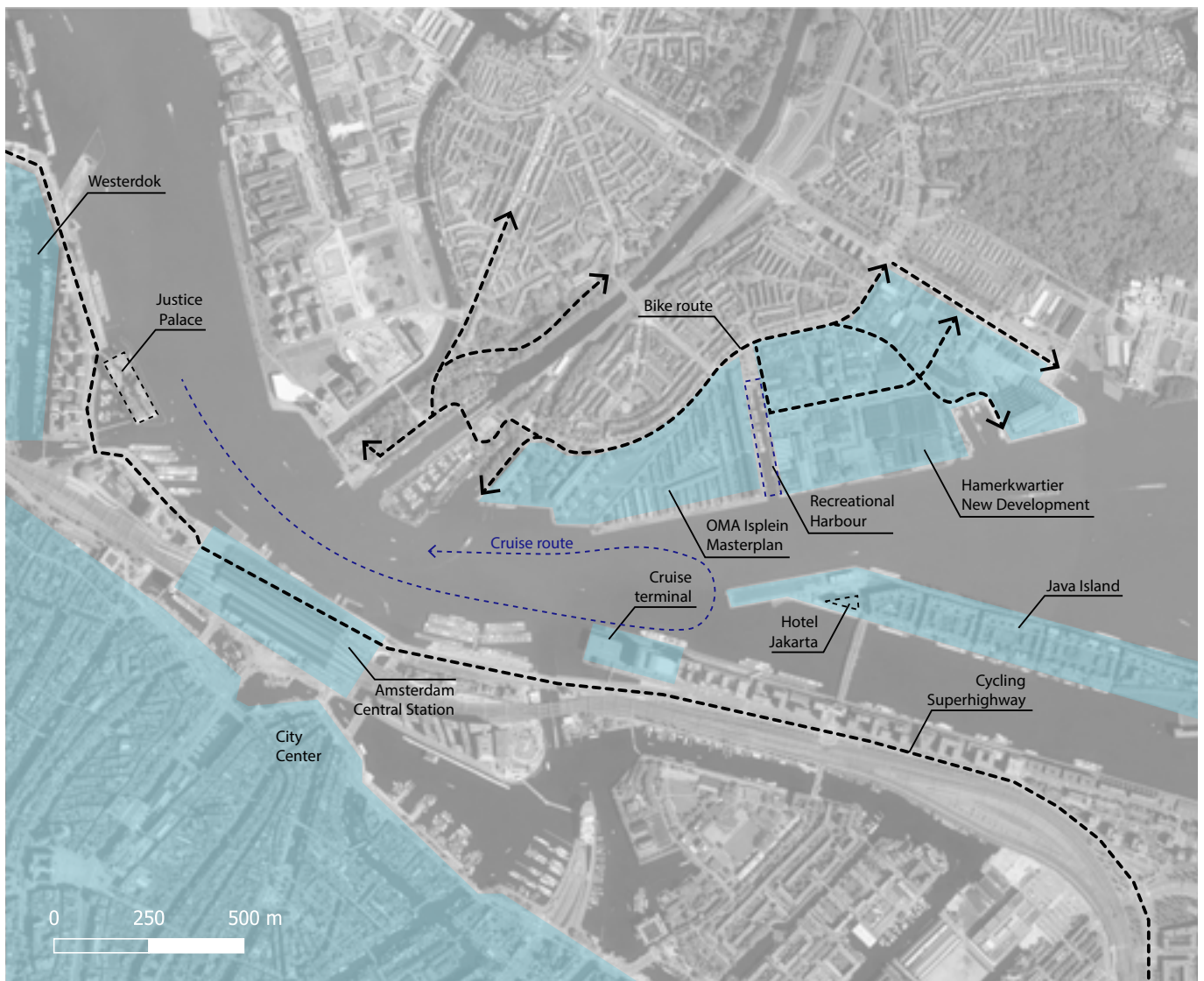


Cruise ship on IJ River

SITE

For the purpose of this competition, we've defined the area of interest, but the specific location of the bridge should be defined by each participant. The bridge must connect the north and south shore of the IJ river from Java island to Hamerkwartier in Noord. Allowing a better connection between the North and the city centre.

This area is located right after the cruise terminal, where the river width is smaller, offering the shorter spot to cross it with only 215m. Designing in this area implies taking into account the small touristic harbour.

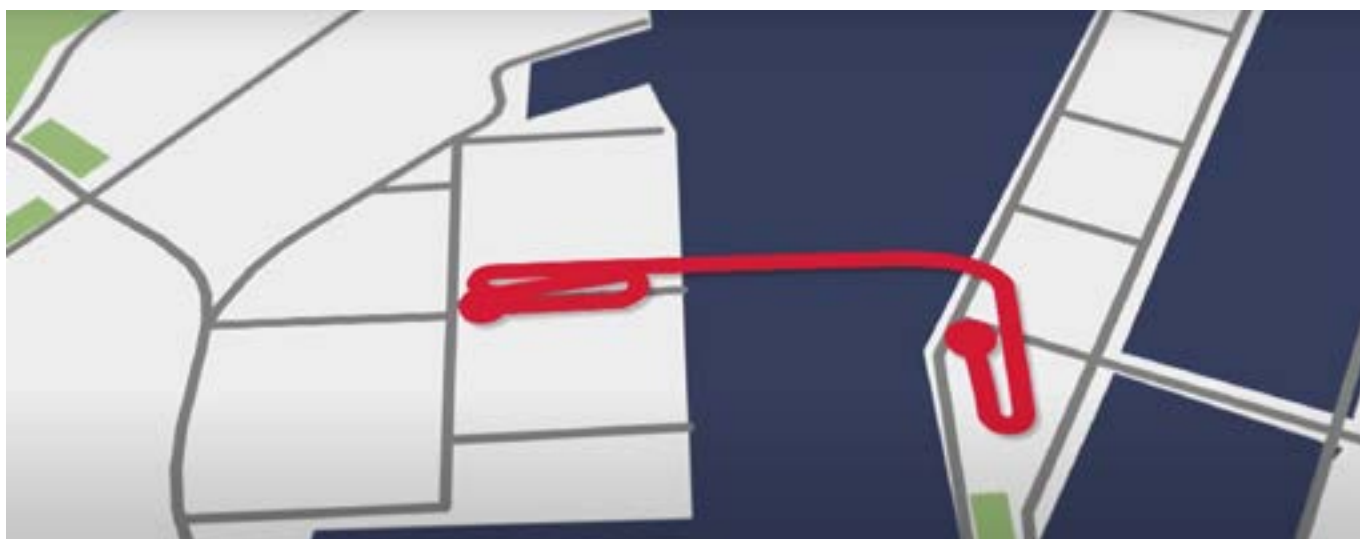
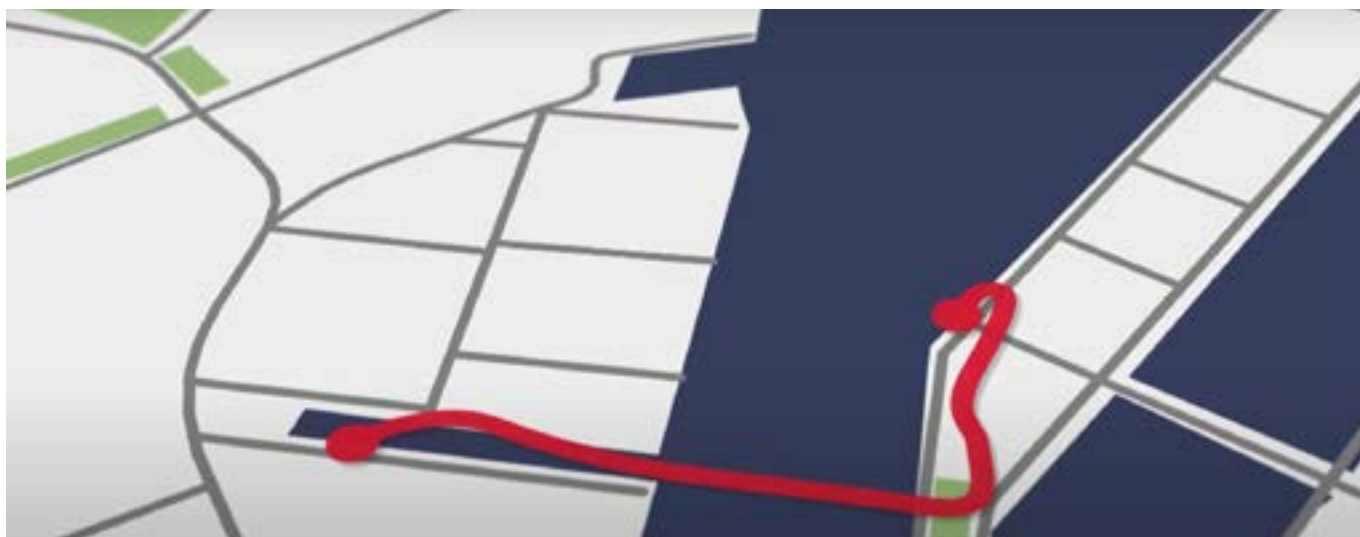


Satellite image with context

INTERVENTION SITE



A previous study already evaluated several options for a bridge in this area. This layouts are presented as references and participants are free to propose a new layout for the bridge.



TECHNICAL REQUIREMENTS

It is up to the participants to choose the site within the defined areas, materials, colour, esthetic and the type of bridge they want to develop. The proposed bridge can be either a drawbridge or a fixed bridge.

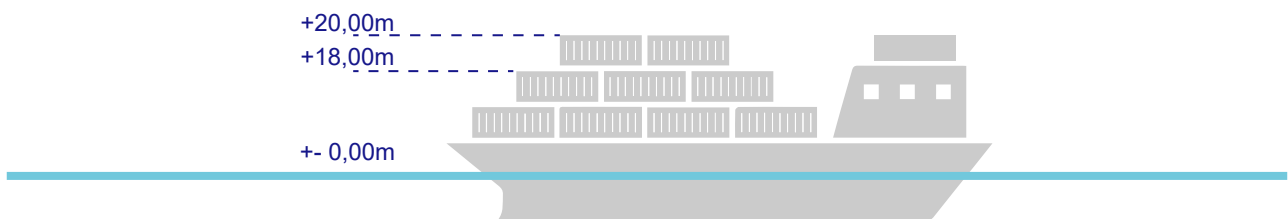
However, in the case of choosing a fixed bridge, you must specify on your design how many stacked containers can a cargo ship transport. The bridge must allow the passage of a cargo ship containing at least two containers stacked. These are the heights to be considered for the purpose of this competition:

two containers 22m

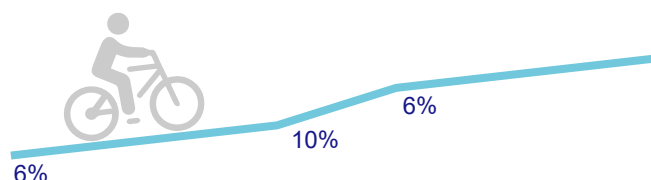
(18m + 4m for containership structure)

three containers 24m

(20m + 4m for containership structure)



Bicycles can cross the bridge through slopes, elevators or rails on top of stairs. In the case of slopes for cyclists, they should not exceed 6%, although very short sections with up to 10% might be acceptable.



In this competition we are searching for creative ideas and not technical solutions. For this reason, we will only supply satellite images in .jpeg and not CAD files.

[DOWNLOAD IMAGES](#)

INSPIRATION BOARD



Cykelslangen – Copenhagen, Denmark



Puji Road bridge – Shanghai, China



Twisted Valley – Alicante, Spain



Melkweg Bridge – Purmerend, Netherlands



Hovenring – Eindhoven, Netherlands



Providence River Pedestrian Bridge, US

RULES



PRESENTATION REQUIREMENTS



This competition is an opportunity to address critical issues of tomorrow by creating innovative and unconventional ideas today. Designers are asked to answer the questions posed by the brief with absolute creative freedom.

Non Architecture is also unconventional in its submission requirements. The participants are asked to submit **1 ZIP folder, named with the registration code and the title of the project (CODE_Title)**, containing:

01. A presentation image (.JPEG) showing the qualities of your design, in one catchy and representative impression. File name: “CODE_Title of the project_Presentation”.

02. A Concept image (.JPEG) one image to highlight the main approach of the project. File name: “CODE_Title of the project_Concept”.

03. A functional image (.JPEG) showing a specific functional peculiar aspect of the project. File name: “CODE_Title of the project_Functional”.

04. A text document in Word (.DOC), that clearly states
/ the title and subtitle of the project (maximum of 10 words)
/ 5 keywords, at least 1 from the given list (page 5-6), that better explain your project,
/ a short project description (maximum of 200 words, must be written in English).
File name: “CODE_Title of the project_Text”

USE THIS TEMPLATE

05. A team document in Word (.DOC) with the team’s info in the following format:
/ Name + Surname of each team member (separated

clearly),

/ Nationality (multiple options can be added),

/ Institution/company (company or university attended, to be included just in case you want it to be visible once your project is published).

There is no need to create a team name.

One team should consist of 1-4 people.

File name: "CODE_Title of the project_Team"

[USE THIS TEMPLATE](#)

The **CODE** refers to the **5-digit number** you receive during the registration process (same as the order number, in a format of #12345), it is going to serve as your **registration code for the competition**.

An example of naming the files correctly:

CODE: #56789

Title of the project: NonA Water

01. **Presentation Image:** 56789_NonA Water_Presentation

02. **Concept Image:** 56789_NonA Water_Concept

03. **Functional Image:** 56789_NonA Water_Functional

04. **Text Document:** 56789_NonA Water_Text

05. **Team Document:** 56789_NonA Water_Team

ZIP folder: 56789_NonA Water

Please, do not use the # in the file names.

/ You need to come up with your own project title and replace "NonA Water" in the example.

THE EVALUATION OF THE PROJECTS IS ANONYMOUS, so do not include your name, your registration code, or any other reference to you in the images. After being evaluated by the jury, the projects will be reconnected to their authors through the submission code. Additional details on the team members and on the projects will be required during the submission procedure.

IMAGE REQUIREMENTS:

/ A4, portrait (vertical), 300 dpi (equals 2480 x 3508 px),
/ High Quality (for example, in Photoshop JPEG output quality: 8, or 80-85 in Gimp is recommended),
/ 5 MB maximum file size.

If the submitted images don't respect these criteria, may lead to the disqualification of the team.

FORMATTING REQUIREMENTS:

/ The Presentation, Concept and Functional Images should display ONE SINGLE VISUALIZATION each (ex. one drawing or one rendering). We recommend not to create a layout of several images.

/ There is no need to entirely fill the A4 size image or to add a frame.

/ The images do not demand for any kind of specific technique of representation, as long as they respect the given guidelines. They can be technical drawings, diagrams, collages, pictures, renders, models, paintings, hand drawings, etc. Be creative!

/ We highly recommend you to not add text to the images, please use the Text Document for further explanation. The projects should be explanatory enough through the graphic material.

/ It is compulsory to use the provided Word templates to create your Text Document and Team Document.

/ In case the Text Document and Team Document are submitted in any other format than a Word file (.DOC), its content is might be excluded from publishing.

/ The language of the submission is ENGLISH, any text written in a different language will not be taken into account during the evaluation.

EVERY SUBMISSION THAT DOESN'T RESPECT THE PRESENTATION REQUIREMENTS, MIGHT GET DISQUALIFIED FROM THE COMPETITION.

ELIGIBILITY

Non Architecture Competitions are open to all human beings, from every age and cultural background, working in groups or individually.

Teams can be formed by a maximum number of 4 people.

The registration fee is paid per team, regardless of how many members form it. Personal information of all the team members can be uploaded during the submission procedure of the final drawing.

PRIZES

Non Architecture Competitions will award two winners, one selected by each jury, and a total of 6 honourable mentions.

WINNER (2 PRIZES)

/ 2.000 euros worth in gift cards from one of the major online shops chosen by the winner

/ publication in the Non Architecture Competitions books and website

/ reviews in digital magazines and several architecture blogs

HONOURABLE MENTIONS (6 PRIZES)

/ publication in the Non Architecture Competitions books and website

/ reviews in digital magazines and several architecture blogs

NON ARCHITECTURE EDITORIAL PICK (UP TO 6 PRIZES)

/ publication in the Non Architecture Competitions books and website

FINALISTS (UP TO 36 PRIZES)

/ publication in the Non Architecture Journal

SPECIAL PRIZE

The organization might establish additional special prizes and awards during the competition development and in the evaluation phase.

Note: The appearance on the involved architectural platforms are subject to the agenda and availability of the external platforms.

CALENDAR AND PRICING

02 - 14 January	Special registration period (40€).
15 Jan - 14 Feb	Early registration period (55€).
15 - 28 February	Regular registration period (70€).
01 - 15 March	Late registration period (85€).
16 - 31 March	Final registration period (100€).
01 - 15 April	Last Minute registration (115€).

03 April	Submission opens on our website.
15 April, 11:59 PM	Submission closes.
10-14 May	Winners announcement.

The timing always refers to Central European Time (CET).

JURY

The jury will be formed by the following members:

Marijn Schenk

Co-founder of NEXT Architects

Jos-Willem van Oorschot

Architect Partner & Director at VenhoevenCS
architecture+urbanism

Francisco Leiva

Founder of Grupo Aranea

Markus Appenzeller

Director & Partner MLA+ / Head of Urbanism at the
Amsterdam Academy of Architecture

Gijs Van Der Velden

CEO at MX3D

Irene Luque Martin

Senior Project Leader at Urban Studio in MVRDV

Katelijne Boerma

Bicycle Mayor of Amsterdam & Programme management at
ISMB and SM&O

REGISTRATION

Thinking about the participants interested in registering in our different competitions, we are giving the possibility to register to more than one competition with a special price.

Registration Bundles:

x2 Competitions: Second competition with 50% discount

02 - 14 January	Special registration period (60€).
15 Jan - 14 Feb	Early registration period (85€).
15 - 28 February	Regular registration period (105€).
01 - 15 March	Late registration period (135€).

x3 Competitions: Third competition for free

02 - 14 January	Special registration period (80€).
15 Jan - 14 Feb	Early registration period (110€).

In order to use the discount, register using the promotion link at the bottom of the competition page. In this case, the competition team should include the exact same participants for both competitions.

The registration fee is per team, regardless of how many members are on the team.

If a team wants to submit more than one proposal to the competition they will have to register each proposal separately and pay an additional fee for each proposal they wish to submit.

For a project to be accepted the team must be properly registered to the competition. All registrations will be done through the [Non Architecture website \(nonarchitecture.eu\)](https://nonarchitecture.eu), where you have to create an account, log in and choose your payment option.

All the payments will be organized through our Paypal profile, in order to provide the safest procedure to all the participants. Payments will be available for Paypal accounts and credit cards. In case you do not have a Paypal account, the credit card payment will be automatically made available.

After completing the payment, you will receive a first email from Paypal which confirms the transaction. Non Architecture will later accept your payment and provide you with a registration code. **THE REGISTRATION CODE WILL BE THE FIVE DIGITS CODE INDICATED AS “ORDER NUMBER”**, which will be sent to you once your payment is accepted. Before confirmation email from Non Architecture arrives, your payment will be kept on hold and you will be able to cancel your purchase any time you want without any consequences.

After your Non Architecture confirmation is sent, you can't cancel your payment anymore and it is not possible to get a refund of the registration fee.

In case Paypal is not available in your country, contact us at info@nonarchitecture.eu

SUBMISSION



Submissions must be done through the Non Architecture website (nonarchitecture.eu), before the submission period ends, the deadline is indicated in the calendar.

The submission surface opens 2 weeks before the submission deadline. It is going to be placed on the Non Architecture website, on the corresponding competition page.

Submission process:

1. Create your ZIP file, containing 3 JPEG images and 2 DOC files.
2. Upload it to wetransfer.com and choose the option “Get transfer link”. Make sure that you save your link for future use.
3. Go to nonarchitecture.eu and fill the submission form, there you need to include the WeTransfer link you created.

By filling the form, your submission is finalized. You are going to receive **one confirmation email** when you finalize your submission on the website.

No submissions will be accepted by e-mail or any other medium.

The submission page will be automatically closed after the submission date and time are reached, not allowing any modifications.

We suggest to upload your project 24 hours in advance to make sure that everything works out correctly. This way you have time to solve any issues that might come up along the submission process.

EVALUATION

The core values of the competition are:

/ Innovation - In terms of program management, technology and originality of the formal solution proposed.

/ Communication - Clarity, appeal and experimentation in the presentation of the proposal.

/ Relevance - The degree to which the proposal is related or useful to the proposed theme.

These values will lead the selection of the finalists' projects and they will be used by the jury as a guideline in their decision.

Remember that this is a competition of ideas, an opportunity to experiment and explore the limits of architecture representation. The jury reserves the right to award any proposal that fails at any of the parameters mentioned in these rules, as long as it justifies the breach of the rule in favour of the value of the proposal.

The voting system to choose the winning projects is as follows:

1. The Non Architecture competitions team, following the main values of the competition, will make an initial selection of 50 finalist projects in response to the above mentioned criteria. The amount of pre-selected projects can slightly vary according to the judgment of the pre-selection team.
2. The members of the jury will study the pre-selected projects privately and give an evaluation for each one of them. Votes will be compared and revised to reach a common agreement on the selection of winners and honourable mentions.

In order to guarantee the authenticity of the awarding process, the prize's selection cannot be appealed.

INTELLECTUAL PROPERTY

All the materials submitted to the competition will become part of Non Architecture Competitions' files. Non Architecture will have full rights to publish and promote this material, always making proper mention of their authors. The material might also be used for the platform's merchandising and exhibition purposes. For any other purpose, the authors of the projects will keep full rights over their design and will be asked to grant permission. By submitting a proposal you are giving Non Architecture the right to use the received material in both printed and

online publications. Non Architecture Competitions will also have the right to slightly modify any of the mentioned materials in order to better adapt it to the different formats and layouts that different publications might have.

ADDITIONAL NOTES

1. Non Architecture reserves the right to make any changes to this document (dates, deadlines, requirements, etc.) as long as the changes benefit the majority of the competition participants. Any modifications will be announced on the Non Architecture Competitions Facebook page, Instagram account and weekly newsletter. It is the responsibility of each team to check the above mentioned sources on a regular basis to follow and incorporate if any changes are made.

2. The purpose of this competition is an intellectual exercise and will not be built. To produce a relevant collective research, a minimum amount of 50 registrations has to be submitted. If the registrations are less than 50 by the day of the deadline, Non Architecture reserves the right to proceed with the evaluation and publication, without awarding the monetary prize. In this eventuality, all the registration fees will be reimbursed to the participants.

3. No one has hired Non Architecture to organize this contest. The only purpose of this initiative is to raise questions that could lead to the progress of architecture

practice and engage a community of enthusiastic and creative designers in the creation of what could be a new way to represent architecture. The idea and program of this competition have been fully developed by the Non Architecture Team to serve solely as an academic exercise.

4. Non Architecture Competitions is not held responsible for a breach of contract regarding the publications.

5. Non Architecture reserves the right to invite new jurors during the registration period, if it considers relevant to the theme in discussion.

CONTACTS

For additional info please check the FAQ on our website:
www.nonarchitecture.eu/faq

During the competition, all participants are permitted to ask questions which help them better understand the project description and/or any other aspect of the competition. Any questions that are not resolved in this document must be made through the [Non Architecture Facebook page](#). This ensures that all participants have access to the same amount of information.

THE NON
ARCHITECTURE
TEAM AND ALL
THE COMPETITION
PARTNERS WISH
YOU THE BEST LUCK,
CONFIDENT THAT YOU
WILL APPROACH THE
CONTEST
WITH ALL YOUR
CREATIVITY AND
INNOVATIVE MIND.

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WWW.NONARCHITECTURE.EU

CURATOR

non|
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Future
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modeling tools for designers

**ain
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European Urban
Knowledge Network



UTH


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OF CITIES**

AMBASSADORS

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better.  **toffu** **Ha**

LEARN
UPSTAIRS beta **ACT OF
MAPPING**

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