

A large, leafy tree in a park setting with people sitting on the grass. The tree is the central focus, with its thick trunk and dense green foliage. In the background, other trees and a clear blue sky are visible. In the foreground, a group of people, including a child in a white dress and a person in a wheelchair, are sitting on the grass. The text "Care Rotterdam, ECLAS EXCURSION 19-09-2026" is overlaid on the image in white, bold, sans-serif font.

Care Rotterdam, ECLAS EXCURSION 19-09-2026



Na lunch opsplitsen in 2 groepen

13.50 **Track 1** waterbus naar Kinderdijk

13.15 **Track 2** fietsexcursie

Dakpark, Merwe4Haven, Keilehave sponstuin, Het Park, Zochoer en mogelijk museumpark, Rijnhaven

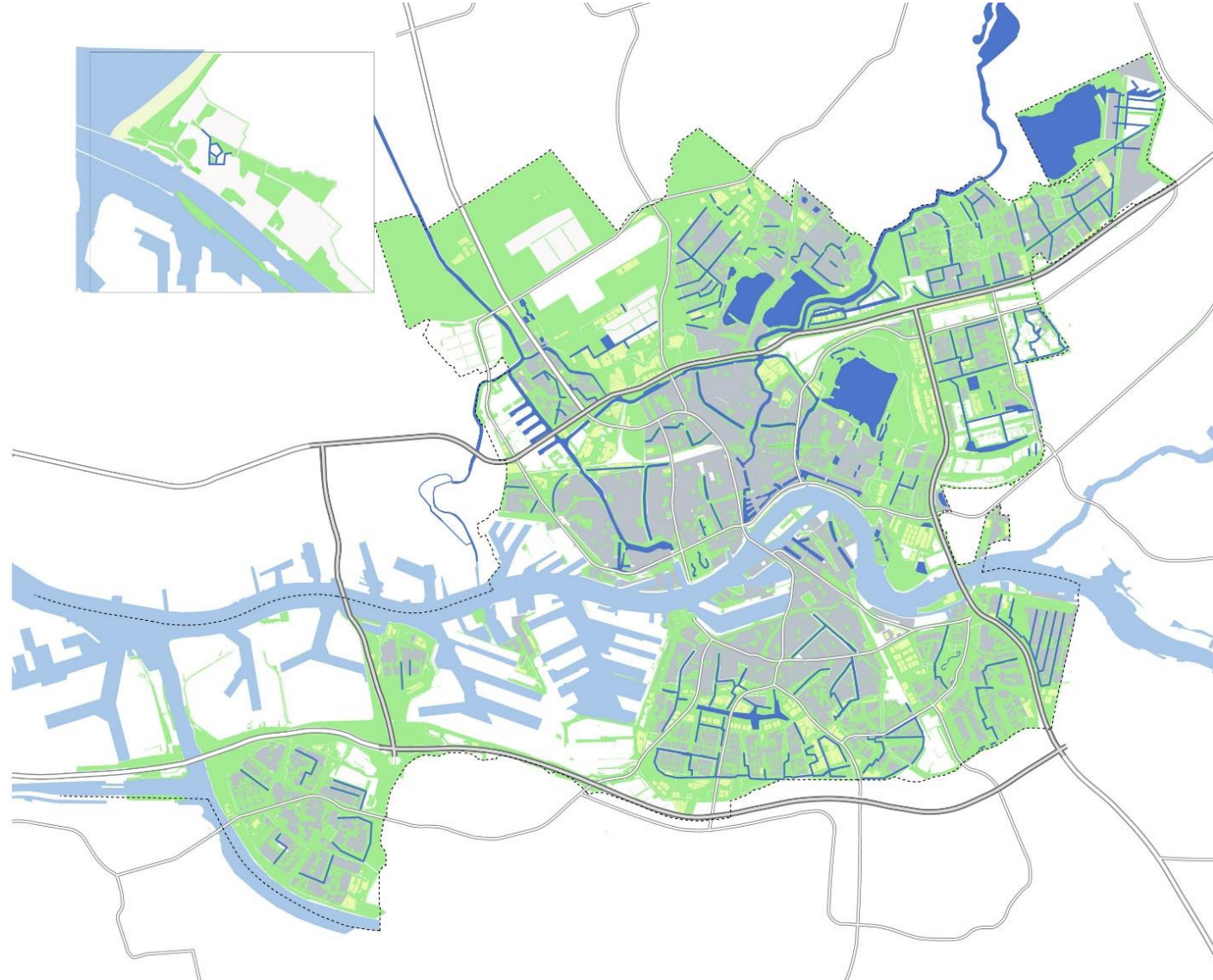
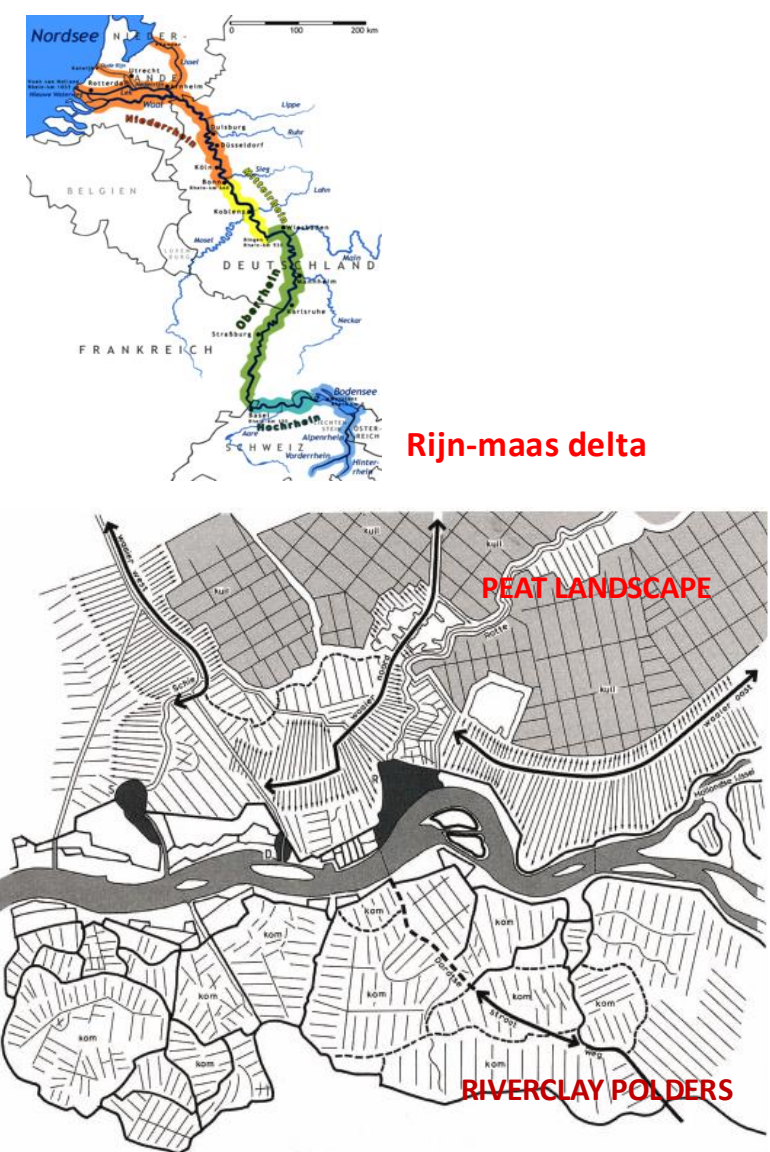
16.20 return bicycles at Zwaan bikes Weena 705.

PLEASE NOTE: per bicycle VALID ID GELD + 50 EURO DEPOSIT OR CREDITCARDNUMBER

PROGRAM

- | | |
|---------------------|---|
| 9.00 - 9.15 | Rotterdam Central Station via Weena to Hofplein (next to lobby Hilton) |
| 9.15 - 9.25 | Short Introduction Rotterdam Annemieke Fontein |
| 9.25 - 9.55 | Presentation Iris van der Lee project manager Hofplein |
| 9.55 - 10.10 | Hofplein under construction, buiding site |
| 10.10. - 10.20 | walking via Schiekade, Heer van Bokelweg, to Benthemplein |
| 10.20 - 10.35 | Benthemplein 1 ^e water square van Rotterdam (world), |
| 10.35 - 10.40 | walking naar SOHO raingarden |
| 10.40 - 10.50 | Raingarden |
| 10.50 - 12.00 | via Luchtsingel, terug naar Hofplein, Coolsingel, kruiskade, |
| 11.05 | Schouwburgplein , |
| 11.15 | via Korte lijnbaan, Stadhuisplein, |
| 11.20 | hoek Coolsingel plan west 8, Meent , uitleg stadstraten |
| 11.30 | Meent oplopen via Westerwagenstraat, bruggetje naar |
| 11.40 | Grote Kerkplein / Laurenskerk |
| 11.50 | direction Binnenrotte to the end |
| 11.55 | Binnenrotte , dam in Rotte, Station Blaak/Markthal (all building periods of Rotterdam Laurenskerk-Bibliotheek, Kubuswoningen, station Blaak en Markthal. |
| 12.05 - 12.15 | via Markthal to backside, |
| 12.15 - 12.30 | via Hang,(surfgolven), Maritiem museum, Leuvehaven naar Erasmusbrug |
| 12.30 - 13.15/13.30 | lunch bij koopvaardij monument en Piet Ouddolf plantvakken, aan voet van Erasmus brug |

DELTALANDSCAPE AND URBANISATION



Extensive network of singels and waterways

Rotterdam and its watersystem

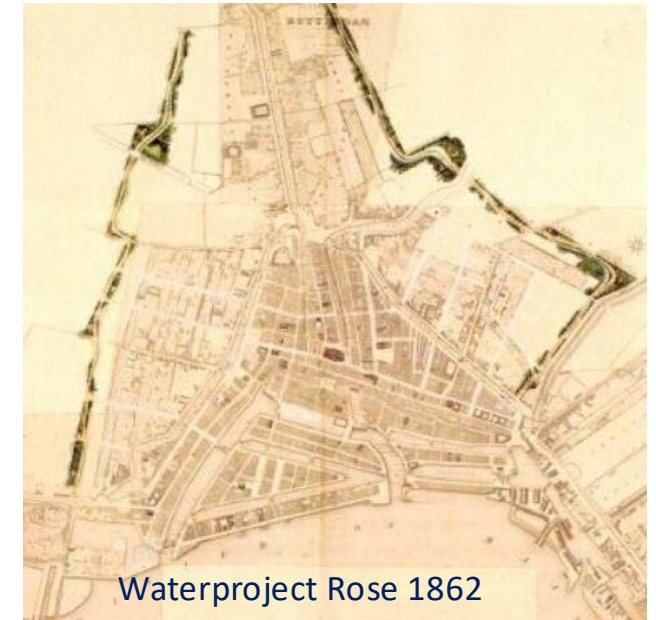
Rotterdam's location in the Rhine–Meuse delta has always shaped the relationship between the river, the port and the city. Today, Rotterdam is an international city and an important economic gateway between Europe and the rest of the world. Ever since the Nieuwe Waterweg was constructed in the 19th century – effectively creating a navigable channel to the North Sea – large ships have been entering and leaving the port. The ships of the Holland America Line also carried generations of emigrants overseas.

The port has played a major role in shaping Rotterdam's remarkably diverse population, with more than 170 nationalities represented in the city.

Rotterdam originated around 1100 at a dam in the small peat river Rotte. Its location in the delta, combined with a landscape of peat meadows to the north and clay-and-peat polders to the south, has always required sophisticated water management. The soft, subsiding soil makes managing water an essential part of the city's development.

Since the 19th century, Rotterdam has developed an extensive network of canals and waterways that has helped shape the urban form. What is particularly interesting about this system is that it combines practical water management with spatial and recreational qualities. The canals helped regulate water levels and drainage and, at a time when open sewers made urban hygiene a major problem, also improved public health. At the same time, they created attractive public spaces and green walking routes.

This combination of water management, urban design and public space is typically Dutch, but Rotterdam has developed a particularly strong tradition in this field. The city's waterways have repeatedly been used not only to solve technical challenges, but also to create attractive and liveable urban environments.



Wester singel

2005 Start van 2^e generation waterprojects

In 2005, following the Water Biennale, the city developed **Water Plan 2**. This marked the beginning of a new generation of water projects, as it became clear that the existing system was no longer sufficient to cope with the effects of climate change: increasingly intense rainfall, rising sea levels, changing river discharges and groundwater issues.

It was clear that simply improving drainage, separating rainwater from the sewer system and creating additional waterways would not be enough. Together with external experts, including De Urbanisten and several engineering firms, the city began exploring new approaches to water storage and climate adaptation.

This led to the development of **Van Benthemplein**, designed in 2011 by Florian Boer and Marco Vermeulen. Once again, the key principle was multiple use. Rainwater from roofs and streets is disconnected from the sewer system and collected in a series of basins, where it is temporarily stored. The water is then gradually released through evaporation, infiltration into the soil and discharge into the canal system.

When the basins are dry, they become public spaces for sports, recreation and events. The water square attracted international attention and became an important showcase for Rotterdam's approach to climate adaptation and multifunctional public space.

At the same time, the pumps and maintenance required for the square proved relatively demanding. Over the years, the approach has therefore evolved towards simpler and more robust solutions: easier-to-maintain water squares, underground storage crates, more swales and permeable surfaces, and – perhaps most importantly – significantly less paving throughout the city.

Every year, around 40 kilometers of sewer infrastructure are replaced in Rotterdam. In the past, this usually meant simply renewing the sewer. Today, these investments are increasingly combined with a complete redesign of the street, creating wider pavements, more space for pedestrians and considerably more greenery.

This is also a process in which residents and businesses are closely involved. Individual property owners can contribute to climate adaptation by reducing paving in their gardens and on their premises, and by creating green façades and small planting areas along the street.



ONZE 6 THEMA'S



Neerslag



Overstroming



Hitte



Droogte

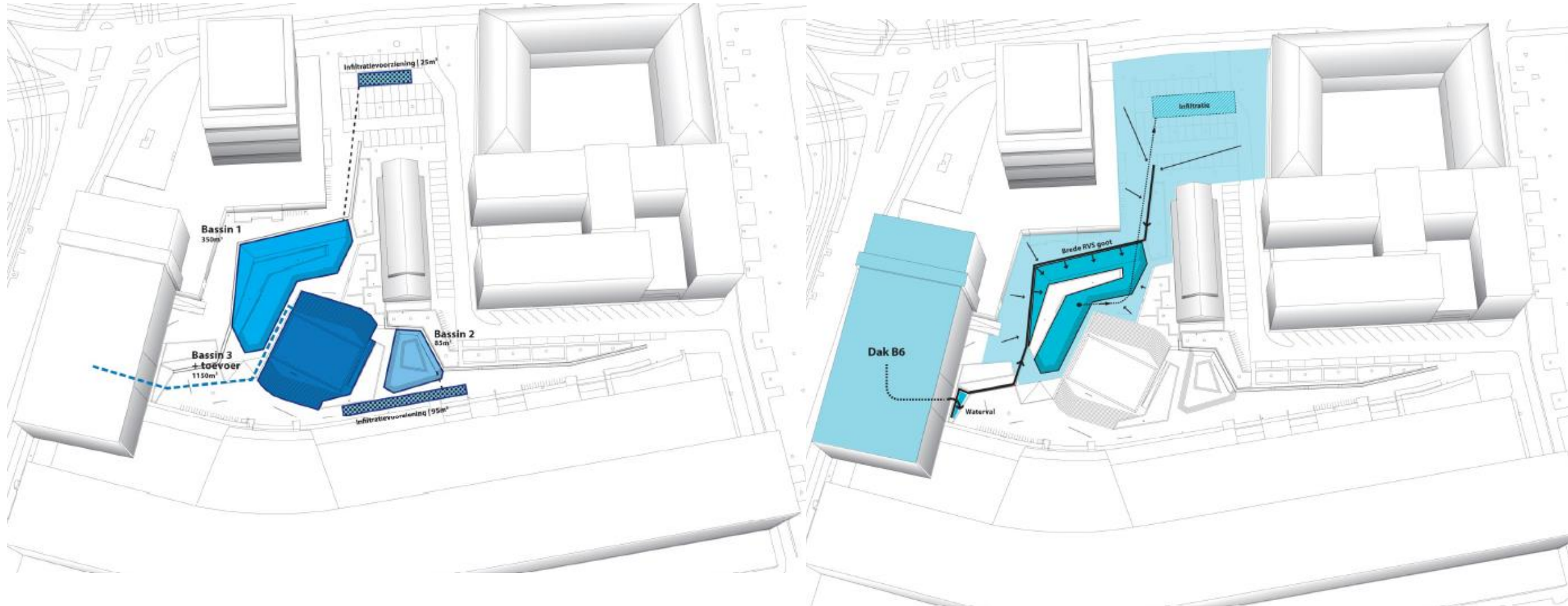


Grondwater



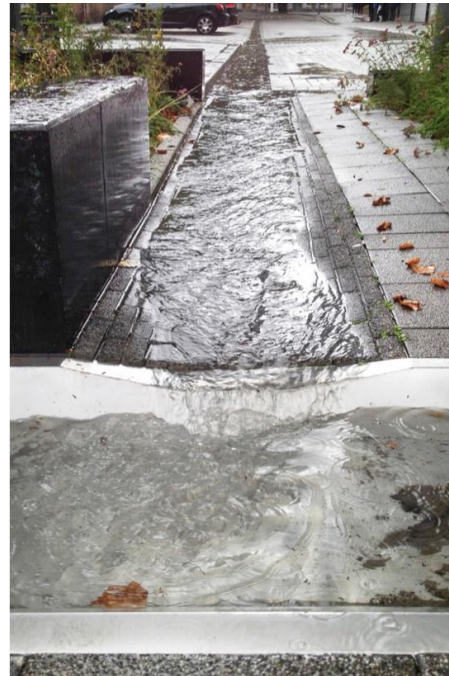
Bodemdaling

Dubbel use of space, water storage, sport and play, stay and green



DE URBANISTEN

Totaal 1700 m³ Berging



Start van 2^e generatie waterprojecten : Regentuin



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Public Space Inner city programme 2010- 2018

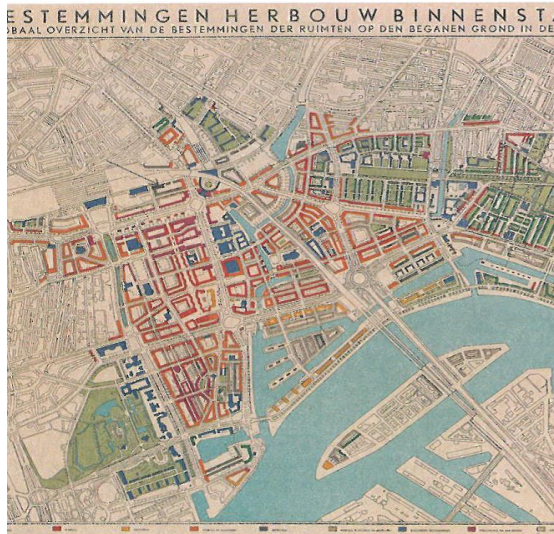


The more attractive a city is, the more people will visit and stay and linger (Jan Gehl)

Reconstruction City center 1945-1995



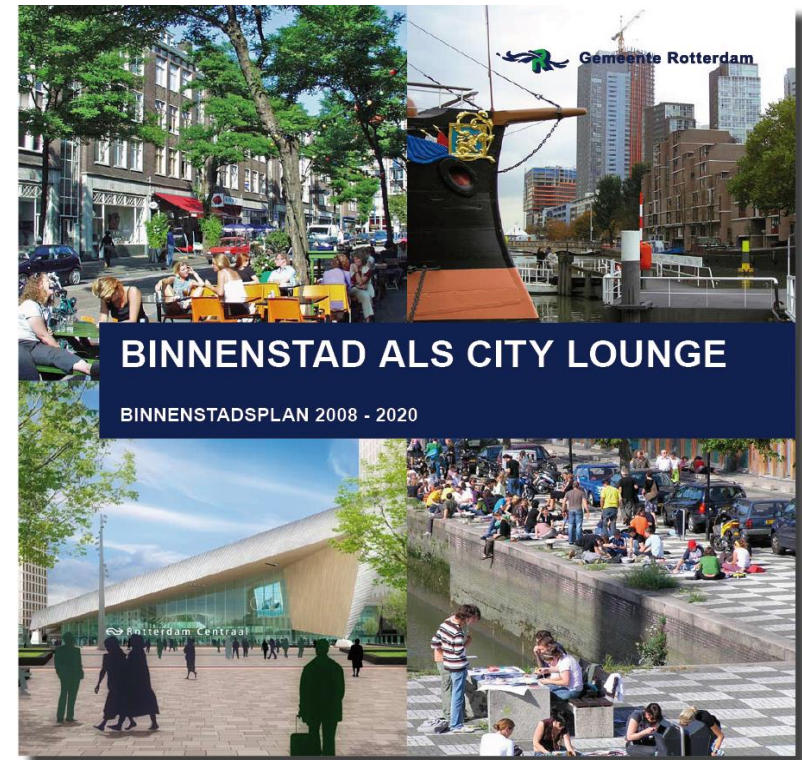
Inner city after bombing and the fires



Modern inner city : offices - shops – boulevards



'60 ties : car invasion



2008 City lounge; to stay, have fun and meet.

Rotterdam City Centre



Vision document: Connected City

Although Rotterdam's traditional port and working-class economy had increasingly shifted towards a service-based economy by the end of the 1990s, this transformation was not reflected in the city's demographic profile. Many middle- and high-income residents left the city, while students often moved elsewhere after graduating. A healthy city needs a balanced population in terms of income, education, age and background. Rotterdam challenge was its so called Citylounge concept: provide housing for different income groups, create a richer mix of urban activities and make the city centre more attractive. This was not straightforward. The reconstruction of the city centre, which had been almost completely destroyed by the bombing and subsequent fires of 1940, had only recently been completed. Inspired by the modernist city centres of the post-war period, the reconstruction was based on a strict separation of living, working and recreation, combined with easy access by car. To better understand what needed to change, Jan Gehl Office was commissioned to carry out a detailed, evidence-based analysis of the city centre. The entire area was examined through observations, counts and interviews. Walking routes, benches, active ground floors, shaded areas, greenery, advertising and many other aspects of the public realm were carefully documented.

- The analysis resulted in four main priorities:
- An attractive network of streets and squares
- An international city connected to the river
- Higher spatial quality and less visual clutter
- More greenery

These priorities may seem obvious today, but at the time Rotterdam was still strongly dominated by the car. Wide boulevards and difficult pedestrian crossings were common. The traffic counts on Coolsingel, the city's central boulevard, were particularly revealing. Over the course of a year, they showed that approximately 10,000 cars travelled along the boulevard each day, while more than 30,000 pedestrians had difficulty crossing it. The analysis also showed that the heart of the city became almost deserted around 6 p.m. Shops closed, and there were few other activities or destinations to keep people in the city centre after working hours. These findings led to the '**Connected City Centre**' (**Verbonden Binnenstad**) programme, implemented between 2010 and 2014. Remarkably, around €150 million was invested in the programme while the global economy was still struggling with the financial crisis.

The first areas to be tackled were Kruidkade and Meent. An essential part of the Gehl approach was reducing the number of parked cars in the streets, which initially met with considerable resistance from shopkeepers. For the grey, stony and rather impoverished shopping streets, we introduced the concept of "**city streets**": removing the parked cars on one side of the street, creating wider pavements with space for people to stop and sit, park their bicycles, and adding more greenery.

Binnenwegplein



Meent urban street

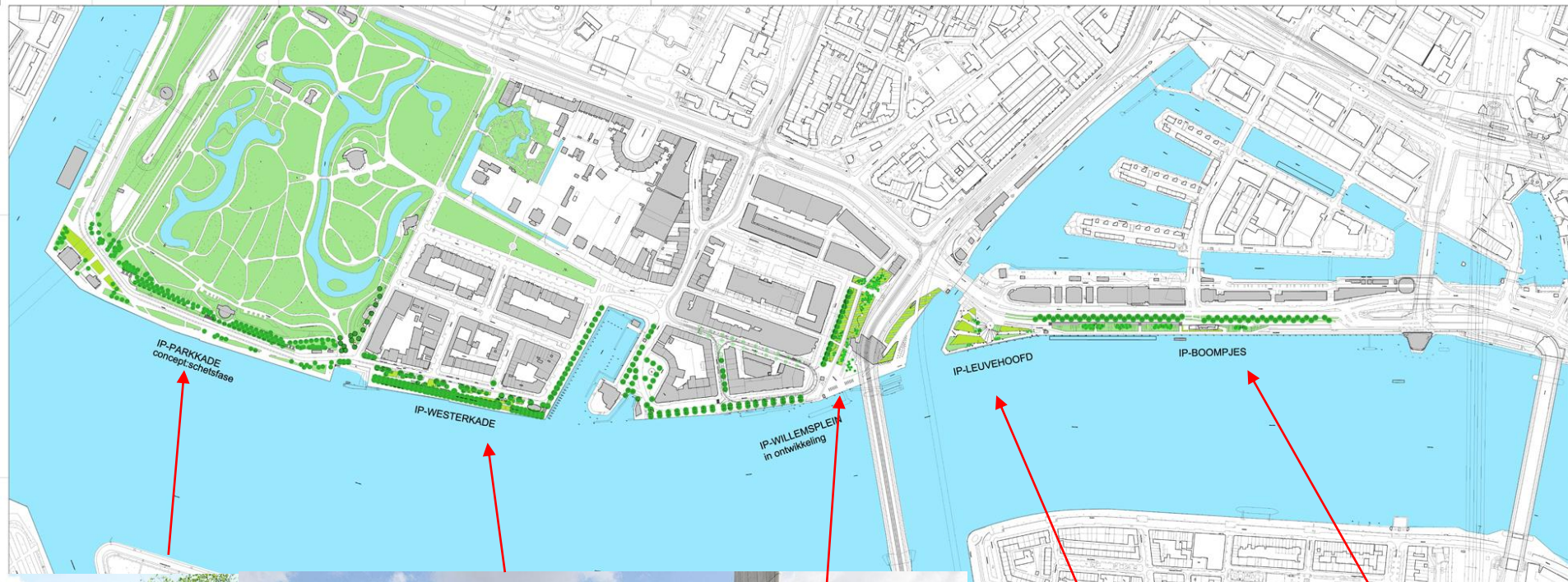


Grote kerkplein





Attractive green quays for leisure



Parkkade

Westerkade

Willemsplein

Leuvehoofd

Boompjeskade



Restoring the Relationship with the River



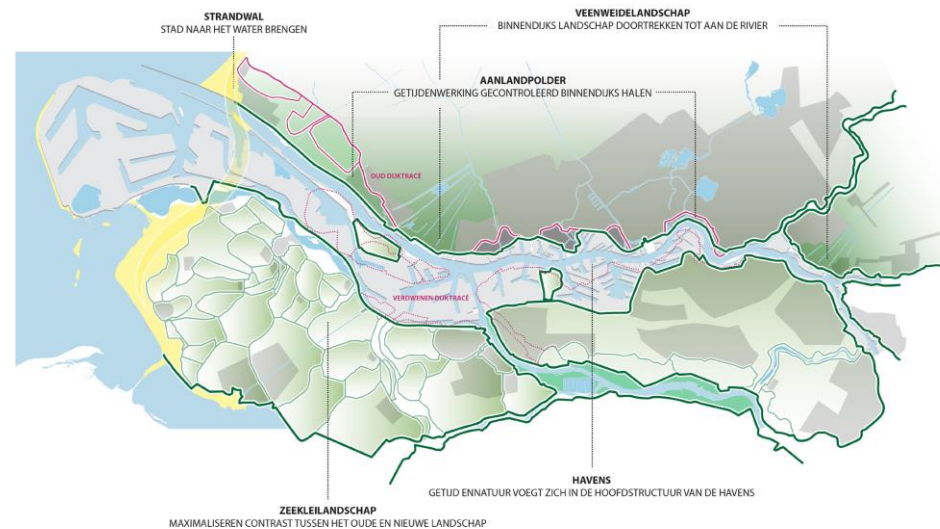
Westerkade from parkinglot to park

The first public spaces in Rotterdam were the quays. However, during the post-war reconstruction, the city centre initially developed mainly away from the river, and the riverfront gradually became dominated by car parking and neglected residual spaces. As part of the 2010–2014 City Centre Programme, a plan was first developed to make the quays more accessible and attractive. Over a period of approximately ten years, the quays throughout the city centre were gradually transformed. At the same time, awareness grew of the river itself and of its recreational, ecological and functional potential. This included experiencing the tides, developing tidal nature, and exploring opportunities for living in and on the river. Soon, in addition to the municipality, the water authorities, WWF, the national government and the province became involved, working together to develop solutions such as foreshore zones and tidal channels to improve water safety and address the challenges of sea-level rise.

Reconnecting with the River

De Rivier als getijdenpark

Groeidocument 2





Eiland van Brieneoord, tidal river



Nassauhaven drijvend bouwen



Getijde park Keile haven

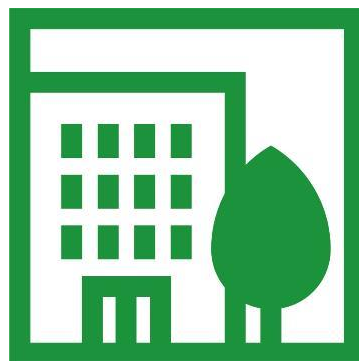
Greening Rotterdam

Attractive city for living and working
Rest, recreation, physical activity
Heat stress & flooding
Real estate value



Daken

Publiek
Privaat



Werklocaties

Bedrijventerreinen
Kantoren- en
winkellocaties
Havengebieden



Openbare ruimte

Inrichtings- en
onderhoudsplannen
Icoonprojecten



Dichtbij huis

Bewoners
Schoolpleinen



Greening the city

- Since 2018, Rotterdam has also had an intensive **Green Programme**, more green and improving the quality of public spaces at all scales. This ranges from greenery close to people's homes, where residents are involved in greening façades, streets and small squares, to large-scale projects such as the city-wide transformation projects. During each municipal executive term, approximately **20 hectares of new green space** are added.
- In 2025, the municipality adopted the ambition document "**Green Water City 2050.**" Based on the WHO standard of **50 hectares of green space per inhabitant**, the document translates this ambition into targets for both the quantity and quality of green space, addressing the needs of residents, climate adaptation and biodiversity—from streets and squares to parks and regional green areas. By 2050, Rotterdam aims to increase its green space by approximately **1,000 hectares**.

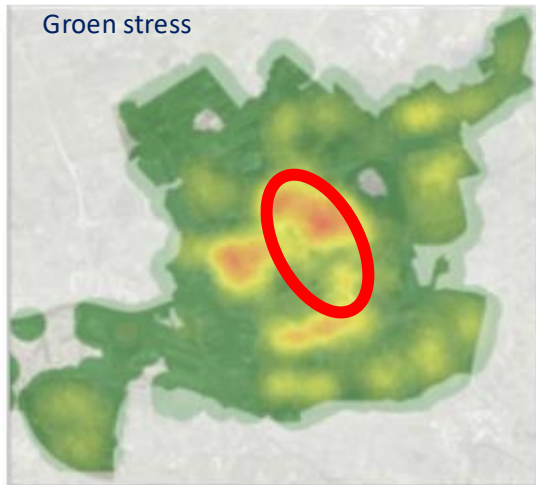
8 Stadsprojecten



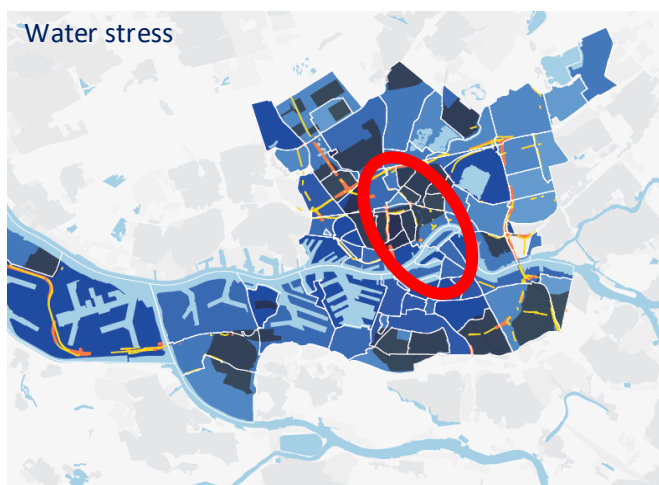
Densification



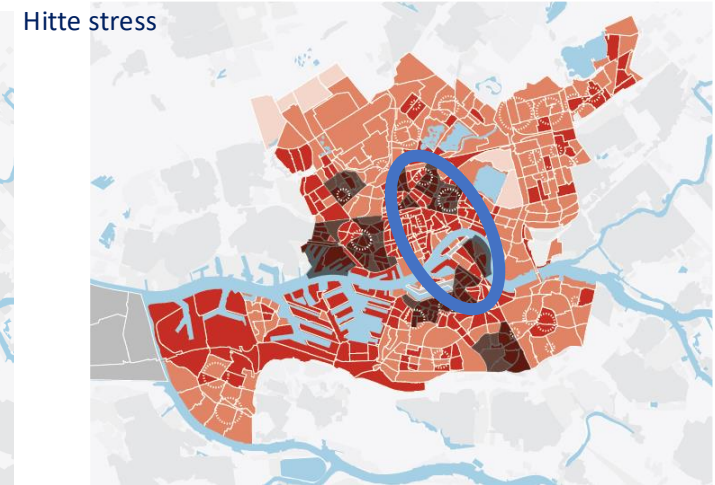
mobiliteits transitie



Most people live in places with the least greenery



Flooding in paved urban neighborhoods/



Inner city and surrounding high temperature

Between 2015 and 2020, the results of these investments began to show. Rotterdam became increasingly attractive to residents and visitors and even topped one international ranking of the best cities to visit. Middle- and high-income residents were choosing to stay in Rotterdam or move back to the city – even some Amsterdammers! At the same time, Rotterdam was facing a new generation of urban challenges. Some, such as climate adaptation, had been on the agenda for years. Others were becoming increasingly urgent: the need to build around 50,000 new homes towards 2050, the rapid transformation of mobility through shared transport and delivery services, and the continued growth of cycling in a city that had traditionally been dominated by cars. There were also major challenges related to the energy transition, public health and declining biodiversity. As the population grew and the city became denser, while outdoor activities increased dramatically, pressure on public space continued to rise. The city government therefore called for a series of **‘breakthrough projects’** that could address several challenges at once through integrated design and investment. This led to **The Big 5**, which soon expanded into **Seven Major Urban Projects**. Many of these projects are located along a central axis through the city, where several challenges come together: water management, heat stress, urban densification and a shortage of green space.

Interestingly, the projects were developed just before the COVID-19 pandemic. Rather than putting them on hold, the city government decided to continue with the plans as a form of **counter-cyclical investment** – *never waste a good crisis*. The projects were seen not only as investments in the quality of the city, but also as an economic stimulus, generating employment, supporting property values and creating a more attractive environment for living and working. The projects were initially estimated to cost around €280 million. Over time, this figure has risen to approximately €380 million, and the programme is still under construction.

The Seven

Hofbogenpark

A 2-kilometre-long elevated former railway line is being transformed into a green and ecological linear park in the heart of the highly urbanised neighbourhoods of Rotterdam North. The project will create a continuous walking route and green space above the city, in one of Rotterdam’s most densely built-up areas. Partners De Urbanisten, Maaike van Stipthout, Mascha Onderwater and Dakdokters.

- **Hofplein**

Hofplein is currently a large six-lane traffic roundabout. The plans transform it into a generous green urban square, reducing the road space to two lanes and creating much more room for people, trees and nature. Around 150 trees will be planted. The project is being developed in collaboration with Juurlink + Geluk Urbanism – Landscape. A major driver behind the project is the changing mobility pattern: car traffic has declined, while public transport and cycling have increased. At the same time, much of the traffic passing through Hofplein was found to be unnecessary through-traffic in the heart of the city.

- **Schouwburgplein**

This iconic city square, originally designed by West 8 landscape architects, is being reimagined with a stronger emphasis on greenery and comfort. The plans include a new roof structure, improved circulation and a greener public space.

- **Rijnhavenpark**

The transformation of Rijnhaven is closely linked to the development of approximately 3,000 new homes. Part of the harbor basin will be filled in, creating space for the new Rijnhavenpark. The park will combine tidal nature with lawns for recreation and play, small beaches, floating pontoons and routes along the waterfront. Together, these interventions will transform the former harbor basin into a large new public park. The project is being developed in collaboration with Michael Van Valkenburgh Associates.

- **Nelson Mandela Park**

The second harbor basin along Rotterdam’s central urban axis will also be transformed into a park. The design combines views across the harbor with spaces for sports, play, recreation and events. The project is being developed in collaboration with SWA/Balsley.

- **Feijenoord Tidal Park**

In connection with the Eiland van Brienenoord, a long, nature-oriented tidal park is being developed. Here, the dynamics of the river become an integral part of the landscape, making the rise and fall of the tide visible and tangible to visitors.

- **Alexanderplein**

On the eastern side of Rotterdam, a major regional shopping center is undergoing significant transformation, including the development of approximately 3,000 new homes in the surrounding area. At its center, a new climate-adaptive public square is being created, providing residents with an attractive, green and accessible place to meet, stay and spend time outdoors.

Groene stads as



STADS PROJECTEN

1. Hofbogenpark
2. Hofplein
3. Schouwburgplein
4. West Blaak
5. Rijnhaven
6. Maashavenpark
7. Getijdenpark
Feyenoord
8. Alexanderplein

HOFPLEIN





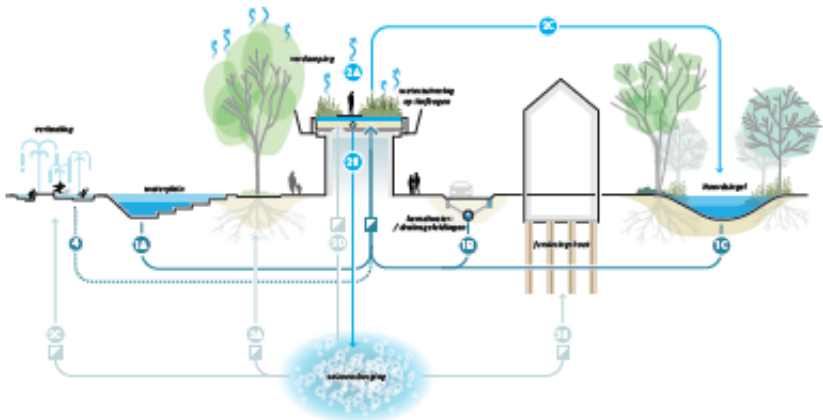
SCHOUWBURGPLEIN



Hofbogenpark



Urbanisten, Ds landschapsarchitecten, Dakdokters



Alexanderplein



Bureau Hosper & MORE Landscape



Nelson Mandelapark



SWA & Tom Balsely



Schetsontwerp Rijnhavenpark



GETIJDEN PARK FEYENOORD

