

# European 15

**An Introduction  
to the City of  
Rotterdam**





Colophon

European 15 Rotterdam  
Initiated by Stichting European NL  
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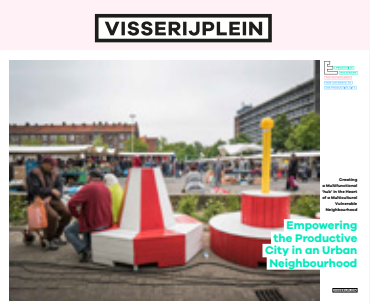
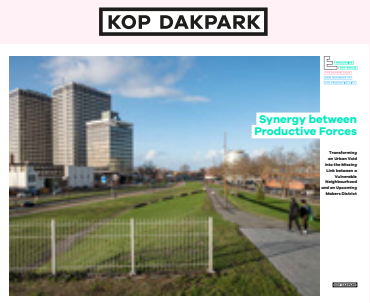
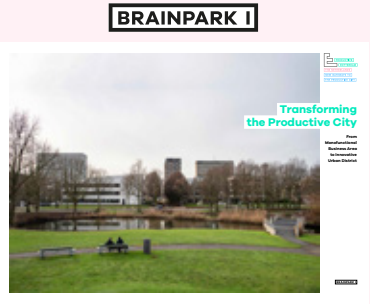
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European 15 Sites in Rotterdam (NL)

European NL, Rotterdam Architecture Institute (AIR) and the municipality of Rotterdam are proud to propose five locations for European 15. All five have been designated ‘high priority’ development sites by the municipality.



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# Rotterdam in a Nutshell

By Dutch standards, the municipality of Rotterdam is big in terms of both population (644,000) and surface area (320 km²). It is the second-biggest city in the Netherlands after Amsterdam. Rotterdam’s territory consists of some very different areas. Roughly speaking, there are four distinct types:

CORE URBAN AREA

The Rotterdam core area is a large, contiguously built-up zone that includes various districts located on the two opposite banks of the Nieuwe Maas: from Overschie to Beverwaard and from Pendrecht to Nesseland. The majority of the population lives in this part of the city. This area comprises distinctly different districts that have retained some individuality.

PORT AREA

The Port of Rotterdam covers a total area of 126 km² including 78 km² of land and 48 km² of water. The port’s total length is 42 km. It is a logistics and industrial complex that employs 175,000 people. The Port of Rotterdam aspires to be Europe’s most important port and industrial complex by 2030.

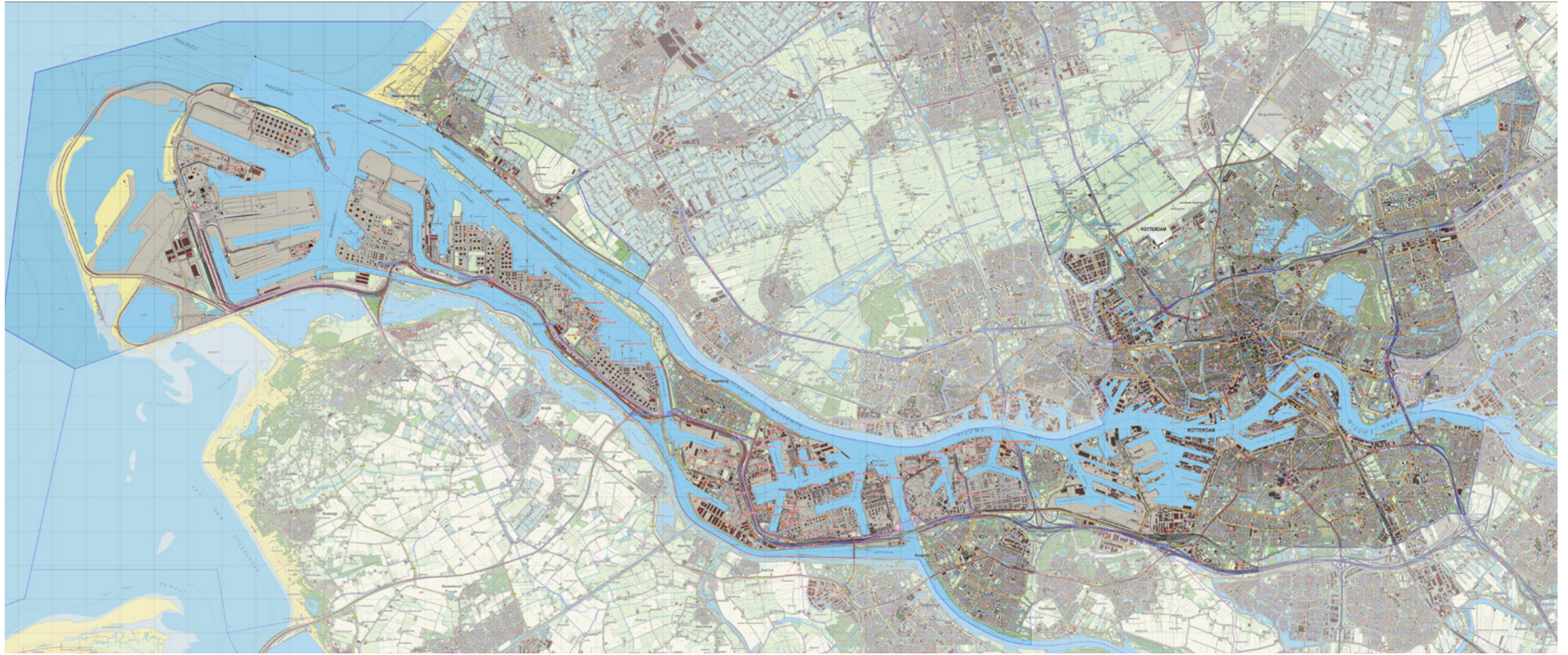
SEPARATE RESIDENTIAL AREAS

Rotterdam includes five residential areas that have retained their individuality by being separate from the rest of the city. Hoogvliet is a large residential area that, due to its peripheral location, is more than just a Rotterdam city district. The authentic, smaller areas Rozenburg, Heijplaat, Pernis and Hoek van Holland are also located in the territory of the City of Rotterdam. Areas such as these often face different challenges than the rest of the city. They are located close to the port and far from the city centre and depend on the facilities of surrounding, neighbouring municipalities. Residents here have strong ties with their own area.

SCENIC AREAS

Less well known are the scenic areas within the municipal boundaries. One third of Rotterdam consists of water, for example, which amounts to more than just the water in the port. There are some polders on the outskirts of the city and Rotterdam even includes a coastal strip with dunes. The city is located on the borders of the open polder landscape and the delta, with its large estuaries and polders.





### Topography of the municipality of Rotterdam

Source: Concept Omgevingsvisie Rotterdam

## History in a Nutshell

### CITY IN THE DELTA

Rotterdam would not be the same without its rivers. The city was built on the dam between the Rotte and the Nieuwe Maas. Thanks to the Nieuwe Waterweg – the stretch of water that connects Rotterdam to the North Sea – Rotterdam developed into an international sea port. For years, the Nieuwe Maas was a highway for inland shipping, a place where work was getting done. The city developed on two banks, its harbours separated by the river in between. When the port activity began to move west, this literally made room for transformation and densification in the middle of the city. As attractive residential locations sprouted along the Maas banks, the city centre began to span the river. During this period, waterfront development resulted in vibrant spots along the water and the river showed its recreational potential.



**MODERN CITY**

More than 75 years ago, the city centre of Rotterdam was erased by a bombardment during the Second World War. A post-war reconstruction plan was carried out according to then-modern principles with regard to the separation of functions: a spatial layout in quarters separated by boulevards with plenty of space for traffic. Today, modern post-war reconstruction buildings, such as the Groothandelsgebouw designed by architects Van Tijen and Maaskant, are listed monuments. Rotterdam’s new cultural heritage accommodates a town centre that reflects the individuality of the city. The post-war reconstruction buildings have shown themselves quite easily transformable. Many have been given new functions, but they have also been able to retain their special exteriors.



**Maashaven, 1908**

Source: Collectie Gemeentearchief Rotterdam



**City centre before the bombardment, 1939**

Source: Collectie Gemeentearchief Rotterdam



**City centre after the bombardment, 1953**

Source: Collectie Gemeentearchief Rotterdam



EXPERIMENT, MAKE ROOM, INSPIRE

Looking back, one might say that Rotterdam is a relatively young city that, more than other European cities, has been characterized by a desire for innovation. Generally speaking this has worked out all right, although infrastructural interventions and the post-war reconstruction after the Second World War have resulted in an ‘expanded’ city and, in some districts, to a high concentration of identical, small dwellings. Rotterdam wants to build on the valuable icons from previous construction periods – such as its canals, city streets, lanes, boulevards and parks – and on the innovative mindset that characterizes Rotterdam. Experimenting and making room are in the city’s DNA. By noticing and seizing opportunities, the inventive and enterprising people of Rotterdam have been very important to the growth and prosperity of the city. The grain elevators of the Nieuwe Maas silo, the Lijnbaan, the Van Nelle factory, the Maeslantkering, the water squares, the Erasmus Bridge, the kluswoningen (DIY renovations) and the Markthal are embodiments of audacious, unprecedented thinking that took place here and thus raised the city to the next level.

Important developments in Rotterdam

1854	Completion of Rose’s Water Project
1872	Completion of the Nieuwe Waterweg (New Waterway)
1880 – 1920	Population growth from 160,000 to 500,000
1945 – 1970	Post-war reconstruction, expansion of the port, construction of the underground railway
1970 – 2000	Suburbanization, restructuring, urban renewal
1996	Completion of the Erasmusbrug, start development of the Kop van Zuid
2000 – 2015	Rotterdam Cultural Capital (2001), densification of the city centre, introduction of the notion ‘city lounge’, Stadsvisie 2030 (Urban Vision 2030), start of the development of the Maasvlakte 2
2014	Completion of several iconic buildings, including De Rotterdam, the Markthal, Rotterdam Central Station



View on the Markthal, design by MVRDV

Photo: Ossip van Duivenbode



Calypso housing block in the city centre, design by Alsop Architects

Photo: Guido Pijper





### Aerial view on Rotterdam

Photo: Gerhard van Roon, Kunst en Vliegwerk



### Rotterdam Central Station, design by Team CS (Bentham Crouwel Architects, Meyer en Van Schooten and West 8), next tot the Groothandelsgebouw

Photo: Ossip van Duivenbode



### Façade of the Markthal, design by MVRDV

Photo: Ossip van Duivenbode



### Erasmusbrug, design by Ben van Berkel, and De Rotterdam, design by OMA

Photo: Iris van den Broek



# Trends and Transitions

**The challenges Rotterdam now faces are unlike earlier challenges. This is due to major social changes such as the energy transition, the growth of the city and digitization. Their impact on the physical living environment varies per challenge and is sometimes predictable, but as often is not.**

## NETWORK SOCIETY

Society is becoming more diverse. Individualization continues, but at the same time the need for connection grows. New, spontaneous social and economic networks of like-minded people that work together towards a common goal are emerging.

AGEING The proportional rise in the ageing population entails considerable spatial challenges and leads to different quality requirements in the living environment. This includes suitable housing and an accessible public space, but also neighbourhood facilities.

## DIGITAL TRANSITION

The increase in digital possibilities creates new business models and has a major impact on people's daily lives, the labour market and education. More and more, the people of Rotterdam provide information and use applications linked to it, such as mobility services. What is also important is that many jobs move from the port to the city as digitization allows remote access in many cases. The new work places are also more accessible by, for example, public transport.

## CIRCULARITY

Circular thinking and doing are on the rise. The underlying philosophy is that waste no longer exists and that cycles must be closed. As a result, fewer and fewer new resources are added to production chains. The development of the 3D printer accelerates this development.

## MOVING TO THE CITY

People and businesses are moving to attractive cities and regions throughout the world. Rotterdam has put itself on the map in recent years. In 2018 the city grew by more than 5,500 people. Rotterdam is popular with students and knowledge workers, but the competition with other major cities is strong.

## MOBILITY TRANSITION

The way people move around the city is changing. They walk and cycle more and increasingly use public transport. As mobility services improve, car ownership becomes less necessary. Both the exchange of goods and urban distribution are changing under the influence of technological developments. Spacious boulevards from the reconstruction period that were originally intended primarily for cars are now increasingly being used by cyclists and pedestrians as well as for greenery.

## CLIMATE CHANGE

Rotterdam is being confronted with the consequences of climate change. This requires a different mentality in water management. From green roofs to adapted sewer systems. For the temporary collection of rainwater during heavy showers, Rotterdam introduced the water square: visible water collection in an attractive outdoor space.

## ENERGY TRANSITION

Rotterdam is switching from fossil energy to sustainable energy. This has major consequences for both the city and the port, especially because the industrial complex in the port is currently largely powered by fossil fuels. But it also offers all kinds of opportunities.



Source: Concept Omgevingsvisie Rotterdam



**Benthemplein, realized water square, design by De Urbanisten**

Photo: Iris van den Broek

# Urban Strategy

**Rotterdam aspires to develop an integrated approach to the trends and transitions the city faces and the needs of its people. Although there is currently no integrated vision for Rotterdam (yet), strategic documents from the social, economic and physical domains that appeared in recent years have been developed in conjunction with each other.**

## RESILIENT CITY

In policy, a recurring starting point is that Rotterdam wants to be a resilient city: a city that is able to respond to external dynamics and use growth opportunities to improve. A resilient city continuously adapts to developments and not only recovers quickly after an incident, crisis or setback but also grows stronger in the process. The resilience of the economy and the people is essential to a delta and port city like Rotterdam.

## DENSIFICATION OF THE EXISTING CITY

More than a decade ago, Rotterdam published an important decision in its *Stadsvisie 2030* (Urban Vision 2030): 'To meet housing needs, Rotterdam will only build in existing urban areas.' This meant, among other things, that the number of people living in the city centre of Rotterdam had to double from 28,000 in 2007 to 56,000 in 2030. The decision to densify the existing city centre ten years ago has visibly resulted in a livelier centre and a more attractive city.

## PUBLIC SPACE AND WATER

Another important intention voiced in the *Stadsvisie 2030* was: 'Rotterdam will use the public space and the water challenge to accelerate the intended developments in the physical living environment.' Rotterdam's strategy for climate adaptation is now world-famous. And the attractive design of the public space has made Rotterdam safer, cleaner, greener and more sociable.



**Greening on the Maas quays**

Photo: Peter Schmidt

## NEW CHALLENGES

In 2016 the *Kaart van de stad* (Map of the City), complementary to the Urban Vision 2030, introduced new challenges, such as creating the spatial conditions for The Next Economy, monitoring the growth of the city, raising the quality of the city streets and making the Delta landscape more lively, attractive and natural. These new challenges are also included in the *Concept Omgevingsvisie Rotterdam* (Concept Environmental Strategy Rotterdam), not public yet. In addition, several subjects have become urgent in recent years, such as:

## THE ENERGY TRANSITION

This issue has been on the agenda for some time, but the sense of urgency has increased considerably. The subject topped the agenda of the *Voortgangsrapportage 2017 Havenvisie 2030* (Progress Report 2017 Port Vision 2030). An ambitious commitment to the energy transition can energize other policy objectives, such as the restructuring of residential areas, the renewal of the economy and an increase in employment opportunities.

## THE INTERACTION BETWEEN GROWTH AND ACCESSIBILITY

By 2040, Rotterdam plans to have realized 50,000 new dwellings (*Woonvisie*, Housing Vision). The focus is on differentiated living environments and on high-quality, adaptable dwellings of different sizes and prices. The growth of the city is also an important starting point for the *Stedelijk Verkeersplan Rotterdam 2030* (Urban Traffic Plan Rotterdam 2030). It describes how Rotterdam is working towards a better balance between motorists, cyclists, pedestrians and public transport users in a densifying city. The focus on a coherent development of public transport and urbanization near public transport is a regional challenge as well. The *Meerjarenprogramma Infrastructuur, Ruimte en Transport* (MIRT, Long-range Programme Infrastructure, Space and Transport), which investigates the accessibility of Rotterdam and The Hague, has laid the foundation for agreements at the regional level.

## INCLUSIVENESS

The exploratory report *Ruimte voor een Stad in Balans* (Room for a City in Balance) mapped knowledge about participation and encounter in the Rotterdam neighbourhoods and identified prospects for action in the physical domain that can contribute to participating and encounter.

## DIGITIZATION

Digitization is an inevitable development. In recent years, the municipality's active commitment to digitization has increasingly been used as an opportunity to achieve urban ambitions. Consider how digital mobility services and traffic information systems are increasingly conditions for an accessible and attractively densified city – with fewer cars in the public space – and how crucial digitization is to the energy transition, for example to the development of smart grids that cleverly match the supply and demand of electricity. Digitization goes hand in hand with the modernization of the municipal organization. In addition to better and more efficient services, this also involves enabling self-organization in the city, allowing the people of Rotterdam to work towards the better functioning of their city.



# Hub in an International Network

## MARITIME CAPITAL OF EUROPE

Since 2017, Rotterdam and the so-called Drecht cities around Dordrecht jointly present themselves as the Maritime Capital of Europe to bring the exceptional logistic and urban qualities of this region to the fore. The collaboration is now committed to further renew and strengthen its maritime sector and the industrial complex in the region – for example by connecting the various sectors, such as logistics, offshore, shipbuilding and maritime business services. The aim is to improve the business climate in the region. Mainport Rotterdam is a strong combination of ‘Global Hub’ and ‘Europe’s Industrial Cluster’, both leaders in efficiency and sustainability.

Good hinterland connections remain crucial for the competitiveness of a port for both existing and new markets. Rotterdam has good hinterland connections via inland shipping, pipelines, road and rail. To continue to facilitate and stimulate economic growth, it is necessary for all parties to make efforts to improve the quality of the port as a place of business. The port also has to be made more accessible and the network less vulnerable. In addition, pipelines require more (policy) attention. This modality can play an important part in support of the energy transition. In addition to hard infrastructure projects a better use of the existing infrastructure – partly through digitization – will create possibilities and opportunities.

## RANDSTAD METROPOLIS

To Rotterdam, the scale of the Randstad and its connection with the surrounding Rhine-Ruhr and Brussels-Antwerp urban networks are all-important. The Northern and Southern Randstad and Brainport Eindhoven are working together on a spatial-economic development strategy (REOS) aimed at strengthening this Dutch core area. Good connections are crucial to the proper functioning of the metropolitan network. Rotterdam is on the high-speed train line, well-connected to Schiphol on the one hand and to Antwerp and Brussels on the other. The fast international rail connections to the Rhine-Ruhr area still need work.

## METROPOLITAN REGION ROTTERDAM – THE HAGUE (MRDH)

The cities Rotterdam and The Hague are central to the MRDH. The MRDH includes Directorates of Transport Authority and of Economic Business Climate and is a public partnership at the regional scale. At this level, the challenge is to get the labour market, the transport market and the housing market to increasingly function as a single whole. The people of Rotterdam will have access to the jobs available in this region and vice versa. The accessibility of the port by public transport still needs attention. In addition to participating in MRDH, Rotterdam positions itself on the ‘knowledge axis’ Leiden, The Hague, Delft and Rotterdam. The collaborations between universities on this axis are increasingly intensive. A coherent public transport network is crucial to both developments. In addition, this is the relevant level for economic renewal. The Hague, Rotterdam and the MRDH are jointly developing a *Roadmap Next Economy*. A joint strategy for a metropolitan green corridor is also being developed at this level. Strengthening this green structure is crucial to the economic business climate.



**Aerial view on the Netherlands by night**

Source: Concept Omgevingsvisie Rotterdam

# Productive Rotterdam

## WORKING-CLASS CITY

Rotterdam has a reputation of being a working-class city. However, the ratio of the proportions of lower, middle and highly educated people in the city is changing drastically and now more in line with that of other large Dutch cities. The percentage of highly educated people in Rotterdam is rising rapidly, even faster than the Dutch average, and that of lower educated people is therefore decreasing. In 2013 approximately 38 per cent of the working population held a HBO (professional) or WO (academic) Master's degree. In addition to manual labourers, Rotterdam houses more and more brain workers. The Cambridge Innovation Centre listed the number of highly educated people in and close to Rotterdam as one of the qualities that led it to select Rotterdam as the seat of its first European branch. Of students living in Rotterdam, 42 per cent follow an MBO (vocational) course, 32 per cent follow a HBO course and 26 per cent follow a WO course. Compared with the rest of Zuid-Holland and the Netherlands, the percentage of students enrolled in a scientific study programme has risen rapidly and is high, whereas the number of MBO students is decreasing. Rotterdam is thus following the same path as other major cities and perpetuating the trend that the city is (quickly) making up its educational arrears.

Besides the changing education level of the working population, the labour market shows another important trend. The number of employees on permanent contracts has been declining for years. There are growing numbers of self-employed and flex workers (temporary contracts). These groups are very different. Approximately 16 per cent of the working population in Rotterdam is self-employed. About 12 per cent of the self-employed have no personnel, a total of 32,500 people in Rotterdam. In general (83 per cent), self-employed people indicate that they are not self-employed perforce. Some 17 per cent are looking for permanent employment. Approximately 22 per cent of the active working population in Rotterdam has a flexible employment contract; this amounts to 59,600 people. In the 2007 to 2011 period, the circulation of flex workers into permanent employment was lower in Rotterdam than in the rest of the Netherlands. In Rotterdam, a larger percentage of people were out of work compared to the other large cities and the rest of the Netherlands. About half the flex workers have been looking for permanent employment.

The changes in the working population and labour market come with a different use of the city and therefore change demand. The supply of jobs as well as the supply of housing and facilities will have to be adapted to the changing urban population. Opportunities lie in bringing together education, research and business activities as is being done in the so-called Innovation Dock (RDM Heijplaat). Providing space for successful companies to grow is also an important factor in facilitating companies that bring jobs for highly and lower educated people.

## LIVE-WORK CITY

The image of Rotterdam is that of a working city. For a long time, outsiders did not associate the city with attractive living. Rotterdam was an 'escalator city': a city in which you stepped on the foot of the escalator and, in the family-forming stage, stepped off again to move to one of the surrounding regional municipalities. But times are changing,

and changing fast. Increasing numbers of people are moving to Rotterdam, investments are visible across the city and the price-quality ratio of housing is particularly favourable and this makes Rotterdam an increasingly popular place to live. Various housing projects face numbers of interested parties that exceed the number of dwellings to be realized many times over. In short, Rotterdam is on the way up.

This is confirmed by the growing satisfaction among people who live in Rotterdam. The city's perceived family-friendliness has increased by 14 per cent in just four years. In the same period, the number of positive opinions on the city's greenery rose by 10 per cent. Almost three quarters of the people who live in Rotterdam are proud of their city, a 10 per cent increase in two years, and only 12 per cent would rather live elsewhere. No less than 86 per cent of people are happy with their current housing situation.

This increased popularity and rising enjoyment of residence means that the city will continue to grow in the coming years. The population is expected to increase by another 50,000 people by 2030. Rotterdam will then house about 694,000 people. It is striking that more and more highly educated people are living in the city, although there are not enough jobs for them. These are people that work elsewhere and deliberately choose Rotterdam as their place of residence.

The changing composition of the population (more highly educated people, more brain workers and more people without a permanent employment contract) also brings new challenges to the city. A much larger and more varied group of people is looking for a private sector rental property. Especially in the € 700 to €1,000 per month segment, there is a latent need. Demand is increasing in the middle and upper market segments and in the owner-occupier and rental sectors. Due to the variety in the group of middle and higher incomes and highly educated people, there is a need for different forms of housing. These include student housing, large studios, child-friendly apartments, dwellings for the elderly that facilitate health care and single-family dwellings.

## THE NEXT ECONOMY

The Next Economy implies a renewal of economic sectors that are already anchored in the Rotterdam region. In many respects, the removal of borders is an important characteristic. Boundaries are blurred between living, working and recreation; people can work anywhere and at any time. Crossovers between economic sectors and economic clusters defy classic sector divisions. Internationally operating companies and local companies stand side by side and mutually influence one another, creating local buzz and global pipelines. The difference between the production sector and the service sector becomes less apparent; navigation technology specialist TomTom not only provides a product, but also sells services for the proper use of that product. Alternative forms of public and private investment, sharing and collaboration, such as cooperatives and collectives, also arise.

These developments lead to the removal of spatial borders as well. Residential areas will also become work areas and work areas will also become residential areas. The Next Economy creates a paradox: digitization makes many activities more footloose, independent of a specific place, but at the same time places where people can meet each other in person become more important. There is a high demand for spaces in which encounter takes place in a comfortable, spontaneous and relaxed way, for so-called interaction environments.



**STRENGTHENING THE INNER CITY’S INTERACTION ENVIRONMENTS**

The strengthening of interaction environments is one of the most important challenges of The Next Economy. It includes creating attractive public spaces, workplaces and buildings as well as creating the right mix of functions. In recent years, Rotterdam has been investing in a very mixed interaction environment of international allure in the city centre, under the title City Lounge. The public space has been improved in many places and the balance between working, shopping and living is getting better and better. An increasingly interconnected metropolitan interaction environment is gradually emerging. Three areas of great economic importance that are quite separate as yet could make valuable contributions to the greater whole: the Erasmus Medical Centre, Rotterdam Central District and Erasmus University Rotterdam. Better connecting these economic engines to the rest of the interaction environment will add mass as well as some unique components to the mix.

**FOCUS ON THE BEST POSSIBLE MIX**

The specific mix in an area, for example between local, international, large, small, service and innovative companies, determines the character of a location and its potential and appeal to other companies. In a number of Rotterdam areas, choices have to be made as to which mix is maximally or minimally advisable.

In Merwe-Vierhavens, there is a demand for space for both housing and (innovative) companies. The challenge is to further balance this mix. In Rotterdam Central District, the focus is on both opportunities for companies that depend on low rents and on the accommodation of international companies (local and global) as well as on adding housing. Rotterdam’s solid educational corner stone, the Erasmus University, needs buttressing up with businesses and housing; international player the Erasmus Medical Centre needs to connect with local entrepreneurs, housing and local greenery.

**STRENGTHENING ECOSYSTEMS**

The transformation that many of the strong sectors in the city will undergo in the coming years will have a major impact on the network: the ecosystem of which companies are part. An optimally functioning economic sector comprises a large number of elements. It is not only the companies that are of interest, but so are knowledge institutions, R&D parties, places for meeting and exchange, customers, physical and virtual accessibility and so on. This requires a different approach to and a different way of looking at the city. It requires asking what companies need to function optimally as well as asking how the economic ecosystem works of which they are part. Knowledge, of the needs and strengths of the system, of missing links and of weak parts as well as rough diamonds, is essential to make interventions that enrich the system and make it more vital. In Rotterdam all the ingredients for a successful mix are present, but in some places the city still suffers a lack of cohesion, collaboration, spatial connections, meeting spaces and so on. This presents an important urban challenge.

**ROOM FOR CROSSOVERS**

Encouraging and facilitating cross-fertilization between economic sectors (crossovers) creates important development opportunities. The development of a Coolport is an example. Products that must remain at constant temperatures during transport are

stored and transhipped here. These not only include food, but also sensitive electronics. The link with the port’s smart logistics machine is essential.

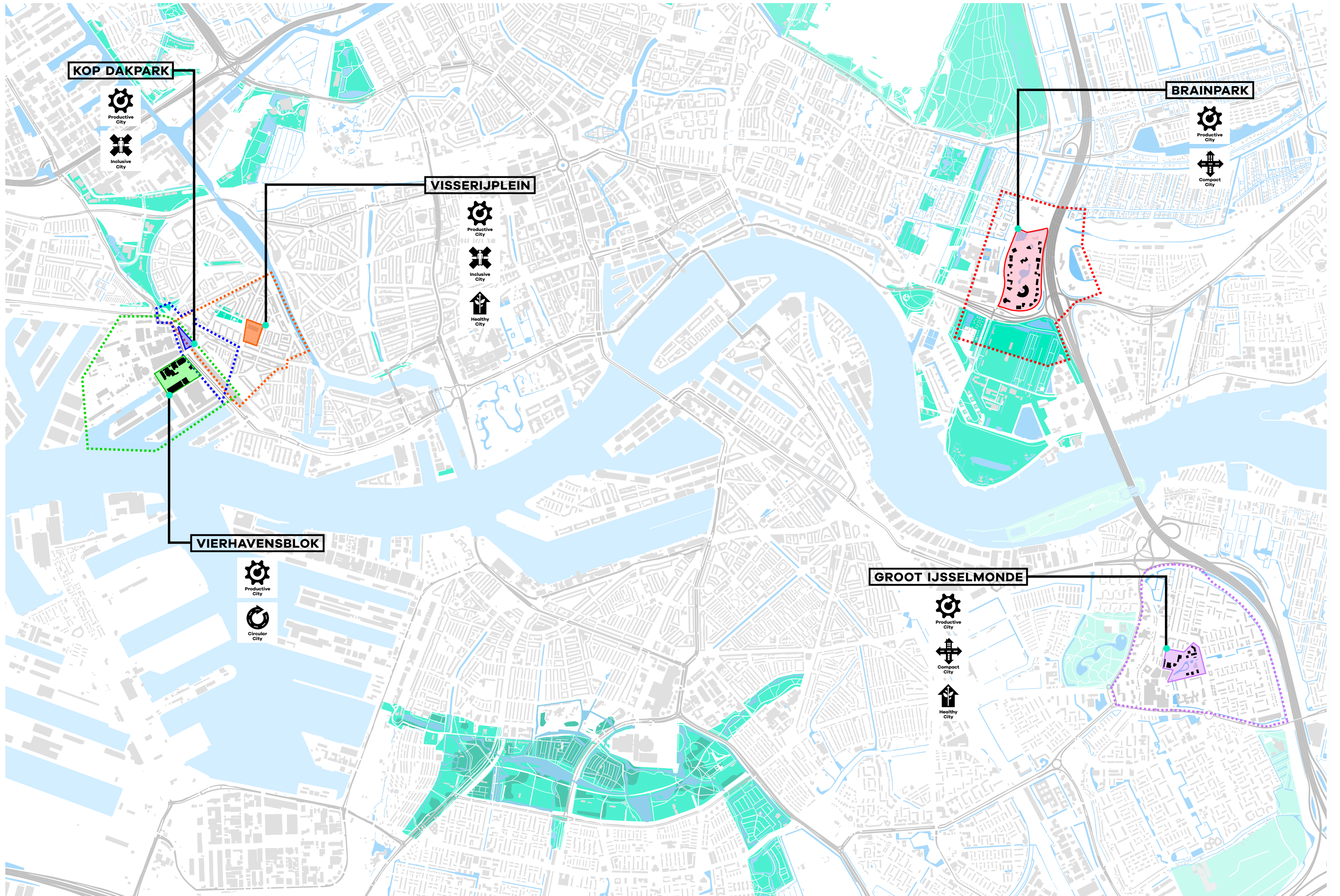
The municipality has an extremely important part to play in The Next Economy, but it is a different part than before. New initiatives are pushing the boundaries. On the one hand, governments are expected to be flexible in dropping or amending rules and keeping their distance, while on the other hand there are specific challenges that the municipality is expected to meet. In addition to physical investments, its focus should be on network building, knowledge sharing and mediation between sectors or, for example, between financiers and start-ups.

**PRESERVING WORK SPACES**

In strategies for mixing functions at the city level, the preservation of sufficient urban work spaces is a point of special interest. After all, developers of mixed live-work areas often find it is more financially attractive to transform work space into living space than the other way around. However, the unilateral transformation from business accommodation to housing can eventually lead to a shortage in the market for business accommodation, a market that is already quite small according to Rotterdam’s recent municipal monitor. The supply of office premises is still considerable.

A shortage of business accommodation in the city can hinder local economic growth; this is at odds with the city’s economic ambitions. After all, in the coalition agreement, the incumbent city council has set the goal of ensuring that Rotterdam will structurally performs better than the Dutch average in terms of economic growth and job growth. Preserving (space for) employment in the city is also a socioeconomic goal; as the population of the city grows, so does the need for employment. When developing a strategy for mixing functions at the city level, it is therefore important to preserve sufficient business accommodation in the city. This can be achieved both by preserving or protecting work spaces in the transformation of work locations and by adding business accommodation in the existing city or in the development of new city districts.





KOP DAKPARK



VISSERIJPLEIN



VIERHAVENSBLOK



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Owner Leef de stad

RECOMMENDED READS

Rotterdam in Facts & Figures

[www.rotterdam.incijfers.nl](http://www.rotterdam.incijfers.nl)

In this database you can compile statistics related to several policy domains on the scale of the city, a district or a neighbourhood.

[www.wijkprofiel.rotterdam.nl](http://www.wijkprofiel.rotterdam.nl)

The Wijkprofiel (Neighbourhood Profile) shows how the 14 areas and 71 districts are doing socially, physically and in terms of security. The scores are based on measurable facts and figures and the experience of the citizens of Rotterdam: their vote counts for 50 percent.

Relevant policy documents

URBAN PLANNING

Omgevingsvisie Rotterdam (Environmental Strategy)

An introduction on the radical renewal of spatial policy in the Netherlands and how the City of Rotterdam is developing its own Omgevingsvisie (Environmental Strategy) according to this new Omgevingswet (Environmental Act). Note: The first version of this Omgevingsvisie is not public yet.

Kaart van de Stad (Map of the City)

A future exploration of (new) spatial development opportunities of the City of Rotterdam. (PDF, published 2016)

Stadsvisie 2030 (Urban Vision 2030)

Spatial development strategy of the City of Rotterdam. (PDF, published 2007)

HOUSING

Woonvisie 2030 (Housing Vision)

Housing development strategy of the City of Rotterdam. (PDF, published 2016)

ECONOMY

Voortgangsrapportage 2017 Havenvisie 2030 (Progress Report 2017 Port Vision 2030)

Update of the Havenvisie 2030, published in 2011. (PDF, published 2017)

Roadmap Next Economy Metropoolregio Rotterdam-Den Haag

Shared ambition of 23 municipalities in the metropolitan region Rotterdam-The Hague to improve the next economy. (PDF, published 2016)

MOBILITY

Meerjarenprogramma Infrastructuur, Ruimte en Transport (MIRT, Long-range Programme Infrastructure, Space and Transport)

Annual update of the national mobility strategy. (PDF, Dutch only, published 2019)

Stedelijk verkeersplan Rotterdam 2030 (Urban Traffic Plan Rotterdam 2030)

Mobility strategy of the City of Rotterdam. (PDF, Dutch only, published 2017)

OTHER RELEVANT INFORMATION

Het Verhaal van de Stad (The Story of the City)

What will the future of Rotterdam and its inhabitants look like in 2037? The answers of 9,000 Rotterdammers to this question are published online and in a downloadable PDF.

Ruimte voor een Stad in Balans (Space for a City in Balance)

An exploratory report mapping knowledge about participation and encounter in the Rotterdam neighbourhoods and identifying prospects for action in the physical domain that can contribute to participating and encounter.

Read more about European 15

- **Online platform** with more information about the five sites in Rotterdam (NL) and weekly updates providing insight information
- **Competition Rules European 15**



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