

Design By Demolition:

Rotterdam's Urban Metamorphosis In First Ring Renewal Neighborhoods

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Abstract. This thesis examines the transformative urban renewal initiatives that reshaped Rotterdam's built environment from the 1960s through the late 1980s, arguing that these systematic redevelopment programs, rather than just the 1940 bombing aftermath, were instrumental in forming the city's modernist identity. While Rotterdam's architectural character is commonly attributed to post-war reconstruction, this research demonstrates how subsequent decades of deliberate demolition and rebuilding in the first ring neighborhoods fundamentally altered the city's urban fabric in its pre-war neighborhoods.

Rotterdam's urban renewal wasn't merely replacing deteriorated structures but represented a comprehensive reimagining of the city's residential fabric; prioritizing improved living conditions and cost combined with modern design principles, fundamentally altering the visual and functional character of historic neighborhoods. This transformation highlights Rotterdam's unique position among Dutch cities, where urban renewal up until the 1980s became a publicly corrected and cost-conscious continuation of its post-war modernization efforts.

Key words: urban renewal, city-forming, Rotterdam

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INTRODUCTION

The bombing of Rotterdam's city center on May 14th, 1940, irrevocably altered the face of the city. In just 15 minutes, over 600 years of history was reduced to rubble. Many attribute Rotterdam's reputation for modernist, cold, and soulless architecture to the aftermath and reconstruction following this devastating event. However, what is less frequently discussed is the city's demolition efforts in the following decades. Rotterdam's post-war urban renewal initiatives ultimately destroyed far more buildings than the bombs ever did, fundamentally reshaping the city's character and urban fabric.

From the 1960s through the late 1980s, Rotterdam embarked on an extensive urban renewal campaign driven by the urgent need to upgrade substantial portions of its overdue housing stock. During this period, numerous building blocks in the city's historic pre-war neighborhoods were demolished and rebuilt, dramatically transforming the architectural face of the area. These first large-scale urban renewal efforts, not to be confused with post-war rebuilding efforts, took place in the 11 neighborhoods of the 'first ring of renewal': Afrikaanderwijk, Cool, Crooswijk, Delfshaven, Katendrecht, Feijenoord-Noordereiland, Kralingen, Oud-Charlois, Oude Noorden, Oude Westen and Vreewijk.

Beyond this initial "first ring of renewal," subsequent "second," "third," and "fourth" rings would follow in later legislative acts. Focusing on the first ring, this research explores the early, less-streamlined stages of Rotterdam's renewal efforts. These experimental projects would ultimately shape approaches to development in the later rings. These initial interventions represent crucial lessons in the evolution of Rotterdam's urban regeneration philosophy, providing insight into how the city's character continued to transform well beyond the post-war reconstruction period.

This research examines the new streetscapes that emerged as a result of Rotterdam's urban renewal practices, particularly focusing on the tension between the former historic streetscapes and the established pursuit that would characterize the new modern city. It explores several key questions: What was the prevailing zeitgeist regarding urban renewal in major Dutch cities during this period? What legislative frameworks and social influences steered Rotterdam's renewal

processes? How did neighborhood streetscapes transform visually? And what general urban interventions are to be distilled from the new streetscape? By investigating these questions, this study provides insight into how Rotterdam's urban fabric evolved beyond mere reconstruction to become a deliberate reshaping of the city's architectural identity through systematic renewal initiatives.

Existing literature on this subject primarily focuses on the regulatory frameworks and civic contexts that shaped this period. Numerous sources also examine the cultural implications, including public resistance movements and their subsequent influence on policy development. However, there remains a notable gap in the application of an architectural lens to these urban transformations, examining spatial and design principles reflecting broader visual implications beyond mere regulatory accounts. In other words, to understand how these individual changes collectively reshaped the city's architectural identity and visual character in these neighborhoods as a who

This research concerns a historical account, reconstructing the urban regeneration plan and efforts of the 1960s-1990s in Rotterdam. To do so, literature is drawn upon ranging from articles and books to policy documents from the city archive. This will be combined with a mapping of the demolished sites, comparing what was and what has become. With this data, a framework will be developed to classify the different kinds of design approaches that have been applied in the area, to create an understanding of how the urban fabric was altered and recharacterized.

The first chapter examines post-war rebuilding and regeneration across the Netherlands. It considers the early principles that guided urban development in major Dutch cities during this period, thus contextualizing the interventions visualized in the chapters that follow.

The second chapter goes beyond the ideological drivers and delves deeper into the legislative framework of Rotterdam's urban renewal. It explores the passing of various memoranda and the focal points they addressed in shaping the city's transformation.

The third chapter focuses on specific study sites. The building blocks demolished and rebuilt between the 1960s and 1990s in the first ring neighborhoods are mapped, and a selection of before-and-after galleries is presented. These galleries are part of a larger database of images found in the appendix, providing insight into the scale of impact and highlighting how demolished sites were reconstructed.

In the fourth chapter, the material from the previous chapters is synthesized to draft a comprehensive framework for understanding the architectural transformation resulting from Rotterdam's urban renewal.

The research thus aims to identify, the underlying principles, and lasting consequences of these interventions, revealing how they collectively reshaped Rotterdam's urban identity beyond the immediate post-war reconstruction period.

1. POST-WAR MODERNISATION IN MAJOR DUTCH CITIES

The 1960s kicked off a period of economic expansion and large-scale building projects in the Netherlands. Many older inner-city districts were planned to be cleared in a wave of “slum clearance” (sanering) to make room for offices, banks, shops, widened streets, and parking garages (Somer, 2020, p. 9). Inner cities had already been undergoing ‘city forming’ since the last quarter of the nineteenth century, a socio-economic sorting process named after the business district (‘the City’) of London. In this process, inner-city residents made way for new infrastructure, business services, and commercial functions (Verlaan, 2016, p. 41). This sentiment will live on into the 1960s when the Netherlands would become a place where traffic and automobiles have become ubiquitous in the post-war era (Planner, 2019).

The 1970s were characterized by significant (civil) counter-reactions to these urban development trends, in search for answers to societal changes, emerging needs, and the newly prevailing scarcity (Somer, 2020). It is manifested in the credo ‘bouwen voor de buurt’ (building for the neighborhood): valuing the preservation of the residential function and character of the neighborhood, priority for the original residents, and fair housing distribution (Somer, 2020, p. 10).

In this chapter, urban development attitudes across Amsterdam, The Hague, Utrecht, and Rotterdam during the 1960s-70s are examined. By comparing sentiments, housing situations, and shifting attitudes towards renewal in each city, a contextual comparative analysis highlighting the similarities and differences between Rotterdam and the other major Dutch cities is drafted.

1.1 AMSTERDAM

Swept up in the mid-century momentum of building towards the modern metropolis Amsterdam showed receptiveness towards rigorous rethinking of its urban fabric. (Stedelijk Museum, 2018), Whilst the historic core had remained largely intact during the Second World War, by the 1960s it was under threat from modern traffic and development schemes (Planner, 2019). Such as the 1967 Jokinen Plan that envisioned a six-lane highway through De Pijp and Kinkerbuurt (Jokinen, 1967).

The housing situation in Amsterdam in the 1960s was characterized by severe housing shortages and overcrowding in its old neighborhoods (Stedelijk Museum, 2018). To tackle this, new neighborhoods were developed on the outskirts of the city, pre-war General Expansion Plan (AUP). New suburban “garden cities”, like the Bijlmermeer, were developed (Arcam, 2007). Furtherly, in the early to mid-60s, the municipality prepared to clear decaying parts of its 19th-century inner-city to be replaced by more high-rise typological buildings. Thus, a few modern projects emerged, such as the Burgemeester Tellegenhuis, better known as the Maupoleum was designed as an office building with a shopping boulevard that stretched along the entire length of the Jodenbreestraat.



Fig. 1.1.1 Jodenbreestraat | Beeldbank Stadsarchief Amsterdam, 1884



Fig 1.1.2 Maupoleum | Rijksdienst voor het Cultureel Erfgoed, 1976

In the late 1960s, however, public outrage grew over the large-scale modern planning in the city (De Jong, 2016) This came to a boiling point with the Nieuwmarkt riots in 1975, here residents of the Nieuwmarkt neighborhood after resisting the municipal plans for years, clash with police on March 24th and April 8th. Following the Nieuwmarkt riots and numerous other prolonged struggles, Amsterdam’s approach to urban renewal fundamentally changed. A small-scale, community-centered approach that became the new guiding principle. (De Liagre Böhl, 2010, p. 46). The public backlash not only halted more radical plans, but Amsterdam has also since become a leader in preserving architectural heritage and a flashpoint for the anti-city forming sentiment (Verlaan, 2017).

1.2 UTRECHT

Utrecht was hailed in the 1960s as a visionary in modernization and urban revitalization of cities by its press and leaders (Bellush, 1969, p. 173). The Utrecht city council, following the Second World War, was enormously troubled by the monumental poorly conserved city center, not to mention the impoverished nineteenth-century neighborhoods surrounding it (Pflug, 2015). Planned since 1963, their pinnacle of urban regeneration Hoog Catharijne was envisioned as a shopping center featuring offices, housing, and parking garages connecting the city core to the train station. To make way for this development, the city demolished the former Stationswijk neighborhood and filled in a portion of the Catharijnesingel canal to create a motorway. When it opened in 1973, Hoog Catharijne was considered the aspiring example of city-forming for cities in Europe (Somer, 2020, p. 9).

During the 1960s and 1970s, Utrecht underwent significant urban expansion with the construction of new neighborhoods like Overvecht and Kanaleneiland in response to population growth (Franchini, 2009, p. 22). These districts featured modern high-rise apartment buildings with modern amenities, designed to lure residents out of the historic center.



1.2.1 Overvecht | Het Utrechts Archief, 1972

Similar to other Dutch cities, Utrecht strived for large-scale clearance in neighborhoods, where it had very early on demolished hundreds of homes along the Catharijnesingel as part of the Hoog Catharijne project (Verlaan, 2016, p. 63). That same Hoog Catharijne project, which briefly stood as the pinnacle of urban revitalization, became a modernist eyesore in the 1970s (Verlaan, 2016, p. 94). Reacting to public discontent, the city’s stance nearly reversed, as the stance became to actively preserve its remaining urban heritage, establishing a Monuments Council (Stadsherstel Utrecht, 2024) and adopting neighborhood development plants for areas like Pijlsweerd and Ondiep that emphasized gradual renewal.

Utrecht, initially spearheaded by the ambitious Hoog Catharijne development, underwent a notable transformation in its urban planning approach. However, in Utrecht itself, and later in the rest of the Netherlands, it quickly became viewed as an offensive symbol of the regent-like actions of city administrators and the power of big capital (Somer, 2020, p. 9). The city evolved from being a textbook example of urban revitalization ideals in the late 1960s to much more preservation-driven practices in the decades that followed. A prime example is the restoration of the Catharijnesingel, which was reclaimed in 2020 for its original purpose as a waterway, symbolizing its focus on gradually reconnecting divided parts of the city.



Fig. 1.2.2 | Hoog Catharijne | Gemeente Utrecht, 1970

1.3 THE HAGUE

The Hague emerged as one of the most heavily affected Dutch cities from its occupation in the Second World War, apart from Rotterdam. At the same time, the Hague is also considered one of the most explicit examples in the Netherlands of active city forming, demonstrating a bold willingness to carve into its historical fabric in the 60s. (Ons Den Haag, 2023, p. 5).

In 1962 the municipality commissioned the David Jokinen, to prepare a traffic plan for the Hague. While those weren't implemented (Planner, 2019), the city did start with some form of selective demolition to widen downtown for car traffic, trams, and general improved accessibility (Verlaan, 2019, p. 140). With modern high-rises gradually appearing, the city's historic center street pattern remained largely intact. (Nijhuis & Van Der Hoeven, 2018, p. 584) It turned into a mending of large modern buildings with the historic inner core. Illustrative of this idea was the 1967 built Transistorium; a 15-story office tower in the middle of an 18th-century city center, giving the city a patchwork appearance of old and new.



Fig 1.3.1 | The Transistorium | Haags Gemeente Archief, 1976

In response to significant population growth in the post-war decades, The Hague started to develop new residential districts. By the 1960s, the main strategy was to focus on building on the periphery of the city, with the creation of neighborhoods like Mariahoeve, Moerwijk, and Morgenstond. Beyond its periphery, the city took part in the satellite towns growth centers program, which created towns like Zoetermeer.

Both these policies were meant to relieve the pressure on the need to densify housing in the historic city center. Within that center, the city's attitude leaned more towards the clearance of slums within the neighborhood.

For that, large parts of the 19th-century neighborhoods around the center had to make way: the Schilderswijk, the Old Center, Westeinde-Kortenbos, and the Zeeheldenkwartier had to be sacrificed (Ons Den Haag, 2023, p. 5). However, compared to other major Dutch cities, The Hague was somewhat slower to implement large inner-city renewals. As community resistance emerged by the 1970s, combined with the alignment on the national urban renewal agenda, further large-scale demolition was halted by the mid-70s. Rather than bulldozing, the Schilderswijk for example became a target for the "Bouwen voor de Buurt" (Ons Den Haag, 2023, p. 5) through close cooperation with residents' action committees. Becoming more receptive to citizen input, the city redirected modernization efforts to the peripheral districts in the years to come and shifted to a more preservation-conscious renewal approach.

Influenced by public discourse and hampered by slow decision-making processes, The Hague has avoided large-scale demolition projects that other cities embraced. Instead, it focused on integrating modern structures, mostly offices, into its existing urban fabric. This approach has created a distinctive urban patchwork where sleek contemporary architecture stands in sharp contrast with historical buildings. While these developments have reinforced the city's governmental identity, they came at a cost. The displacement of residential areas was considered "a hard but necessary price the city has to pay for progress." Verlaan (2016, p. 111)

1.4 ROTTERDAM

After the completion of the city center's reconstruction, following the severe World War II bombings, by the late 1950s, the city of Rotterdam turns its attention to developing growth plans for its urban area in its totality. The subsequent 1960s were characterized by the introduction of several saneringnota (urban remediation memoranda), with the final one issued in 1969. Up till then, these proposals were mainly drafted to assess building quality across numerous neighborhoods, primarily to identify the optimal areas to kick off large urban demolition. (DROS, 1985, p. 9) These acts should have set the stage for large-scale clearance to make room for functionalist planning and bold new infrastructure in the vision of the modernist metropolis.

As prescribed by the Basic Plan, the masterplan for the rebuilding of Rotterdam developed by city architect Van Traa, the number of homes in the inner city was restricted to 10,000, even though 20,000 homes had existed in this area before the war (Wagenaar, 1993, p. 49). As a result, part of the city's planning policy focused on the creation of new housing areas extending on its periphery (McCarthy, 1999, p. 297), with neighborhoods such as Hoogvliet, Pendrecht, Zuidwijk, Lombardijen, and Groot IJsselmonde. In contrast, pre-war neighborhoods like Oude Westen and Crooswijk faced partial demolition. Crooswijk in particular, actively resists the Rotte-Trace plan, which proposed draining the Rotte, the waterway from which Rotterdam derives its name, to construct a northern access road (DROS, 1985 p. 140) These development pressures, combined with significant demographic shifts in these neighborhoods, formed considerable social unrest and protests by the late 1960s (DROS, 1985, p.140).

Starting in 11 pre-war neighborhoods, collectively known as the “first ring”, large-scale urban renewal was planned to take place (Gemeente Rotterdam, 1988, p. 18)

Attention toward the preservation and restoration of late 19th-century and early 20th-century residential areas is generally minimal in the 1960s. In the belief in urban redevelopment that persisted well into the late sixties, the old, distant city neighborhoods would be demolished one by one to make way for idealized city development with offices, fly-overs, and modern high-rise residential buildings (Maandag, 2019, p. 221). Large-scale urban renewal continued, resulting in the renovation or replacement of 70,000 homes over subsequent decades (Maandag, 2019, p. 62).

2. ORGANIZING THE ROTTERDAM RENEWAL

Rotterdam’s urban renewal in the 20th century represents a complex, multifaceted process. This chapter examines the organizational framework underpinning the renewal efforts, with particular attention to legislative developments.

2.1 MEMORANDA

Prior to the first large-scale neighborhood transformations, considerable time and effort went into drafting and passing memoranda in Rotterdam’s municipal council. Three distinct policy phases characterized the first ring projects: clearance and reconstruction (1950-1970), rehabilitation and renovation (1970-1980), and urban management (1980 onwards) (Van der Knaap & Pinter, 1992, p. 155).

The 1955 remediation memorandum introduced theoretical frameworks for renewal but remained largely conceptual with no major actions implemented. Discussions centered on “sanering” and “krotopruiming” (remediation and slum clearance). In 1961, a subsequent memorandum proposed a phased approach beginning in 1965 (Gemeente Rotterdam, n.d.). The delay in neighborhood interventions reflected deliberate prioritization choices. Officials directed available funds toward developing new harbors and industrial areas like Botlek, Europoort, and Maasvlakte (Ploeg, 1982, p. 4). While acknowledging problems in older pre-war neighborhoods, Mayor Van Walsum explicitly asked residents to remain patient until their issues could be addressed (Maandag, 2019).

A significant turning point came in 1974 when the PvdA (Labour Party) secured an absolute majority in local elections, elevating urban renewal to a top priority (Maandag, 2019, p. 34). The memorandum “Dit is het begin” (“This is the beginning”) in late 1974 and the sub-memorandum “Stadsvernieuwing” (“Urban Renewal”) in 1975 marked a substantial policy shift, placing neighborhood residents’ interests at the center of urban planning. The policy development process underwent significant decentralization compared to previous approaches (Ploeg, 1982, p. 11).

During 1974-1975, the municipality conducted extensive property acquisitions (Maandag, 2019, p. 54). The formalization of DROS in 1978 subsequently led to renewal efforts for the following decade, functioning as a bureaucratic superstructure coordinating urban renewal initiatives and facilitating participation among planners, housing corporations, and residents (DROS, 1985, p. 15).

By 1988, the memorandum “Eerste Ring, Laatste Ronde” (“First Ring, Last Round”) reported that of approximately 33,800 homes acquired, 14,928 units still required completion. Most of this work was finished by 1992, with planners aiming for an equal balance between new construction and renovation (Gemeente Rotterdam, 1988, p. 18).

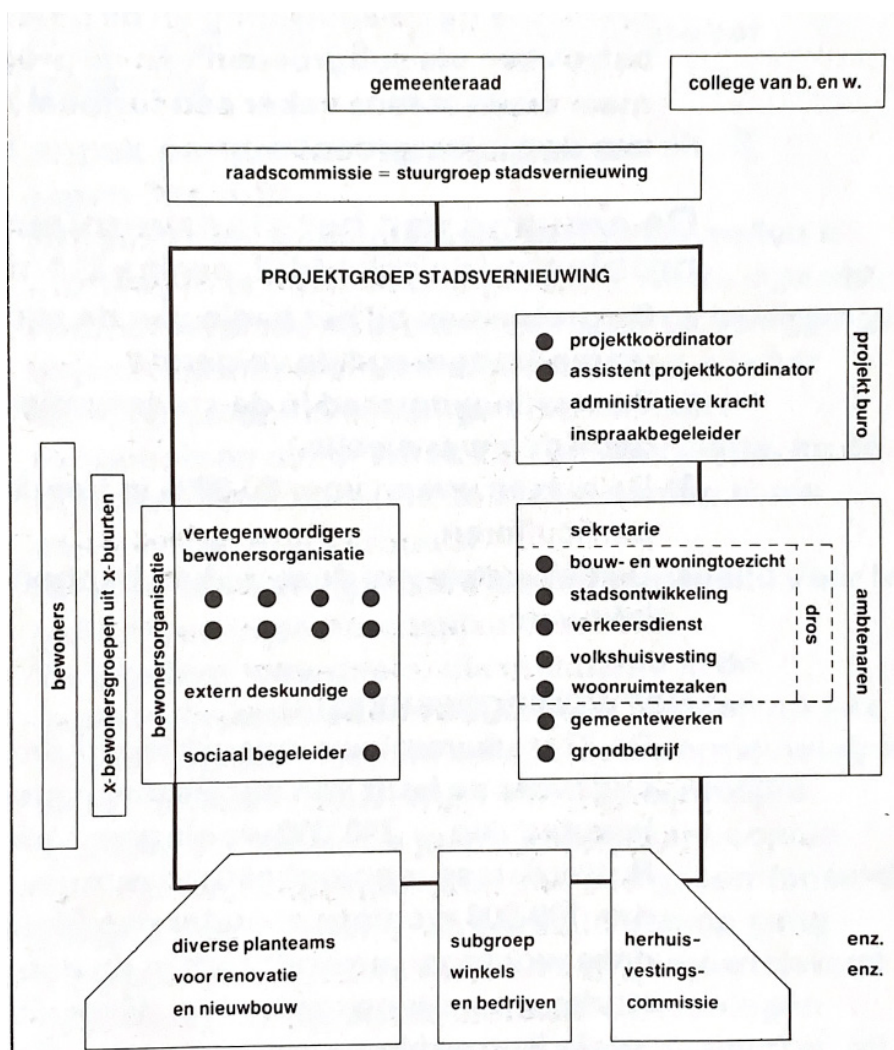


Fig 2.2.1 | Structuring of the bureaucratic structure | DROS, 1985, p. 15

2.2 FOCAL POINTS

Where general consensus accelerated large-scale renewal in pre-war neighborhoods—made possible by the PvdA's absolute mandate in the city council—some disputes persisted.

By the 1970s, funding was secured through the Ministry of Housing's dedicated urban renewal allocations. Rotterdam adopted a distinctive strategy: acquiring substantial neighborhood properties first, then drafting final plans. This approach prevented property owners from obstructing renewal and enabled swift project implementation.

Rent remained a contentious issue, as urban renewal primarily involved subsidized social housing (Kalkman, 1984, p. 42). The split within the PvdA council itself illustrated two opposing perspectives. One faction, led by Spatial Planning Alderman Mentink and Mayor van der Louw, argued that residents would accept slightly higher rents for architecturally superior homes. In stark contrast, Urban Renewal Alderman van der Ploeg prioritized renters' financial concerns and residential functionality while showing minimal interest in architectural considerations (Maandag, 2019, p. 49).

While it would be an overstatement to claim this applied universally to all housing added or replaced during these decades, there was a general preference for mitigating unavoidable rent increases by adopting simpler designs for both renovated properties and new construction, as confirmed by D.W. van der Vorm, one of the renewal's key builders (Kalkman, 1984, p. 42).

The primary focus centered on floor plans, cost considerations, and livability. "Architecture itself wasn't a significant factor during this period; discussions about architectural design came only later," stated Marjan van den Bos, who worked at one of the social housing organizations involved in new housing development (Maandag, 2019, p. 153). This utilitarian perspective is exemplified by Alderman van der Ploeg's direct statement: "When I speak of quality, I primarily refer to the floor plans of the homes. Simpler floor plans can lead to cost reduction" (Ploeg, 1982, p. 29).

3. THE FACE OF THE RENEWAL

In this chapter is a curated selection of before-and-after image galleries showcasing the transformation of Rotterdam's urban fabric in the first ring renewal neighborhoods. These comparisons galleries reveal both what was lost and what replaced demolished structures. The galleries represent a portion of a more full visual database available in the appendix, providing insight into the scale and character of Rotterdam's urban renewal program.

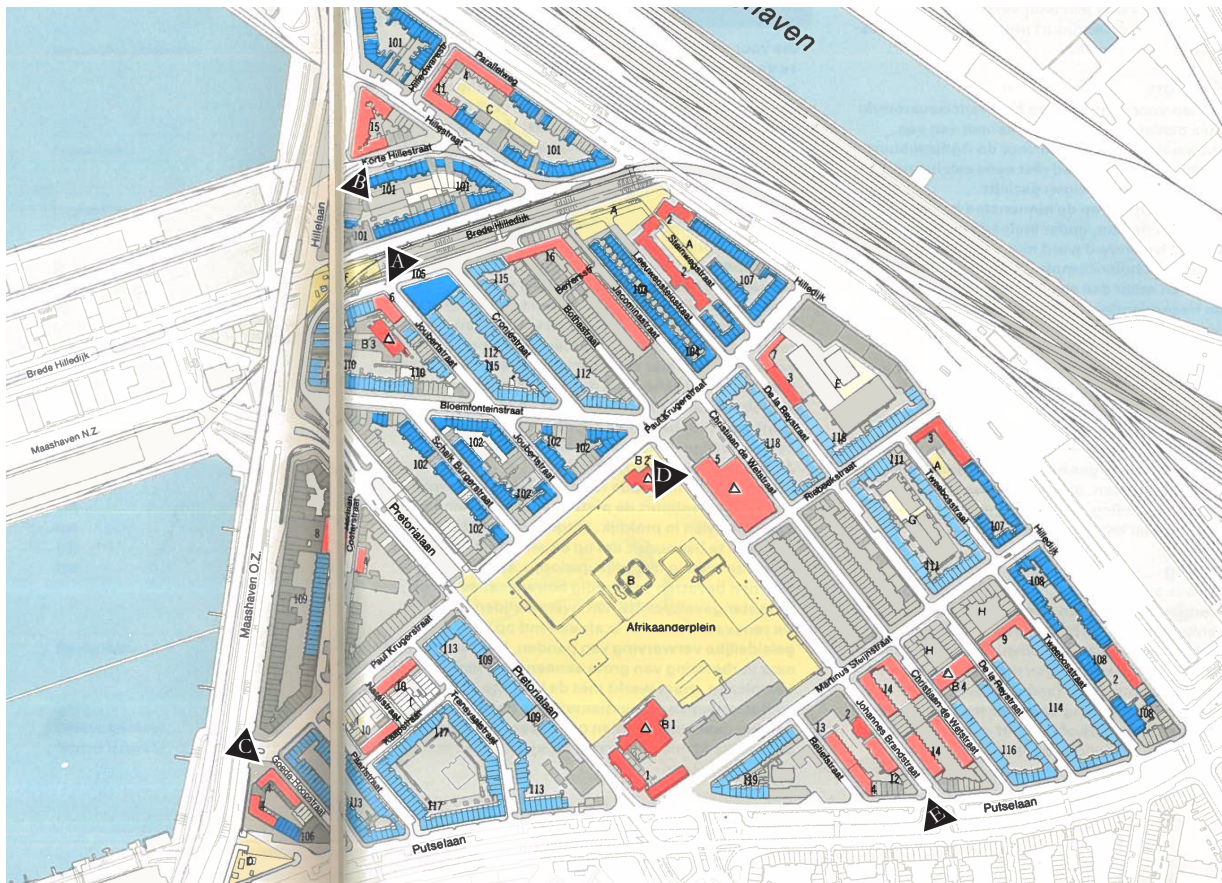


Fig. 3.1.11 | Demolition (red) and Renovation (blue) Map of the Afrikaanderwijk | DROS, 1985

3.1 Afrikaanderwijk

The Afrikaanderwijk neighborhood began to take shape around 1900. As the ports south of the river Maas were constructed, workers from the South-Holland islands, Zeeland and Noord-Brabant started to live in the area. (Gemeente Rotterdam, 2025).

While the neighborhood along, with the Oude Westen, was hailed as ‘the test site for rehabilitation’, it never succeeded in fulfilling its promise, quite the opposite actually. The 1970s was a very tumultuous time for the neighborhood. The riots in 1972, the split of the neighborhood governing body in 1975 and strong disagreements on high-rise at the Afrikaanderplein from 1978 make for a rough start. (DROS, 1985, p. 108).

For the most part, Afrikaanderwijk has undergone strategic renovation rather than wholesale demolition. As evidenced in figure 3.1.11, the original street pattern has remained entirely intact through various construction phases since 1976. The neighborhood’s central character has been preserved, with Afrikaanderplein continuing to serve as an open, unbuilt public space at the heart of the community.

For the newly build parts that replaced the demolished sites however, the redevelopment has had a big impact in defining the look of the streetscape. Streets such as, Joubertstraat (figure 3.1.2) the Korte Hilledijk (figure 3.1.4) and parts of the Johannes Brandstraat (figure 3.1.10). Along the Goede Hoopstraat (figure 3.1.6.) and behind the former monastery at the Christiaan de Westraat (figure 3.1.7) larger residential units have been built. However these are only some of the few ones in the area, as the ‘high-rise debate’ of the Afrikaanderplein has had greater influence on the whole renewal debate of the neighborhood.

A



Fig 3.1.1 | Joubberstraat, Afrikaanderwijk | Stadsarchief Rotterdam, 1977



Fig 3.1.2 | Joubberstraat, Afrikaanderwijk | Cyclomedia, 2024

B



Fig 3.1.3 | Korte Hillestraat, Afrikaanderwijk | Stadsarchief Rotterdam, 1984



Fig 3.1.4 | Korte Hillestraat, Afrikaanderwijk | Cyclomedia, 2024

C



Fig 3.1.5 | Goede Hoopstraat, Afrikaanderwijk | Stadsarchief Rotterdam, 1987



Fig 3.1.6 | Goede Hoopstraat, Afrikaanderwijk | Cyclomedia, 2024

D



Fig 3.1.7 | Christiaan de Wetstraat, Afrikaanderwijk | Stadsarchief Rotterdam, 1958



Fig 3.1.8 | Christiaan de Wetstraat, Afrikaanderwijk | Cyclomedia, 2024

E

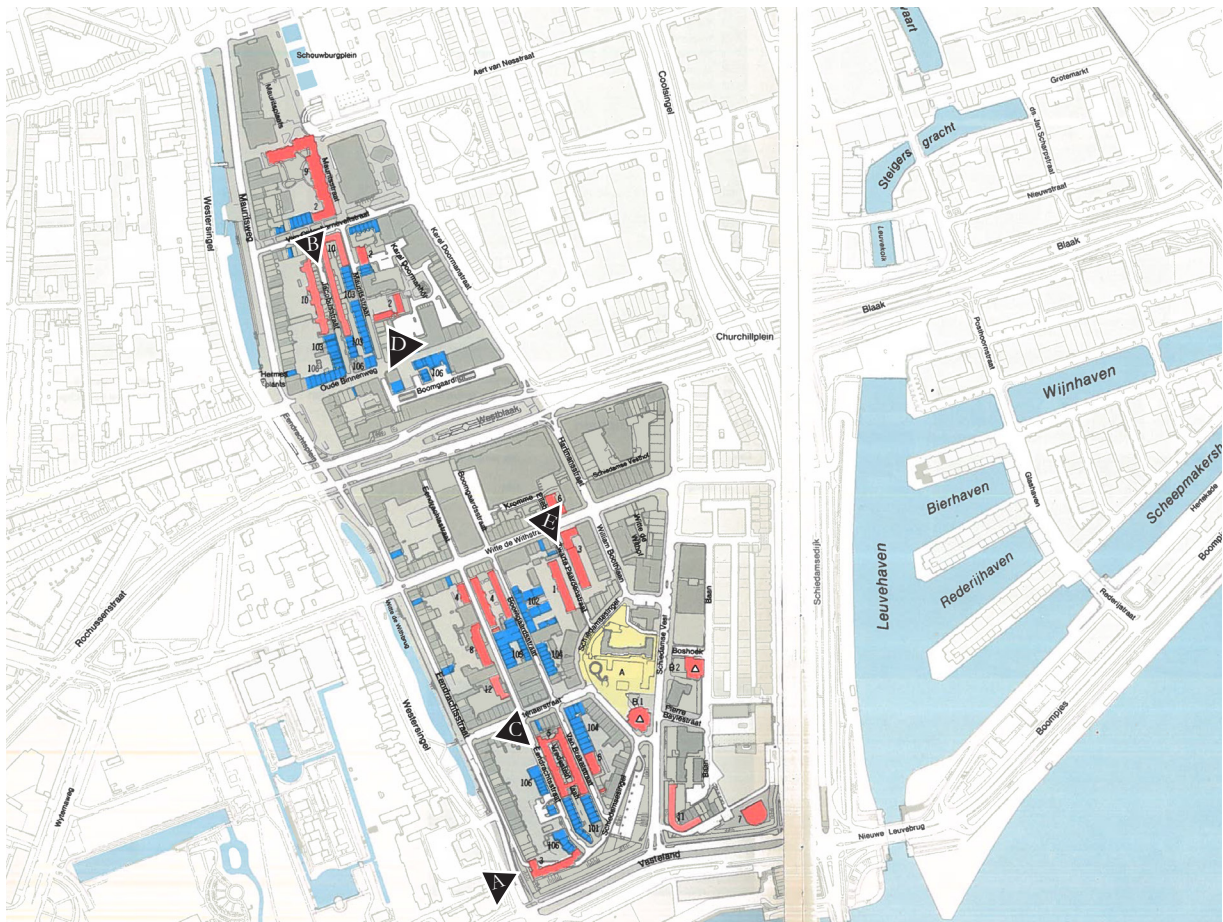


Fig 3.1.9 | Johannes Brandstraat, Afrikaanderwijk | Stadsarchief Rotterdam, 1988



Fig 3.1.10 | Johannes Brandstraat, Afrikaanderwijk | Cyclomedia, 2024

A total of 16 ‘demolition followed by construction’ projects were planned for Afrikaanderwijk. For 8 projects a before and after gallery was available (see ‘Appendix’ for the full archive)



3.2.11 Demolition (red) and Renovation (blue) Map of the Cool-Zuid | DROS (1985)

3.2 Cool-Zuid

The Cool neighborhood was annexed by the municipality of Rotterdam in 1816 after it had been an independent municipality for approximately 6 years (Gemeente Rotterdam, 2025). Cool-Zuid remains one of the few original old neighborhoods in the city center, with its urban fabric dating back to the nineteenth century city expansions. However, it is also distinctly marked by the rebuilding and renewal efforts that took place between the 1950s and 1970s (Gemeente Rotterdam, n.d.).

On the northern periphery of Cool-Zuid, we find the Schouwburgplein and Lijnbaan. These metropolitan projects in the post-war era would have determined the fate for the rest of the Cool neighborhood. However, the renewal policy turnaround in 1974 meant salvation for those few streets that hadn't yet been sacrificed to the city-forming of Rotterdam's central core (DROS, 1985, p. 134).

Except for the residential complex at the corner of the Eendrachtsstraat (figure 3.2.2), which has been redeveloped in the context of a larger structural improvement of the Zeedijk street, the neighborhood has been spared from large apartment complexes like those found in the adjacent Stadsdriehoek neighborhood that was wiped out by the 1940 bombing.

Typical of the Cool-Zuid renewal are local street redevelopments. A few patches in the urban fabric were selected where both sides of the streets are redeveloped. The Jacobusstraat (figure 3.2.3) and Zwarte Paardenstraat (figure 3.2.9) illustrate this approach.

A



Fig 3.2.1 (A) | Eendrachtsweg, Cool-Zuid | Stadsarchief Rotterdam, 1967



Fig 3.2.2 | Eendrachtsweg, Cool-Zuid | Cyclomedia, 2024

B



Fig 3.2.3 | Jacobusstraat, Cool-Zuid | Stadsarchief Rotterdam, 1978



Fig 3.2.4 | Jacobusstraat, Cool-Zuid | Cyclomedia, 2024

C



Fig 3.2.5 (E) | Eendrachtsstraat, Cool-Zuid | Stadsarchief Rotterdam, 1955



Fig 3.2.6 (F) | Eendrachtsstraat, Cool-Zuid | Cyclomedia, 2024

D



Fig 3.2.7 (G) | Mauritsstraat, Cool-Zuid | Stadsarchief Rotterdam, 1967



Fig 3.2.8 (H) | Mauritsstraat, Cool-Zuid | Cyclomedia, 2024

E

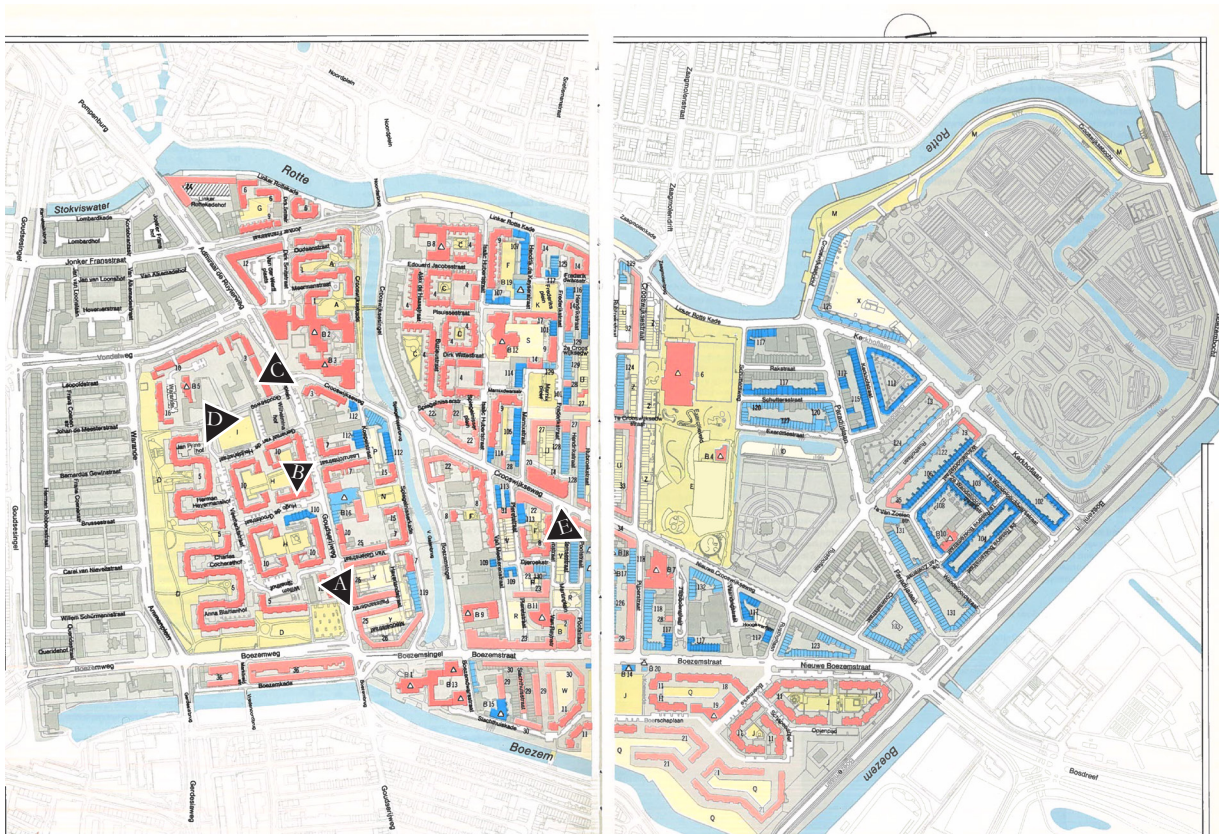


Fig 3.2.9 (I) | Zwarte Paardenstraat Cool-Zuid | Stadsarchief Rotterdam, 1957



Fig 3.2.10 (J) | Zwarte Paardenstraat Cool-Zuid | Cyclomedia, 2024

A total of 12 ‘demolition followed by construction’ projects were planned for Cool. For 6 projects a before and after gallery was available (see ‘Appendix’ for the full archive)



3.3.11 | Demolition (red) and Renovation (blue) Map of the Crooswijk | DROS (1985)

3.3 Crooswijk

Up until the late 1860s, the Crooswijk neighborhood was nothing but an empty, bare ‘polder’ before private individuals began developing the terrain into a residential area. These areas were meant to house the workers that worked at the industry sites in the neighborhood. Eventually these industries were no longer welcome in the city center and had to be relocated, including the Heineken brewery in 1880 and the Jamin Candy factory in 1955 (Gemeente Rotterdam, 2025). The housing stock in the residential areas that remains is at the time described as ‘miserable’ (Maandag, 2019, p. 153.).

As a result, the Crooswijk neighborhood, especially the ‘Old-Crooswijk’ part, underwent a metamorphosis unmatched by any other part of the city. As shown in figure 3.3.1, almost half the neighborhood was demolished, including the former industrial complexes of the Jamin candy industry.

Large clusters of urban blocks were replaced in their entirety, such as at the Pallisanderstraat (figure 3.3.2), Laanzichtstraat (figure 3.3.6), and the Goudseplein (figure 3.3.6). These were all part of the ‘miserable’ housing stock and thus completely redeveloped. As evident at the Goudseplein (figure 3.3.6) and Hendriksstraat (figure 3.3.10), there are instances of very sizable replacement blocks. Lastly, the Jan Prinshof (figure 3.3.8) exemplifies the newly developed blocks at the former Jamin industrial site.

A



Fig 3.3.1 (A) | Pallissanderstaat, Crooswijk | Stadsarchief Rotterdam, 19



Fig 3.3.2 | Pallissanderstaat, Crooswijk | Cyclomedia, 2024

B



Fig 3.3.3 | Laanzichtstraat, Crooswijk | Stadsarchief Rotterdam, 1976



Fig 3.3.4 | Laanzichtstraat, Crooswijk | Cyclomedia, 2024

C



Fig 3.3.5 | Goudseplein, Crooswijk | Stadsarchief Rotterdam, 1960



Fig 3.3.6 | Goudseplein, Crooswijk | Cyclomedia, 2024

D



Fig 3.3.7 | Jan Prinshof, Crooswijk | Stadsarchief Rotterdam, 1979



Fig 3.3.8 | Jan Prinshof, Crooswijk | Cyclomedia, 2024

E

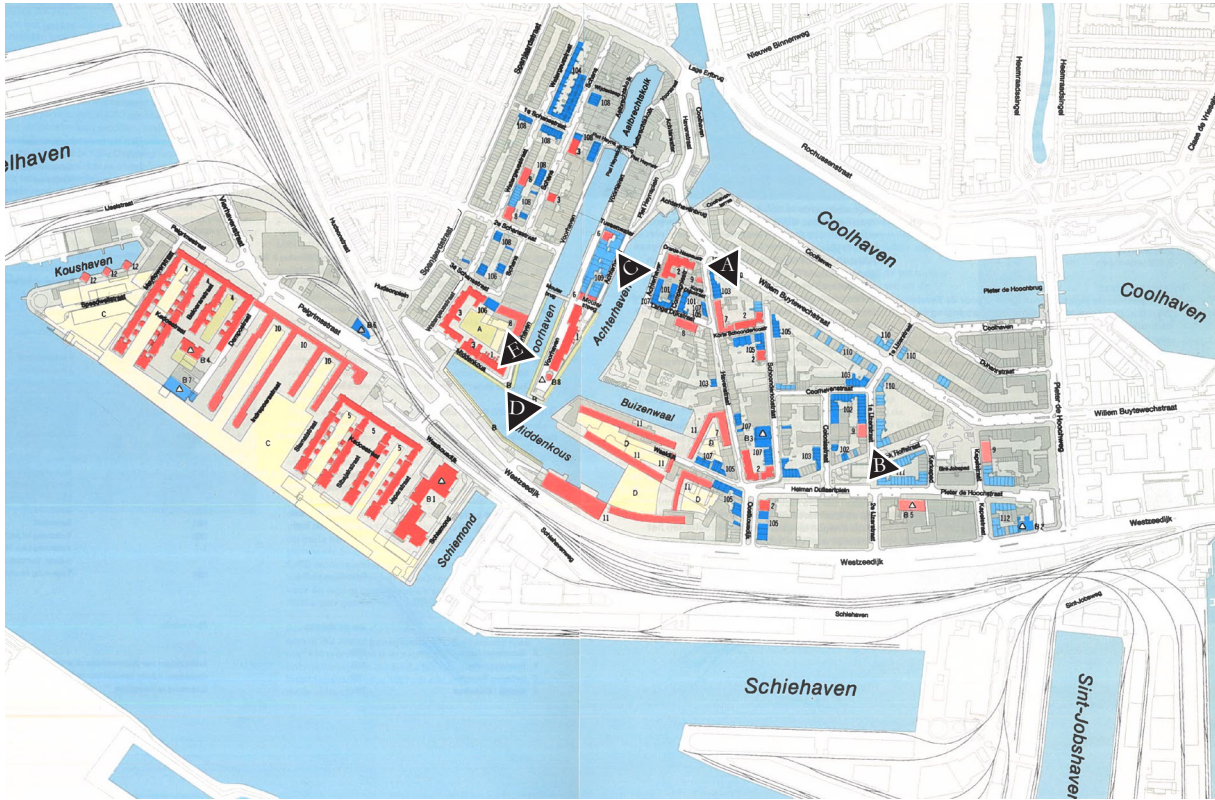


Fig 3.3.9 | Hendrikstraat, Crooswijk | Stadsarchief Rotterdam, 1979



Fig 3.3.10 | Hendrikstraat, Crooswijk, Afrikaanderwijk | Cyclomedia, 2024

A total of 36 ‘demolition followed by construction’ projects were planned for Crooswijk. For 26 projects a before and after gallery was available (see ‘Appendix’ for the full archive)



3.4.11 Demolition (red) and Renovation (blue) Map of the Delfshaven | DROS (1985)

3.4 Delfshaven

Having historically been constructed as a harbor village for the city of Delft in South Holland, the area was annexed by the city of Rotterdam in 1886 (Canon van Nederland, 2006). The authentic port character has been deeply cherished throughout the decades. Many Rotterdam residents consider it to be “the little beauty from the past that remains to them” (DROS, 1985, p. 148).

This sentiment explains why, when renewal plans were announced, the protest group ‘Behoud Delfshaven’ (Preserve Delfshaven) collected 3,500 signatures and successfully effected policy change in 1981 (DROS, 1985, p. 148).

Deep within the historic neighborhood, there has been minimal demolition. The 1e IJzerstraat is thus one of the few instances where the streetscape has changed. For the most part, only the former harbor areas and docks have been redeveloped. At the Achterhaven (figure 3.4.5) and Voorhaven (figure 3.4.9), former harbor houses were demolished and replaced by large-scale apartment blocks. At Middenkous (figure 3.4.7), the former industrial hall was also replaced by a residential block. Interestingly, the mill that had decayed, as can be seen in figure 3.4.9, was later restored. This restoration demonstrates the value placed on preserving the original character of Delfshaven.

A



Fig 3.4.1 | Oranje Nassaustraat, Delfshaven | Stadsarchief Rotterdam, 1950



Fig 3.4.2 Oranje Nassaustraat, Delfshaven | Cyclomedia, 2024

B



Fig 3.4.3 | 1e IJzerstraat, Delfshaven | Stadsarchief Rotterdam, 1984



Fig 3.4.4 | 1e IJzerstraat, Delfshaven | Cyclomedia, 2024

C



Fig 3.4.5 | Achterhaven, Delfshaven | Stadsarchief Rotterdam, 1950



Fig 3.4.6 | Achterhaven, Delfshaven | Cyclomedia, 2024

D



Fig 3.4.7 | Middenkous, Delfshaven | Stadsarchief Rotterdam, 1963



Fig 3.4.8 | Middenkous, Delfshaven | Cyclomedia, 2024

E

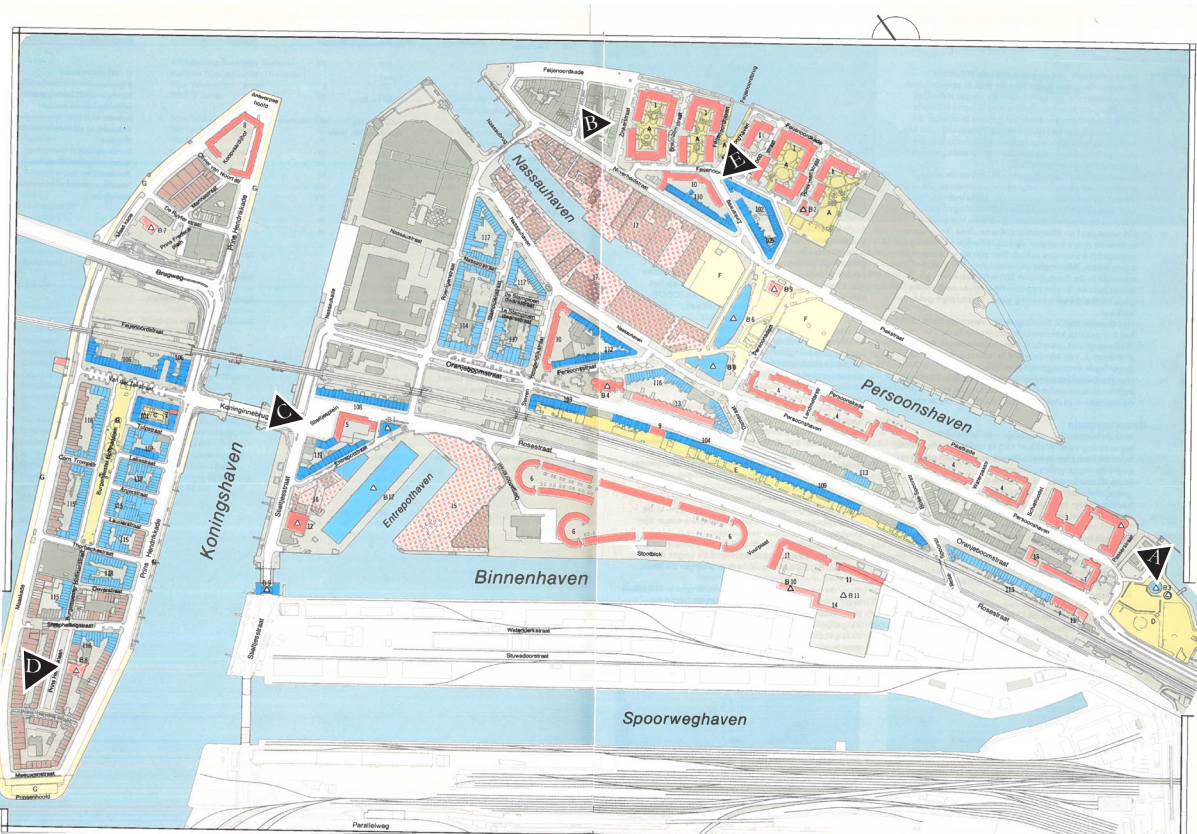


Fig 3.4.9 | Voorhaven, Delfshaven | Stadsarchief Rotterdam, 1988



Fig 3.4.10 | Voorhaven, Delfshaven | Cyclomedia, 2024

A total of 12 ‘demolition followed by construction’ projects were planned for Delfshaven. For 8 projects a before and after gallery was available (see ‘Appendix’ for the full archive)



3.5.11 Demolition (red) and Renovation (blue) Map of the Feijenoord/Noordereiland | DROS (1985)

3.5 Feijenoord-Noordereiland

The construction of the railroad connection over the Maas in 1876 both connected and divided Feijenoord into two parts: a western harbor front and an eastern industrial district. With the remaining space, around 2,000 houses were built up until 1890 in accordance with municipal planning (DROS, 1985, p. 154).

Much of the residential buildings that were built simultaneously with the rise of the harbor region at Feijenoord have been entirely replaced. Examples of these new blocks can be found at the Persoonshaven (figure 3.5.2), Zinkerstraat (figure 3.5.4), and at the Feijenoorddijk (figure 3.5.10).

Noordereiland had been largely renovated as can be seen in figure 3.5.11 and has been spared from demolition, with one exception: the church at the Prins Hendriklaan (figure 3.5.7) that has been removed from the existing urban fabric and replaced by a school building. At the Stieltjesplein, a prominent location when entering the Feijenoord area, the church has been replaced by a residential block (figure 3.5.6). For the most part, large new residential complexes have only been developed on the site of the former harbor docks.

A



Fig 3.5.1 | Persoonshaven, Feijenoord | Stadsarchief Rotterdam, 1987



Fig 3.5.2 | Persoonshaven, Feijenoord | Cyclomedia, 2024

B



Fig 3.5.3 | Zinkerstraat, Feijenoord | Stadsarchief Rotterdam, 1971



Fig 3.5.4 Zinkerstraat, Feijenoord | Cyclomedia, 2024

C



Fig 3.5.5 | Stieltjesplein, Feijenoord | Stadsarchief Rotterdam, 1975



Fig 3.5.6 | Stieltjesplein, Feijenoord | Cyclomedia, 2024

D



Fig 3.5.7 | Prins Hendriklaan Noordereiland | Stadsarchief Rotterdam, 1969



Fig 3.1.8 | Prins Hendriklaan, Noordereiland | Cyclomedia, 2024

E

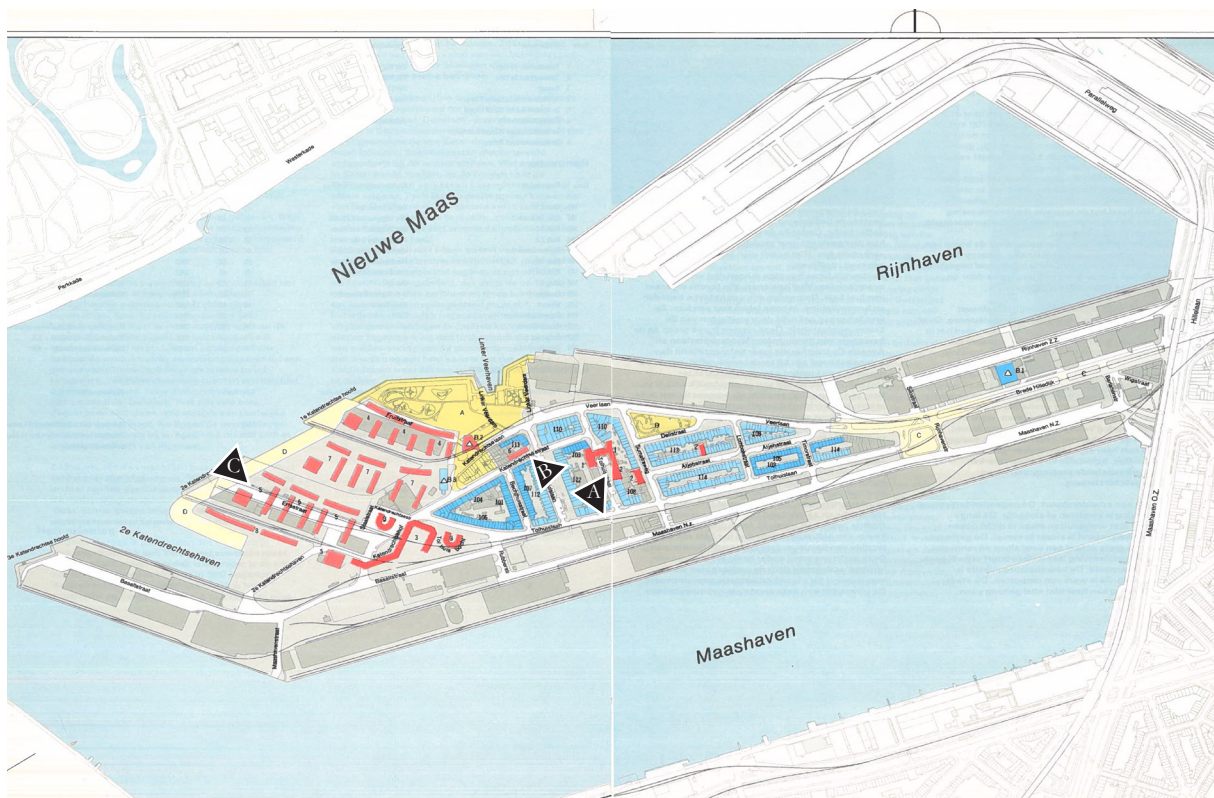


Fig 3.5.9 | Feijenoorddijk, Feijenoord | Stadsarchief Rotterdam, 1980



Fig 3.5.10 | Feijenoorddijk, Feijenoord | Cyclomedia, 2024

A total of 17 ‘demolition followed by construction’ projects were planned for Feijenoord-Noordereiland. For 9 projects a before and after gallery was available (see ‘Appendix’ for the full archive)



3.6.7 Demolition (red) and Renovation (blue) Map of Katendrecht | DROS (1985)

3.6 Katendrecht

Before Katendrecht was annexed by the city of Rotterdam at the end of 1895, it was an idyllic green and prosperous village where the city's wealthier families would escape the urban bustle during the summer months. However, little remained of these luxurious residences as almost all of them were demolished to make room for the construction of the Maas harbor, which was completed in 1911. The area would later develop into the first Chinatown in Europe in the 1920s and became characterized as the abode of sailors and dock workers, as well as dance halls, cafes, and brothels (DROS, 1985, p. 166).

As can be seen in figure 3.6.11, the entire historic center was renovated during the urban renewal, except for 4 buildings that had been demolished and rebuilt, such as at the Tolhuisstraat (figure 3.6.2) or at the Katendrechtsestraat (figure 3.6.4). Most of the new residential buildings have been built on the former harbor area, such as at the Ertstraat (figure 3.6.6), where the name reminds of its former past (Ore Street).

A



Fig 3.6.1 | Tolhuisstraat, Katendrecht | Stadsarchief Rotterdam, 1975



Fig 3.6.2 Tolhuisstraat, Katendrecht | Cyclomedia, 2024

B



Fig 3.6.3 | Katendrechtsestraat, Katendrecht | Stadsarchief Rotterdam, 1975



Fig 3.6.4 | Katendrechtsestraat, Katendrecht | Cyclomedia, 2024

C



Fig 3.6.5 | Erstsstraat, Katendrecht | Stadsarchief Rotterdam, 1931



Fig 3.6.6 Erstsstraat, Katendrecht | Cyclomedia, 2024

A total of 8 ‘demolition followed by construction’ projects were planned for Katendrecht. For 3 projects a before and after gallery was available (see ‘Appendix’ for the full archive)



3.7.11 Demolition (red) and Renovation (blue) Map of the Kralingen | DROS (1985)

3.7 Kralingen

Kralingen is often characterized as a prosperous independent village before its annexation by Rotterdam in 1895. However, in reality, about three-quarters of its area consisted of gloomy, cheerless blocks of houses separated by narrow, dreary streets prior to World War II (Platform Wederopbouw Rotterdam, 2023).

Slum clearance was carried out on a large scale in the older parts of the neighborhood, which significantly impacted its architectural character. While the neighborhood structure has been preserved, substantial interventions were made along major roads, such along the Oude Dijk, at Voorschoterlaan (figure 3.7.8) where many blocks heads were replaced. Beyond this, renovation was applied selectively.

Some housing was cleared to make way for the Voorschoterlaan metro station (figure 3.7.8). In the southern part of Kralingen near the Buizengat, the former industrial docks have been transformed into residential areas.

A



Fig 3.7.1 | Beneden Oostzeedijk Kralingen | Stadsarchief Rotterdam, 1981



Fig 3.7.2 Beneden Oostzeedijk Kralingen | Cyclomedia, 2024

B



Fig 3.7.3 | Koenenstraat, Kralingen | Stadsarchief Rotterdam, 1977



Fig 3.7.4 | Koenenstraat, Kralingen | Cyclomedia, 2024

C



Fig 3.7.5 | Oosteinde, Kralingen | Stadsarchief Rotterdam, 1982



Fig 3.7.6 | Oosteinde, Kralingen | Cyclomedia, 2024

D



Fig 3.7.7 | Voorschoterlaan, Kralingen | Stadsarchief Rotterdam, 1975



Fig 3.7.8 | Voorschoterlaan, Kralingen | Cyclomedia, 2024

E



Fig 3.7.9 | Ketenstraat, Kralingen | Stadsarchief Rotterdam, 1983



Fig 3.7.10 | Ketenstraat, Kralingen | Cyclomedia, 2024

A total of 41 ‘demolition followed by construction’ projects were planned for Kralingen. For 28 projects a before and after gallery was available (see ‘Appendix’ for the full archive)



3.8.11 Demolition (red) and Renovation (blue) Map of Oud Charlois | DROS (1985)

3.8 Oud-Charlois

Throughout the centuries, the village of Charlois gradually developed around the Sint-Clemens Church. This continued until 1895, when the village was annexed by the municipality of Rotterdam. In the early twentieth century, large numbers of workers' homes were constructed to accommodate the growing population drawn by employment opportunities in the expanding Port of Rotterdam (Stadsarchief Rotterdam, 2025).

Urban renewal in Oud-Charlois has remained relatively modest. Most redevelopment efforts have been concentrated north of Karel de Stouteplein, particularly along the Dokstraat (see figures 3.8.2 and 3.8.6). Interestingly, the newly constructed housing complexes on Dokstraat were built on previously vacant land and now shield the existing row of houses behind them.

In the area around the Rietdijk (figure 3.8.8), redevelopment occurred in the broader context of constructing the Maas Tunnel, which connected Oud-Charlois and Delfshaven.

A



Fig 3.8.1 | Dokstraat, Oud-Charlois | Stadsarchief Rotterdam, 1935



Fig 3.8.2 | Dokstraat, Oud-Charlois | Cyclomedia, 2024

B



Fig 3.8.3 | Clemensstraat, Oud-Charlois | Stadsarchief Rotterdam, 1987



Fig 3.8.4 | Clemensstraat, Oud-Charlois | Cyclomedia, 2024

C



Fig 3.8.5 | Dokstraat, Oud-Charlois | Stadsarchief Rotterdam, 1954



Fig 3.8.6 Dokstraat, Oud-Charlois | Cyclomedia, 2024

D



Fig 3.8.7 | Rietdijk, Oud Charlois | Stadsarchief Rotterdam, 1958



Fig 3.8.8 | Rietdijk, Oud Charlois | Cyclomedia, 2024

E

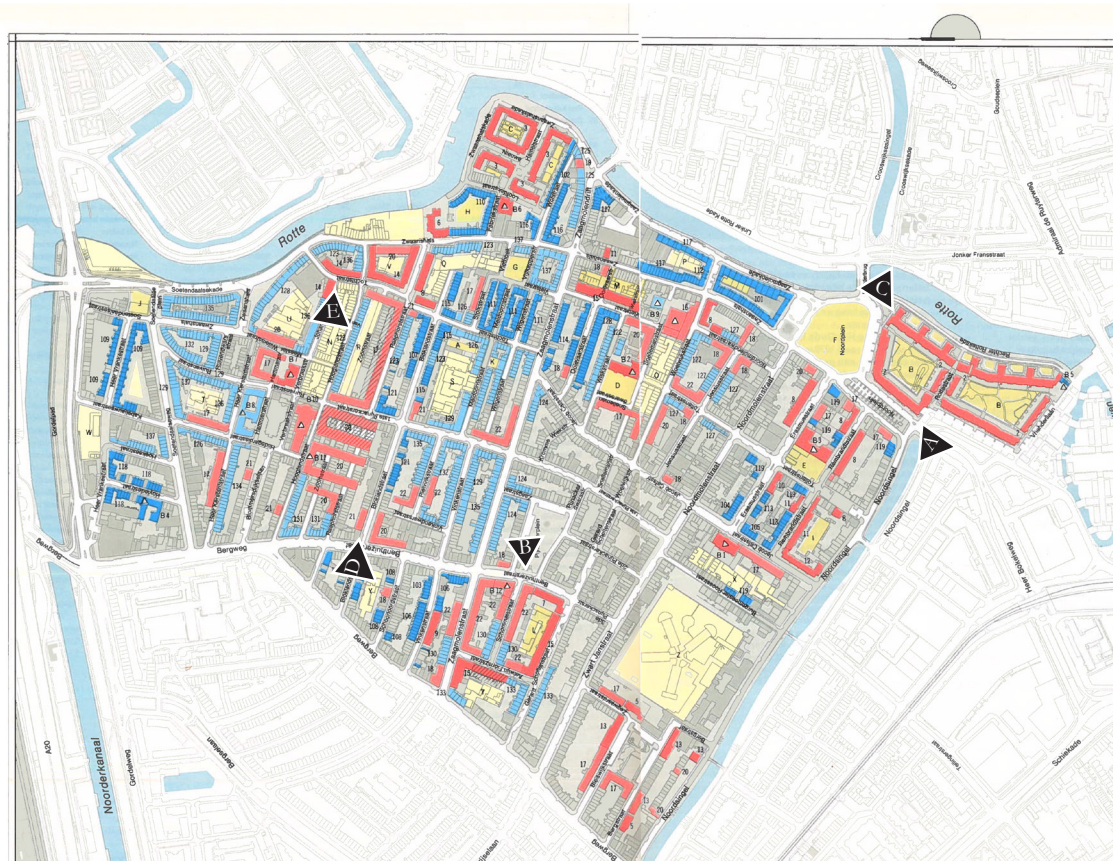


Fig 3.8.9 | Doklaan, Oud-Charlois | Stadsarchief Rotterdam, 1962



Fig 3.8.10 | Doklaan, Oud-Charlois | Cyclomedia, 2024

A total of 7 ‘demolition followed by construction’ projects were planned for Oud-Charlois. For 5 projects a before and after gallery was available (see ‘Appendix’ for the full archive)



3.9.11 | Demolition (red) and Renovation (blue) Map of the Oude Noorden | DROS (1985)

3.9 Oude Noorden

Around 1870, the first houses began to appear in the area as part of an urban masterplan centered around the Noordsingel. This initiative aimed to relieve overcrowding in Rotterdam’s city center. Bordered by the Rotte, the river where Rotterdam derives its name from, and the Nieuwe Waterweg (New Waterway), the neighborhood quickly developed, with numerous workers’ houses emerging in response to the economic growth spurred by the Nieuwe Waterweg (DROS, 1985, p. 206). The original urban plan followed a grid-like layout, a structure that remains recognizable to this day.

The building stock in the neighborhood has undergone significant redevelopment, as illustrated in figure 3.9.11. Large clusters of housing have either been extensively renovated or completely rebuilt. Along the Rotte, the appearance of the Oude Noorden has changed markedly. On the Rechter Rottekade (figure 3.9.6), historic buildings have been replaced by large, continuous residential blocks. Similar transformations can be observed throughout much of the neighborhood. The renewal strategy has remained notably consistent: older buildings have been systematically replaced with new construction, generally adhering to the original building footprints.

A



Fig 3.9.1 | Rottestraat, Oude Noorden | Stadsarchief Rotterdam, 1968



Fig 3.9.2 Rottestraat, Oude Noorden | Cyclomedia, 2024

B



Fig 3.9.3 | Benthuiserstraat, Oude Noorden | Stadsarchief Rotterdam, 1987



Fig 3.9.4 | Benthuiserstraat, Oude Noorden | Cyclomedia, 2024

C



Fig 3.9.5 | Rechter Rottekade, Oude Noorden | Stadsarchief Rotterdam, 1969



Fig 3.9.6 Rechter Rottekade, Oude Noorden | Cyclomedia, 2024

D



Fig 3.9.7 | Benthuiserstraat, Oude Noorden | Stadsarchief Rotterdam, 1985



Fig 3.9.8 Benthuiserstraat, Oude Noorden | Cyclomedia, 2024

E

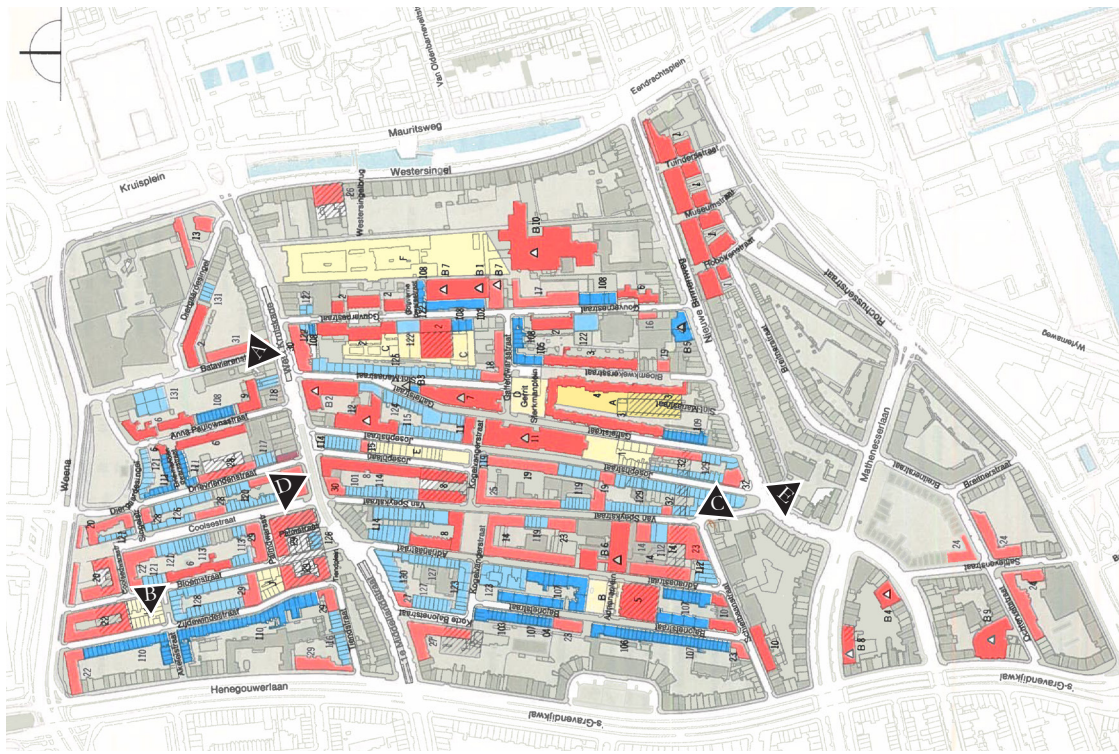


Fig 3.9.9 | Tochtstraat, Oude Noorden | Stadsarchief Rotterdam, 1978



Fig 3.10.10 | Tochtstraat, Oude Noorden | Cyclomedia, 2024

A total of 21 ‘demolition followed by construction’ projects were planned for Oude Noorden. For 13 projects a before and after gallery was available (see ‘Appendix’ for the full archive)



3.10.11 Demolition (red) and Renovation (blue) Map of Oude Westen | DROS (1985)

3.10 Oude Westen

For much of its history, the Oude Westen neighborhood was part of the municipality of Delfshaven before both were annexed by the city of Rotterdam in 1886. The relatively sparsely built area experienced a development boom from then until 1901. Thanks to the preservation of its nineteenth-century street pattern, Oude Westen had maintained its character as a neighborhood with compact low-rise buildings and intensive use of space (Van Es, 2010, p. 13-14).

When the neighborhood faced the threat of drastic large-scale demolition in 1970, the protest group ‘Het Oude Westen’ formulated their own action plan. This plan served as the foundation for the zoning plan that took effect in 1976 and guided the neighborhood’s renewal in the following decade.

Oude Westen is located at the periphery of Rotterdam’s city center. Roads such as the Nieuwe Binnenweg (figure 3.10.10) and the West Kruiskade (figure 3.10.8) function as important traffic arteries connecting the Stadsdriehoek to the western part of the city. Between these two arteries, large-scale renewal projects were implemented. Characteristic of this renewal was the redevelopment and scaling up of existing building blocks along these arteries, as shown in figures 3.10.2, 3.10.8, and 3.10.9. Unlike renewal patterns seen in neighborhoods such as Kralingen and Crooswijk, where only the heads of building blocks were redeveloped, in Oude Westen entire streets spanning between the two main roads underwent transformation. Renewal projects like those on Van Speykstraat (figure 3.10.6) exemplify parts of the neighborhoods transformed from the former compact low-rise buildings to a bigger building complex approach.

A



Fig 3.10.1 | West Kruiskade, Oude Westen | Stadsarchief Rotterdam, 1984



Fig 3.10.2 | West Kruiskade, Oude Westen | Cyclomedia, 2024

B



Fig 3.10.3 | Bloemstraat, Oude Westen | Stadsarchief Rotterdam, 1985



Fig 3.10.4 | Bloemstraat, Oude Westen | Cyclomedia, 2024

C



Fig 3.10.5 | Van Speykstraat, Oude Westen | Stadsarchief Rotterdam, 1969



Fig 3.10.6 | Van Speykstraat, Oude Westen | Cyclomedia, 2024

D



Fig 3.10.7 | West Kruiskade, Oude Westen | Stadsarchief Rotterdam, 1968



Fig 3.10.8 | West Kruiskade, Oude Westen | Cyclomedia, 2024

E

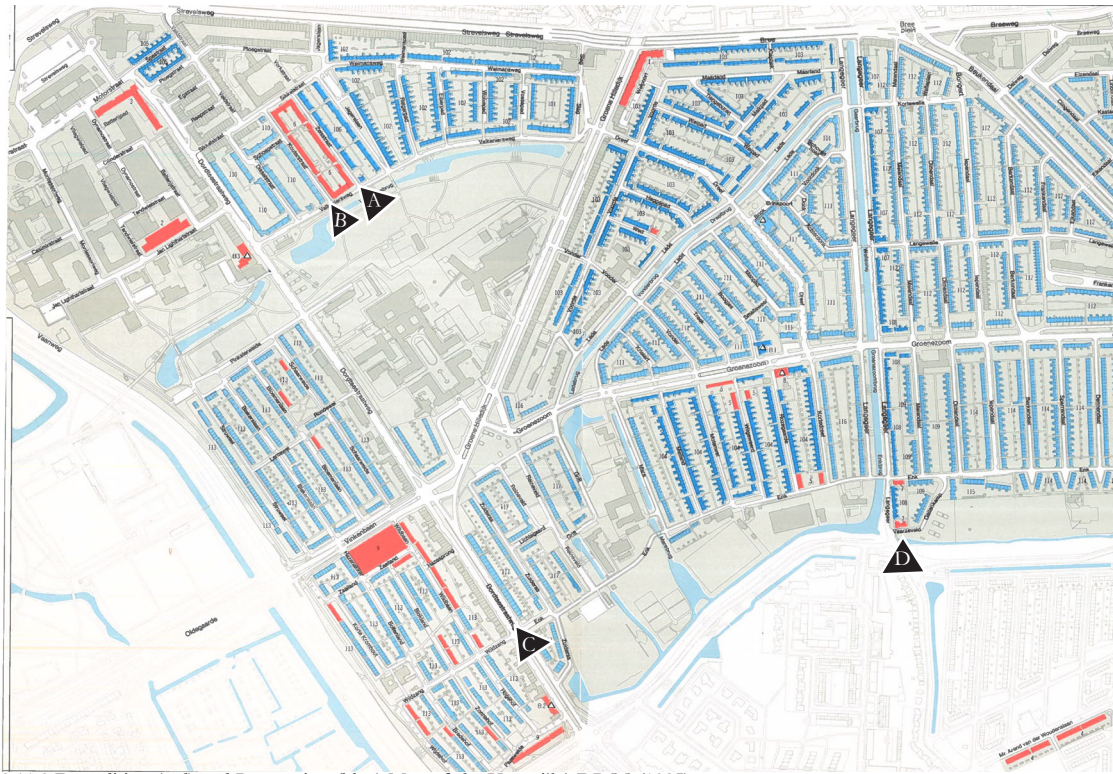


Fig 3.10.9 | Nieuwe Binnenweg, Oude Westen | Stadsarchief Rotterdam, 1983



Fig 3.10.10 | Nieuwe Binnenweg, Oude Westen | Cyclomedia, 2024

A total of 32 ‘demolition followed by construction’ projects were planned for Oude Westen. For 23 projects a before and after gallery was available (see ‘Appendix’ for the full archive)



3.11.9 Demolition (red) and Renovation (blue) Map of the Vreewijk | DROS (1985)

3.11 Vreewijk

Vreewijk is one of the oldest and largest garden villages in the Netherlands, established around 1920. Characteristic features of the neighborhood included small, carefully detailed homes with front and back gardens, situated along narrow streets and pathways surrounding a traditional village green adorned with stately chestnut trees (Rijksdienst, 2021).

The neighborhood has a markedly different character from the majority of other first-ring renewal areas. A neighborhood-wide renovation was carried out in a highly coordinated local manner (DROS, 1985, p. 235). With the exception of the demolition of the entire block spanning from the Zeisstraat (3.11.2) to the Kouterstraat (3.11.4), Vreewijk has managed to preserve much of its original urban fabric.

What is noticeable, partly due to renovations and partly due to the development of surrounding areas, is the alteration of the typical street character in Vreewijk, best illustrated by the Dordtsestraatweg (figure 3.11.6). The contrast is starker because its original authentic look was that typical for the traditional village aesthetic, and renewal projects didn't always adhere to that aesthetic, such as at Vaarzeveld (figure 3.11.8).

A



Fig 3.11.1 | Zeisstraat, Vreewijk | Stadsarchief Rotterdam, 1928



Fig 3.11.2 Zeisstraat, Vreewijk | Cyclomedia, 2024

B



Fig 3.11.3 | Kouterstraat, Vreewijk | Stadsarchief Rotterdam, 1959



Fig 3.11.4 Kouterstraat, Vreewijk | Cyclomedia, 2024

C



Fig 3.11.5 | Dordtsestraatweg, Vreewijk | Stadsarchief Rotterdam, 1930



Fig 3.11.6 | Dordtsestraatweg, Vreewijk | Cyclomedia, 2024

D



Fig 3.11.7 | Vaarzeveld, Vreewijk | Stadsarchief Rotterdam, 1953



Fig 3.11.8 Vaarzeveld, Vreewijk | Cyclomedia, 2024

A total of 9 ‘demolition followed by construction’ projects were planned for Oude Westen. For 4 projects a before and after gallery was available (see ‘Appendix’ for the full archive)

4. RENEWAL TYPOLOGY

4.1 Golden Edges

A typical trait of the urban renewal strategy was the formation of “golden edges” or “golden frontages” (“gouden randen”). This phenomenon focused either extensively renovating or completely rebuilding the road-facing ends of city blocks, particularly those along already corridors that were important on neighborhood level.

To illustrate this example in Kralingen, we can look at the Avenue Concordia (Fig 4.1.1) and the adjacent Voorschoterlaan (Fig 4.1.2). These spots are separated from the larger urban renewal plan and are used to develop housing in the private sector. However more examples of this can be found at the Westersingel, Croowijkseingel, Noordsingel and Jericholaan (Gemeente Rotterdam, 1988, p19)



Fig 4.1.1 | Avenue Concordia, Kralingen
| Stadsarchief Rotterdam, 1970



Fig 4.1.2 | Avenue Concordia, Kralingen
| Cyclomedia, 2024



Fig 4.1.3 | Voorschoterlaan, Kralingen
| Stadsarchief Rotterdam, 1975



Fig 4.1.4 | Voorschoterlaan, Kralingen
| Cyclomedia, 2024

4.2 Churches

A notable pattern emerged while drafting the neighborhood profiles and examining the complete image library: the systematic disappearance of churches. It revealed six instances where churches were demolished, and in every case, they were replaced with entirely different building typologies (either educational- or residential complexes).

These instances were at the Christiaan de Wetstraat in Afrikaanderwijk (transformed into a school), Boezemkade in Crooswijk (elderly homes), Pijpersstraat in Crooswijk (school), Stieltjesplein in Feijenoord (residential complex), Prins Hendriklaan at Noordereiland (school) and at the Westkruiskade in Oude Westen (residential complex).



Fig 4.2.1 | Pijperstraat, Crooswijk
| Stadsarchief Rotterdam, 1976



Fig 4.2.2 | Pijperstraat, Crooswijk
| Cyclomedia, 2024



Fig 4.2.3 | Stieltjesplein, Feijenoord
| Stadsarchief Rotterdam, 1975



Fig 4.2.4 | Stieltjesplein, Feijenoord
| Cyclomedia, 2024

4.3 Street Layout Alterations

The street network has remained largely unchanged over the years, with the notable exception of former harbor areas that were transformed into residential neighborhoods. In pre-war districts, new construction typically replaced demolished buildings while adhering to the original perimeter.

In several locations, deliberate “dead ends” have been created, such as for example at the former intersection of Bothastraat and Brede Hilledijk in Afrikaanderwijk (Fig 4.3.3) and at Hendriksstraat in Kralingen (Fig 4.3.1 and Fig 4.3.2). These interventions typically form part of larger building complexes that extend around corners, flanking a large portion of the street.

A different example, representing more isolated cases rather than a citywide pattern, demonstrates a far less subtle approach. Here, a building complex is constructed with minimal consideration for the pre-existing street network in an almost post-modern fashion. The development at the former Vlietkade, as shown in Fig 4.3.4, stands as a prominent illustration of this approach.



Fig 4.3.1 | Hendriksstraat, Crooswijk
| Cyclomedia, 1979



Fig 4.3.2 | Hendriksstraat, Crooswijk
| Cyclomedia, 2024

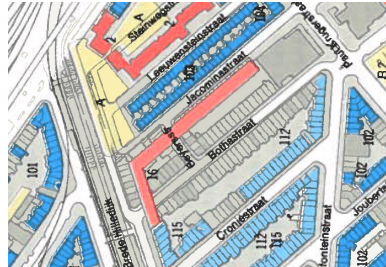


Fig 4.3.4 | Brede Hilledijk, Afrikaanderwijk
| DROS, 1985



Fig 4.3.4 | Vlietkade, Kralingen
| DROS, 1985

4.4 Semi-Private Elements

“Staging encounters was a major theme in these years (...) Recesses, balconies, open galleries at the street level or slightly above; everything was tried to create a cozy and yet dynamic social setting” (Wagenaar, 2015, p.488). These features are prominently displayed throughout urban renewal areas. A notable example of “open galleries slightly above street level” can be found at the Gouvernestraat, extending to the Diergaardesingel in Oude Westen. Developed in 1980, this complex creates an intimate streetscape through urban compression and expansion design, with windows strategically facing into the public space. It exemplifies this deliberate architectural philosophy.

A more modest yet widespread iteration of this concept can be seen in figure 4.4.4 at the Veemarktsstraat in Crooswijk. While the complex, developed in 1981, itself is not particularly remarkable, it represents the typical building blocks found throughout Crooswijk and parts of Kralingen. This iteration offers a more functional (and likely cost-effective expression) of the “staging encounters” philosophy.



Fig 4.4.1 | Gouvernestraat, Oude Westen
| Stadsarchief Rotterdam, 1952



Fig 4.4.2 | Gouvernestraat, Oude Westen
| Cyclomedia, 2024



Fig 4.4.3 | Veemarktsstraat, Crooswijk
| Stadsarchief Rotterdam, 1939



Fig 4.4.4 | Veemarktsstraat, Crooswijk
| Stadsarchief Rotterdam, 2024

4.5 Urban Plinth

Looking into the functional and stylistic implications of the new blocks, the new building plinths approaches are noticeable. These can be considered both in functional as well as architectural terms. The redevelopment at the corner of the Zaagmolenstraat in Oude Noorden is an instance of a functional change, as illustrated in Figure 4.4.2. The former barbershop has been replaced by a residential unit. Throughout all 11 first-ring neighborhoods, buildings with non-residential functions, mostly shops, are being replaced with housing at the ground level. It can be argued that in these instances the plinth is ‘deactivated’ in urban terms as: there is less flow of people around it and additionally curtains are more likely to be closed due to privacy preferences of the residents. Both factors imply that the building block becomes visually detached and closed off from the street.

To consider these ‘less distinctive plinths’ in renewal buildings, we can also view them in architectural stylistic terms. Many pre-renewal buildings, mostly stemming from the 19th and early 20th century, featured a much more distinctive look in the plinth, as can be seen at the Eendrachtstraat in Cool or the Diergaardesingel in Oude Westen. This distinctiveness was achieved through proportions, where the ground level featured larger stretching windows that differed from the pattern of windows vertically above them. But it was at times also highlighted in material and color, creating more depth in that part of the facade. In many of the new buildings, this separate distinctiveness is almost entirely eliminated, making the whole facade more monotonous. In the example at the Diergaardesingel in Oude Westen, there has been an attempt to make the bottom layer distinct by employing a different shade of brick, a method also seen in other renewal buildings, but the effect is much more bland than in the original.

4.6 Orientation

Apart from more recognizable features in urban renewal projects, there are more subtle characteristics present across much of the renewal residential stock. Examining images of former buildings, such as those in the Joubertstraat in Afrikaanderwijk (figure 4.6.3), reveals an almost collage-like streetscape. These older units display more variation between houses in their proportions, stylistic features, and shape.

Most striking when compared to the new developments is the shift in orientation: pre-renewal buildings were articulated vertically, whereas the new complexes are organized horizontally. This connects directly to the semi-private elements discussed in section 5.4, which noted that “staging encounters” became a major architectural theme in the 1970s onward. Building facades lining the streets were conceptualized as stage settings, resulting in horizontally articulated complexes throughout urban renewal areas (Wagenaar, 2015, p.488).

The consequence of this shift, as can be insinuated taking into consideration the visual gallery in chapter 3, is that the ‘vertical collage’ streetscape has rapidly disappeared from urban renewal areas. This change, combined with the simultaneous construction of large renewal projects, has created a more unified, yet less varied, street image.



Fig 4.5.1 | Zaagmolenstraat, Oude Noorden
| Stadsarchief Rotterdam, 1987



Fig 4.5.2 | Zaagmolenstraat, Oude Noorden
| Cyclomedia, 2024



Fig 4.5.2 | Eendrachtstraat, Cool
| Stadsarchief Rotterdam, 1955



Fig 4.5.2 | Eendrachtstraat, Cool
| Cyclomedia, 2024



Fig 4.5.3 | Diergaardesingel, Oude Westen
| Stadsarchief Rotterdam, 1966



Fig 4.5.4 | Diergaardesingel, Oude Westen
| Cyclomedia, 2024



Fig 4.6.1 | Pallissanderstaat, Crooswijk
| Stadsarchief Rotterdam, 1960



Fig 4.6.2 | Pallissanderstaat, Crooswijk
| Cyclomedia, 2024



Fig 4.6.3 | Joubertstraat, Afrikaanderwijk
| Stadsarchief Rotterdam, 1977



Fig 4.6.4 Joubertstraat, Afrikaanderwijk
| Cyclomedia, 2024

4.7 Unit Density

A primary driver behind the whole urban renewal from the very start was the quality of housing. Related to this was the amount of space available per residential unit. “The neighborhoods were cramped (...) There were more people living in the neighborhood than was deemed possible (...) in many houses, children would sleep on mattresses that were placed in the evening and stored again during the day because of the space shortage.” (Maandag, 2019, p. 20)

Consequently, as housing size was one of the main drivers, residences increased in size. This usually meant that the density of residential units in the street decreased after redevelopment. The Korte Hillestraat in Afrikaanderwijk illustrates this, where the de-densification is visible just by looking at the row of facades. This is also evident in the statistics: there were 4,900 houses in the Afrikaanderwijk in 1976, of which only 3,700 remained by 2018 (Maandag, 2019, p. 80). This pattern applies to all neighborhoods in the first ring. In Oude Noorden, housing decreased from 9,800 to 8,500 (Maandag, p. 162), and at Feijenoord-Noordereiland, from 6,300 to 5,100 units during the same period (Maandag, p. 105).

This reduction occurred because, in most cases, demolished residential streets were replaced with new buildings of similar size. There are only a few instances where smaller units were replaced by significantly larger ones, such as at the Katendrechtsestraat in Katendrecht.

This is not to say that no large complexes were built. However, a significant portion of them were built on former harbor areas (like in Delfshaven) and industrial zones (like in Crooswijk) as can be seen on the urban maps in figure 4.7.3 and figure 4.7.4.



Fig 4.7.1 | Korte Hillestraat, Afrikaanderwijk | Stadsarchief Rotterdam, 1984



Fig 4.7.2 Korte Hillestraat, Afrikaanderwijk | Cyclomedia, 2024



Fig 4.7.3 | Former Harbour Area, Delfshaven | DROS, 1985

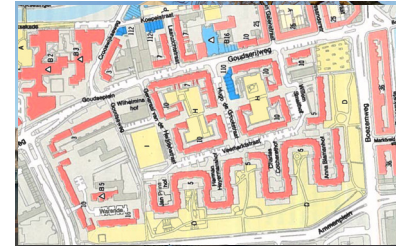


Fig 4.7.4 Former Industrial Area, Crooswijk | DROS, 1985



Fig 4.7.5 | Achterhaven, Delfshaven | Stadsarchief, 1950



Fig 4.7.6 Achterhaven, Crooswijk | Cyclomedia, 2024



Fig 4.7.7 | Jamin Candy Factory, Crooswijk | Stadsarchief, 1979



Fig 4.7.8 Jan Prinshof, Crooswijk | Cyclomedia, 2024

6. CONCLUSION

Rotterdam's urban renewal approach stands in contrast to other major Dutch cities, revealing a distinct trajectory shaped by historical context and political decisions. While Amsterdam, The Hague, and Utrecht initially embraced modernist ambitions in the 1960s, they ultimately retreated toward preservation-minded approaches following public resistance. Rotterdam, however, maintained a persistent commitment to its renewal efforts well into the 1980s.

The city's war-damaged context provided both practical justification and psychological permission for sweeping interventions across its "first ring" neighborhoods. Unlike Amsterdam's Nieuwmarkt riots that effectively halted radical redevelopment plans, or Utrecht's Hoog Catharijne that quickly became a cautionary tale, Rotterdam executed a comprehensive renewal strategy guided by functionalist planning principles established during post-war reconstruction.

This urban renewal process evolved through distinct policy phases from the 1950s to the 1990s. While early memoranda established theoretical frameworks, implementation was delayed as resources were directed toward harbor and industrial development. The watershed moment came in 1974 when the PvdA secured an absolute majority, elevating urban renewal to a top priority and centering residents' interests in planning processes.

Rotterdam's approach was distinctive: acquiring properties before finalizing plans prevented obstruction from property owners and enabled rapid implementation. The municipality's strategy emphasized practicality over aesthetics, with cost considerations taking precedence in decision-making. A notable tension existed within the PvdA itself regarding architectural quality, with the dominant perspective prioritizing affordability and functional living spaces over design distinction.

The renewal introduced several distinctive architectural and urban design patterns that significantly transformed the city's built environment. So-called 'Golden edges' emerged along more important traffic arteries, and subtle modifications altered the street patterns. Perhaps most significant was the fundamental shift from vertical articulation in pre-renewal structures to horizontal emphasis in new developments, creating more unified yet less varied streetscapes.

Local de-densification represents another typical outcome of the renewal process. As housing units increased in size to address previous overcrowding, the overall number of residences decreased substantially across neighborhoods. New larger complexes were primarily constructed on former industrial or harbor sites rather than directly replacing demolished residential buildings.

These patterns reveal how Rotterdam's urban renewal wasn't merely replacing deteriorated structures but represented a comprehensive reimagining of the city's residential fabric; prioritizing improved living conditions and cost combined with modern design principles, fundamentally altering the visual and functional character of historic neighborhoods. This transformation highlights Rotterdam's unique position among Dutch cities, where urban renewal up until the 1980s became a publicly corrected and cost-conscious continuation of its post-war modernization efforts.

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Gemeente Rotterdam (2025) Cool
<https://www.rotterdam.nl/cool-scheepvaartkwartier-stadsdriehoek>

Gemeente Rotterdam (2025) Crooswijk
<https://www.rotterdam.nl/crooswijk>

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Figure 1.1.1: Pieter Oosterhuis, Beeldbank Stadsarchief Amsterdam (1884). Jodenbreestraat ca1884-cropped.jpg – <https://beeldbank.amsterdam.nl/afbeelding/010005001609>

Figure 1.1.2: Rijksdienst voor het Cultureel Erfgoed (1976) Maupoleum - <http://beeldbank.cultureelerfgoed.nl/alle-afbeeldingen/?mode=gallery&view=horizontal&q=20010975>

Figure 1.2.1: Het Utrechts Archief (1972) Overvecht - <https://hetutrechtsarchief.nl/beeldmateriaal/detail/7cc15332-27ae-57ca-9ef2-9de65c286304/media/190666d4-f728-91a1-2dd4-a5f795c471e6?mode=detail&view=horizontal&q=overvecht&rows=1&page=8>

Figure 1.2.2: Gemeente Utrecht (1970) Hoog Catharijne - https://hetutrechtsarchief.nl/beeldmateriaal/detail/52ecf645-17a8-59f6-a733-b8b9b0bee382/media/33f7a845-c5a3-59e7-803b-b2106f863d21?mode=detail&view=horizontal&q=hoog%20catharijne&rows=1&page=145&fq%5B%5D=search_i_periode:%5B14000000%20TO%2019760000%5D

Fig 1.3.1 Haags Stadsarchief (1976) Transitorium - <https://www.haagsgemeentearchief.nl/beeld-en-geluid/>

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APPENDIX

Before-and-After Gallery - Full Archive

source (curated by author):

<https://useful-basement-cae.notion.site/designbydemolition?v=1b5caba3b91e80c3ab62000c8e42eede&pvs=4>

designbydemolition?v=1b5caba3b91e80c3ab62000c8e42eede&pvs=4

Project Name	NIA '84'
Adress	Parallelweg, Afrikaanderweg
Start of Construction	1984



Project Name	Klooster
Adress	Christiaan de Wetstraat, Afrikaanderweg
Start of Construction	1985



Project Name	15
Adress	Korte Hillestraat, Afrikaanderweg
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1984
New Image	Cyclomedia, 2025



Project Name	16
Adress	Beyersstraat, Afrikaanderweg
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1977



New Image	Cyclomedia, 2024
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Project Name	6
Adress	Joubertstraat, Afrikaanderweg
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1977
New Image	Cyclomedia, 2024



Project Name	10
Adress	Kaapstraat, Afrikaanderweg
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1972
New Image	Cyclomedia, 2023



Project Name	14
Adress	Johannes Brandstraat, Afrikaanderweg
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1988
New Image	Cyclomedia, 2024



Project Name	1
Adress	Paul Kruger/Goede- Hoopstraat, Afrikaanderweg
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	Zwarte Paardenstraat
Adress	Zwarte Paardenstraat, Cool
Start of Construction	1976
Old Image	Stadsarchief Rotterdam, 1957
New Image	Cyclomedia, 2024



Project Name	Mauritsstraat / Jacobusstraat (10)
Adress	Jacobusstraat, Cool
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1978
New Image	Cyclomedia, 2024



Project Name	Mauritsstraat / Jacobusstraat (9)
Adress	Mauritsstraat, Cool
Start of Construction	-
Old Image	Stadsarchief Rotterdam, 1967
New Image	Cyclomedia, 2024



Project Name	4
Adress	Eendrachtsstraat, Cool
Start of Construction	1983
Old Image	Stadsarchief Rotterdam, 1955
New Image	Cyclomedia, 2024



Project Name	5
Adress	Van Brakelstraat, Cool
Start of Construction	-
Old Image	Stadsarchief Rotterdam, 1965-1985
New Image	Cyclomedia, 2024



Project Name	3
Adress	Eendrachtsweg, Cool
Start of Construction	-
Old Image	Stadsarchief Rotterdam, 1967
New Image	Cyclomedia, 2024



Project Name	Goudse Wijk I
Adress	Pallissanderstaat, Crooswijk
Start of Construction	1985
Old Image	Stadsarchief Rotterdam, 1960
New Image	Cyclomedia, 2024



Project Name	Boezemkwartier
Adress	Boezemkade, Crooswijk
Start of Construction	1988
Old Image	Stadsarchief Rotterdam, 1972
New Image	Cyclomedia, 2024



**The Koninginnetoren in the back was constructed back in 2001*

Project Name	Kluster Buurthuis
Adress	Pleretstraat, Crooswijk
Start of Construction	1979
Old Image	Stadsarchief Rotterdam, 1948
New Image	Cyclomedia, 2024



Project Name	33
Address	Crooswijksestraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1979
New Image	Cyclomedia, 2024



Project Name	27
Address	Crooswijksestraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1979
New Image	Cyclomedia, 2024



Project Name	132
Address	Tamboerstraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1988
New Image	Cyclomedia, 2024



Project Name	B7
Address	Pijperstraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1976
New Image	Cyclomedia, 2023



Project Name	x
Adress	Crooswijksestraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1968
New Image	Cyclomedia, 2023



Project Name	9
Adress	Isaac Hubertstraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1952
New Image	Cyclomedia, 2024



Project Name	B12
Adress	Dirk Wittestraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1984
New Image	Cyclomedia, 2024



Project Name	22
Adress	Spiegelnisserstraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1965- 85
New Image	Cyclomedia, 2024



Project Name	xx
Adress	Hendriksstraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1979
New Image	Cyclomedia, 2024



Project Name	8
Adress	Pootstraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1976
New Image	Cyclomedia, 2024



Project Name	F
Adress	Djeroeksstraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1960s+
New Image	Cyclomedia, 2024



Project Name	8
Adress	Van Meekerenstraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1946
New Image	Cyclomedia, 2024



Project Name	2
Adress	Crooswijkseweg, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1960
New Image	Cyclomedia, 2024



Project Name	B13 / 30
Adress	Slachthuisgade, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1959
New Image	Cyclomedia, 2024



Project Name	10
Adress	Veemarktstraat, Crooswijk
Start of Construction	1981
Old Image	Stadsarchief Rotterdam, 1939
New Image	Cyclomedia, 2024



Project Name	5
Address	Jan Prinshof, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1979
New Image	Cyclomedia, 2024



The photo from 1979 displays the Jan Prinshof with the rear side of the former Jamin factory building, later known as the Trefcentrum,

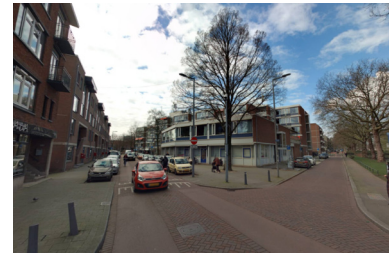
Project Name	24
Address	Admiraal de Ruyterbrug, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1969
New Image	Cyclomedia, 2024



Project Name	6 / A
Address	Crooswijksekade, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1971
New Image	Cyclomedia, 2024



Project Name	B3
Address	Crooswijksekade, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1978
New Image	Cyclomedia, 2024



Project Name	3
Address	Crooswijkseweg, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1973
New Image	Cyclomedia, 2024



Project Name	3
Address	Crooswijkseweg, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1960
New Image	Cyclomedia, 2024



Project Name	7
Address	Laanzichtstraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1976
New Image	Cyclomedia, 2024



Project Name	25
Address	Van Galenstraat, Crooswijk
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1978
New Image	Cyclomedia, 2024



Project Name	BIO II 1e fase
Adress	Korte Schoonderloostraat, Delfshaven
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1972
New Image	Cyclomedia, 2024



Project Name	Landtong / Tromp & Rueb
Adress	Voorhaven, Delfshaven
Start of Construction	1979
Old Image	Stadsarchief Rotterdam, 1977
New Image	Stadsarchief Rotterdam, 1982



Project Name	Molen (Windmill) Voorhaven
Adress	Voorhaven, Delfshaven
Start of Construction	1985
Old Image	Stadsarchief Rotterdam, 1982
New Image	Cyclomedia, 2024



Delfshaven

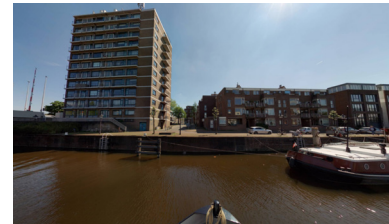
Project Name	3
Adress	Middenkous, Delfshaven
Start of Construction	
Old Image	Stadsarchief Rotterdam, 1963
New Image	Cyclomedia, 2024



Project Name	Bio-I-Van Asperen Hallema
Adress	Oranje Nassastraat, Delfshaven
Start of Construction	1981
Old Image	Stadsarchief Rotterdam, 1950
New Image	Cyclomedia, 2024



Project Name	Bio-I-Van Asperen Hallema
Adress	Achterhaven, Delfshaven
Start of Construction	1981
Old Image	Stadsarchief Rotterdam, 1950
New Image	Cyclomedia, 2024



Project Name	Bio-I-Van Asperen Hallema
Adress	Korte Schoonderloostraat, Delfshaven
Start of Construction	1981
Old Image	Stadsarchief Rotterdam, 1972
New Image	Cyclomedia, 2024



Delfshaven

Project Name	Simons
Adress	Zinkerstraat, Feijenoord
Start of Construction	1976
Old Image	Stadsarchief Rotterdam, 1971
New Image	Cyclomedia, 2024



Project Name	Spoortunnel
Adress	Nassaukade, Fijenoord
Start of Construction	1980(s)
Old Image	Stadsarchief Rotterdam, 1966
New Image	Cyclomedia, 2024



Project Name	Feijenoord Open Gaten
Adress	Feijenoorddijk, Fijenoord- Noordereiland
Start of Construction	1982
Old Image	Stadsarchief Rotterdam, 1980
New Image	Cyclomedia, 2024



Feijenoord/Noordereiland

Project Name	Persoonhaven fase I
Adress	Persoonshaven, Fijenoord- Noordereiland
Start of Construction	1979
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	Persoonhaven fase I
Adress	Schietloodstraat, Feijenoord-Noordereiland
Start of Construction	1987
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	Persoonhaven blok F fase II
Adress	Persoonshaven, Feijenoord-Noordereiland
Start of Construction	1981
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	Feijenoord Open Gaten
Adress	Steven Hoogendijkstraat, Feijenoord-Noordereiland
Start of Construction	1982
Old Image	Stadsarchief Rotterdam, 1971
New Image	Cyclomedia, 2024

Feijenoord/Noordereiland



Project Name	Stieltjesplein
Adress	Stieltjesplein/Stieltjes Feijenoord-Noordereiland
Start of Construction	1979
Old Image	Stadsarchief Rotterdam, 1975
New Image	Cyclomedia, 2024



Project Name	School Noorderieland
Adress	Prins Hendriklaan, Feijenoord-Noordereiland
Start of Construction	1985
Old Image	Stadsarchief Rotterdam, 1969
New Image	Cyclomedia, 2024



Project Name	2e Katendrechtse Hoofd (Deka)
Adress	Erststraat, Katendrecht
Start of Construction	1986
Old Image	Stadsarchief Rotterdam, 1931
New Image	Cyclomedia, 2024



Project Name	Katendrechtsestraat
Adress	Katendrechtsestraat, Katendrecht
Start of Construction	1985
Old Image	Stadsarchief Rotterdam, 1975
New Image	Cyclomedia, 2024



Project Name	Tolhuisstraat 1e fase
Adress	Tolhuisstraat, Katendrecht
Start of Construction	1978
Old Image	Stadsarchief Rotterdam, 1975
New Image	Cyclomedia, 2024



Project Name	-
Adress	Koenenstraat, Kralingen
Start of Construction	-
Old Image	Stadsarchief Rotterdam, 1977
New Image	Cyclomedia, 2024



Project Name	Jaffa II
Adress	Vredenoordplein, Kralingen
Start of Construction	1983
Old Image	Stadsarchief Rotterdam, 1960
New Image	Cyclomedia, 2022



Project Name	
Adress	Beneden Oostzeedijk, Kralingen
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1981
New Image	Cyclomedia, 2024



Project Name	33
Adress	Wildevveenstraat, Kralingen
Start of Construction	1994
Old Image	Stadsarchief Rotterdam, 1988
New Image	Cyclomedia, 2024



Project Name	22
Adress	Oude Dijk, Kralingen
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1977
New Image	Cyclomedia, 2024



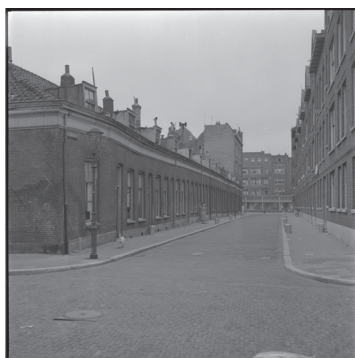
Project Name	32
Adress	Oude Dijk, Kralingen
Start of Construction	1985
Old Image	Stadsarchief Rotterdam, 1968
New Image	Cyclomedia, 2024



Project Name	41
Adress	Naaldwijkstaat, Kralingen
Start of Construction	1987
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	5
Adress	Helenastraat, Kralingen
Start of Construction	1981
Old Image	Stadsarchief Rotterdam, 1950
New Image	Cyclomedia, 2024



Kralingen

2

Project Name	43
Adress	Noordeinde, Kralingen
Start of Construction	2000
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	16
Adress	Jaffa, Kralingen
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1966
New Image	Cyclomedia, 2024



Project Name	9
Adress	Berkelstraat, Kralingen
Start of Construction	1982
Old Image	Stadsarchief Rotterdam, 1980s
New Image	Cyclomedia, 2024



Project Name	23
Adress	Sophiastraat, Kralingen
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1963
New Image	Cyclomedia, 2024



Project Name	31
Adress	Blaardorpstraat, Kralingen
Start of Construction	1986
Old Image	Stadsarchief Rotterdam, 1985
New Image	Cyclomedia, 2024



Project Name	38
Adress	Vredenoordkade, Kralingen
Start of Construction	1986
Old Image	Stadsarchief Rotterdam, 1959
New Image	Cyclomedia, 2024



Project Name	31
Adress	Blaardorpstraat, Kralingen
Start of Construction	1983
Old Image	Stadsarchief Rotterdam, 1952
New Image	Cyclomedia, 2024



Project Name	20
Adress	Ketenstraat, Kralingen
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1983
New Image	Cyclomedia, 2024



Kralingen

Project Name	13
Adress	Schinkelstraat, Kralingen
Start of Construction	1983
Old Image	Stadsarchief Rotterdam, 1977
New Image	Cyclomedia, 2024



Project Name	40
Adress	Dr. Zamenhofstraat, Kralingen
Start of Construction	1993
Old Image	Stadsarchief Rotterdam, 1982
New Image	Cyclomedia, 2024



Project Name	40
Adress	Oosteinde, Kralingen
Start of Construction	1994
Old Image	Stadsarchief Rotterdam, 1982
New Image	Cyclomedia, 2024



Project Name	40
Adress	Oostzeedijk (Beneden), Kralingen
Start of Construction	1991
Old Image	Stadsarchief Rotterdam, 1949
New Image	Cyclomedia, 2024



Project Name	37
Adress	Paulus Potterstraat, Kralingen
Start of Construction	1991
Old Image	Stadsarchief Rotterdam, 1946
New Image	Cyclomedia, 2024



Project Name	24
Adress	Voorschoterlaan, Kralingen
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1981
New Image	Cyclomedia, 2024



Project Name	14
Adress	Avenue Concordia, Kralingen
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1970
New Image	Cyclomedia, 2024



Project Name	29
Adress	Oudedijk, Kralingen
Start of Construction	1986
Old Image	Stadsarchief Rotterdam, 1971
New Image	Cyclomedia, 2024



Project Name	8
Adress	Voorschoterlaan, Kralingen
Start of Construction	1982
Old Image	Stadsarchief Rotterdam, 1975
New Image	Cyclomedia, 2024



Project Name	6
Adress	Siondwardsstraat, Kralingen
Start of Construction	1981
Old Image	Stadsarchief Rotterdam, 1970
New Image	Cyclomedia, 2024



Project Name	27
Adress	Aegidiusstraat, Kralingen
Start of Construction	1986
Old Image	Stadsarchief Rotterdam, 1977
New Image	Cyclomedia, 2024



Project Name	10
Adress	Buizengat, Kralingen
Start of Construction	1982
Old Image	Stadsarchief Rotterdam, 1960
New Image	Cyclomedia, 2024



Project Name	
Address	Dokstraat, Oud-Charlois
Start of Construction	1980(s)
Old Image	Stadsarchief Rotterdam, 1905
New Image	Cyclomedia, 2024



Project Name	
Address	Dokstraat, Oud-Charlois
Start of Construction	1980(s)
Old Image	Stadsarchief Rotterdam, 1954
New Image	Cyclomedia, 2024



Project Name	Grondherenplantsoer
Address	Rietdijk, Oud-Charlois
Start of Construction	1980-1990
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	Zuid-II-OC
Address	Doklaan, Oud-Charlois
Start of Construction	1981
Old Image	Stadsarchief Rotterdam, 1962
New Image	Cyclomedia, 2024



Project Name	Wolphaertsbocht
Address	Clemensstraat, Oud-Charlois
Start of Construction	1987
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	Rottebocht
Adress	Rottestraat, Oude Noorden
Start of Construction	1978
Old Image	Stadsarchief Rotterdam, 1968
New Image	Cyclomedia, 2024



Project Name	Kogpon I
Adress	Zwaanshalskade, Oude Noorden
Start of Construction	1977
Old Image	Stadsarchief Rotterdam, 1969
New Image	Cyclomedia, 2009



Project Name	1
Adress	Rechter Rottekade, Oude Noorden
Start of Construction	1977
Old Image	Stadsarchief Rotterdam, 1969
New Image	Cyclomedia, 2024



Project Name	1
Adress	Rembrandtstraat, Oude Noorden
Start of Construction	1982
Old Image	Stadsarchief Rotterdam, 1977
New Image	Cyclomedia, 2024



Project Name	12
Adress	Jacob Catsstraat, Oude Noorden
Start of Construction	1982
Old Image	Stadsarchief Rotterdam, 1975
New Image	Cyclomedia, 2024



Project Name	22
Adress	Aelwijn Floriszstraat, Oude Noorden
Start of Construction	1993
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	22
Adress	Zaagmolenstraat, Oude Noorden
Start of Construction	1993
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	11
Adress	Heer Kerstantstraat, Oude Noorden
Start of Construction	1986
Old Image	Stadsarchief Rotterdam, 1947
New Image	Cyclomedia, 2024

Oude Noorden



Project Name	B12
Address	Benthuizerstraat, Oude Noorden
Start of Construction	1988
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	B12
Address	Benthuizerstraat, Oude Noorden
Start of Construction	1991
Old Image	Stadsarchief Rotterdam, 1987
New Image	Cyclomedia, 2024



Project Name	17
Address	Raephorststraat, Oude Noorden
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1978
New Image	Cyclomedia, 2024



Project Name	14
Address	Tochtstraat, Oude Noorden
Start of Construction	1982
Old Image	Stadsarchief Rotterdam, 1978
New Image	Cyclomedia, 2024



Project Name	KVV Woningen
Adress	Kogelvangerstraat, Oude Westen
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1959
New Image	Cyclomedia, 2024



Project Name	Tiendplein e.o
Adress	Tiendplein, Oude Westen
Start of Construction	1986
Old Image	Stadsarchief Rotterdam, 1968
New Image	Cyclomedia, 2021



Project Name	22
Adress	H? enegouwerlaan, Oude Westen
Start of Construction	1988
Old Image	Stadsarchief Rotterdam, 1953
New Image	Google Streetview, 2024



Project Name	22
Address	Zijdewindestraat, Oude Westen
Start of Construction	1988
Old Image	Stadsarchief Rotterdam, 1986
New Image	Cyclomedia, 2024



Project Name	6
Address	Bloemstraat, Oude Westen
Start of Construction	1988
Old Image	Stadsarchief Rotterdam, 1985
New Image	Cyclomedia, 2024



Project Name	29
Address	Hennegouwerstraat, Oude Westen
Start of Construction	1994
Old Image	Stadsarchief Rotterdam, 1978
New Image	Cyclomedia, 2024



Project Name	21
Address	West Kruiskade, Oude Westen
Start of Construction	1989
Old Image	Stadsarchief Rotterdam, 1984
New Image	Cyclomedia, 2024



Project Name	B9
Address	Ochtervelt, Oude Westen
Start of Construction	1982
Old Image	Stadsarchief Rotterdam, 1945
New Image	Cyclomedia, 2007



Project Name	29
Adress	Palm Dwarstraat, Oude Westen
Start of Construction	1989
Old Image	Stadsarchief Rotterdam, 1976
New Image	Cyclomedia, 2024



Project Name	20
Adress	Diergaardesingel, Oude Westen
Start of Construction	1986
Old Image	Stadsarchief Rotterdam, 1951
New Image	Cyclomedia, 2024



Project Name	6
Adress	Anna Paulownastraat, Oude Westen
Start of Construction	1981
Old Image	Stadsarchief Rotterdam, 1965-85
New Image	Cyclomedia, 2024



Project Name	6
Adress	Diergaardesingel, Oude Westen
Start of Construction	1981
Old Image	Stadsarchief Rotterdam, 1966
New Image	Cyclomedia, 2023



Project Name	B2
Adress	West Kruiskade, Oude Westen
Start of Construction	1992
Old Image	Stadsarchief Rotterdam, 1968
New Image	Cyclomedia, 2024



Project Name	2
Adress	Gouvernestraat, Oude Westen
Start of Construction	1980
Old Image	Stadsarchief Rotterdam, 1952
New Image	Cyclomedia, 2024



Project Name	18
Adress	Gaffeldwarsstraat, Oude Westen
Start of Construction	1986
Old Image	Stadsarchief Rotterdam, 1969
New Image	Cyclomedia, 2024



Project Name	B4
Adress	Nieuwe Binnenweg, Oude Westen
Start of Construction	1980
Old Image	Stadsarchief Rotterdam, 1975
New Image	Cyclomedia, 2024



Project Name	10
Adress	Schietbaanstraat, Oude Westen
Start of Construction	1983
Old Image	Stadsarchief Rotterdam, 1969
New Image	Cyclomedia, 2024



Project Name	23
Adress	Van Speykstraat, Oude Westen
Start of Construction	1985
Old Image	Stadsarchief Rotterdam, 1969
New Image	Cyclomedia, 2024



Project Name	129
Adress	Nieuwe Binnenweg, Oude Westen
Start of Construction	1990
Old Image	Stadsarchief Rotterdam, 1983
New Image	Cyclomedia, 2024



Project Name	2
Address	Diergaardesingel, Oude Westen
Start of Construction	1980
Old Image	Stadsarchief Rotterdam, 1964
New Image	Cyclomedia, 2024



Project Name	31
Address	Batavierenstraat, Oude Westen
Start of Construction	1990
Old Image	Stadsarchief Rotterdam, 1985
New Image	Cyclomedia, 2023



Project Name	27
Address	Bajonetstraat, Oude Westen
Start of Construction	1993
Old Image	Stadsarchief Rotterdam, 1969
New Image	Cyclomedia, 2023



Project Name	10
Address	Bajonetstraat, Oude Westen
Start of Construction	1983
Old Image	Stadsarchief Rotterdam, 1969
New Image	Cyclomedia, 2024



Project Name	Open Gaten (7a-II)
Address	Kouterstraat, Vreewijk
Start of Construction	1930
Old Image	Stadsarchief Rotterdam, 1959
New Image	Cyclomedia, 2023



Project Name	Zuiderparkhotel (links)
Address	Dordtsestraatweg, Vreewijk
Start of Construction	1985
Old Image	Stadsarchief Rotterdam, 1930
New Image	Cyclomedia, 2024



Project Name	6
Address	Zeisstraat, Vreewijk
Start of Construction	1983
Old Image	Stadsarchief Rotterdam, 1928
New Image	Cyclomedia, 2024



Project Name	
Address	Vaarzeveld, Vreewijk
Start of Construction	1984
Old Image	Stadsarchief Rotterdam, 1953
New Image	Cyclomedia, 2024

