

A NEW MASTERPLAN FOR RIJNHAVEN IN ROTTERDAM

**Has the initial vision for the redevelopment of
Rijnhaven been incorporated in the newest plans?**

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ABSTRACT

Urban planning for a society that finds itself in a perpetual state of evolution is complicated. The processes from design to construction can take a long time. As we cannot predict the future, flexibility is needed in the visions and strategies that are developed. But do all flexible visions and strategies survive the passing of time? This thesis examines the redevelopment of Rijnhaven, a sub-area of the large-scale development project Stadshavens (CityPorts) in Rotterdam and answers the research question: Has the initial vision for the Rijnhaven been incorporated into the newest plans? It starts with setting the context of the Port of Rotterdam and its history of redevelopment. Then, it delves into both masterplans to lay the foundation for the comparative analyses. This analysis focuses around the original five perspectives and researches whether they persevered in the latest masterplan. Three of the five original perspectives are on a path to realization and this thesis concludes that the majority of the 2008 vision has persevered.

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1. INTRODUCTION

As we see around us, the urban fabric of cities is constantly subject to change. For urban planners it can be hard to keep up with the perpetual state of evolution of our current day society. This is especially tricky for redevelopment projects on a large scale. A design of today can already be outdated tomorrow, making it hard to design for a far future. A general consensus within the literature on urban planning is to learn from past mistakes for future designs. This resulted in an abundance of analyses surrounding previous urban plans. A group of scholars focuses in on Port-cities. They found that redeveloping city ports often reveal the complexity of an urban development more clearly (Hein, C., 2013). Redeveloping city port areas regard different views on planning and governance structures. Pagés Sánchez & Daamen (2020) even go as far as naming port-cities ‘the focal points of governance arena’s’. Rotterdam, with the biggest international port in Europe, has followed a particularly interesting and lucrative path and is an interesting case study to analyze (Pagés Sánchez, 2019). Therefore, this thesis will focus on the redevelopment of the city port.

In Rotterdam two large redevelopment plans have been the focus of most literature. These large projects stretch out over decades and new masterplans for sub-areas are emerging. The thesis will further zoom in on the sub-area Rijnhaven which is part of the bigger redevelopment project named Stadshavens (hereafter: CityPorts). Recently, in 2018, a new masterplan has been published and the first construction projects start to materialize. The first vision for CityPorts was presented in 2004. It was followed by the first masterplan in 2008, which contained more detailed masterplans for the sub-areas, like Rijnhaven. In 2008 it was already foreseen that the development would be a longer process and therefore flexibility was built into the masterplan (Stadshavens Rotterdam 1600 ha, Uitvoeringsprogramma 2007 – 2015). The question that arises is: was their enough flexibility in the original vision to allow for necessary adaptation? This leads to the research question of this thesis:

Has the initial vision for the Rijnhaven redevelopment been incorporated in the newest plans?

To answer this question, this thesis will analyze whether elements of the first plan (2008) persevered over time and made it into in the new masterplan (2018). The two plans will be compared by using the proposed strategies from the 2008 masterplan as a framework.

To set the context, the second chapter will give a general outline of the history of the port and its redevelopment ambitions preceding the 2008 masterplan. The following chapter, number three, starts with a list of all documents that were presented to the public by the municipality regarding the 2008 masterplan. It will then go on to elaborate on the general plan for CityPorts and zoom in on the visions for the area Rijnhaven-Maashaven. The fourth chapter starts off with another document overview, this time covering all documents succeeding the initial plan. This chapter also briefly covers the period between the masterplans to fully understand their

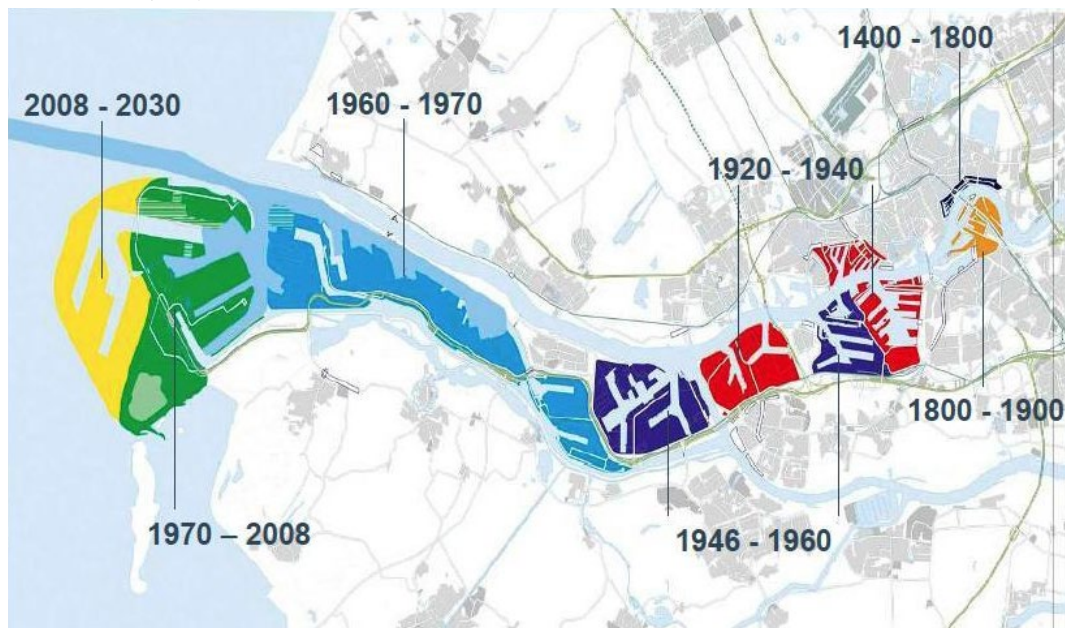
trajectories. Thereafter this chapter brings the foundation for the comparison to a close by describing the 2018 masterplan. This thesis then proceeds to carry out the comparison of the two masterplans in chapter five. The concluding sixth chapter will summarize the findings and answer the main question. The thesis will end with discussion that re-evaluates its findings, a list of the used references and the appendix.

2. THE CONTEXT

2.1. Brief history of the port

In roughly 1270, people built a dam in the Rotte, establishing the foundation for Rotterdam. The settlement surrounding the dam started off with a primary focus on fishing. This endeavor evoked trade which quickly evolved to the start of a small port. In 1340 the settlement became a city with rights instigating the process of building the first city walls and canals. The city of Rotterdam was born. In the succeeding centuries, the port grew enormously and even became the biggest and most influential port of Europe. To accompany this immense growth, the port grew out over neighboring lands, flowing over to the opposite side of the river. Here the pre-existing country-side houses of the rich had to make way for port industry. Parts of the neighborhoods were demolished, and the rest became areas for the working-class. An example of this change is also seen in Rijnhaven, the focus area of this thesis. That area became a center for the night life of the working class and deteriorated. Finally, industrialization and the containerization of trade accelerated the growth of the port and resulted in the upsizing of ships. The larger ships needed deeper draft water. Therefore, the port industry moved closer to the mouth of the river New Meuse River and away from the city (OECD, 2010) (Figure 1).

Figure 1
The evolution of the port in Rotterdam



Note. From OECD IFD. (2010). *Transcontinental infrastructure needs to 2030 / 2050_north - west Europe gateway area _ port of Rotterdam case study _ Rotterdam workshop _ final report*. In www.oecd.org. Retrieved March 10, 2023, from <https://www.oecd.org/futures/infrastructureto2030/48321781.pdf>

Nowadays, the main function of the port is the transshipment of containers and bulk goods, where two-thirds of the goods are destined for or arriving from the Ruhr area (van den Bergh, 2009). In 2008 the most recent expansion of the port area, the 'Maasvlakte 2', towards the sea took place. This further accelerated the transfer of industrial activities from the city center towards other areas.

2.2. THE REDEVELOPMENT OF THE PORT AREA

During the 80's and 90's, successes of waterfront revitalizations in America, for example Baltimore and Boston, quickly spread around the globe. Yet, in Europe, in many cases ports did not (completely) leave the city bounds as was the case in America (Hoyle & Pinder, 1992). Thus, the port-city interface often became a 'zone of conflict and cooperation' (Hoyle, 1989).

Inspired by the global market tendencies, the municipality of Rotterdam also saw a potential for the old port areas. In the 80's, the first large scale development of old port areas targeted the brownfields just outside the city center, on the other side of the New Meuse River. This project got the name 'Kop van Zuid'. The redevelopment followed the 'classic' 'Port-out-city-in' rationale of the time as it was led by urban planners and post-modern consumerism. It prioritized the creation of visually appealing spaces that cater to individual consumers, rather than focusing solely on functional spaces for community use. (Pagés Sánchez & Daamen 2020)

In early 2000, the municipality introduced a second large scale redevelopment project for port areas close to the inner city, CityPorts. However, the situation there was different. Not all port activities had left the area and these were governed by a different independent authority, the Port of Rotterdam (PoR). This resulted in a need for the municipality to align any plans with the PoR.

Until 2004, the Port Authority had been a department within the municipality. The separate role in the organizational framework of the municipality originated in 1554 with the first appointment of a Harbor Master. In 1882 it became a department called the " Gemeentelijke Haveninrichtingen". In 2004 the municipality created an independent corporate entity for the port authority, named the Port of Rotterdam. This allowed for more operational freedom for the port and improve overall efficiency. The municipality stayed involved as shareholder and in 2006 sold a minority share (30%) to the Dutch State. The role of the port authority evolved from the 'landlord port model' to 'a developer port' (Pagés Sánchez, 2016). The job of the PoR was to develop the port of Rotterdam next to its maritime function, to control and safeguard shipping traffic. The redevelopment of CityPorts now dealt with two divergent views. While the municipality intended to expand its inner city, the PoR focused on their industrial (economical) interest.

In 2004, the municipality and the PoR set up a joint city ports development corporation to overcome their differences and develop the 'Harbor Plan 2020'. This document covered their joint vision for CityPorts. Three years into its brief the development came to a halt due to a multitude of reasons (Vries, 2014)(Daamen, 2010). In 2007, after a long struggle, the municipality and the PoR were able to reconcile their debate in a new partnership agreement, the 'North-South Deal'. The document was named as such to describe their aspiration of creating a unified whole of the city, as the urban fabric of Rotterdam is characterized by a north-south division due to the New Meuse River (Daamen, 2010). This agreement stipulates

more clearly the responsibilities for each authority for each sub-area. In the sub-areas where port industry would remain active, the PoR would stay as the managing actor. The other areas the complete responsibility would gradually transfer to the municipality (Vries, 2014).

The harmonized view became possible after both parties adjusted their view on the future. The municipality saw the potential of the port-city connections for strengthening their economical position on international level. The PoR came to the insight that it could use the land for different purposes than for industry. Due to heightened environmental regulations it had felt forced to leave the area. The ambitions, of the municipality, to attract a knowledge-based industry to the city could benefit their explorations on education and innovation on water and port-related issues.

3. THE INITIAL PLAN, FROM 2008

3.1. OVERVIEW OF DOCUMENTS, 2004 - 2008

This list is comprised of all the publicly available documents of the municipality related to the CityPorts, and Rijnhaven, masterplan of 2008 (in black). English translations of the original titles and additional dates are added for more context. In grey, contextual descriptions clarify the timeline. (See appendix A for complete list)

1991	Masterplan kop van Zuid <i>Masterplan of 'Kop van Zuid'</i>
2004	Havenplan 2020 <i>Port plan 2020</i>
2007	Stadsvisie Rotterdam 2030, ruimtelijke ontwikkelingsstrategie <i>City vision 2030, spatial development strategy</i>

2007/2008 Start financial crisis in Rotterdam

The following five documents are referred to as the Masterplan 2008:

2008 may	CityPorts Rotterdam 1600 ha, creating on the edge <i>Stadshavens Rotterdam 1600 ha, Creating on the edge</i>
2008 okt	CityPorts Rotterdam 1600 ha, Uitvoeringsprogramma 2007 – 2015 <i>Stadshavens Rotterdam 1600ha, Implementation program 2007-2015</i>
2008	Maatschappelijke kosten-batenanalyse Stadshavens <i>Social cost-benefit analysis for 'CityPorts'</i>
2008	Duurzaam Stadshavens <i>Sustainable 'CityPorts'</i>
2009 jan	Concept gebiedsplan Rijnhaven-Maashaven <i>Concept area plan for Rijnhaven-Maashaven</i>

3.2. CITYPORTS

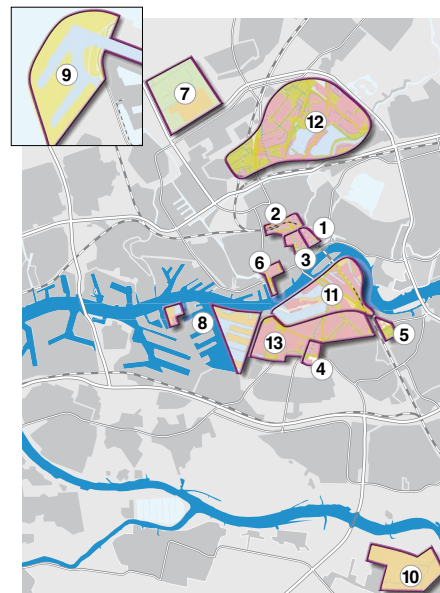
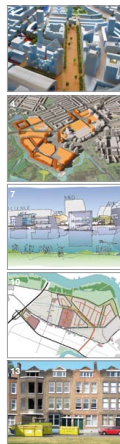
In 2007, the municipality presented a spatial development strategy document for the city as a whole. This document was called ‘Stadsvisie 2030’ (City vision 2030). The two main goals of the vision were to strengthen the economy, by increasing employment opportunities, and to improve the attractiveness of the city, by diversifying and mixing the demographic. Thirteen development areas were identified in the city where they could effectively achieve these goals. These areas are shown in figure 2 and were given the name ‘VIP-area’s’. Two of these VIP areas, 8 and 11, overlap with the CityPorts area. Rijnhaven is part of VIP-area 11.

Figure 2
Map of VIP-areas

VIP-KAART

Op basis van effectmeting zijn dertien gebiedsontwikkelingen aangewezen die het belangrijkst zijn voor de realisatie van de doelen ‘sterke economie’ en ‘aan-trekkelijke woonstad’, de VIP-gebieden:

- | | |
|--|---|
| 1. Laurenskwartier | 8. Stadshavens:
RDM, Waalhaven-Oost, Rijn- en Maashaven |
| 2. Stationskwartier | 9. Maasvlakte 2 |
| 3. Lijnbaankwartier / Coolingsel | 10. Hoeksche Waard |
| 4. Ahoy / Zuidplein / VaanwegPleinweg | 11. Woonmilieu Kop van Zuid:
Rijn- en Maashaven, Parkstad, Afrikaanderwijk |
| 5. Stadionpark / nieuwe Kuip | 12. Woonmilieu Groot Hillegersberg:
Park Zestienhoven en Schietbroek Zuid |
| 6. Erasmus MC – Hoboken | 13. Oud Zuid: Aanpak bestaande woningvoorraad |
| 7. Science en Businesspark Schiehaven /
Wegen Noordrand | |



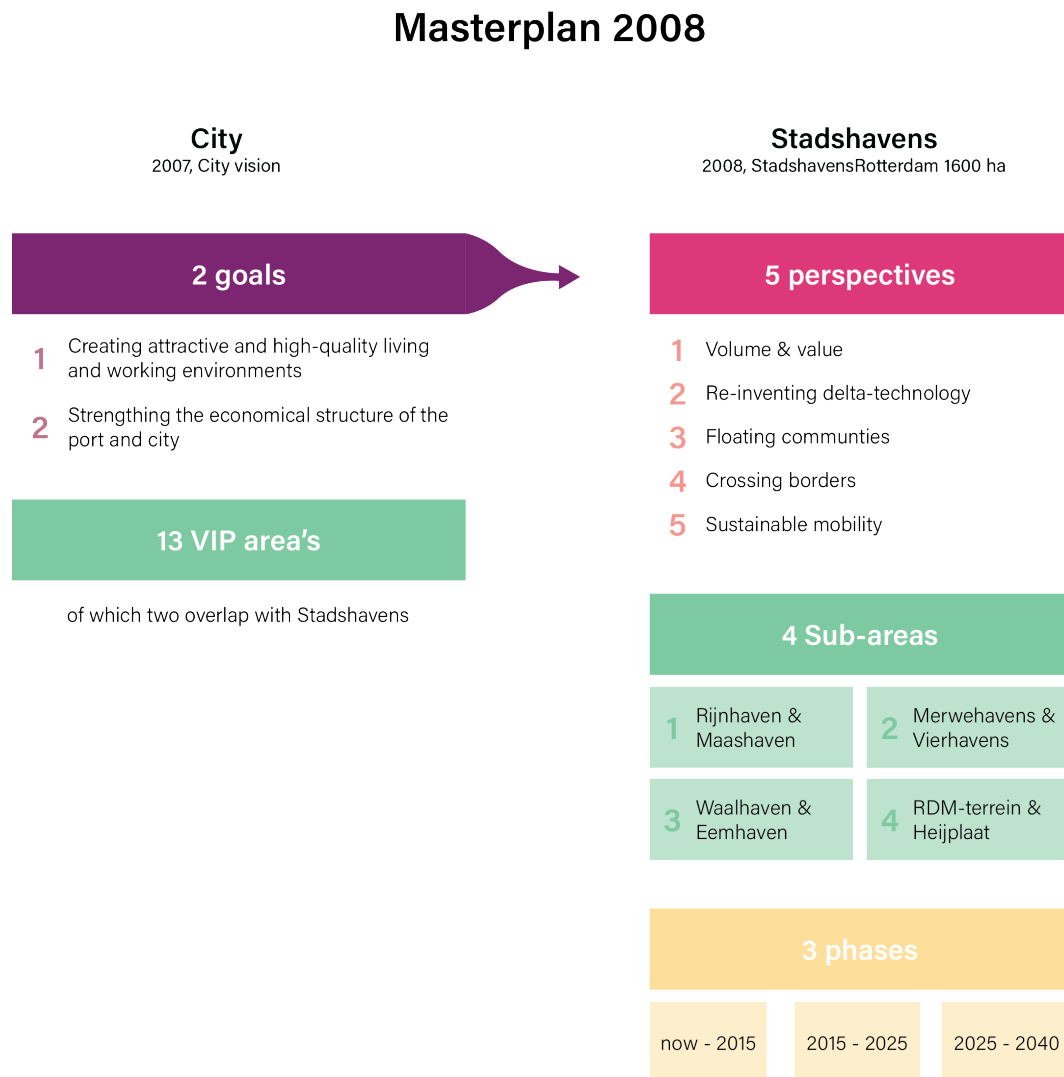
Note. From Gemeenteraad Rotterdam (2007). *Stadsvisie Rotterdam: Ruimtelijke ontwikkelingsstrategie 2030*. Gemeente Rotterdam.

The above document laid the foundation for the new redevelopment plans for CityPorts. These plans were jointly developed, by the municipality and the PoR, and publicized in two documents in 2008:

- a. *Stadshavens Rotterdam 1600 ha, Creating on the edge* (2008)
- b. *Stadshavens Rotterdam 1600ha, Implementation program 2007-2015* (2008)

Two other publications followed which gave more details on certain aspects: “Social cost-benefit analysis for CityPorts” and “Sustainable CityPorts”. Moreover, in January of 2009, additional documents followed containing more details on the sub-areas of CityPorts. More specifically the ‘Concept area plan for Rijnhaven-Maashaven’ was published. Going forward, this thesis refers to the combination of these five documents as ‘Masterplan 2008’, as they all cover the same plan and are complementary to each other. (See figure 3 for a schematic overview of the Masterplan 2008)

Figure 3
Overview masterplan 2008



Note. From Self-made, appendix B

The Masterplan 2008 used the projects as described in the Stadsvisie 2030, VIP areas 8 and 11, as a starting point for the whole area of CityPorts. The (city) goals were re-defined into five perspectives. The five perspectives are: Re-inventing delta technology, Volume & value, Crossing borders, Floating communities and Sustainable mobility. Re-inventing delta technology summarizes the aim for CityPorts to position itself as a testing ground for sustainable water-and energy technology in the world economy. With the perspective of 'Volume & value', CityPorts aims for a more efficient way of transporting cargo from sea to the rest of Europe and an increase in knowledge-based ventures. With the perspective 'Crossing borders' they aim to reconnecting city and port. The two separated entities will profit from collaborating with each other once again. 'Floating communities' describes the ambition to create floating work- and living communities in CityPorts. Lastly, 'sustainable mobility' quite literally describes the desire for more sustainable mobility in the area. Additionally, they wanted to accentuate the port identity with waterbuses and water taxis, called 'blue traffic'. (Pagés Sánchez, 2016).

To ease the process of the large-scale development, CityPorts was divided into four sub-areas, each with their own characteristics and development strategies. One could even speak of multiple waterfront developments. (Vries, 2014). These sub-areas are: Rijn-Maashaven, Waal-Eemhaven, RDM-terrein, Verwe-Vierhavens. (See figure 4) Also, the distinction of individual characteristics shifted the balance of the main perspectives per area.

Figure 4
Outline of the CityPorts area



Note. From Projectbureau CityPorts Rotterdam (2008b). *Stadshavens Rotterdam 1600 ha: Uitvoeringsprogramma 2007 - 2015*. Stadshavens Rotterdam.

Not only does the area contain multiple waterfronts to re-develop, but it also contains still active physical and organizational structures. Before new designs can be drafted, all these elements must be considered separately. Considering the time needed will differ depending on the area, the process is divided in three phases: until 2015, 2015 – 2025, 2025 – 2040. This lengthy time span requires the design of the plan to account for possible future changes. To accommodate this and retain maximum flexibility in the plan, it focused on strategies rather than on specific designs (Pagés Sánchez, 2016). The overall turnaround time of the CityPorts redevelopment project aligns with the vision for of the city (City vision 2030, 2007).

To deconstruct the plan into three phases, they worked backwards from the achievement of their ambitions for the five perspectives at the end of the last phase. This meant the implementation strategies should be in place during the second phase. To kick-start the whole project various ‘big projects’ would prove the profitability of the five proposed perspectives in the first phase. If the predicted outcomes held true, those projects would serve as instigators for the development strategies by attracting investors and innovators (pioneers) to the areas. In the that first phase, the focus was on the RDM-area, parts of Waalhaven and parts of Rijn-Maashaven. As mentioned before, these areas overlap with the ‘VIP’-areas from the ‘City Vision 2030’ document and some of the developments had already started construction during the formation of the masterplan for CityPorts.

Additional leading factors for the progress of that phasing process were ‘the environmental borders of the existing industry’, ‘the other developments in the VIP-area’ and ‘the achievability of combining the floating city with inland shipping’.

A complete overview of this plan and the perspectives per phase can be found in appendix C (Dutch version, taken from their official document).

3.3. RIJNHAVEN

The focus of this thesis is the area Rijnhaven, one of the four sub-areas of CityPorts. Interestingly, Rijnhaven is specifically mentioned by name in the ‘Stadsvisie Rotterdam 2030’ document (the vision for the city document from 2007). The harbor is part of VIP-area 11 and singled out as an important area to redevelop first. Because this document stays on city-level, it merely addresses a general vision for the harbor areas: ‘intensifying the urban fabric with dwellings, businesses, and attractive services. To keep a portion of the industry within the urban context, this area would transform the nature of the relationship between port-industry and city from separate to symbiotic.

In the documents for the CityPorts 2008 masterplan, Rijnhaven is presented as a main element of one the four sub-areas, Rijnhaven-Maashaven. The ‘new character’ of Rijnhaven-Maashaven was to become ‘a showcase of new delta technology’. The more detailed documents on the sub-areas narrow the scope of the proposed development strategies and instigator projects. The ‘Concept area plan Rijnhaven-Maashaven 2009’ clarifies how the five perspectives for CityPorts will take form in our specific area.

The first phase would consist of the design and construction of certain ‘instigator projects’. The projects, proposed in the masterplan documents, which are regarded as a part of Rijnhaven are: *Katendrecht*, *Rondje Rijnhaven* and *pre-investments in the Maashaven*. In the more detailed documents also the project ‘a waterbus as connector’ is added. Figure 5 shows how these projects relate back to the five perspectives.

Figure 5
Correlation between Instigator projects and five perspectives

		Re-inventing deltatechnology	Volume & value	Crossing borders	Floating communities	Sustainable mobility
1	Katendrecht			x		x
2	Rondje Rijnhaven	x	x	x	x	x
3	Voorinvesteren Maashaven	x		x	x	x
14	OV over water			x		x

Note. From Projectbureau CityPorts Rotterdam (2008b). *Stadshavens Rotterdam 1600 ha: Uitvoeringsprogramma 2007 - 2015*. Stadshavens Rotterdam.

The second phase of the masterplan consists of implementing strategies in order to achieve the ambitions for the five perspectives. For Rijnhaven-Maashaven* the development strategies per perspective are the following:

** Because these strategies were meant for the whole Rijnhaven-Maashaven area, it is not always possible to distinguish the two harbors within these strategies. For the analyses, it should be taken into account that not all strategies were meant to take form in Rijnhaven.*

Re-inventing delta technology

Like the new overarching character for the area indicates, it will become a showcase for energy neutral urban development. The new mix of dwellings, offices and remaining industry creates the perfect conditions for the implementation of an energy cascade. An energy cascade is when energy is transferred from large scales of motion to smaller scales. In the world of buildings this is often done by enabling the re-use of residual heat from functions like industry for nearby housing. Additionally, the area would serve as a showcase for water resilient construction. The Rijnhaven-Maashaven area is 'buitendijks', meaning it is located on the seaside of the dikes. With this direct connection to the sea the water level in the harbors fluctuates according to the tidal currents. To be able to use the water-surface as additional building ground new innovative technology is key.

Volume & value

In the overall masterplan for CityPorts the focus of this perspective shifted more towards port-related issues such as: more efficient and more (in volume) trans-shipment & high quality and knowledge-intensive business. However, Rijnhaven-Maashaven would undergo the biggest urbanization transition of all areas. New environmental regulations regarding a mix of functions forced the port industry to relocate away from the area. Thus, the plans for the area also focus more on activities related to the port-city relationship than to the port industry. To retain the link to the port in a different way the Wilhelmina pier (the pier to the north of Rijnhaven) and Rijnhaven would serve as international icons for the port. They wanted the area to preserve the remaining 'imagery' of the port and broadcast it on international scale. This was translated into the strategy for the area to becoming a hub for international companies to settle their offices, regarding port-related business. It would become a gateway to the port for investors. As 'instigator projects', they focused in on two projects from previous development plans: the 'European China Center' and the 'House of Design'. These were two huge centers with a mix of offices, shops cultural activities, cafes and bars. The centers would serve as iconic elements and were meant to attract a mix of businesses and tourists to the area.

Floating communities

This is the only perspective where a clear distinction is made between Rijnhaven and Maashaven. The main character of Rijnhaven-Maashaven 'becoming a showcase of new delta technology' takes shape in two different strategies for floating communities. Both water surfaces are rebranded with individual characters. Rijnhaven would become Show City. Resulting from other developments in the area, Rijnhaven was expected to be surrounded by big and compact towers for housing and offices. Those buildings would create the effect of an arena around the harbor. Being transformed into a 'stage', the water would exhibit big events to the whole city. Some examples of these events were: restaurants, a floating park, a floating swimming pool, floating sport venues and a floating opera house.

Crossing borders

'Crossing borders' meant for Rijnhaven-Maashaven to literally dissolve the borders between the port and the city. With this area, port business would be integrated into city life. The addition of housing and commercial facilities would attract people from the surrounding areas, linking it back to the inner city. With the intent of becoming a hub for international business this reintegration process would add to reintegrating port-related business to the city as well. New businesses will provide more job and internship opportunities for the people from surrounding neighborhoods. In other words, the increased national and international appeal will indirectly have a positive effect on the surrounding areas. The improvement of mobility connections of the area to adjacent neighborhoods is leading for a successful reintegration scenario.

Sustainable mobility

In Rijnhaven-Maashaven, the large road to the east of the area forms an essential axis to the city center, covering all car mobility. Also, three pre-existent metro stops along the same axis to the east form a good foundation. Room for improvement lies in additional public transport to the west and pedestrian walkways. To solve the first, they intend to initiate public transport over the water. This 'blue traffic' would connect the previous city center to its new addition on the Southbank. Their intention was even to be able to go as far as nearby suburbs over water. Second, for the pedestrians the main objective was 'Rondje Rijnhaven'. This name will sound familiar as it was one of the main instigator projects from the masterplan set to be developed during the first phase. The development of Rondje, meaning circle in Dutch, Rijnhaven encompasses a pedestrian walkway around the whole water basin. The quays will get an upgrade and a new footbridge, the Rijnhaven bridge, between the two peninsula heads will 'close' the circle.

The five images on the left (Figure 6) are the visualizations of the five perspectives taken from the original 2008 masterplan. You can see the Rijnhaven-Maashaven area is highlighted. The image on the right (Figure 7) is taken from the sub-document for Rijnhaven-Maashaven and shows a more detailed visual summary of the planned strategies for the area.

Figure 6
Five perspectives in Stadshavens, Rijnhaven-Maashaven highlighted



Figure 7
Five perspectives in Rijnhaven-Maashaven



Note. From Project bureau Stadshavens Rotterdam (2009). *StadshavensRotterdam 1600 ha: Gebiedsplan concept januari 2009 Rijnhaven - Maashaven*. Stadshavens Rotterdam.

Note. From Project bureau Stadshavens Rotterdam (2009). *StadshavensRotterdam 1600 ha: Gebiedsplan concept januari 2009 Rijnhaven - Maashaven*. Stadshavens Rotterdam.

4. THE NEW MASTERPLAN, FROM 2018

4.1. OVERVIEW OF DOCUMENTS, 2008 - 2023

Since the masterplan of 2008 the development of the area has progressed. Below is a list of all successive documents produced by the municipality. English translations of the original titles and additional dates are added for more context. In gray some contextual descriptions are given to clarify the timeline. . (See appendix A for complete list)

2011		Werk in uitvoering, tussenrapport <i>Projects in construction, interim report</i>
2011 Sept.		Structuurvisie, stadshavens Rotterdam <i>Structural vision, CityPorts Rotterdam</i>
2012		Completion of the Rijnhaven bridge
2013		Aanbestedingsleidraad deel 1, gebiedsontwikkeling rijnhaven, concessie Tender, redevelopment Rijnahven
2015	may	Tender for the Rijnhaven area officially came to an end without the desired result. Not clear what happened in this period regarding permanent urban redevelopment. However, the area was open for temporary development explorations that fit the previous area vision.
2018		Verkenning omgevingsvisie Rotterdam Spatial vision exploration Rotterdam
2018	June	Ambitiedocument Rijnhaven Ambitions for Rijnhaven
2018		Concept Masterplan Rijnhaven Concept for the Masterplan of Rijnhaven
2019		The public is asked for their opinion on the preliminary plans.
2021		First sketch design park made public.
2022		Urban design plan and zoning plan finalized.

4.2. DEVELOPMENTS IN RIJNHAVEN BETWEEN 2008 – 2018

The first projects, deemed ‘most crucial’ in the city vision and later introduced as instigators for other developments in the masterplan, started off well. But, in 2008 the financial and economic crisis hit the Netherlands. Over time, this caused the withdrawal of more and more investors from the projects. Even the ones that had already started construction were not safe from the effects of the crisis. In the end, most of the first projects for Rijnhaven were never realized.

Moreover, in 2015, the procurement for the whole Rijnhaven-Maashaven area failed. In 2013, the municipality presented a ‘Bidboek’ (Bid book) called ‘Rijnhaven Metropolitan Delta Innovation’. Market parties had the chance to win ownership of the area for the next 30 years. During this period, they were allowed to develop it as they saw necessary, as long as it was within the constraints set out in the document. The goal of the municipality was to keep the document as free and flexible as possible to ease the process for the developers. However, the municipality had set the bar for the constraints too high. None of the competing parties were able to adhere to all requirements. In 2015, after a long period of discussions, the municipality was forced to end the competition without a winner (Ruimte & Wonen, 2018). It was a tender set for failure (De Zeeuw, 2015). Besides a mere couple of temporary initiatives, a period of silence commenced surrounding the redevelopment of Rijnhaven.

4.3. MASTERPLAN RIJNHAVEN 2018

In the previous chapters, we have seen that over the years a great deal of ideas, (temporary) initiatives and plans have surrounded Rijnhaven. Yet, besides some temporary events and initiatives, nothing concrete had emerged (Ambitiedocument Rijnhaven, 2018). In 2018, the municipality broke its silence and published three new documents. The first document gives an updated vision on further development in the city. This is then followed by re-development plans for Rijnhaven, including an 'ambitions for Rijnhaven' document and a new masterplan. (See figure 8 for an overview) Since then, this plan has been able to progress and it is on the verge of being constructed. This paragraph will elaborate on the new proposed masterplan for the redevelopment of Rijnhaven.

The most recent masterplans in the area deal with developments on a relatively smaller scale. The new area of the 2018 masterplan now covers a big body of water and the adjacent kays up until the existing property lines. (Figure 9).

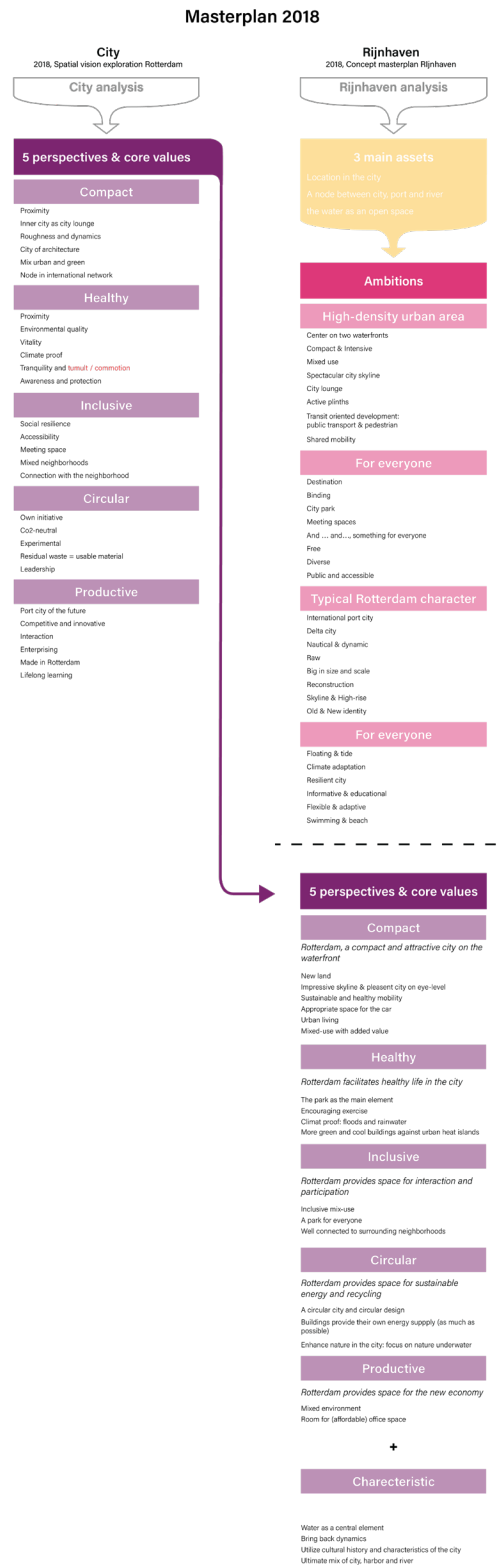
Figure 9
Outline of the new Rijnhaven area.



Note. From Team Rijnhaven. (2018). *Masterplan Rijnhaven*. Gemeente Rotterdam.

The document briefly covers preceding plans for the area but the 2008 masterplan for Rijnhaven is not specifically mentioned. New analyses of the city and Rijnhaven serve as the foundation for further development, instead of the previous documents. Following the new analysis for the city, the 'Spatial vision exploration of Rotterdam' (2018) presents five perspectives with individual core values that are meant to guide all future city-related development. (See appendix D)

Figure 8
Overview masterplan 2018



Note. From Self-made, appendix E

Consequently, the 2018 masterplan for Rijnhaven can be divided into two sections. The first section contains ambitions for Rijnhaven, derived from a new analysis of the area on neighborhood level. That analysis determines the area's three main assets: 'location in the city', 'a node between city, port and river' and 'the water as an open space'. These area assets then serve as starting points for establishing ambitions for the areas development which they categorize into four themes: 'a dense metropolitan area', 'for everyone', 'typical Rotterdam characteristic' and 'Robust'. (See figure 10, translation can be found in the masterplan overview).

Figure 10
Ambitions for Rijnhaven



Note. From Team Rijnhaven. (2018). *Masterplan Rijnhaven*. Gemeente Rotterdam.

The second section of the masterplan explains, through the previously mentioned perspectives and core values, how the development of Rijnhaven will contribute to the urban challenges in the city. To this they add an extra sixth perspective: characteristic. (See appendix F)

5. ANALYZING THE 2018 MASTERPLAN THROUGH THE LENS OF THE 2008 MASTERPLAN

This chapter investigates whether the initial vision for Rijnhaven from the 2008 masterplan has persevered over time. The five perspectives presented, will serve as the framework. This analysis attempts to evaluate the most recent masterplan through the lens of the 2008 strategies. (See appendix G for analysis matrix)

5.1. RE-INVENTING DELTA TECHNOLOGY

In the 2008 document, the sub-area Rijnhaven-Maashaven was characterized as ‘a showcase of new delta technology’. Rijnhaven would become an example for energy neutral urban development and display innovative technology for energy and water. In short, it would display innovation regarding the new symbiotic relationship of port and city. More specifically, this meant the implementation of an energy cascade and innovative techniques to build on water impacted by tidal currents.

The 2018 masterplan has ‘Circular’ as one of its five main principles. This principle is partially similar to the 2008 perspective. The same ambition to become a frontrunner in the energy transition is mentioned in the recent document. It even explicitly mentions the same ambitions to become a space for innovation and experimentation. To achieve this, all buildings should generate their own energy as much as possible and become BENG (Dutch abbreviation for ‘almost energy neutral building’). From studying the other principles in the 2018 document it can be concluded that designing for water resilience is also still a big part of the 2018 masterplan. The park will partially float on pontoons and proposed floating buildings have incorporated the tidal currents in their design.

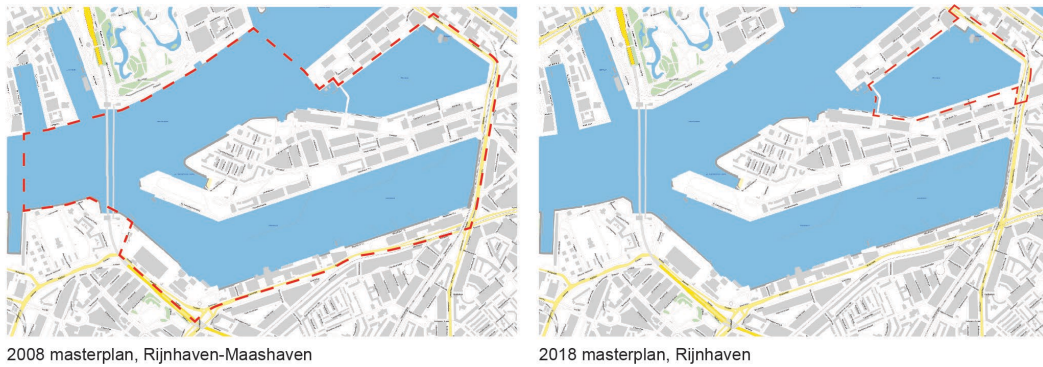
While the focus on the energy transition is evident throughout the whole 2018 document there is no mention of an energy cascade. Further investigation on this subject in related documents has also yielded no results. A possible explanation for the absence of the cascade could be the withdrawal of the industry from the area, as mentioned in the 2018 document. Therefore, there is no significant difference between the energy users in the neighborhood, canceling the possibility for an energy cascade.

Second, in both documents Rijnhaven was meant as an extension to the city core for densifying and adding to the building envelop. In the 2008 document, the Rijnhaven-Maashaven area of the masterplan covered both land and water. As was most common at the time, this densification could have also only taken place on land. The 2008 plan to build on water, specifically on tidal currents, was a result of the ambitions to use innovative energy- and water-based techniques. Contrastingly, the 2018 masterplan mostly covers a water surface (See figure 11). With the continuous ambition of expanding its building envelop, there is no other way than to build in/on water. Drafting a masterplan for this relatively limited area illustrates the perseverance of perceiving the water surface as additional building ground for the city and amplifies the desire to use innovative energy- and water-based techniques.

To conclude, the perspective 'Re-inventing delta technology' from the 2008 document does seem to have fully persevered with the following two comments:

- While the theme of innovation for sustainable energy is the same, the implementation techniques have changed.
- By reducing the redevelopment boundaries, the need for water-based innovation techniques is amplified.

Figure 11
Area masterplan Rijnhaven



Note. From Self-made

5.2. VOLUME & VALUE

Although the overall aim of the ‘Volume & Value’ perspective, from the 2008 document, was more directed towards other areas, Rijnhaven still played an important role in contributing to the port-city relationship. The strategies for this perspective were based on preserving and broadcasting the international reputation of the port. The area would become a hub for international companies for port-related business which had already been set in motion with the developments of the European China Centre and the House of Design. Having already started those developments before the publication of the 2008 masterplan (they resulted from the 2007 city vision plans) it seemed this strategy was off to a flying start. Nevertheless, the financial and economic crises in 2008 in the country put an end to that prosperous start.

In the 2018 masterplan there is an overall strong focus on the connectivity and inclusivity of all types of people. The intention for Rijnhaven is to extend the city’s urban core and add public space for all demographic groups within the city. The park would become home to an iconic new sculpture and the new buildings are designed to let Rijnhaven contribute to the Rotterdam skyline.

The focus on attracting various demographic groups and the iconicity of the area might seem similar to the intention for the area described in the perspective of the 2008 masterplan. However, there are big differences to be found in their reasoning. In the 2008 document, the strategies were aimed at increasing the international allure of the port. By appealing to a more international crowd, Rijnhaven could attract investors and business to the whole port area. In the newer 2018 document the correlation with attracting port-related businesses is lost. The inner city of Rotterdam is filled with iconic buildings. To be part of Rotterdam’s international identity this area must significantly contribute to that iconicity.

To conclude, the perspective Volume & Value has not persevered. In the newest document the iconicity is focused on aligning with the rest of the inner city rather than to attract investors or other international business to the area.

5.3. FLOATING COMMUNITIES

The 2008 document rebrands Rijnhaven into 'Show City', distinguishing it from its neighboring area Maashaven. The essence of the rebrand is for the water to become a stage for 'showing off'. It will house big events and other attractive facilities to draw the attention of people from all over the city. Though no real plans were set in stone they did specify some examples for those facilities, which were: restaurants, a floating park, a floating swimming pool, floating sport venues and a floating opera house.

The design for the 2018 masterplan, includes facilities like a floating restaurant with a swimming pool and floating parts of a park. Within a residential area, the floating constructions will house small to middle scale venues. The intention for the area is to add a space for leisure to the 'busy' city core.

The examples for floating structures are identical in both designs but the intention differs quite a lot. It changed from showing off to supporting the urban fabric of neighboring residential areas and the city at large. As a result, the scale of the floating venues decreases. The use of the "Show City" brand is discontinued.

To conclude, the perspective Floating Communities has found its way into the newest masterplan. Yet, the similar designs stem from different intentions resulting in smaller scale venues.

5.4. CROSSING BORDERS

In the 2008 document, the perspective ‘Crossing borders’ literally spells out what it is about: ‘crossing the borders between city and port’. After the port left the city, the connection between the two started to deteriorate. As mentioned in the description of the first plan, one of the main objectives was to re-connect port and city in a way that they are beneficial to each other once again. On a smaller scale, in Rijnhaven, this meant crossing the borders into the surrounding neighborhoods. New international port-related-businesses and public amenities in Rijnhaven would create jobs and internships for the neighboring areas, combining port business with city life.

While all the surrounding areas have followed successful development processes over time, the development of Rijnhaven fell behind. All port-related businesses have relocated outside the area. According to the 2018 document it created a void in the city, which needed to be utilized. Creating a more coherent urban fabric will enhance the image of the expansion of the (northern) inner city on the Southbank. Relinking the areas is done by ‘improving the living environment by adding a mix of facilities’.

Originally, in 2008, the idea was to use this former port area for white-color port-related business, combining it to the international aspirations of the city. The 2018 document focuses on local connections and a reconnection to the city center. There is no mention of a desire to attract international port-related business.

To conclude, the perspective of ‘Crossing borders’ between the port and the city was abandoned. Both documents cover a desire to re-link a derelict area with other areas. The new plan focuses on the link with the city rather than with the port.

5.5. SUSTAINABLE MOBILITY

The 2008 masterplan concluded that the area of Rijnhaven-Maashaven already had a reasonable connection to the public transport network on the eastside and lacked connections in the west. Further improvement of the overall accessibility would be solved in and over the water. The ‘instigator project’, ‘Rondje Rijnhaven’ would surround the water basin and upgrade the pedestrian walkways and an expansion of the public transport over water would cover the connection of the west side to the city’s public transport network.

Sustainable mobility also underlines a significant number of ambitions in the 2018 document. It can be traced back to the ambitions ‘High-density urban area’ and ‘for everyone’ and the perspectives ‘Compact’ and ‘Healthy’ (See appendix D and F). In the perspective ‘Compact’, a sub-header even explicitly states ‘Sustainable and healthy mobility’ for Rijnhaven. During the period between the two documents, the project ‘Rondje Rijnhaven’ was realized and a water taxi company was added to the public transport network (Watertaxirotterdam.nl). The 2018 document wants to build on its great success by adding a second ‘circle’ to the walkway over water.

Urban developments often create a need for improving surrounding mobility networks. The mobility network will have to support the increased movements to and in the area. In many cases, this also involves efforts to enhance the sustainability of those networks. Both masterplans had the intention of ‘linking’ the area to the inner city, adding to the need of overall improvement of the accessibility in the area. To conclude, the perspective of ‘sustainable mobility’ is partially realized and the masterplans 2018 builds further on these successes.

6. CONCLUSIONS

Summary of analyses

Through comparative analyses this thesis set out to answer the question:

Has the initial vision for the Rijnhaven redevelopment been incorporated in the newest plans?

The five perspectives from the initial masterplan 2008 were used as a framework to analyze the new, 2018, masterplan. The study found similarities and dissimilarities between the two documents. The conclusions for each perspective are summarized below.

The perspective '*Re-inventing delta technology*' from the 2008 document does seem to have fully persevered with the following two comments:

- While the theme of innovation for sustainable energy is the same, the implementation techniques have changed.
- By reducing the redevelopment boundaries, the need for water-based innovation techniques is amplified.

The perspective '*Volume & Value*' has not persevered. In the newest document the iconicity is focused on aligning with the rest of the inner city rather than to attract investors or other international business to the area.

The perspective '*Floating Communities*' has found its way into the newest masterplan. Yet, the similar designs stem from different intentions resulting in smaller scale venues.

The perspective of '*Crossing borders*' between the port and the city was abandoned. Both documents cover a desire to re-link a derelict area with other areas. The new plan focuses the link with the city rather than with the port.

The perspective of '*Sustainable mobility*' is partially realized and the masterplans 2018 builds further on these successes.

Conclusion

The answer to the research question 'Has the initial vision for the Rijnhaven redevelopment been incorporated in the newest plans?' cannot be answered with a direct yes or a no. Three of the five perspectives have persevered through time and will be realized. The remaining two perspectives have been completely abandoned. So, for the majority of the perspectives of the 2008 vision has persevered.

7. DISCUSSION

Those two abandoned perspectives both relate to the port-city relationship in Rijnhaven. At the time of drafting the 2008 masterplan, there were still port-related business active in the area. Rijnhaven and the port were still intertwined and they could still directly impact each other. Although direct port-business had to leave Rijnhaven, most strategies were still focused on improving the port and re-linking the port back to the inner-city image.

The most recent document, on the other hand, suggests it sees previous port-business as part of the area's historical context. Even though there is still port-business active in other parts of CityPorts, Rijnhaven seems to have put it in its past. Often using the phrase 'rough and raw identity' they refer to the remnants of the port activities. The strategies focus more on keeping those aesthetics than on creating an environment beneficial to the port. In Rijnhaven the port-city imagery is preserved while the link to the active port seems lost. Further study is needed to verify this presumption.

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9. APPENDIX

A. List of all used documents (and additional context) used regarding the development of Rijnhaven.

1991	Masterplan kop van Zuid <i>Masterplan of 'Kop van Zuid'</i>
2004	Havenplan 2020 <i>Port plan 2020</i>
2007	Stadsvisie Rotterdam 2030, ruimtelijke ontwikkelingsstrategie <i>City vision 2030, spatial development strategy</i>
2007/2008	Start financial crisis in Rotterdam
The following five documents are referred to as the Masterplan 2008:	
2008 may	CityPorts Rotterdam 1600 ha, creating on the edge <i>Stadshavens Rotterdam 1600 ha, Creating on the edge</i>
2008 okt	CityPorts Rotterdam 1600 ha, Uitvoeringsprogramma 2007 – 2015 <i>Stadshavens Rotterdam 1600ha, Implementation program 2007-2015</i>
2008	Maatschappelijke kosten-batenanalyse Stadshavens <i>Social cost-benefit analysis for 'CityPorts'</i>
2008	Duurzaam Stadshavens <i>Sustainable 'CityPorts'</i>
2009 jan	Concept gebiedsplan Rijnhaven-Maashaven <i>Concept area plan for Rijnhaven-Maashaven</i>
2011	Werk in uitvoering, tussenrapport <i>Projects in construction, interim report</i>
2011 Sept.	Structuurvisie, stadshavens Rotterdam <i>Structural vision, CityPorts Rotterdam</i>
2012	Completion of the Rijnhaven bridge
2013 concessie	Aanbestedingsleidraad deel 1, gebiedsontwikkeling rijnhaven, Tender, redevelopment Rijnahven
2015 may	Tender for the Rijnhaven area officially came to an end without the desired result.

Not clear what happened in this period regarding permanent urban redevelopment. However, the area was open for temporary development explorations that fit the previous area vision.

2018 Verkenning omgevingsvisie Rotterdam
Spatial vision exploration Rotterdam

2018 June Ambitiedocument Rijnhaven
Ambitions for Rijnhaven

2018 Concept Masterplan Rijnhaven
Concept for the Masterplan of Rijnhaven

2019 The public is asked for their opinion on the preliminary plans.

2021 First sketch design park made public.

2022 Urban design plan and zoning plan finalized.

B. Overview masterplan 2008, Self-made

Masterplan 2008

City

2007, City vision

2 goals

- 1 Creating attractive and high-quality living and working environments
- 2 Strengthening the economical structure of the port and city

13 VIP area's

of which two overlap with Stadshavens

Stadshavens

2008, Stadshavens Rotterdam 1600 ha

5 perspectives

- 1 Volume & value
- 2 Re-inventing delta-technology
- 3 Floating communities
- 4 Crossing borders
- 5 Sustainable mobility

4 Sub-areas

- | | |
|-------------------------|----------------------------|
| 1 Rijnhaven & Maashaven | 2 Merwehavens & Vierhavens |
| 3 Waalhaven & Eemhaven | 4 RDM-terrein & Heijplaat |

3 phases

now - 2015	2015 - 2025	2025 - 2040
------------	-------------	-------------

C. Overview masterplan 2008, taken from document

Stadshavens Rotterdam

Doelstellingen

- versterken van de economische concurrentiepositie
- verbeteren van het woon- en leefklimaat

Ambitie

- verbinden van stad en haven
- duurzame gebiedsontwikkeling
- internationale allure

Thema

- Stadshavens: creating on the edge

Randvoorwaarden

- Status aparte mbt publieke investeringen, procedures en regeldruk.
- Voorbeeldproject voor rijksagenda 'Kennis voor Klimaat' en 'Urgenda'
- Langjarig commitment met hogere overheden én met marktpartijen.
- Vraaggericht ontwikkelen
- Milieustrategie
- Bereikbaarheidsstrategie
- Investeringsstrategie

Strategieën / Perspectief matrix	Ambitie 2040
Re-inventing delta technology	<ul style="list-style-type: none"> • Bijdragen aan het maken van een klimaatbestendige delta • Stadshavens als kenniscentrum voor dé energiehub van EU • Wateropgave en energietransitie als uitdaging en kans voor international business
Volume & value	<ul style="list-style-type: none"> • Vernieuwing en intensivering haveneconomie, waaronder value added logistics • Stadshavens geeft de haven een nieuwe voorkant in de vorm van een internationaal vestigingsklimaat voor maritieme bedrijven
Crossing borders	<ul style="list-style-type: none"> • Verbinden van stad en haven: sociaal-economisch (nieuwe werkgelegenheid, onderwijs, stedelijke economie), ruimtelijk-cultureel (rivier en bekkens als openbare ruimte, haven als stedelijk decor).
Floating communities	<ul style="list-style-type: none"> • Unieke waterfrontontwikkeling in buitendijks stedelijk gebied door attractieve programmering van het water: een impuls voor de quality of life voor de hele stad
Sustainable mobility	<ul style="list-style-type: none"> • Bereikbare haven borgen en duurzaam maken slim door verkeersmanagement, nieuwe logistieke systemen en de inzet op meer modaliteiten voor goederenvervoer. • Bereikbare stad borgen en duurzaam maken door een sterke inzet op (hoogwaardig) OV gebruik, toename van fietsers en voetgangers

Koers 2025	Programma 2015
<ul style="list-style-type: none"> • Kenniscentrum en proeftuin met de focus op energie en water (mitigatie en adaptatie). • De vestigingslocatie voor bedrijven op het gebied van energietransitie en watermanagement • Ontwikkeling van nieuwe energiedragers (zoet-zout/koud-warmte/getijde/restwarmte ...) • Innovaties mbt waterveiligheid en stedelijk waterbeheer 	<ul style="list-style-type: none"> • Rotterdam Climate Institute • Energielevering door AVR, E-ON en KPN-centrale • Icoonprojecten nieuwe energiedragers • Keyplayers op het gebied van energie/deltatechnology op Parklane/Sluisjesdijk/Waalhavenboulevard • Icoonprojecten innovatieve waterkeringen en buitendijks bouwen • Norm voor duurzaamheid
<ul style="list-style-type: none"> • Maritieme diensten, technologie en pioniers • Nieuwe logistieke systemen • Groei Short Sea Hub • Nieuwe generatie distributiecentra en stukgoedoverslag op de juiste plek in het gebied (herordening). • Nieuwe maakindustrie en scheepsbouw 	<ul style="list-style-type: none"> • Schuifproces havenactiviteiten in volle gang • Short Sea Hub Eemhaven • Fruitport Waalhaven west • Transitie Waalhaven zuid tot meerlaags distripark • Dockworks en Port City • Waalhavenboulevard • Transformatie Sluisjesdijk • European China Centre (handel) • Maritieme industrie (jachtbouw) RDM-west • Maakindustrie RDM-oost
<ul style="list-style-type: none"> • Nieuwe coalities tussen stadswijken en havenconomie • Verbeteren toegankelijkheid door herinrichting grensgebieden stad-haven (placemaking) • Verbeteren verblijfskwaliteit: herinrichting kades, realisatie van nieuwe buitendijkse routes en garanderen van belangrijke zichtlijnen • Havengebieden als broedplaats voor nieuwe stedelijke economie (shopping, leisure, creatieve economie, maakindustrie met toegevoegde waarde) • Verbinden van nieuwe werkgelegenheid in Stadshavens aan de omliggende stadswijken • hergebruik cultureel erfgoed 	<ul style="list-style-type: none"> • Hergebruik voormalige havengebouwen/havenarchitectuur voor stedelijke pioniers (o.a. Quarantainerrein, Creative Factory) • Attractieve openbare ruimte: zichtlijnen, routes en kades • RDM Campus (onderwijs en bedrijven)- • Ontwikkeling Rijnhaven zuidzijde (Fenix loodsen en ECC) en Maashaven noordzijde (woningbouw). • Herontwikkeling Maashaven zuidzijde - oost (Van Creative Factory tot aan Meneba) • Vierhavenstrip + dakpark • Design & interieur Vierhavens/AvL/Hergebruik HaKa/Artpark • Langzaamverkeersbrug bij Pier 3 • Herontwikkeling Heijplaat • 'Micro krediet' voor startende en innoverende bedrijven
<ul style="list-style-type: none"> • Floating city: hergebruik van bekkens voor stedelijke programma (placemaking): tijdelijk, semipermanent en permanent op grootstedelijk-, stadsdeel- en lokaal niveau • Stadshavens als proeftuin voor drijvend bouwen • Uitgebreide mogelijkheden voor watersport en –recreatie 	<ul style="list-style-type: none"> • SS Rotterdam • Evenementen op het water (Hiswa, concerten in de Rijn-Maashaven) • Drijvende attracties onder andere in de Rijnhaven (theaterrestaurant, markten, park) • Woon-werkcombinaties op en aan het water (Heijplaat, Merwekwartier, Maashaven) • Recreatief drijvend programma Pier 3 (zwembad, strand, paviljoen) • Nieuw binnenvaartcentrum Heijsshaven • Privé-vervoer over water
<ul style="list-style-type: none"> • OV netwerk over water voor korte en langere afstanden (waterbussen, fastferry) • Meer goederenvervoer met binnenvaart • Vermindering emissies (schone vrachtwagens in het gebied) • Intern vervoerssysteem voor goederen. • 'Greenport shuttle' naar Ridderster. • Stadshavens aangesloten op HOV netwerk • LV netwerk op orde • Vernieuwde aansluiting N492 op de A15 • Verkenning en reservering nieuwe oeververbinding als onderdeel van het stedelijk netwerk 	<ul style="list-style-type: none"> • Waterbus haltes RDM, Katendrecht ea • Opwaardering metrostations Rijn- en Maashaven • Brug Rijnhaven ("Rondje Rijnhaven") • Parkeergarage Rijnhaven + promenadedek • Reconstructie Posthumalaan – Maashaven oost • Reconstructie Parklane (Vierhavensstraat) • Auto-ontsluiting RDM locatie • Herinrichting Waalhaven oost- en zuidzijde (Waalhavenboulevard) • Nieuwe aansluiting ECT richting A15 • Capaciteitsuitbreiding A15 • Uitbreiding Rail Service Station (WH zuid) • Verkeersmanagement • Stimuleringsfonds marktinitiatieven

6 PERSPECTIVES FOR THE CITY, 2018

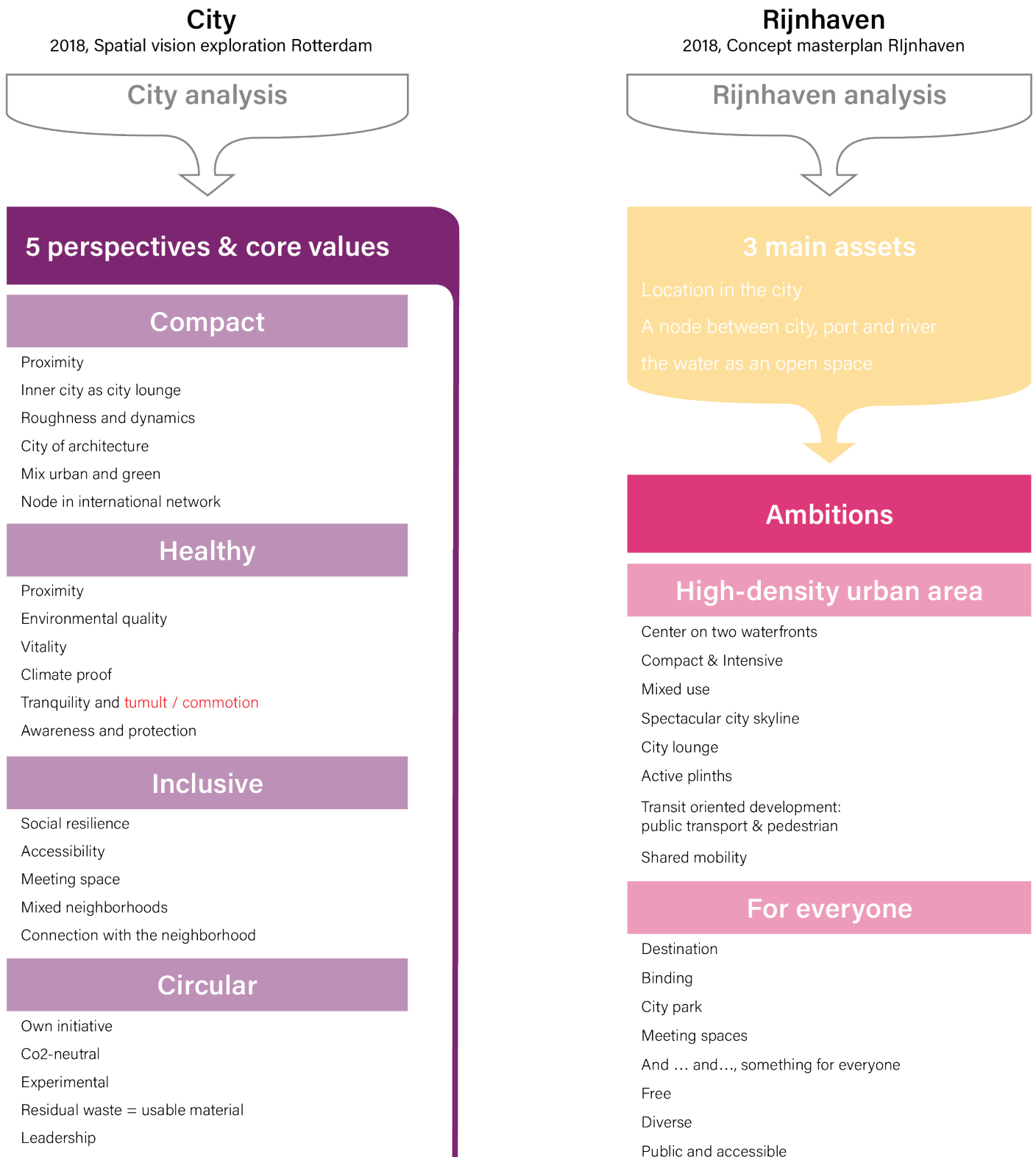
COMPACT	HEALTHY	INCLUSIVE	CIRCULAR	PRODUCTIVE
<i>Rotterdam, a compact and attractive city on the waterfront</i>	<i>Rotterdam facilitates healthy life in the city</i>	<i>Rotterdam provides space for interaction and participation</i>	<i>Rotterdam provides space for sustainable energy and recycling</i>	<i>Rotterdam provides space for the new economy</i>
Proximity	Proximity	Social resilience	Own initiative	Port city of the future
<i>A city with as many facilities as possible within walking and cycling distance.</i>	<i>Every resident has green, sports facilities and care (organized and unorganized) in their immediate vicinity</i>	<i>Everyone in Rotterdam is sufficiently self-reliant and prepared for future developments.</i>	<i>All Rotterdam residents are encouraged to take initiative to contribute to new circular solutions.</i>	<i>Rotterdam is traditionally a port city and we will build on that</i>
Inner city as city lounge	Environmental quality	Accessibility	Co2-neutral	Competitive and innovative
<i>The inner city will develop as a high quality space for interaction, leisure and culture.</i>	<i>In Rotterdam we strive for a high quality level of air, surface water and healthy soil.</i>	<i>It is possible for everyone to participate, develop skills and achieve personal growth.</i>	<i>Rotterdam will be CO2 neutral in the future. This will reduce our ecological footprint.</i>	<i>Rotterdam offers international talents and companies the competitive and innovative business climate they are looking for.</i>
Roughness and dynamics	Vitality	Meeting space	Experimental	Interaction
<i>The compact city will build in the unique character of Rotterdam: rough and dynamic.</i>	<i>In the city, people are suggested to move.</i>	<i>The design of the public space accommodates different needs and encourages interactions.</i>	<i>In Rotterdam there is a lot of room for experimentation. We learn from new approaches in order to come to new innovations.</i>	<i>Rotterdam has inspiring places for meet-ups and the exchange of knowledge.</i>

D. Overview of the perspectives for the city in 2018, own image

City of architecture	Climate proof	Mixed neighborhoods	Residual waste = usable material	Venturous
During the densification of the city, we pay attention to architectural quality and the cultural heritage value.	Rotterdam is prepared for changing precipitation and rising sea levels and temperatures.	We strive for socio-economically mixed neighborhoods with opportunities for a residential career in the neighborhood.	Waste no longer exists. We re-use residual materials, which means that fewer and fewer new raw materials are needed.	Creativity and entrepreneurship are combined and are given the space to grow in Rotterdam
Mix urban and green	Peace and commotion	Connection with the neighborhood	Leadership	Made in Rotterdam
The densification and greening of Rotterdam go hand in hand.	In Rotterdam, there is space for the hustle and bustle of the city but you can also enjoy peace and quiet, at home and outside.	Neighborhoods have their own identity, which ensures that people feel at home there. We want to build on that, both socially and physically.	Rotterdam demonstrates leadership by standing at the forefront of groundbreaking circular initiatives.	Rotterdam based companies are proud of their location and display it to the rest of the world.
Node in international network	Awareness and protection			Lifelong learning
Rotterdam is an attractive node in an international network of urban regions and ports.	The people of Rotterdam are aware of and, where necessary, are protected against health and safety risks in the physical environment			Rotterdam offers you a lifetime of inspiring and accessible learning bases workplaces to develop your talents and adapt to the '21st century skills'

E. Overview masterplan 2018, Self-made

Masterplan 2018



Productive

Port city of the future
Competitive and innovative
Interaction
Enterprising
Made in Rotterdam
Lifelong learning

Typical Rotterdam character

International port city
Delta city
Nautical & dynamic
Raw
Big in size and scale
Reconstruction
Skyline & High-rise
Old & New identity

For everyone

Floating & tide
Climate adaptation
Resilient city
Informative & educational
Flexible & adaptive
Swimming & beach

5 perspectives & core values

Compact

Rotterdam, a compact and attractive city on the waterfront

New land
Impressive skyline & pleasant city on eye-level
Sustainable and healthy mobility
Appropriate space for the car
Urban living
Mixed-use with added value

Healthy

Rotterdam facilitates healthy life in the city

The park as the main element
Encouraging exercise
Climate proof: floods and rainwater
More green and cool buildings against urban heat islands

Inclusive

Rotterdam provides space for interaction and participation

Inclusive mix-use
A park for everyone
Well connected to surrounding neighborhoods

Circular

Rotterdam provides space for sustainable energy and recycling

A circular city and circular design
Buildings provide their own energy supply (as much as possible)
Enhance nature in the city: focus on nature underwater

Productive

Rotterdam provides space for the new economy

Mixed environment
Room for (affordable) office space

+

Characteristic

Water as a central element
Bring back dynamics
Utilize cultural history and characteristics of the city
Ultimate mix of city, harbor and river

F. Overview of the perspectives for Rijnhaven in 2018, own image

6 PERSPECTIVES FOR RIJNAHVEN, 2018

COMPACT	HEALTHY	INCLUSIVE	CIRCULAR	PRODUCTIVE	CHARACTERISTIC
<i>Rotterdam, a compact and attractive city on the waterfront</i>	<i>Rotterdam facilitates healthy life in the city</i>	<i>Rotterdam provides space for interaction and participation</i>	<i>Rotterdam provides space for sustainable energy and recycling</i>	<i>Rotterdam provides space for the new economy</i>	
New land	The park as the main element	Inclusive mix-use	A circular city and circular design	Mixed environment	Water as main element
Impressive skyline & pleasant city on eye-level	Encouraging exercise	A park for everyone	Buildings provide their own energy supply (as much as possible)	Room for (affordable) office space	Bring back dynamics
Sustainable and healthy mobility	Climate proof: floods and rainwater	Well connected to surrounding neighborhoods	Enhance nature in the city: focus on nature underwater		Utilize cultural history and characteristics of the city
Appropriate space for the car	More green and cool buildings against urban heat islands				Ultimate mix of city, harbor and river
Urban living					
Mixed-use with added value					

G. Analysis Matrix, Self-made

Masterplan 2008 5 perspectives for Stadshavens	Masterplan 2008 Development strategies for Stadshavens and their implementation in Rijnhaven-Maashaven	Masterplan Rijnhaven 2018 Used info from the plan
Re-inventing delta technology	<p>Stadshavens</p> <ul style="list-style-type: none"> - A centre for knowledge and testing with a focus on energy and water (mitigation and adaptation) - The prime location for energy transition and water management businesses - Development of new energy sources. (fresh-salt water/cold-heat/tidal currents/residual heat...) - Innovations regarding water safety and metropolitan water management <p>Rijnhaven</p> <ul style="list-style-type: none"> - Main characteristic of sub-area Rijnhaven-Maashaven = a showcase of new delta technology - Example of an energy neutral urban development - Display innovative technology on the border of port and city <ul style="list-style-type: none"> → Energy cascade → Showcase for building climate-proof (water/flooding proof). 	<p>Rijnhaven ambitions</p> <p><i>Typical Rotterdam characteristic</i></p> <ul style="list-style-type: none"> - Increase and enhance core qualities of Rotterdam: Rough, innovative and international. The 'roughness of Rotterdam' and the water dynamics become the new identity of the area. <p>Robust</p> <ul style="list-style-type: none"> - Resilient: timeless, dynamic, flexible, and climate adaptive. - Climate adaptive building will become the standard. Increasing awareness for life in a dynamic delta with floating constructions. - In a 'robust way', the Rijnhaven will change the relationship between city and water. <p>City perspectives taking form in Rijnhaven</p> <p><i>Healthy</i></p> <ul style="list-style-type: none"> - Mention of wanting to add floating buildings and details on how they want to make the area flood proof. <p><i>Circular</i></p> <ul style="list-style-type: none"> - Rijnhaven will be added to the district heating network - Circularity will become an aspect to focus on during the following tenders. <ul style="list-style-type: none"> For instance by re-using building materials and limiting the use of full concrete. And promoting the idea of circular use within the buildings. - Buildings will supply their own energy demand as much as possible.
Volume & value	<p>Stadshavens</p> <ul style="list-style-type: none"> - Maritime services, technology and pioneers - New logistic systems - Growth of 'Short Sea Hub' - Next generation of distribution centres and general cargo transshipment in the right location in the area. (reorganization) - New manufacturing industry and shipbuilding <p>Rijnhaven</p> <ul style="list-style-type: none"> - Wilhelmina pier & Rijnhaven become icons for Rotterdam as an international port city <ul style="list-style-type: none"> → Hub for international companies regarding port-related issues → European China Centre & House of Design - Gateway to the port for investors 	<p>Rijnhaven ambitions</p> <p><i>High-density urban area</i></p> <ul style="list-style-type: none"> - Adding to the expansion of the urban core to the Southbank - <i>For everyone</i> - The reclamation of land creates space for additional buildings on the east side of the water: offices, dwellings and commercial spaces of all types. The area broadens and complements the existing building envelop of the surrounding areas <p><i>Typical Rotterdam characteristic</i></p> <ul style="list-style-type: none"> - Increase and enhance core qualities of Rotterdam: Rough, innovative and international. - The architecture and public space breathe the international port-city character of the city. <p>City perspectives taking form in Rijnhaven</p> <p><i>Compact</i></p> <ul style="list-style-type: none"> - Layout and height differences of the building are designed to implement Rijnhaven in the image of the skyline of Rotterdam. - 'Onder de drijvende functies is (ten minste) één iconisch gebouw of publiekstrekker, bijvoorbeeld een drijvend zwembad. Dit ligt centraal in de Rijnhaven en is gekoppeld aan de Havenpijler. <p><i>Inclusive</i></p> <ul style="list-style-type: none"> - The park offers space for small and middle size events
Crossing borders	<p>Stadshavens</p> <ul style="list-style-type: none"> - New coalitions between city districts and the port economy - Improving accessibility by redesigning the border areas between city and port (placemaking) - Improve quality of stay: refurbishment of quays, realization of new outer dike routes and retaining important sight lines. - Port areas as a breeding ground for a new economy (shopping, leisure, creative economy, manufacturing industry with added value) - Linking new employment opportunities in Stadshavens to surrounding areas - Reuse of cultural heritage 	<p>Rijnhaven ambitions</p> <p><i>High-density urban area</i></p> <ul style="list-style-type: none"> - Adding to the expansion of the urban core to the Southbank - The area will become a new link between surrounding alienated areas. - Focus on improving the living environment by adding a mix of facilities - <i>For everyone</i> - The reclamation of land creates space for additional buildings on the east side of the water: offices, dwellings and commercial spaces of all types. The area broadens and complements the existing building envelop of the surrounding areas. - Rijnhaven 'connects' and 'is accessible'.

	<p>Rijnhaven</p> <ul style="list-style-type: none"> - Linking new employment opportunities in Stadshavens to the surrounding areas ➔ Adjoining neighbourhoods profit from the bettered facilities plus job and internship opportunities ➔ Result: international companies also have a positive impact on their surroundings. - In Rijnhaven-Maashaven, new cultural facilities and sports venues will attract various audiences. - Adding and improving mobility connections to the city is key. 	<ul style="list-style-type: none"> - When the Rijnhaven is put back on the map for the locals, the same will happen for people from outside of the city. <i>Typical Rotterdam characteristic</i> - Increase and enhance core qualities of Rotterdam: Rough, innovative and international <p>City perspectives taking form in Rijnhaven</p> <p><i>Compact / Inclusive</i></p> <ul style="list-style-type: none"> - About adding value, for everyone, to the surrounding areas by adding facilities and housing and possibly education if analyses points out it can be of an added value.
Floating Communities	<p>Stadshavens</p> <ul style="list-style-type: none"> - Floating city: re-use of water basins for urban planning (placemaking): temporary, semi-permanent and permanent at metropolitan district and on local level. - Stadshavens, a testing ground for floating construction. - Extensive opportunities for water sports and recreation <p>Rijnhaven</p> <ul style="list-style-type: none"> - Main characteristic of sub-area Rijnhaven-Maashaven = a showcase of new delta technology. - Rebrand of Rijnhaven to 'Show City'. - Transform into stage, exhibiting public events and floating public facilities, like: restaurants, a floating park, a floating swimming pool, floating sport venues or a floating opera house. 	<p>Rijnhaven ambitions</p> <p><i>High-density urban area</i></p> <ul style="list-style-type: none"> - The Rijnhaven will become a space for living, working and leisure. The public park adds a special, characteristic and public space to the urban core, which was previously absent. <p><i>For everyone</i></p> <ul style="list-style-type: none"> - Rijnhaven will become a space for all demographic groups, where there is something by and for everyone - The reclamation of land creates space for additional buildings on the east side of the water: offices, dwellings and commercial spaces of all types. The area broadens and complements the existing building envelop of the surrounding areas. <p><i>Typical Rotterdam characteristic</i></p> <ul style="list-style-type: none"> - Increase and enhance core qualities of Rotterdam: Rough, innovative and international <p>City perspectives taking form in Rijnhaven</p> <p><i>Compact</i></p> <ul style="list-style-type: none"> - The building layout comes from the intention to create a unique identity for the neighbourhood. Instead of just expanding the surrounding neighbourhoods. - Also, the height differences in the buildings cause a 'bleacher effect' with the main orientation towards the water. <p><i>Healthy</i></p> <ul style="list-style-type: none"> - The water will house a various forms of recreation - Mention of adding an icon on the water, like a floating swimming pool. Which is a long-cherished wish of the people of Rotterdam.
Sustainable mobility	<p>Stadshavens</p> <ul style="list-style-type: none"> - Short- and long-distance public transport over water (waterbuses and ferry) - More cargo transport by inland waterways. - Reduction of emissions (Use of 'clean' trucks in the area) - Verminderende emissies (schone vrachtwagens in het gebied) - Internal transport system for goods - 'Greenport shuttle' to Ridderster. - Stadshavens connected to public transport network - LV network in order - Renewed connection of N492 to the highway A15 - Exploration and retention of the new cross-river connection as part of the urban network <p>Rijnhaven</p> <ul style="list-style-type: none"> - Short- and long-distance public transport over water (waterbuses and ferry) ➔ 'blue traffic' - Improve overall accessibility in the area and to its surroundings ➔ Improve quays ➔ Rijnhaven bridge 	<p>Rijnhaven ambitions</p> <p><i>High-density urban area</i></p> <ul style="list-style-type: none"> - Focus on pedestrians and cyclists. Space for cars reduced to a minimum. - The Rijnhaven will become a space for living, working and leisure <p><i>For everyone</i></p> <ul style="list-style-type: none"> - The Rijnhaven is extremely well connected to surrounding areas and the rest of the city via pathways for pedestrians and cyclists and public transport. <p>City perspectives taking form in Rijnhaven</p> <p><i>Compact</i></p> <ul style="list-style-type: none"> - Stimulating sustainable and 'healthy' mobility is leading for the entire development. They already go into quite some detail showcasing their sincere intention. - They 'mention' a desire to add public transport over water in the vicinity of the Rijnhaven subway station. - This focus will also lead to a decline in car-use. They want to decrease the use of the big street and turn it into an urban boulevard ➔ this helps with increasing the connectivity to the other side of the street <p><i>Healthy</i></p> <ul style="list-style-type: none"> - Rondje Rijnhaven will be extended with a second circle over the floating parts of the park - They often mention the importance of the connectivity to surrounding areas.