

Bk7210 Urban analysis & design

Minor: Green Blue City 2013

Lecture 6
**Examples and imagination
in Rotterdam Zuid**

Els Bet

Contents of this lecture

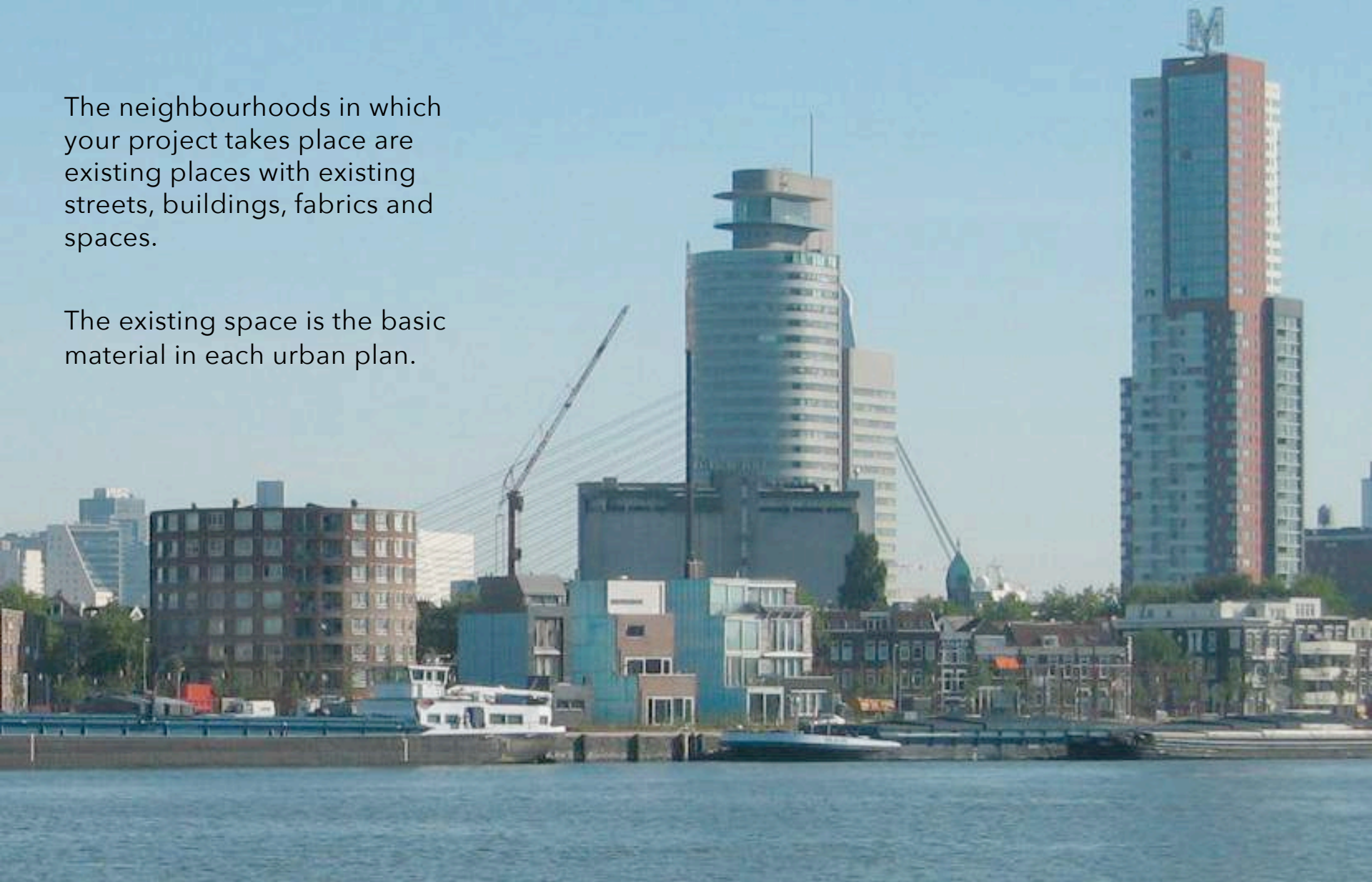
1. **Introduction** *slide 2-9*
2. **Cultural-historic exploration of pre-war neighbourhoods** *slide 10-56*
3. **Creative commons** *slide 57*

what do we actually see here?

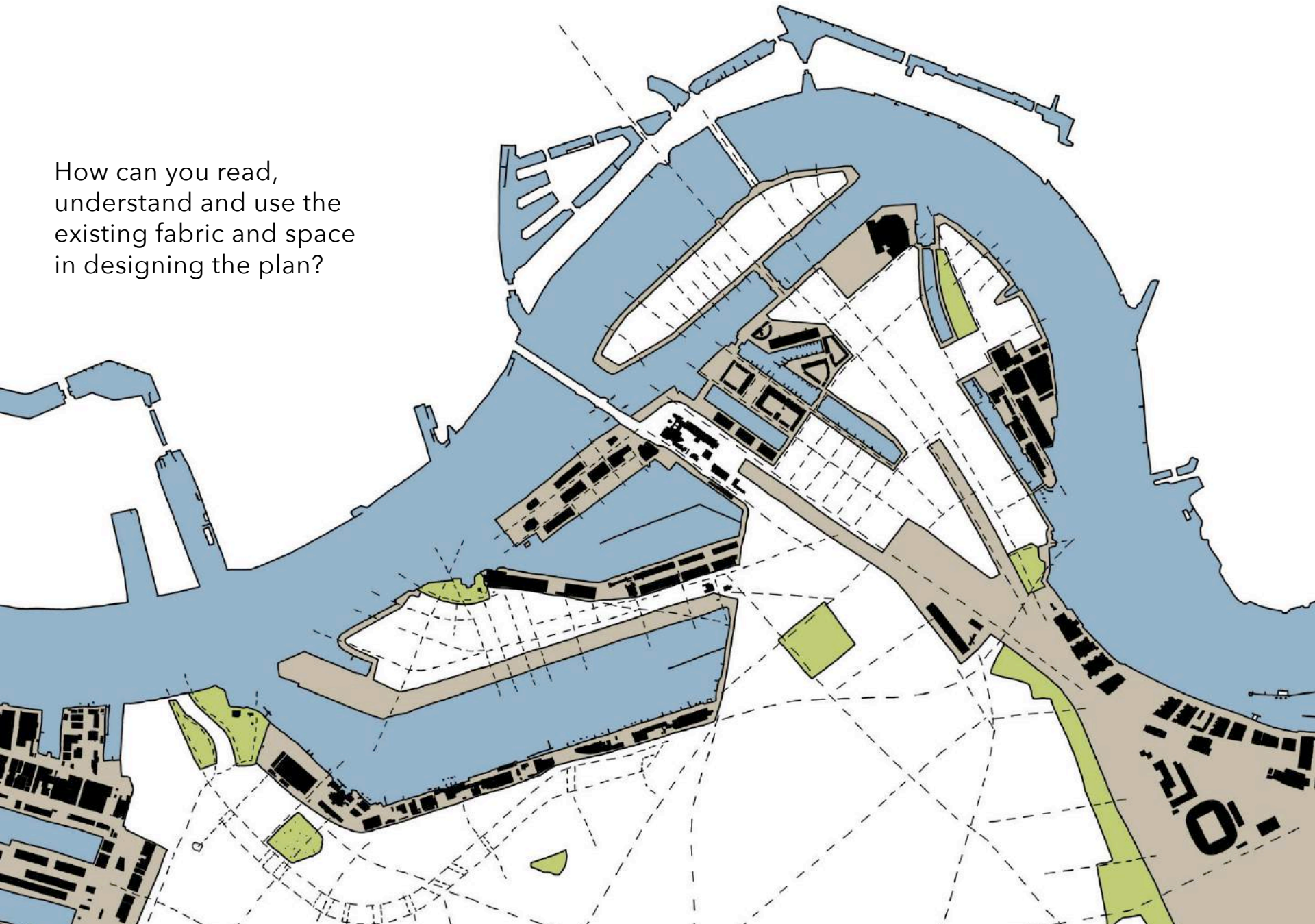


The neighbourhoods in which your project takes place are existing places with existing streets, buildings, fabrics and spaces.

The existing space is the basic material in each urban plan.



How can you read,
understand and use the
existing fabric and space
in designing the plan?







This lecture learns you
where to begin and how to
get a grip on things.

topography



urban concepts



time layers



cultural themes

polders dikes
landroads
waterstructure
villages

harbourworks

railroads
factories and warehouses
urbanization
main roads and bridges
waterworks
streetdevelopment building
regulations speculatieve
woningbouw

housing law urban planning

garden villages
prefab constructions
temperary housing

block

open block strips
Zuiderpark Zuidplein

urban renewal
transformation upkeep
and repair

structure



space



Rotterdam-Zuid

cultural-historic exploration of pre-war neighbourhoods

- **Chronology**
- **Historic layers in the current city**
- **Polder**
- **Harbour**
- **City**

Chronology



Chronology



Chronology



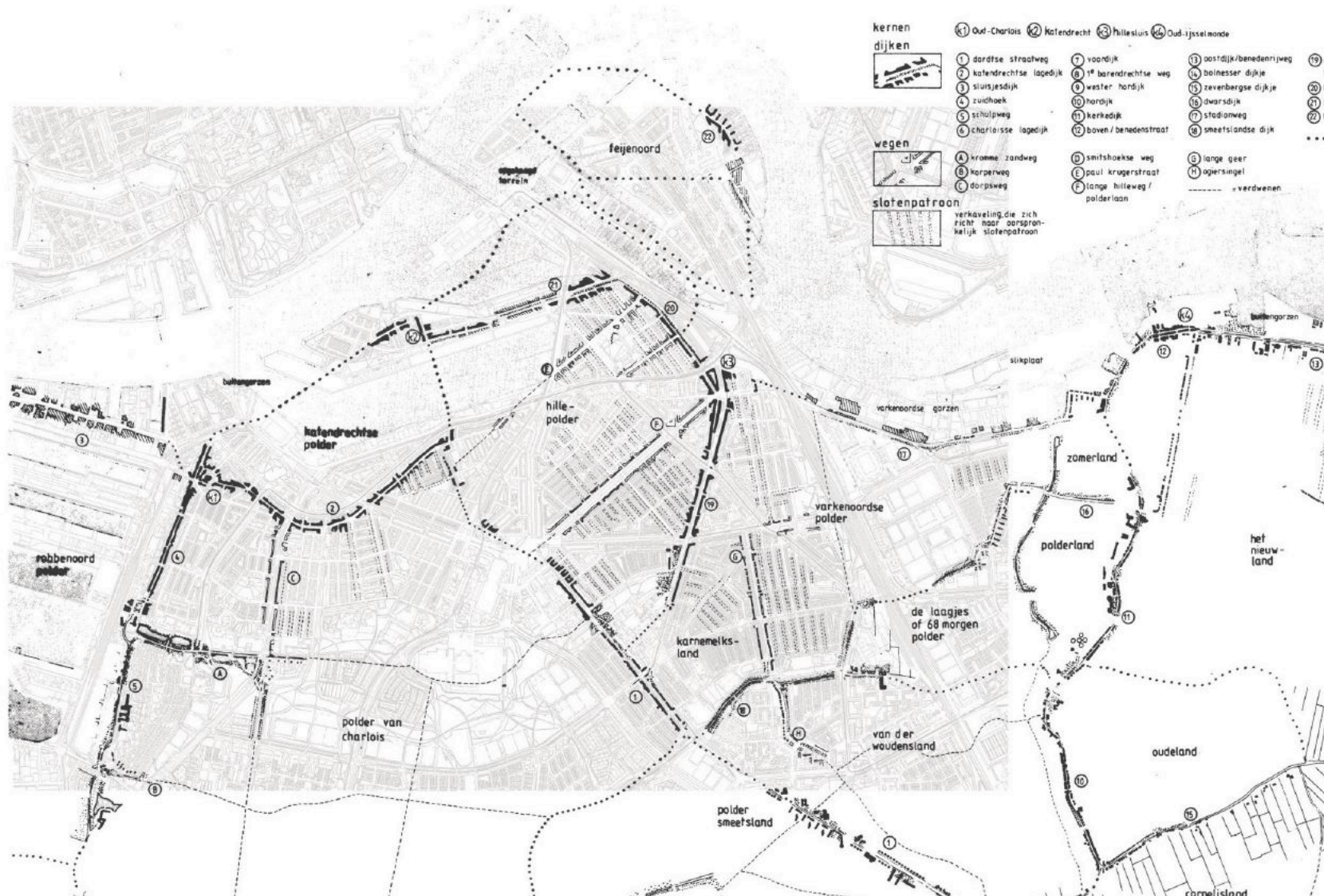
1919

Chronology



1935

Historic layers in the current city



Historic layers in the current city



Historic layers in the current city



Historic layers in the current city



Historic layers in the current city



Polder



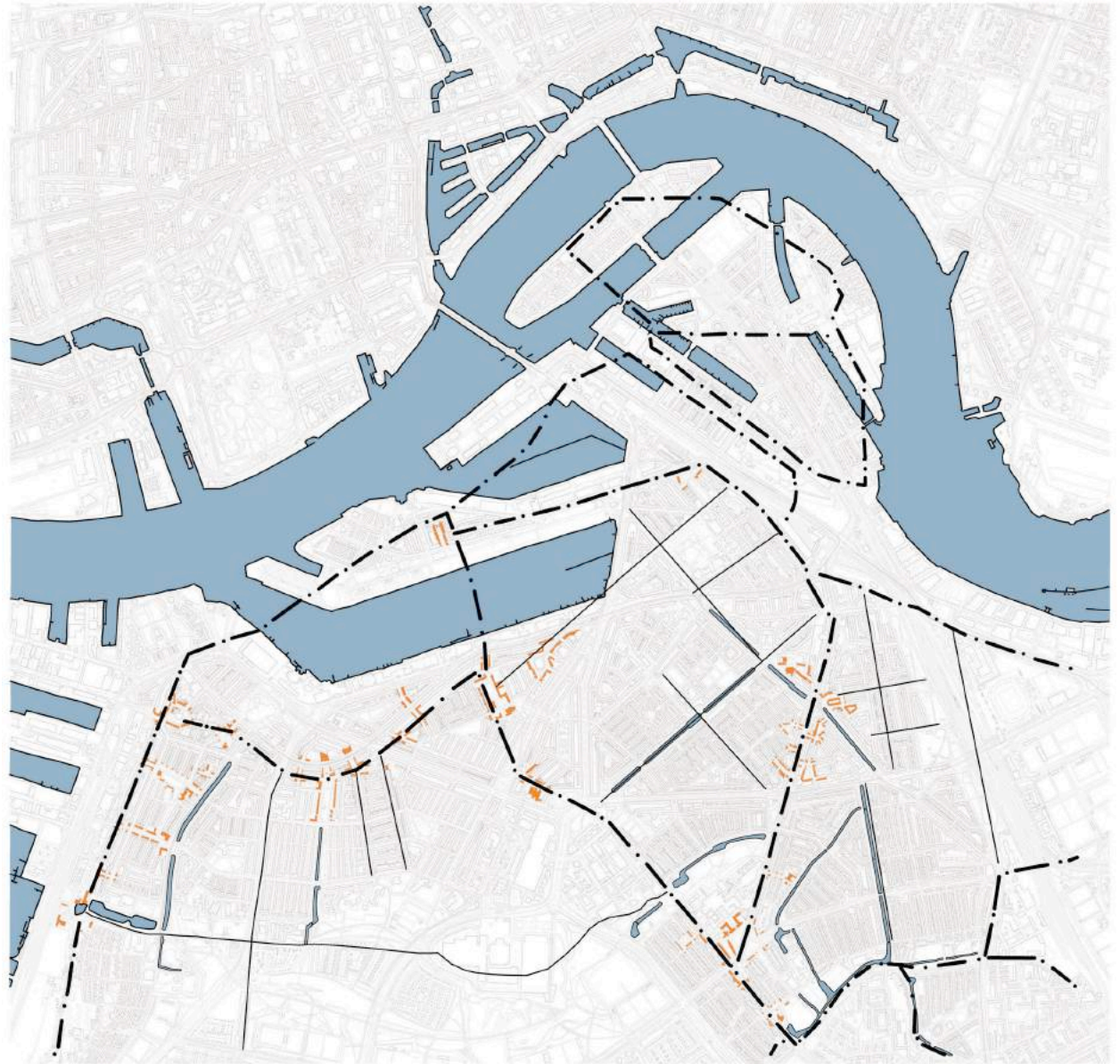


Dikes and basins

Dash-dot line = dike, the basins are in between these. In orange the cavities on the transition of dike to basin are indicated.

The differences in height are included into the build fabric. The dikes have become higher placed roads, the basins lay behind that. Typical for Rotterdam Zuid are the accesses and passages from dike to basin: often just a bit kinked, in which a short sequence of sight lines and terracing perspective occurs. The transition is layered, not directly obvious and somewhat relaxing.

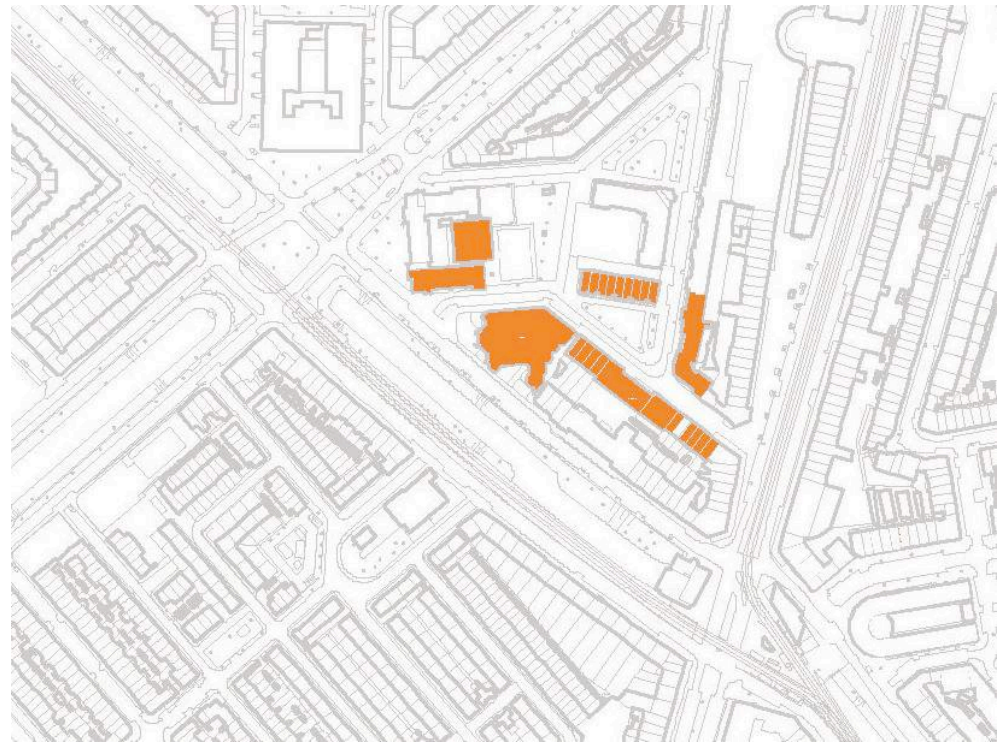
Like a sheltered cavity at the bottom of the dike.



Cavity at the bottom of the dike

The Beijerlandselaan is a good example of a cavity at the bottom of the dike.

The difference in height is bridged by a small passage towards the dike, behind that the space gets an exceptional form created by the coming together of different parcel directions.



Passage and difference in height from the Beijerlandselaan



Dilatation space, exceptional buildings: school and church



Dwellings on the other side of the square

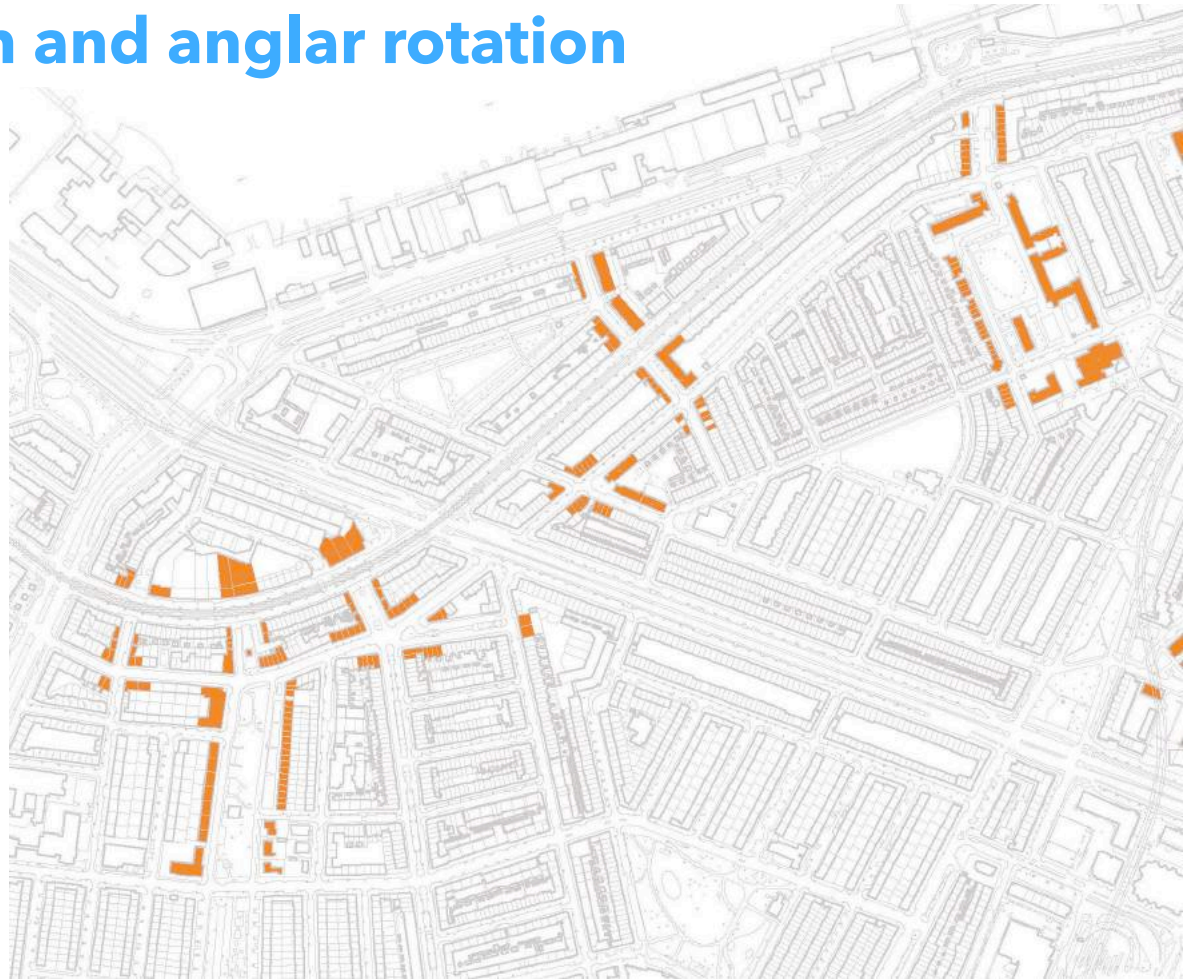


Looking back to Beijerlandselaan

Difference in height and angular rotation

The coming together of the orthogonal polder structure with meandering dikes has resulted in a image of many angular rotations.

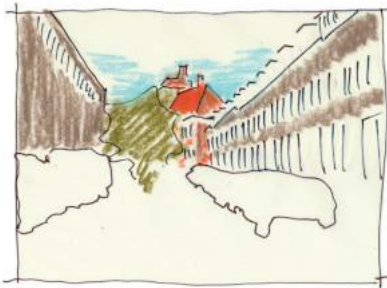
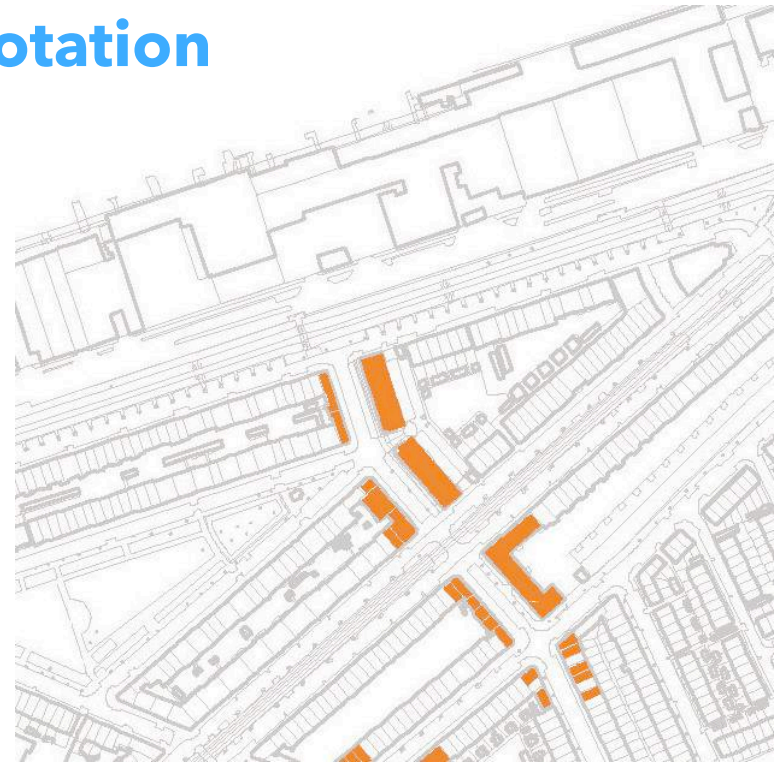
The street lengths and building rows are short. The streets can not once be overseen, only in parts. The eye falls each time on different ensembles. The kinks also cause corner-buildings and buildings of intersecting streets become prominent. The "terrace effect" is strenghtened further by the difference in height compared with the dike.



Difference in height and angular rotation

The Den Hertigstraat, between the Katendrechtse Lagedijk, Wolphaertsbocht and Brielselaan.

The street has a kinked course. Therefore the street can not be wholly overseen, causing to show each time a different part of the urban fabric.



Den Hertigstraat / Blankenburgstraat
Many kinks, short streets, short views, enclosed streetscape



Den Hertigstraat / K. Lagedijk
Short building rows, heterogeneous ensembles



Den Hertigstraat / Wolphaertsbocht
Corner buildings and intersecting streets come into prominent sight



Den Hertigstraat / Brielselaan
The high silos on the edge shove into the foreground. The terrace effect is strengthened by the higher dike

Layering

Layered spatial structure on the south side of the Maashaven.

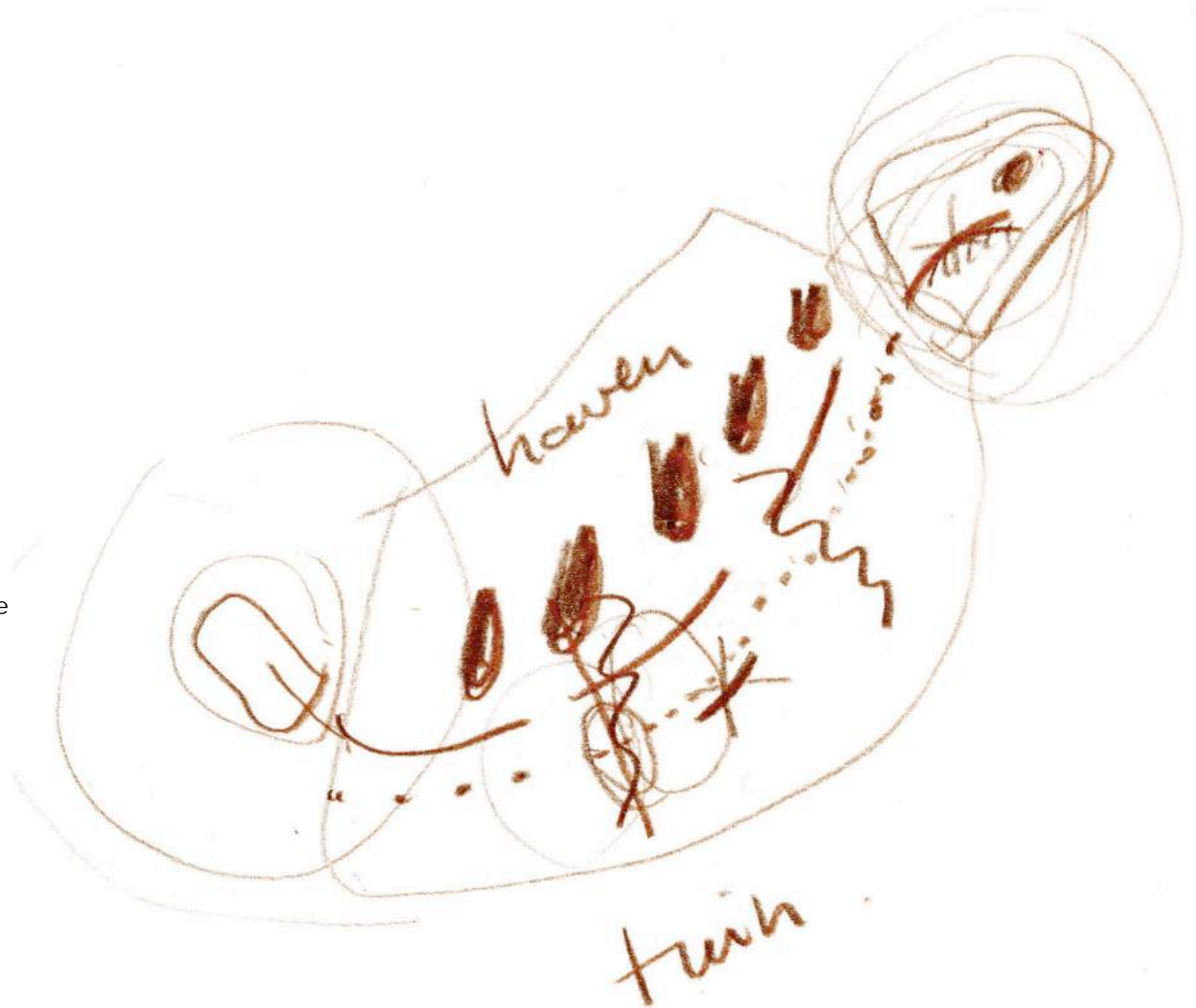
In the first row (dark dots) there are silos and large buildings on the harbor quay.

The second row (intermittent line) is formed by the Wolphaertsbocht with urban street walls.

The third row (dashed line) consists of the Katendrechtse Lagedijk, an old dike that has a rural and loose appearance.

The metrostation Maashaven and the Maashavensilo (the fish head) are on the east-side.

The Charloisse Hoofd (the tail) is on the west side.



Harbour



Zoning of the harbor city

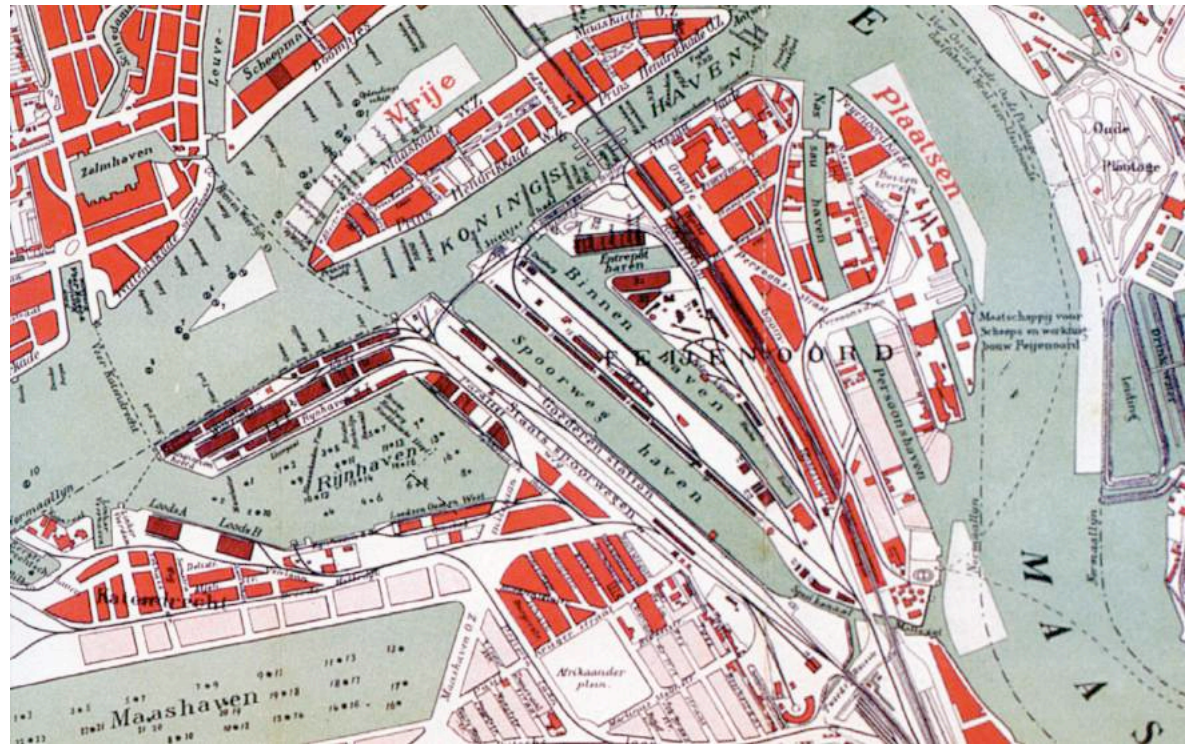
The city plan from 1907. Quays, warehouses and railways are becoming clear as a logistic system.

On the Noordereiland and the Feijenoordkade were no near railway tracks and loading was done on the quays itself. These are the quays which still have trees.

On the Binnenhaven and the Spoorweghaven the railway was laying directly on the waterfront, allowing many ships to dock. Elongated basins and treeless quays are the result.

On the Rijnhaven and the Maashaven the railway tracks ran on both sides of the warehouses. Here was also loaded by use of electricity. We can see large harbor basins and wide treeless quays.

The characteristics are still very visible.



Zoning of the harbor city

The logistic combination of quay, warehouse and railway have led to characteristic cross sections that are still traceable on Katendrecht, the Wilhelminapier and Feijenoord.

In Feijenoord and on Katendrecht residential areas are residual spaces amidst the harbor infrastructure.

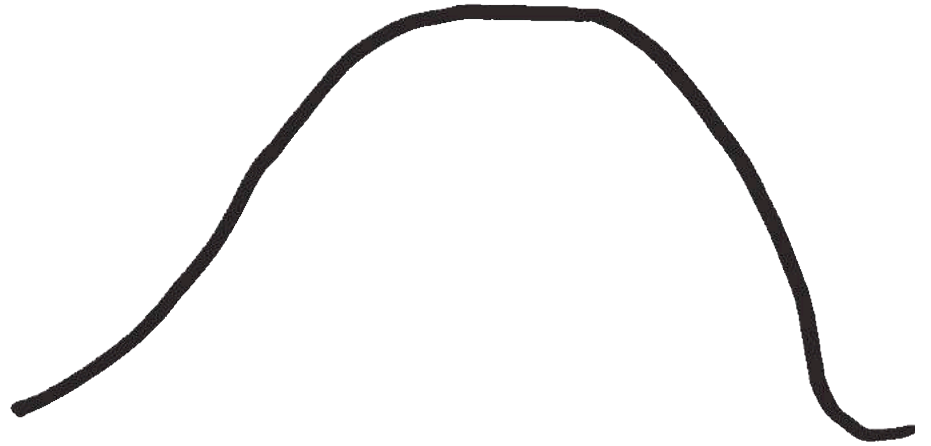
The Afrikaanderwijk and the streetplans of Charlois, Carnisse and Hillesluis lay on the edge of the harbors. The Noorder-eiland, lacking a harbor railway, is developed far more like a traditional residential area with loading quays.



The river and the harbors

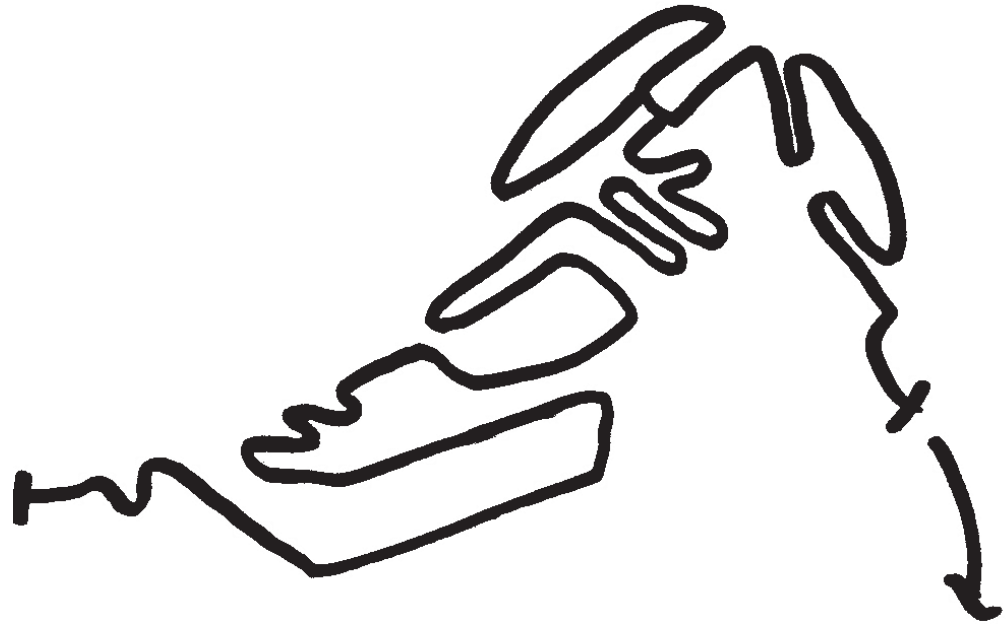


Northern bank

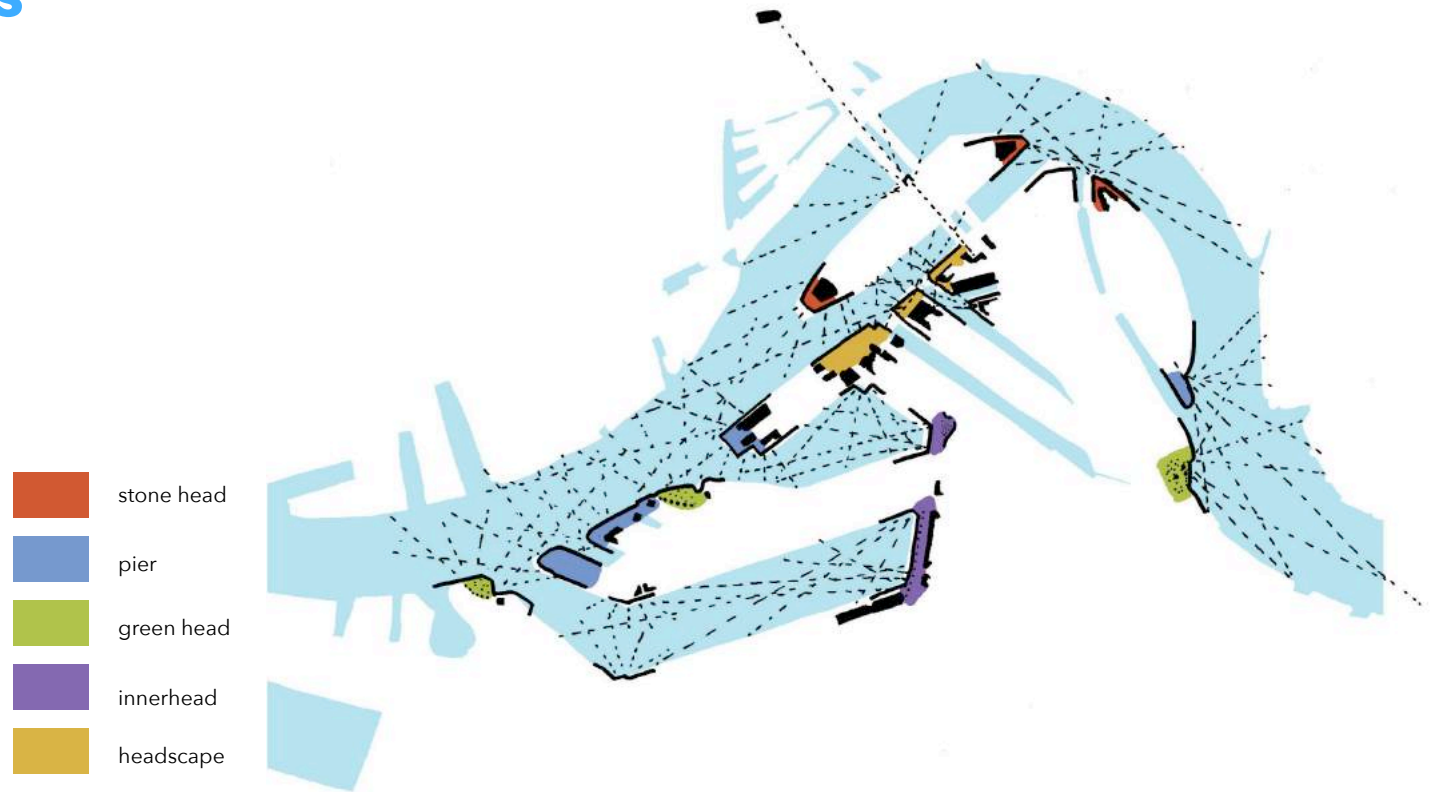


The archipel of south

In comparison to the continuing bankline of north, the bank of the south is more than four times as long. This results in an enormous diversity of waterfronts, harbor basins and rich amount of perspectives.



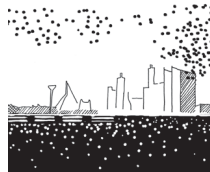
Abutments



stone head



pier



green head



innerhead



headscape

Elongated quays



facing north - against light



facing south - lit

Long lines



Burgemeester Hoffmanplein



Oranjeboomstraat



Wilhelminakade

Intersecting lines



Cornelis Trompstraat heading Boompjes

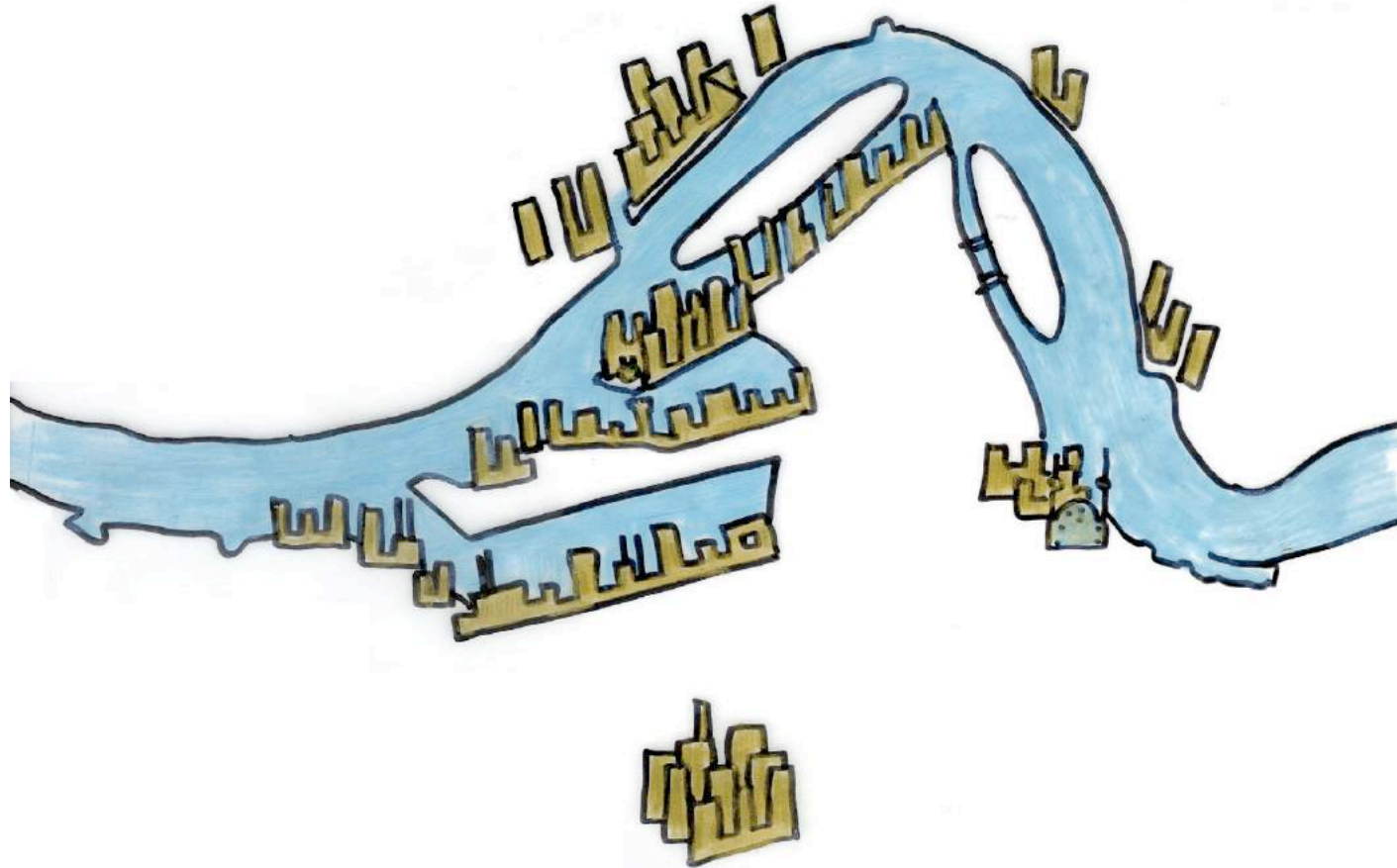


Waterpasstraat heading Persoonshaven



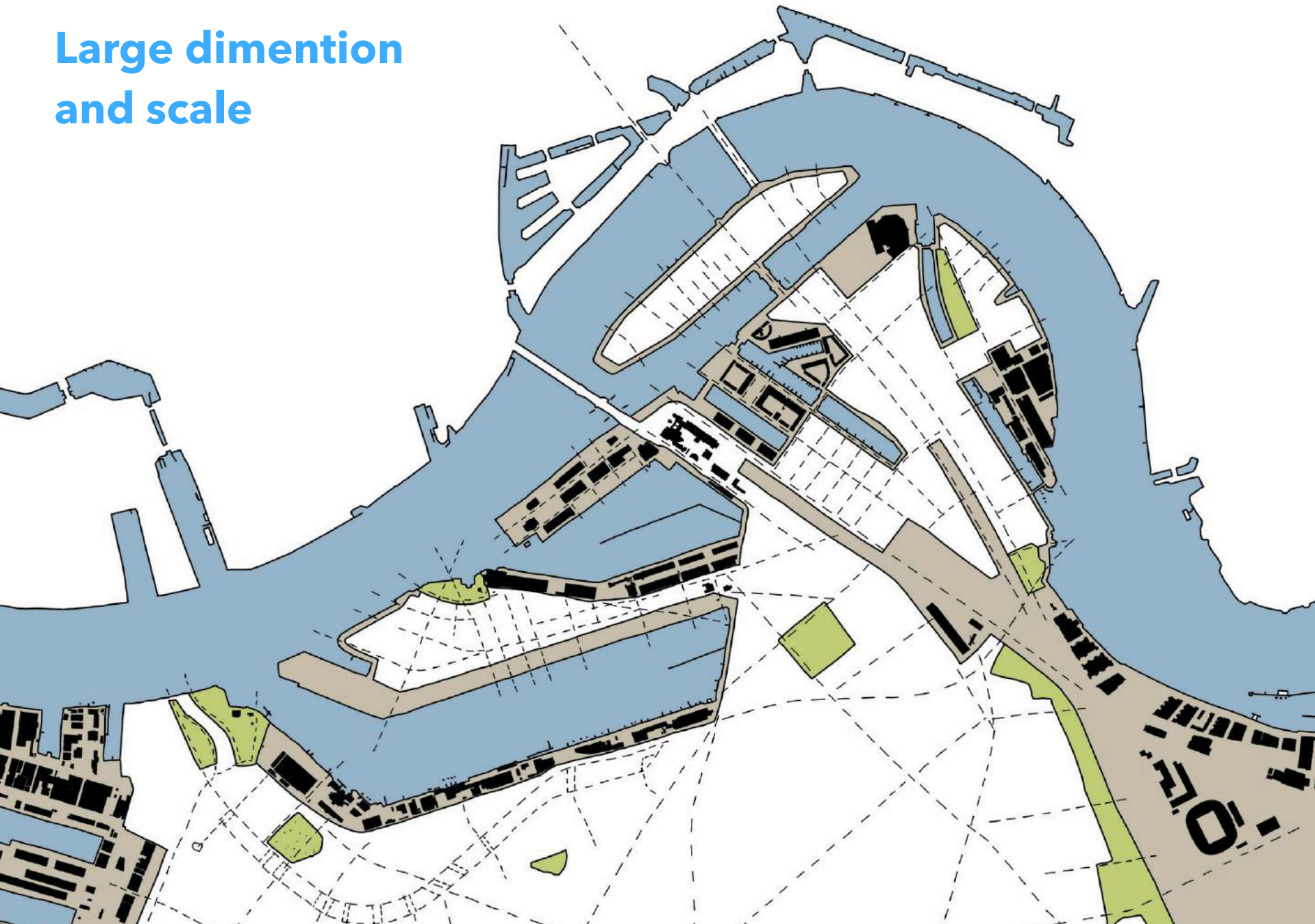
Edam heading Erasmusbrug

Layering



Contrasts in use, atmosphere, construction period, scale, skyline, colour.

Large dimension and scale





Characteristic for the harbor city:

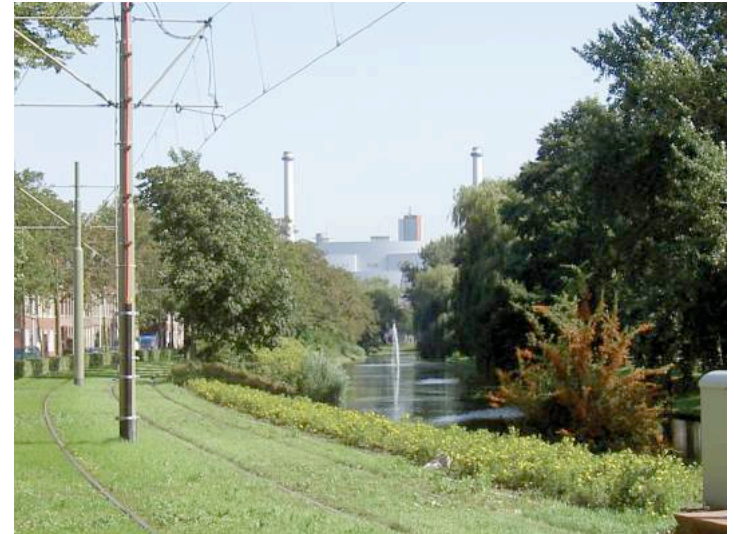
Large scale and robust industrial landscape defines the edges of Oud Zuid.

- Broad views on harbor basins and the river.
- Large buildings (silos, warehouses, ships and cranes) stand on the edge and not in the neighbourhoods.
- As only neighbourhood, Katendrecht lays not behind the harbors but amidst them. Not behind the dike, but with views on the harbor from almost every street.

Sight lines and eye-catchers



The large buildings on the edge of the harbor are visible from various positions in Zuid. They are eye-catchers and points of orientation at the end of many long lines in this part of the city, but sometimes very surprising at the end of a short residential street. The harbors are therefore very present.



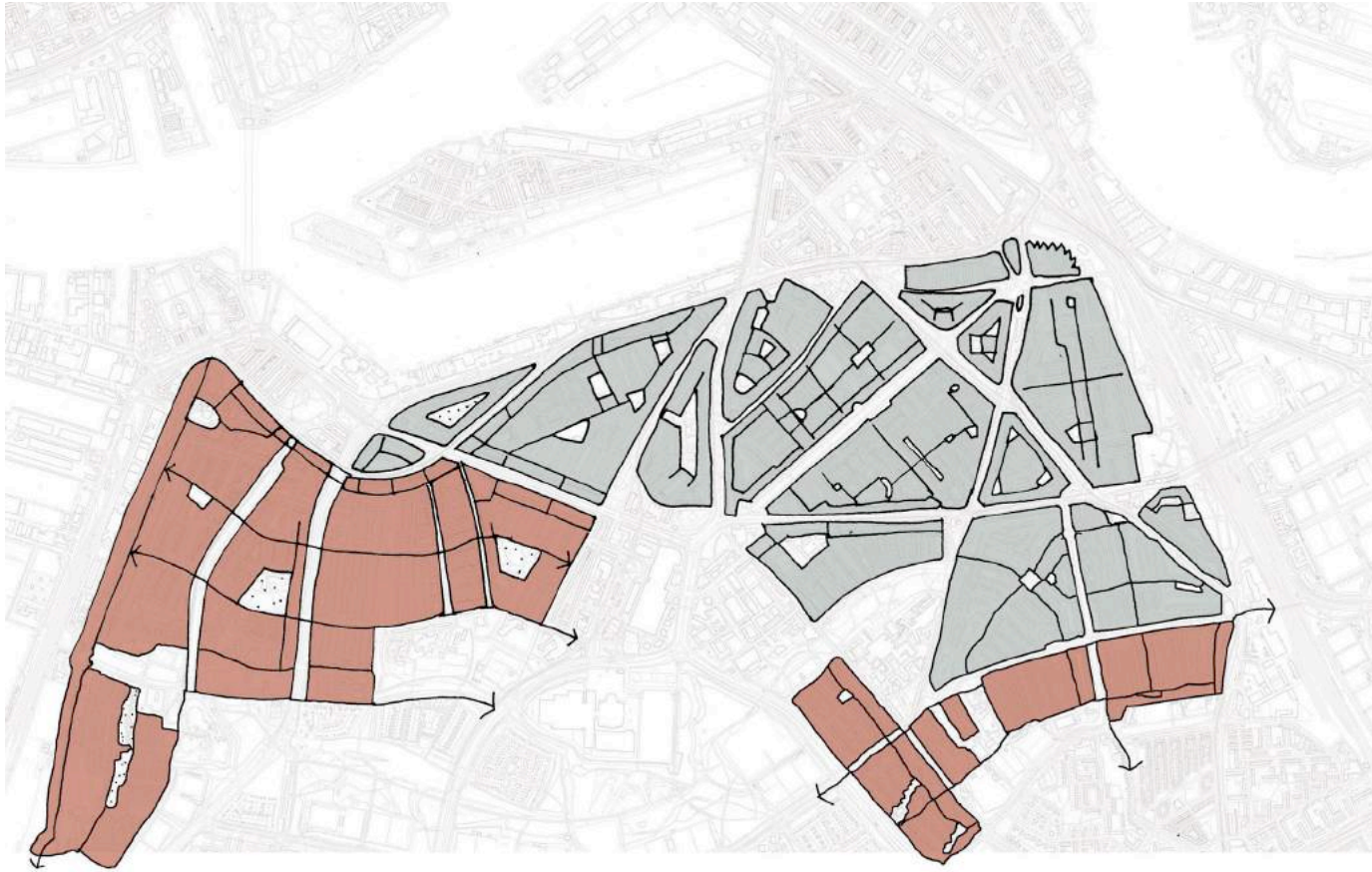
City



Inner structure



Inner structure



Knots in the structure

On the knots (meaning irregular composed intersections in the road pattern of the western part of Zuid) the corners of super blocks come together. There almost always occurs a sequence of gatherings of intersections and corner buildings. Different directions, different scales and different layers.

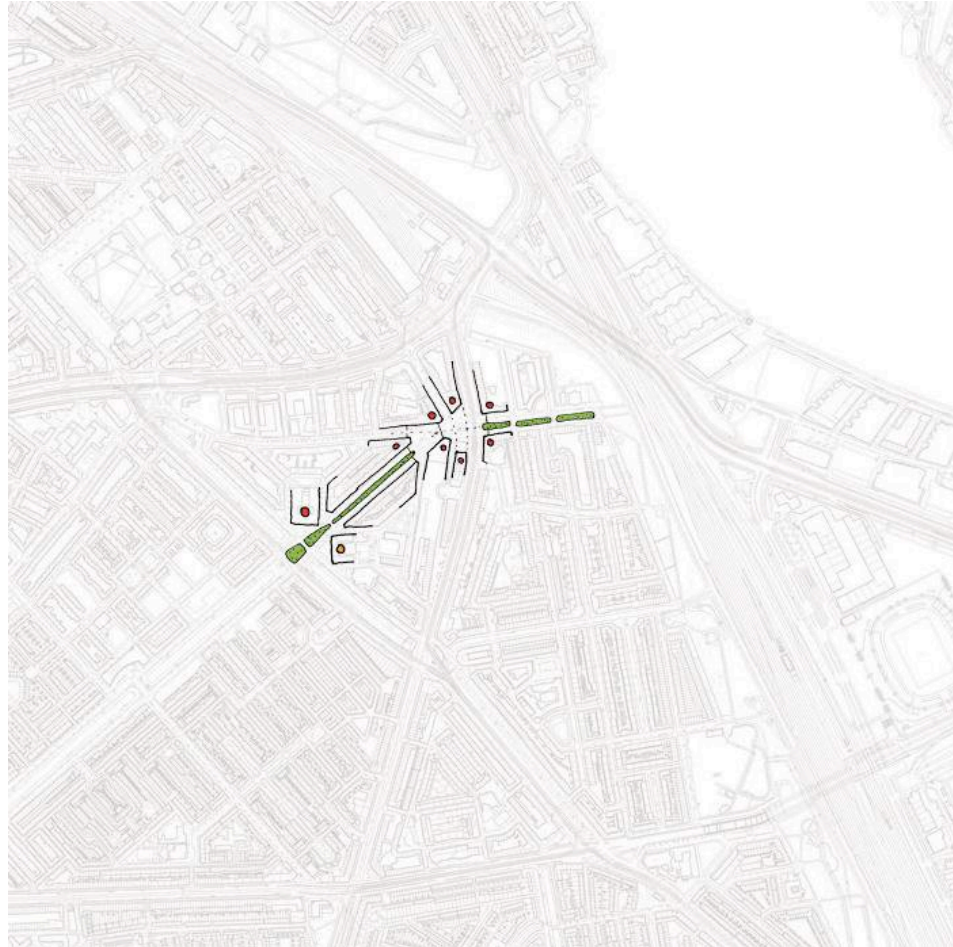
Of big importance is the unraveling of hierarchy in the intersection. Which line is leading? Which heads belong together? Which corner is in which sight line? Which spatial sequences can be differentiated? Which ensembles can be named?

This counts for the buildings conjunction with the arrangement of the public green and planting.



Polderlaan

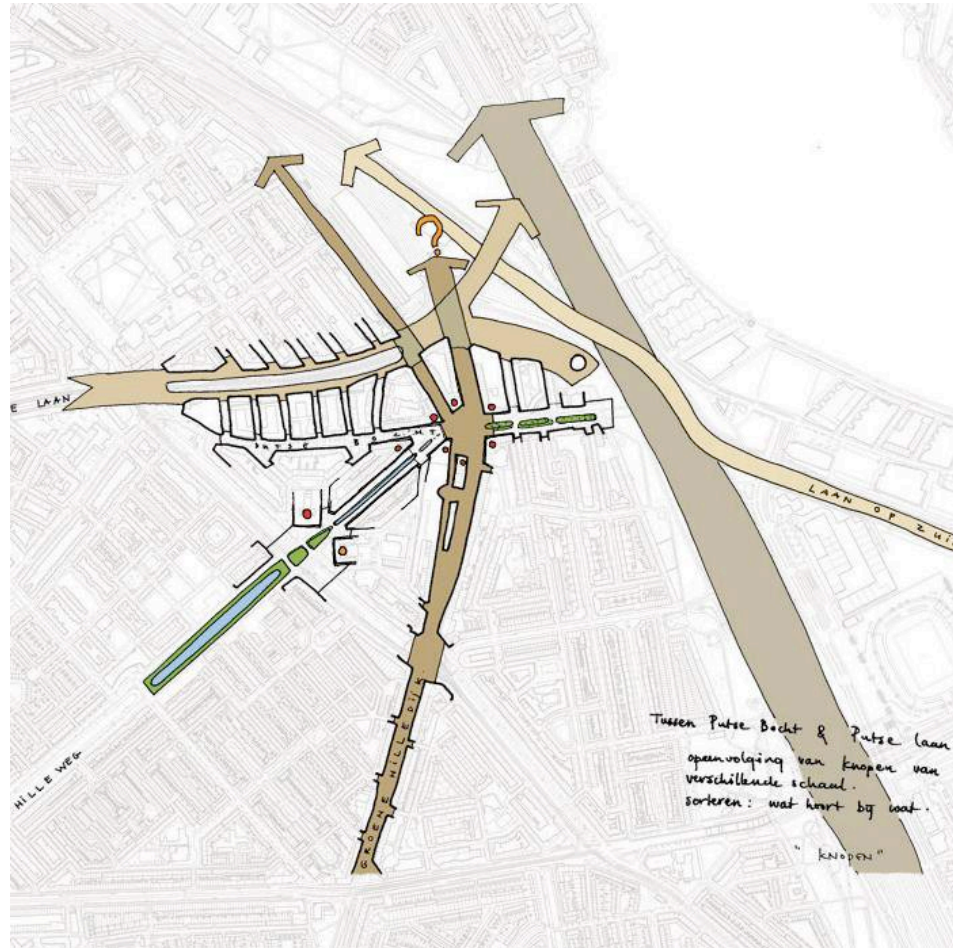
Sequence of different street spaces and the marking of these by exceptional corner buildings.



Layer upon layer upon layer

Interlacing of sequential knots, differing
in scale and order.

Putselaan / Laan op Zuid upon
Beijerlandse laan / Hilledijk upon
Polderlaan / Slaghekstraat



Long lines



Inner structure



Inner structure, internal consistency and public space

Each neighbourhood has its own internal structure and spatial character. Over the years this character is renovated, adjusted, worn out. With the further renewal of the inner structure it is of importance to respect and (re)clarify the unique identity (hierarchy in streets, sequence of squares, exceptional public spaces and buildings) of the neighbourhood.

What are the architectonic and scenic elements that can work binding on the larger urban level? What are the architectonic and scenic elements that can create variation? What determines the new spatial character in physical terms?

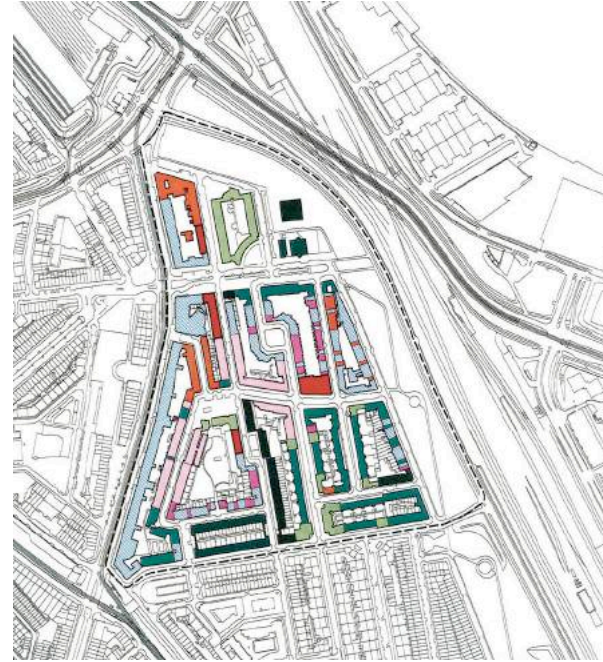
It is of importance that the architectonic units are tuned in their appearance and form a more diverse, but still coherent set or bouquet.



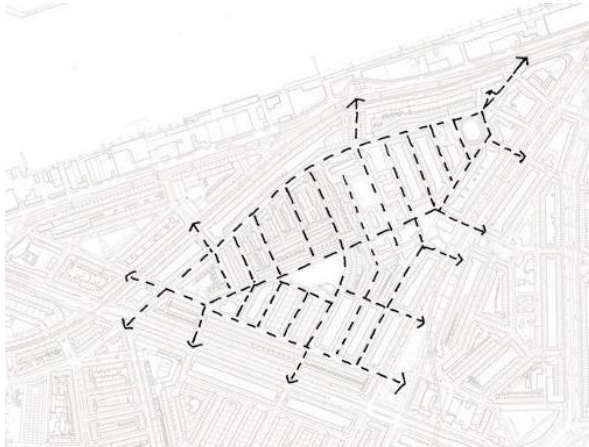
The patchwork



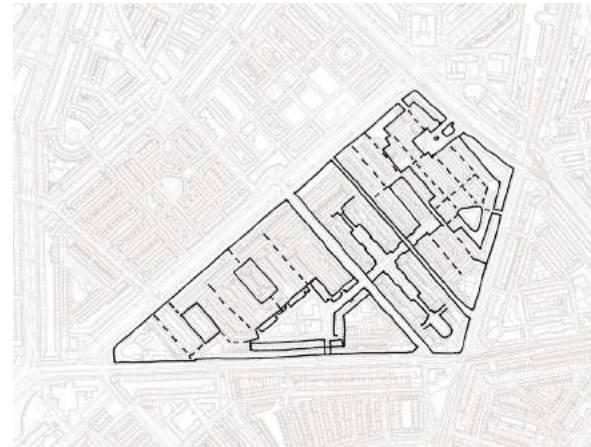
Structure?



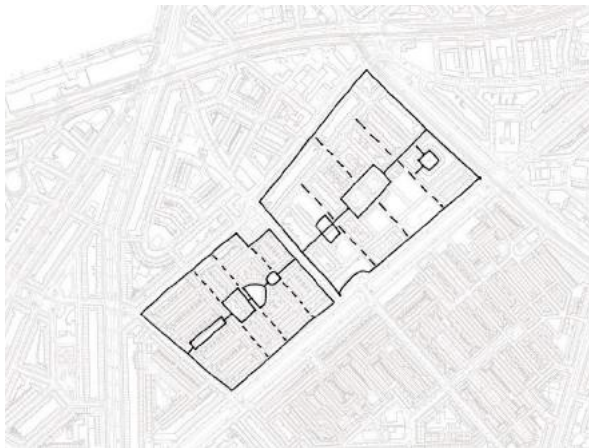
Patchwork!
3 generations of urban renewal



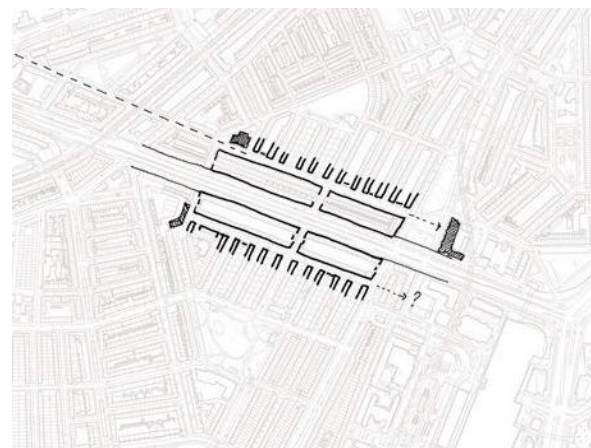
Tarwewijk



Bloemhof (southern part)



Bloemhof (middle part)



Headers and stretchers

topography



urban concepts



time layers



cultural themes

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urban renewal
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structure



space





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