



**ROTTERDAM MAASHAVEN**

**MORE WITH LESS III**

**HS 22**

**EINFÜHRUNG I, 20.09.22**

**Leitung Mike Guyer**

**Professur für Architektur und Konstruktion**

**Annette Gigon / Mike Guyer**

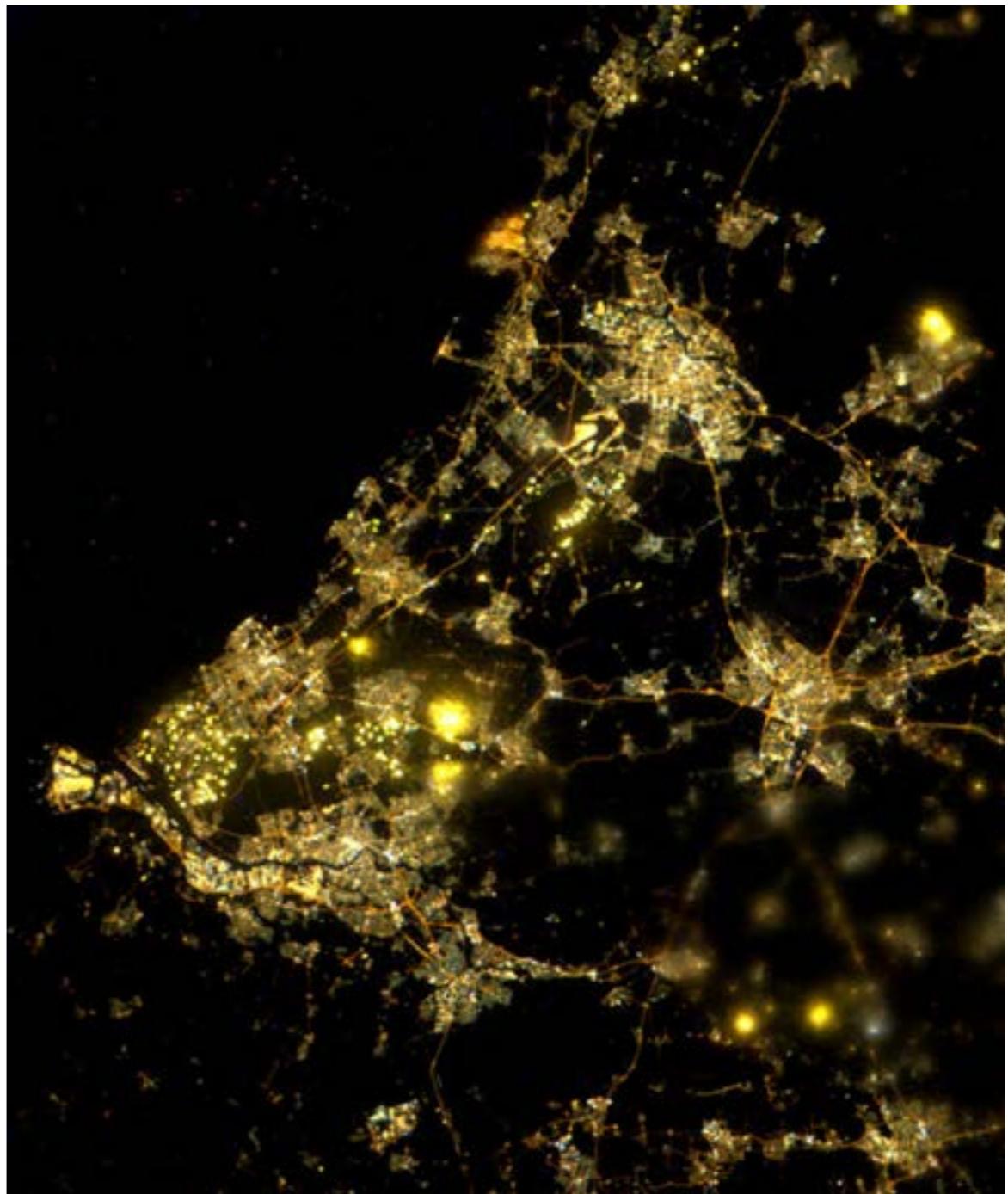
**In Zusammenarbeit mit Block Research Group (BRG)**

# NIEDERLANDE

**flach, Land/Wasser/Wind, Handelsnation, dynamisch**



Satellitenbild Niederlande



Satellitenbild Niederlande in der Nacht

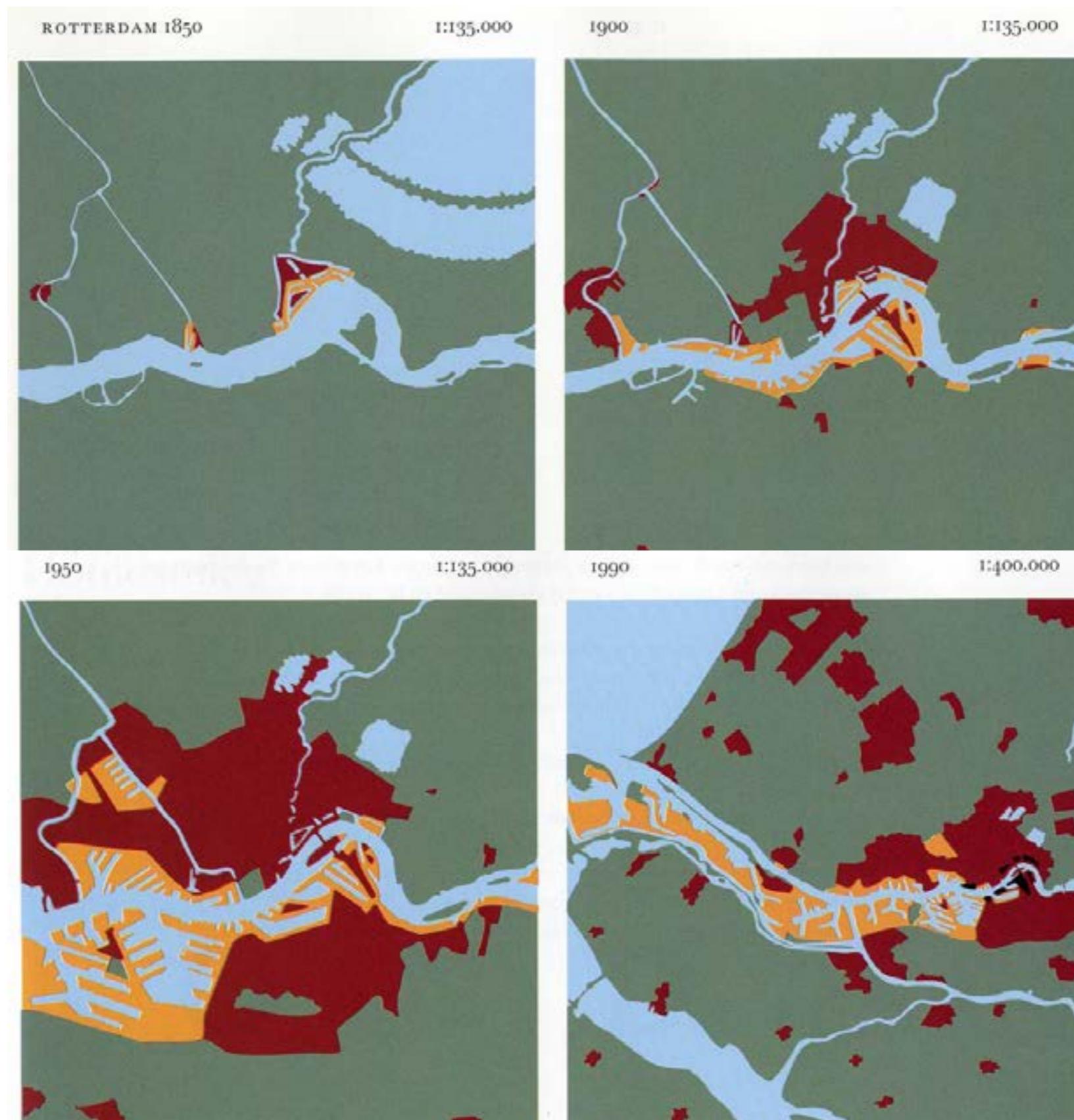
# ROTTERDAM FAKTEN

- BEVÖLKERUNG 655'000
- 216KM<sup>2</sup> LAND, 108 KM<sup>2</sup> WASSER
- 2022 EINWOHNER/KM<sup>2</sup>
- BEVÖLKERUNGSWACHSTUM  
+ 40'000 BIS 2030 / + 5000 PRO JAHR
- BEDARF:  
50'000 WOHNUNGEN BIS 2040 /  
+2'900 PRO JAHR IN KOMBINATION MIT  
GEWERBE, BÜROS, GASTRONOMIE, SCHULEN  
SPORT, KULTUR, GRÜN- / PARKFLÄCHEN



# ENTWICKLUNG STADT/HAFEN

**Maas/Rotte, Hafen, zwei Zentren, Umland**



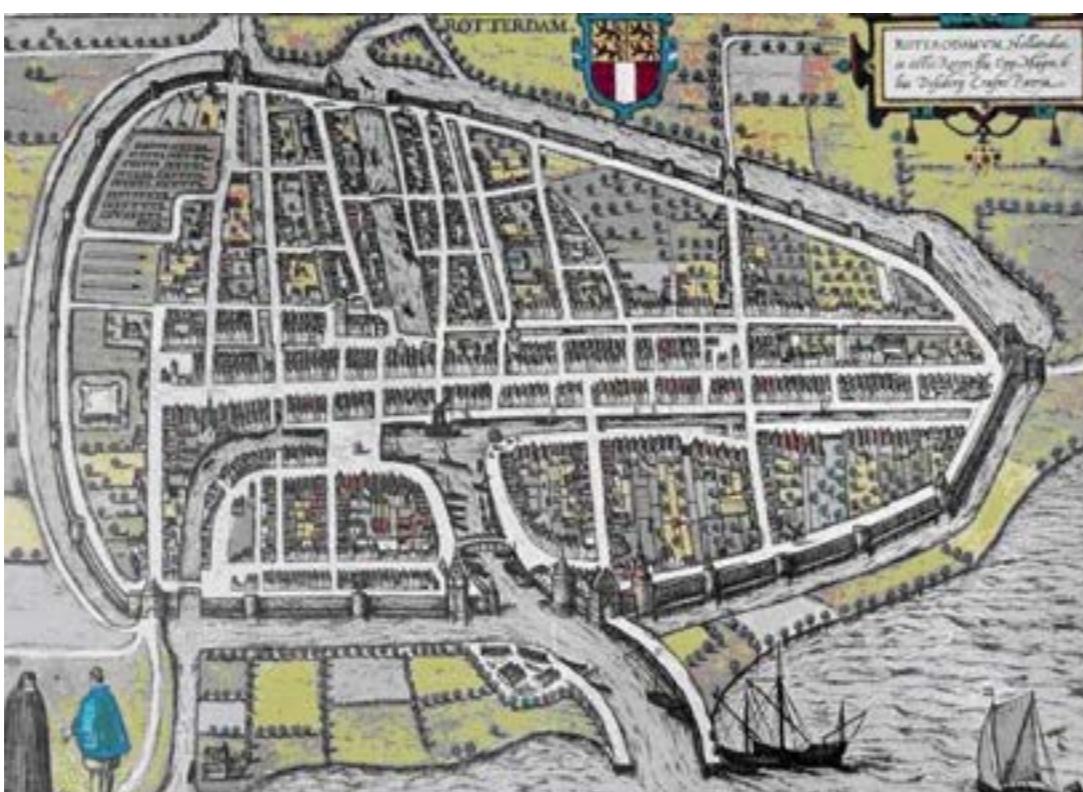
# ENTWICKLUNG STADT



Rekonstruktion von Rotterdam um 1340



Rotterdam, 1652

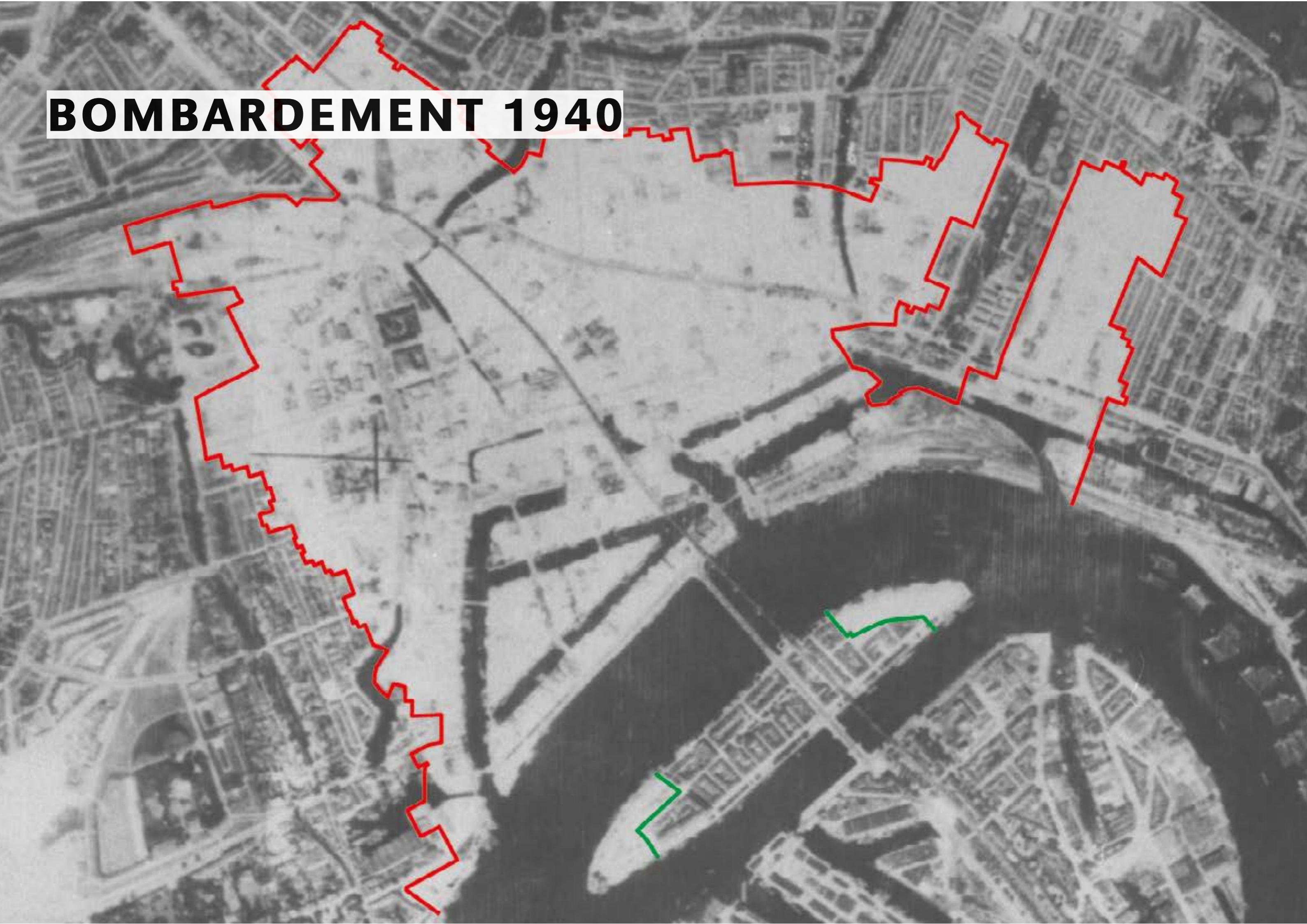


Rotterdam, 1588



Rotterdam, 1925

# BOMBARDEMENT 1940



# FEUERLINIE 2022



# NEUANFANG ALS CHANCE

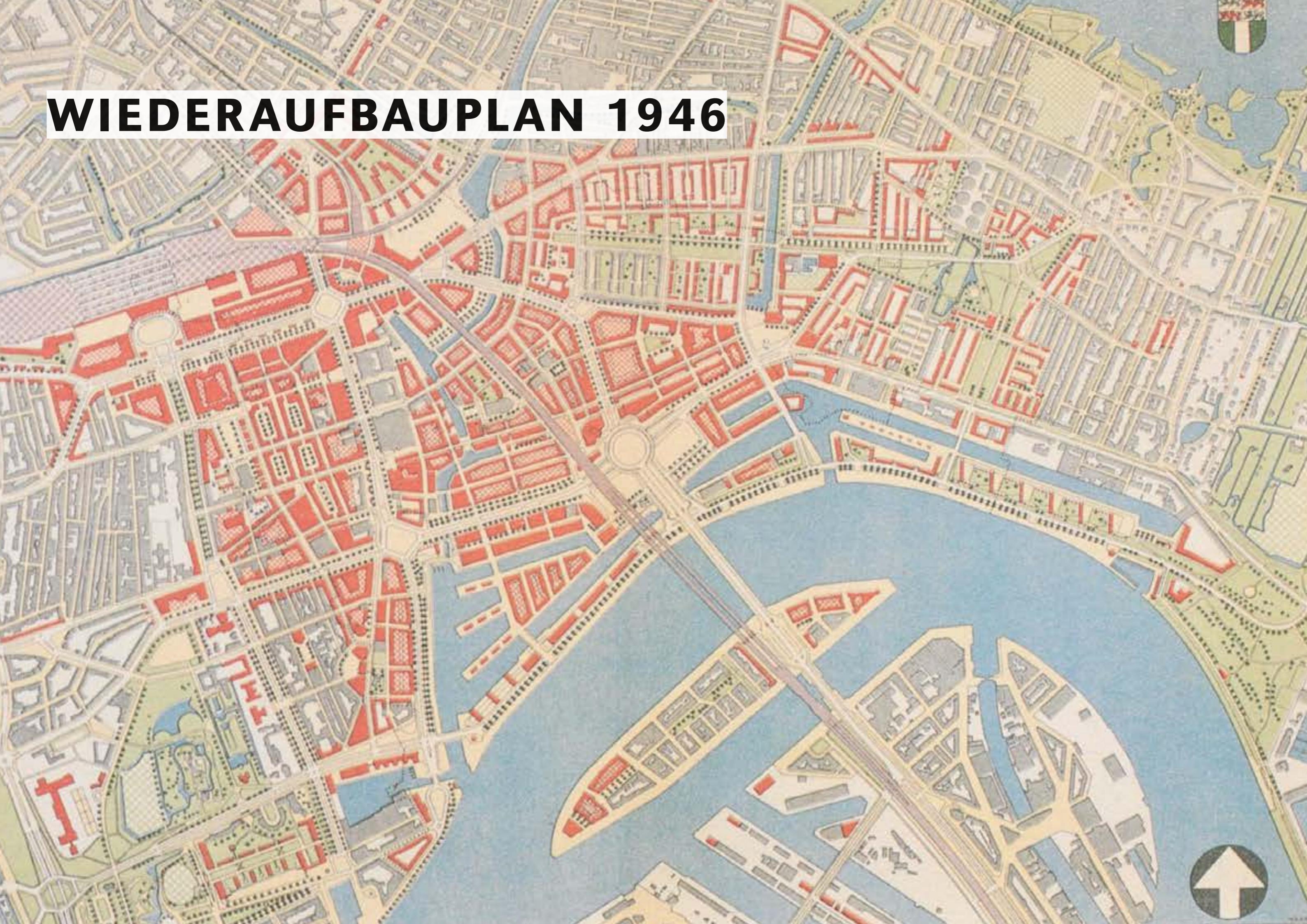


Abb. 2: Die Rotterdamer Innenstadt vor 1940, oben links  
die St. Laurenskirche, 1412



Abb. 3: Die Rotterdamer Innenstadt nach der Schutträu-  
mung, oben links die Ruine der St. Laurenskirche

# WIEDERAUFBAUPLAN 1946



# LIJNBAAN 1948-56

**neues Zentrum, Van den Broek & Bakema**



Abb. 8: Lijnbaan 1948–1956 mit flankierender Wohnbauung

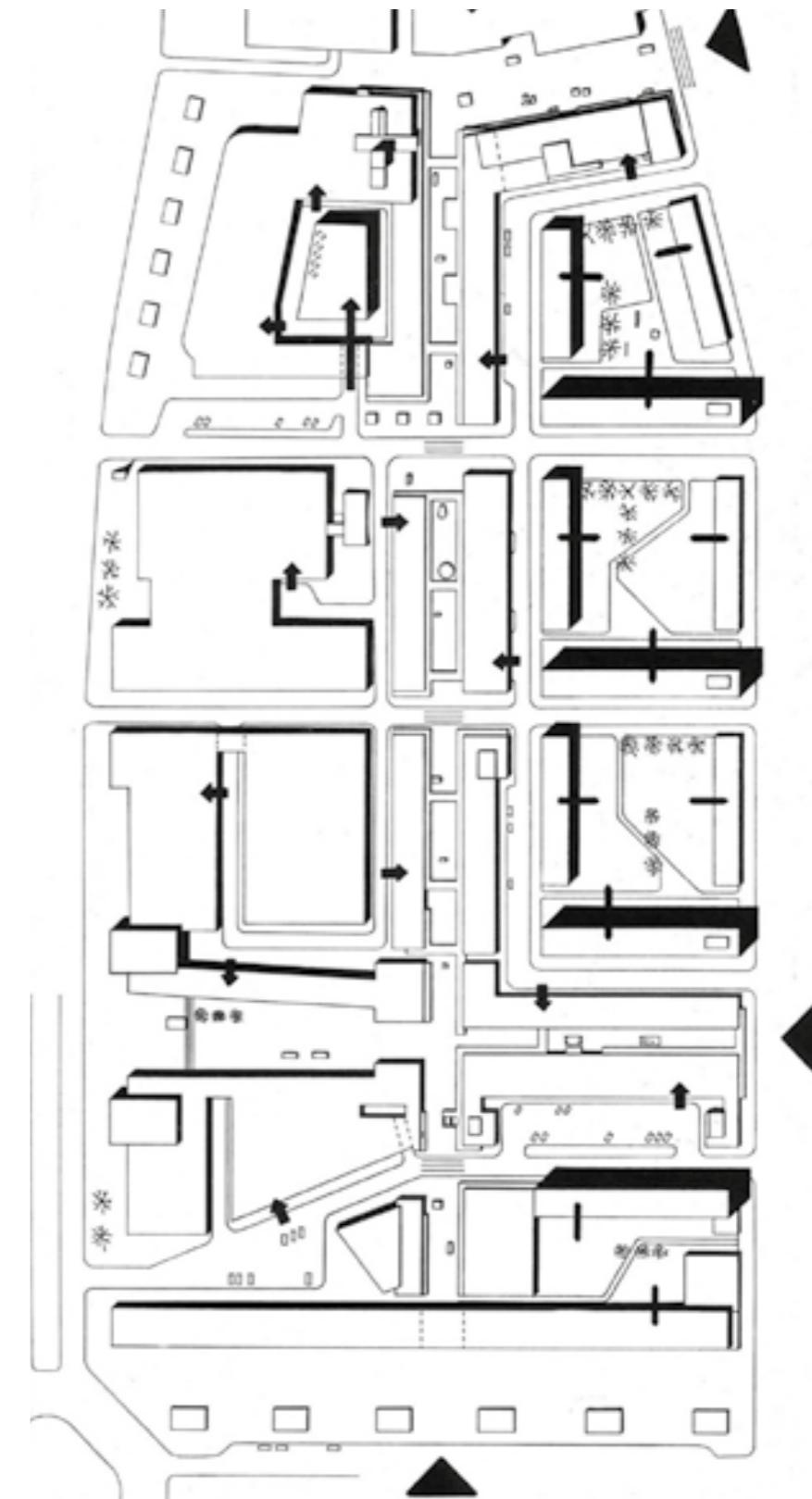


Abb. 9: Lijnbaan, Lageplan

# LIJNBAAN HEUTE



# ZENRUM TRIANGLE

- BOMBARDEMENT 1940
- NEUANFANG WIRD ALS CHANCE GESEHEN
- KOMPLETT NEUER WIEDERAUFBAU
- JEDES JAHRZEHNT VERWIRKLICHT EIGENE VISION
- KONTRASTE TREIBEN ENTWICKLUNG VORAN
- HERAUSFORDERUNG ÖFFENTLICHER RAUM
- LABOR ZEITGENÖSSISCHER ARCHITEKT:INNEN
- ENTWURF VOR DIESEM HINTERGRUND

# PARALLELITÄT DER ZEITEN



# KONTRASTE



# ÖFFENTLICHER RAUM



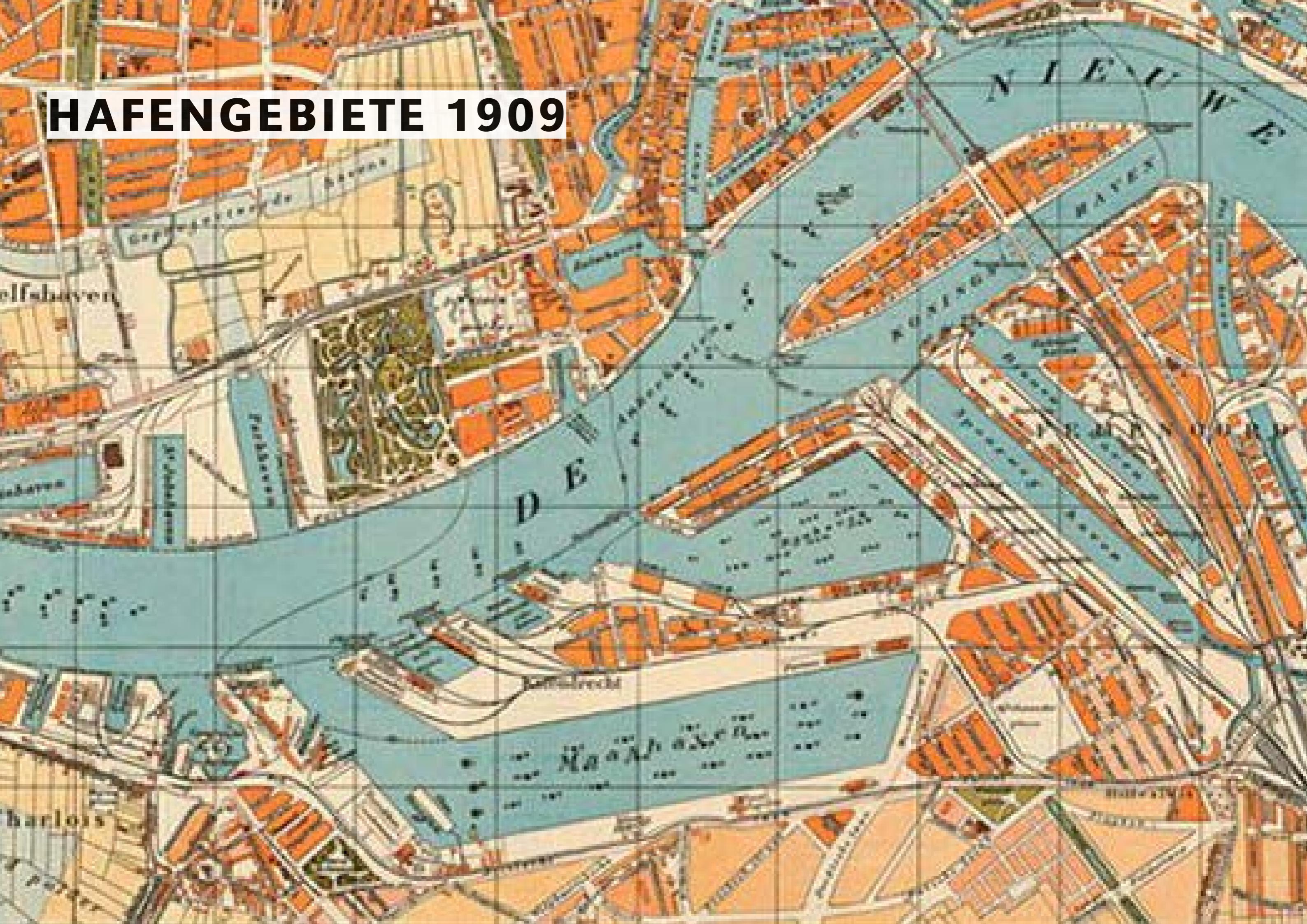
# STADT MIT ZWEI ZENTREN



# KOP VAN ZUID

- STADT MIT ZENTREN BEIDSEITIG DER MAAS
- KOP VAN ZUID ALS ZWEITES ZENTRUM
- TRANSFORMATION DER HAFENGEBIETE
- WOHN-/ DIENSTLEISTUNGSQUARTIERE MIT HOHER DIVERSITÄT
- WICHTIGKEIT DER BRÜCKEN/VERBINDUNGSACHSEN

# HAFENGEBIETE 1909



# HAFENGEBIETE 2022



# **RIJNHAVEN, KATENDRECHT, MAASHAVEN**



### **De Hef, Pieter Joosting, 1927**

De Hef, 3071 JW Rotterdam

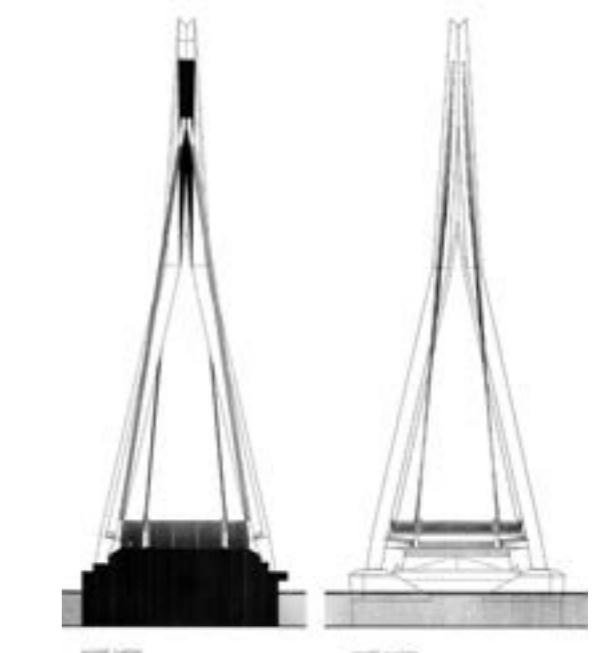
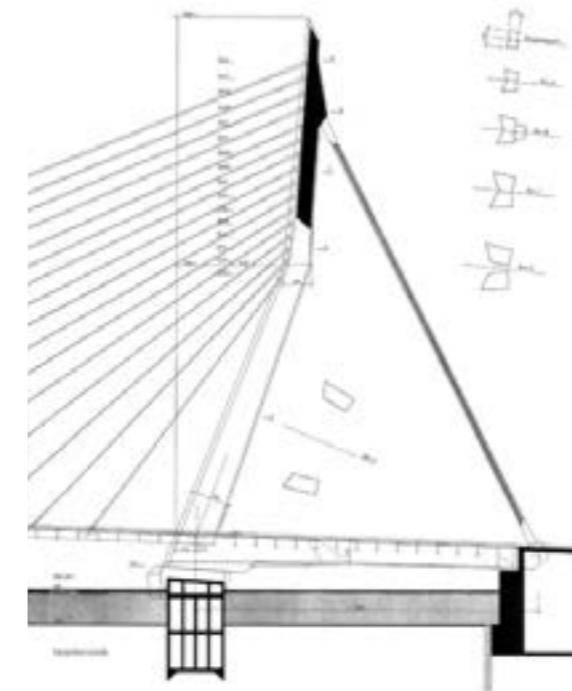
De Hef railway bridge was built as part of the train line between Rotterdam and Dordrecht. When it opened in 1878, its middle section was a turning bridge. However, this created an obstacle to shipping. After being damaged by several collisions, it was replaced by a lifting deck in 1927 - the first of its kind in Europe. The 52-metre-long middle section of the iron bridge is linked to a lifting mechanism with wheels, cables, and concrete counterweights and could be lifted to a height of approximately 45 meters. The crane driver's cabin and machine room were in the southern tower. The bridge remained in use until 1993 when it was replaced by an underground tunnel. Rotterdammers protested to save it from demolition and it was listed as a monument in 2000.



### **Erasmus Bridge, UNStudio, 1996**

Erasmusbrug, 3011 BN Rotterdam

The 334-metre-long Erasmus Bridge, nicknamed The Swan, is one of the most famous icons of Rotterdam. It is an elegantly combined cable-stayed and bascule steel bridge connecting the city centre with the former harbor areas on the south bank of the River Maas. According to UNStudio, the bridge is „Inspired by, and in turn reflects, the industrial character of Rotterdam“. Before it was built, Willem'sbrug was the only bridge across the Maas in the city centre, but it did not connect to any of the main thoroughfares. Erasmus Bridge filled this gap by creating a link between Coolsingel and the main traffic axis running through the southern part of the city. Its 139-metre-high pylon rests on either side of the bridge deck. Two sets of 16 cables run towards the deck, and two thick cables anchor the pylon at the rear. Its southern end is movable, enabling bigger ships to pass through. The steel bridge is painted in a greyish shade of light blue, which changes hue depending on season, daylight, and weather.



# RIJNHAVEN

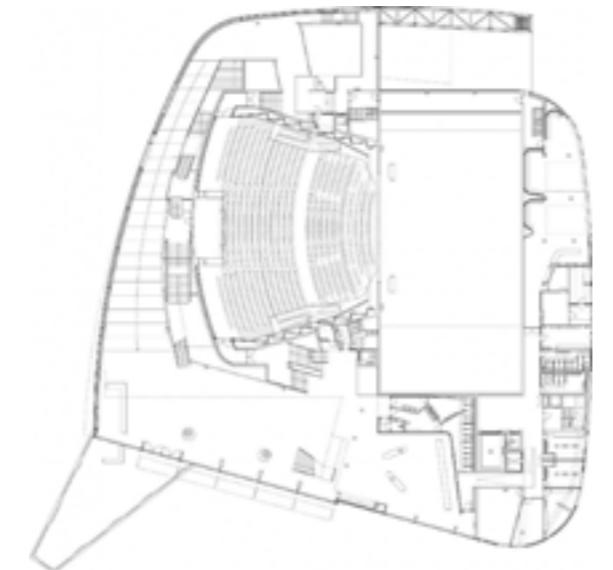
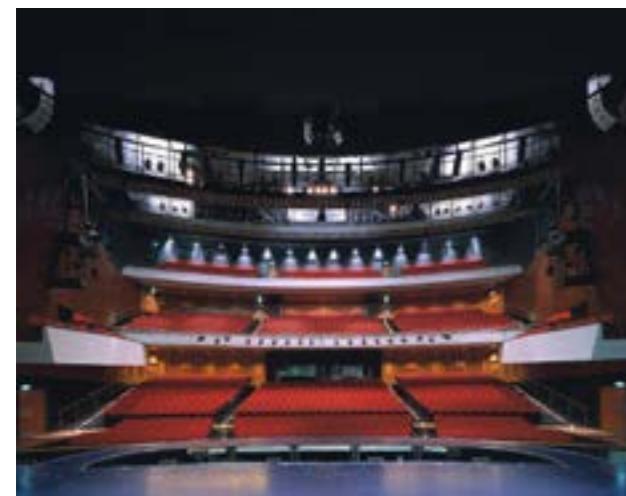
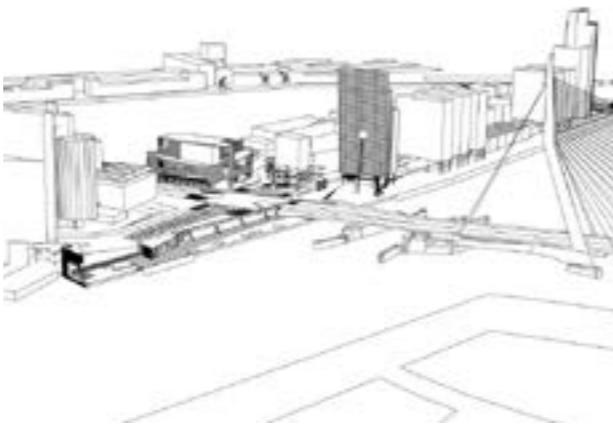


# RIJNHAVEN



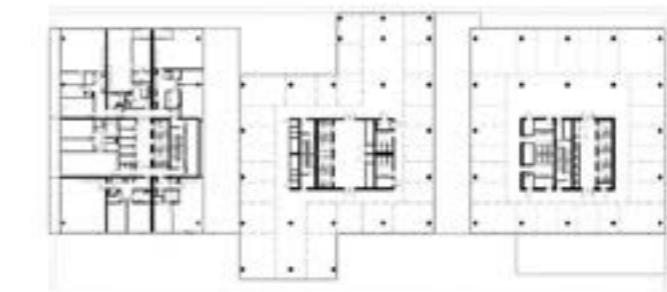
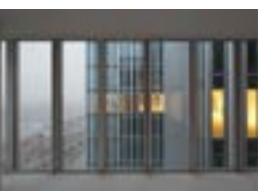
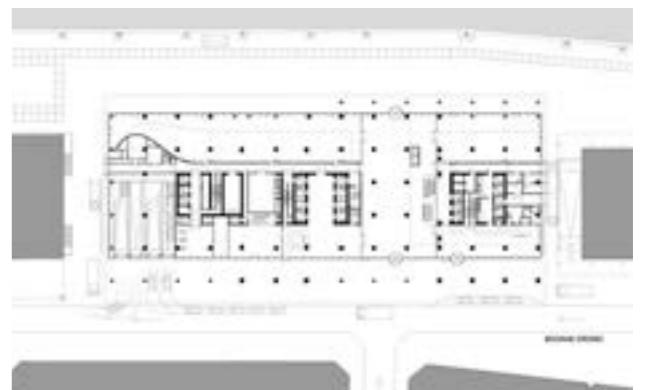
**Luxor Theatre, Bolles + Wilson, 2001**  
Posthumalaan 1, 3072 AG Rotterdam

A 360-degree building: that is what Bolles&Wilson wanted to create with the Luxor Theatre in Rotterdam. Wedged between the River Maas, Rijn Harbour, and a busy thoroughfare, the Luxor is entirely wrapped in a red fibre cement façade. The various functions had to be stacked vertically inside the building due to the small size of the plot. Peter Wilson likes to say a snail shell served as the model for the building: a grand staircase spirals from the entrance through the foyer to the main hall, situated on the first floor and with seating for 1'500 people. The staircase runs on top of a partly internalized ramp, which cantilevers over Rijn Harbour and allows three delivery lorries to park right next to the main hall. Thanks to its bright orange color, this functional ramp (which apparently won Bolles&Wilson the competition) is not hidden, but emphasised as one of the main design elements of the building.



**DE ROTTERDAM, OMA, 2013**  
Wilhelminakade 139, 3072 AP Rotterdam

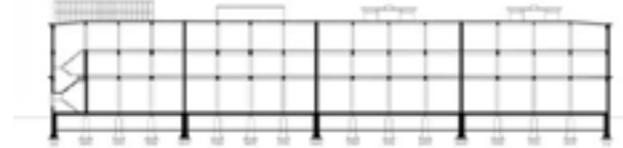
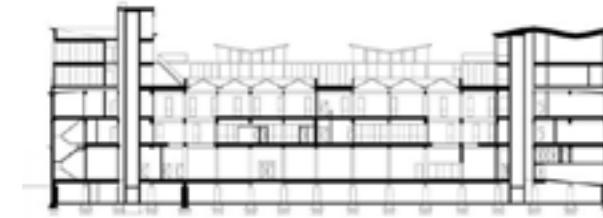
De Rotterdam is a truly impressive 150-metre-high vertical city on the Maas. With a gross floor area of 162,000 square metres, it is currently the largest (but not the tallest) building in the country. Originally there were supposed to be more public functions in the building, which would have turned it into a vertical version of Le Corbusier's Unités d'Habitation. Its three interconnected stacked towers have 44 storeys and comprise 224 apartments, 70,000 square metres of office space, and a 285-room boutique hotel above a common plinth. The ground floor contains three separate lobbies for the apartments, offices, and hotel, as well as two floors of office space; then the volume splits into separate towers rising from the plinth like from a pedestal. At a height of 90 metres, the towers are cut through the middle and shifted slightly from their base, resulting in a minimalist, sculptural aesthetic. While the western tower houses apartments with west-facing balconies, the eastern tower contains a hotel and offices. The middle tower was also supposed to be rented out on the regular office market, but the search for investors proved difficult. The municipality of Rotterdam moved some of its offices into the building in the end. This commitment finally enabled the realization of the project, which had been in the pipeline since 1998. The entire building is covered in an aluminum-and-glass grid façade, making it almost scaleless. Small variations are due to the different requirements and floor heights of the various functions. In all its starkness and unabashed enormity, De Rotterdam is the most American skyscraper on Wilhelminapier. As the Architectural Review observed: 'What is striking about the building is the overall impression of blankness. It is so blank that it is not even enigmatic any more. It is not spectacular either, despite its size. It just sits there.' In short: it is the ultimate non-iconic icon.



### PAKHUISMEESTEREN, AWG ARCHITECTEN, 1941/2018

Wilhelminakade 52, 3072 AR Rotterdam

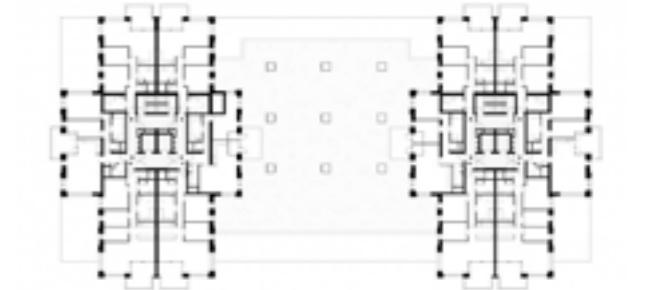
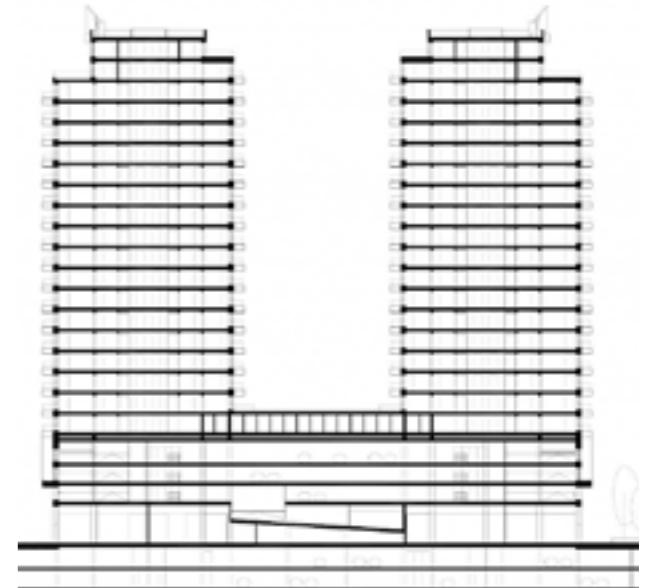
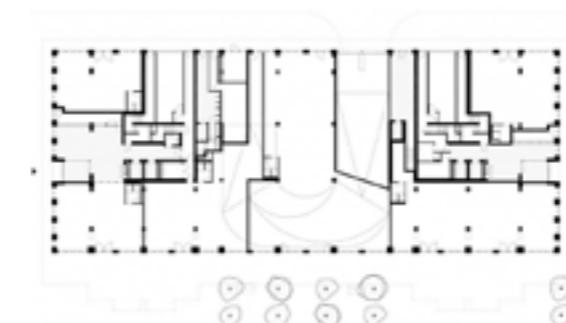
Pakhuismeesteren van de Thee- a company that had taken over part of the trading activities of the Rotterdam branch of the Dutch East India Company -built a warehouse on Wilhelminapier in 1891. The building burnt down in 1937 and a new warehouse was erected on the same timber pile foundation. Two additional storeys sporting the inscriptions Celebes, Borneo, Java, Sumatra, which referred to the Dutch colonies, were added after the Second World War. The building contained eight storage spaces, all accessible via their own exterior gates. The warehouse was deserted in the 1980s and remained empty until 2015 when Belgian architecture firm awg converted it into a hotel with a food court. The hotel rooms are arranged in two layers around a large interior courtyard with a bar. New openings were cut into the old façades to allow daylight to enter the rooms. Wooden cabins with long-stay maisonettes were added on the roof. The ground floor contains the hotel lobby, meeting rooms, and a food court with 15 stalls and a bar.



### BOSTON & SEATTLE, VAN DONGEN-KOSCHUCH, 2017

Otto Reuchlinweg 968, 3072 MD Rotterdam

The Boston and Seattle twin towers are the latest addition to Wilhelminapier. Positioned next to each other on a five-storey plinth with commercial facilities, they measure 70 metres in height and contain 220 apartments. While the eastern tower contains 48 regular rental and 62 owner-occupied apartments, the 110 apartments in the western tower are rented to former employees of shipping company Holland Amerika Lijn, enabling them to live in the area where they used to work. There is a green roof between the two towers. The main eye-catcher, however, is the façade design of the complex, composed of dark bricks laid in different directions and a semi-transparent lamella structure with figurative images in front of the above-ground car park.



## THE SAX, MVRDV, AB 2022

Otto Reuchlinweg 1, 3072 MD Rotterdam

Rotterdam studio MVRDV has unveiled plans to build a new skyscraper in its home city, featuring a pixelated facade made up of hundreds of bay windows.

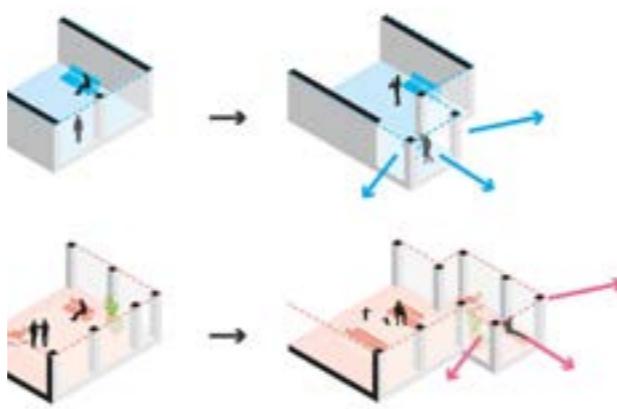
Rising to a height of around 150 metres, The Sax will consist of two towers, bridged halfway up by a large horizontal volume with a public plaza on its roof.

It will be built on Rotterdam's Wilhelmina Pier, alongside OMA's De Rotterdam tower complex, UNStudio's Erasmus Bridge and the Renzo Piano-designed KPN Telecom Office Tower.

Large square windows will cover all the building's exterior walls, including many that project forwards. Most of these relate directly to the layout of apartments inside the building, giving residents floor-to-ceiling windows with 270-degree views.

„Rotterdam is more and more a city of towers and The Sax will add a new element to this collection,“ said Jacob van Rijs, one of the three co-founders of MVRDV.

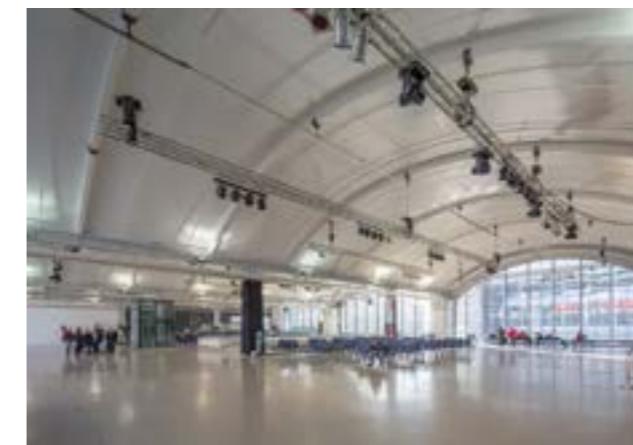
„The facade features a contemporary reinterpretation of the bay window, providing views for each unit with the advantage of allowing individual and unique apartments in this large collective complex,“ he continued. „This windowed effect adds an extra dimension in experiencing the view onto Rotterdam.“



## CRUISE TERMINAL, VAN DEN BROEK EN BAKEMA, 1941/2018

Wilhelminakade 699, 3072 AP Rotterdam

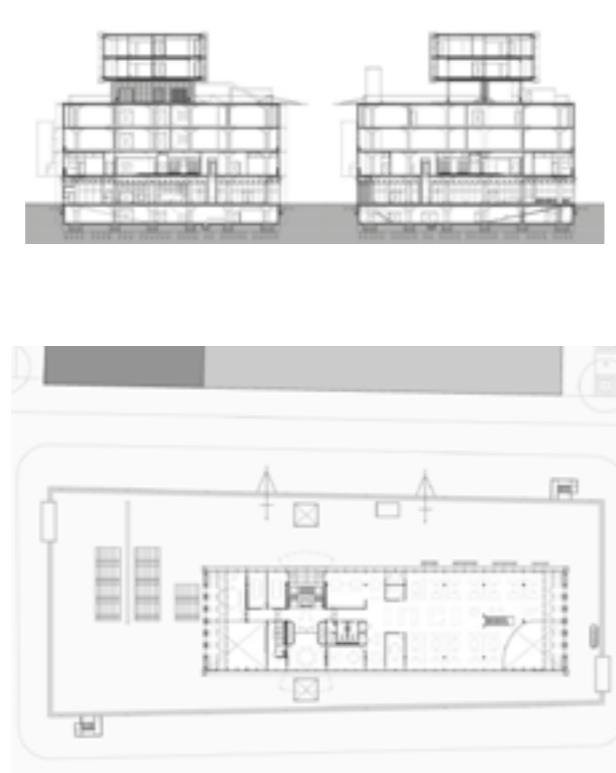
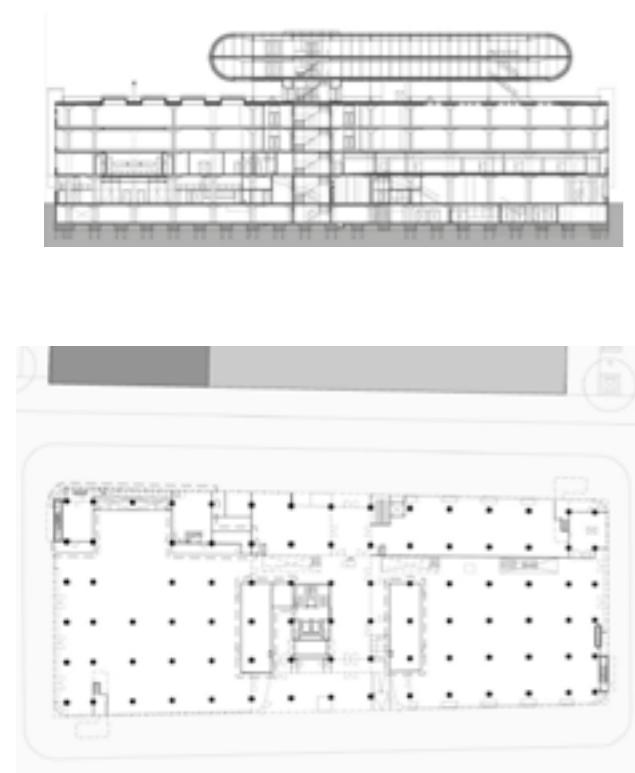
This was originally the arrival and departure hall of shipping company Holland Amerika Lijn. The most characteristic feature of the steel and concrete building is its roof, which consists of six shells, each spanning 18 metres. The glass façades are 138 metres long, offering a great panoramic view of the river and the city centre skyline. The ground floor used to house a luggage storage facility that was linked to the top floor, where the passenger lobbies were located, by a monumental concrete staircase. The building is now used as cruise terminal and event location.



### LAS-PALMAS, VAN DEN BROEK EN BAKEMA/BENTHEM CROUWEL ARCHITECTS, 1953/2005

Las Palmas, 3072 AP Rotterdam

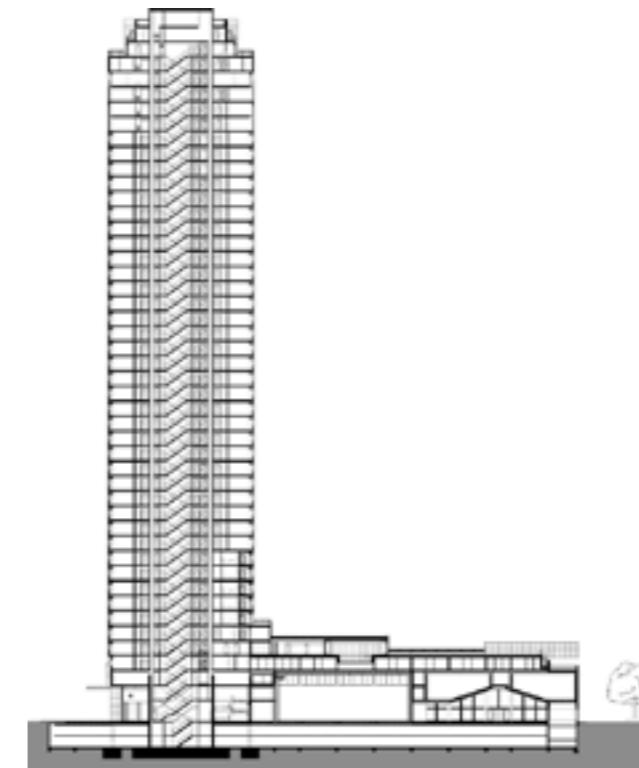
Opposite the arrival and departure hall of Holland Amerika Lijn, the shipping company also commissioned a new warehouse and workshop. Inside, the white building with curtain wall facades has open storeys and, remarkably for the period, an internal car lift. Benthem Crouwel Architects renovated the building in 2005 and extended it with a rooftop office pavilion with round edges hovering 3 metres above Las Palmas on thin steel columns. The original design envisaged future extensions, which made it possible to add the 'penthouse' in just a few weeks. Las Palmas now contains the Dutch Photography Museum, a restaurant, and offices.



### NEW ORLEANS, A.J.M. SIZA VIEIRA, 2003-2010

New Orleans, Antoine Platekade 995, 3072 ME Rotterdam

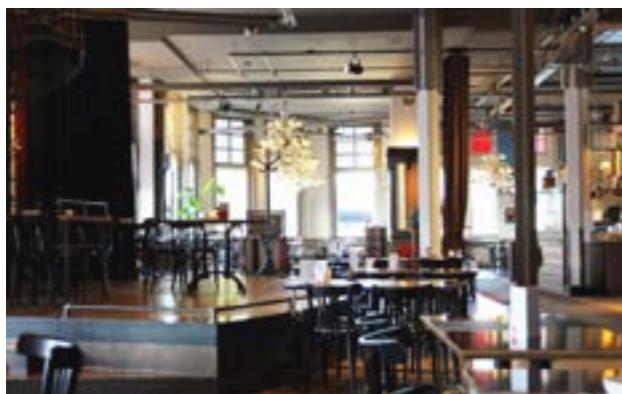
With 45 storeys and measuring 158 metres in height, New Orleans is currently the tallest residential high-rise in the Netherlands (soon to be overtaken by Zalmhaventoren, a 215-metre-high tower under construction on the opposite side of the river). It is entirely clad in Chinese sand-coloured natural stone, providing it with a very monolithic appearance. Initially the master plan envisaged two towers on a plinth, but this was reduced to one due to budget restrictions. The plinth is home to the Lan-taren Venster art house cinema. The tower contains 187 rental and 47 owner-occupied flats, a car park, health club, and four guest apartments. The building rests on 14 high-density steel columns in order to save space and material.



### HOTEL NEW YORK, J. MULLER, C.M. DROOGLEEVER FORTUYN, C.B. VAN DER TAK, 1901/08/19

Koninginnenoord 1, 3072 AD Rotterdam

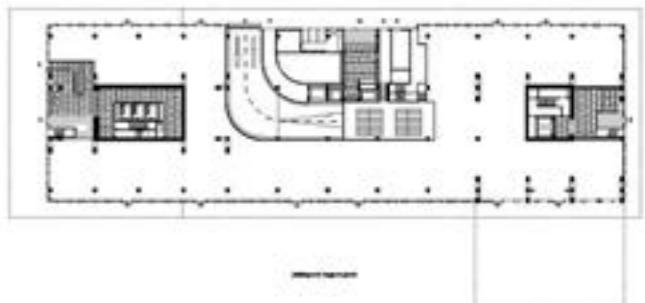
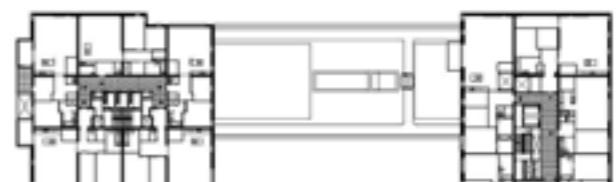
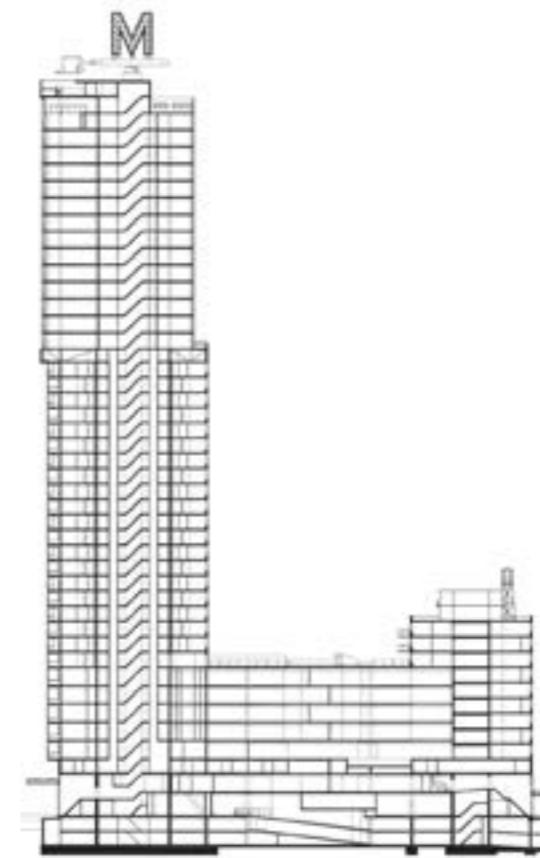
Small but highly visible, Hotel New York holds its own between its tall new neighbours on Wilhelminapier. Built to house the head offices of shipping company Holland America Lijn, its architecture is characterized by toned-down art deco elements and two towers with copper roofs. The building was deserted when the headquarters of Holland Amerika Lijn moved to Seattle in 1977. It remained empty until 1993 when pioneers transformed it into a hotel with 72 rooms and an idiosyncratic interior. It was one of the few buildings still in use on Wilhelminapier at the time. Water taxis provided the only direct link to the city centre until Erasmus Bridge opened in 1996. The square in front of the hotel was designed and furnished by Bolles + Wilson in 2004. The cast-iron Left Luggage Depot sculpture by Canadian artist Jeff Wall and featuring a shelf with suitcases refers to the hundreds of thousands of emigrants who bid farewell to their former lives on this pier.



### MONTEVIDEO, MECANOO, 2005

Montevideo, 3072 MH Rotterdam

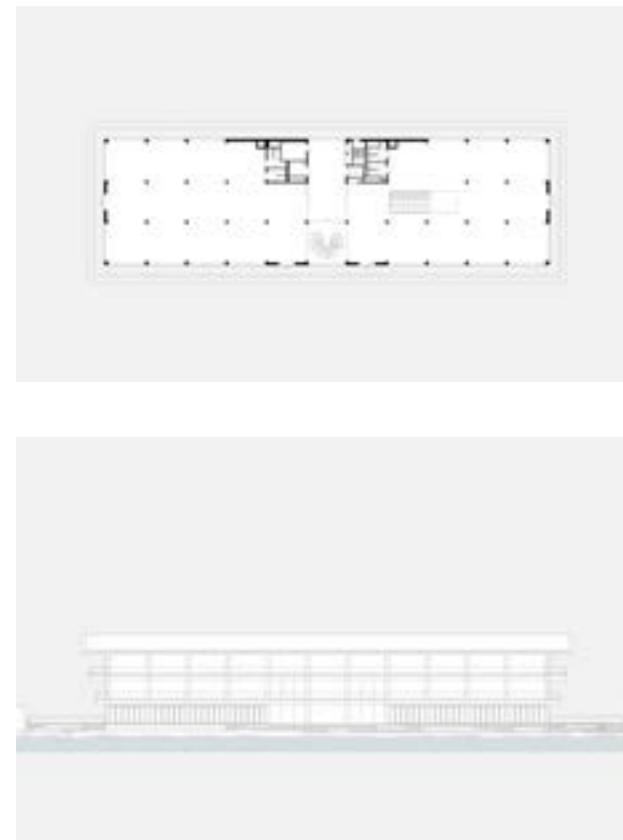
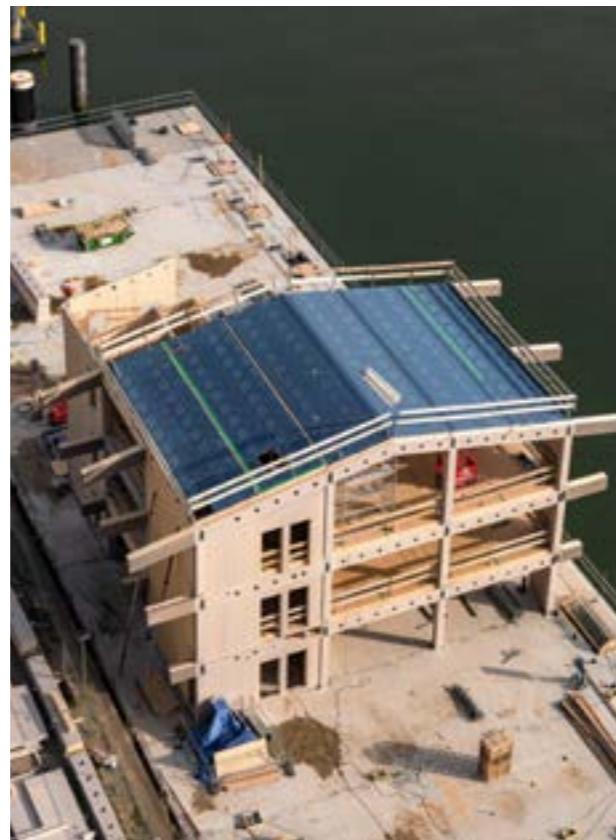
According to the architects, American skyscrapers from the 1920s served as inspiration for the design of the high-rise Montevideo residential block. Its segmentation with three different kinds of brick and various window formats, however, also seems to testify to a desire of the architects to hide its large scale. A nine-storey apartment block, cantilevering 16 metres above a harbour, rises from the eastern part of the plinth, alongside shop and café. A 43-storey tower containing 15 upmarket rental and owner-occupied apartments is located at the opposite end of the plinth. The construction of the lower floors is made of concrete, but from the 27th storey upwards they have a steel construction, making their interiors very flexible. The cherry on the cake is a penthouse occupying the 41st to 43rd floors and featuring a (presumably quite draughty) roof-terrace swimming pool.



**Floating Office Rotterdam, Powerhouse Company**  
Nassaukade 3, 3071 JL Rotterdam

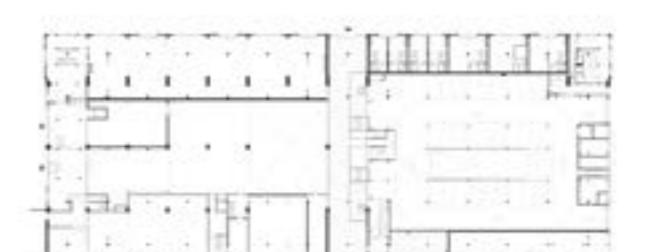
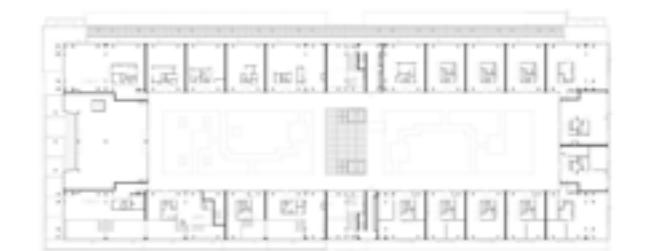
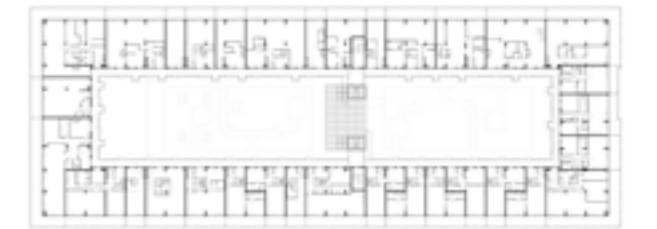
Moored at Rijnhaven port in Rotterdam, our floating office for the Global Center on Adaptation is a building for a new age. Off grid and carbon-neutral, it will float – rather than flood – if water levels rise due to climate change. Fun as well as functional, it also forms a key element in a newly redeveloped port environment by providing public waterside space – and even a swimming pool.

We designed our floating office to reflect the values of its inhabitants: the Global Center on Adaptation. This Rotterdam NGO aims at promoting planning, investment and technology to mitigate climate change. Our climate-resilient office is therefore both an illustration of the center's mission and an inspiration for others. With its own solar energy source and water-based heat-exchange system, it's completely self-sufficient. Built entirely of timber, to minimize its carbon footprint, our building has three stories and is accessed via a boardwalk. Overhanging balconies around each floor plus a pitched roof provide shade. FOR also features public facilities: a restaurant with a large outdoor terrace and a swimming pool.



**FENIX I, MEI ARCHITECTEN, 2020**  
Veerlaan 15, 3072 AN Rotterdam

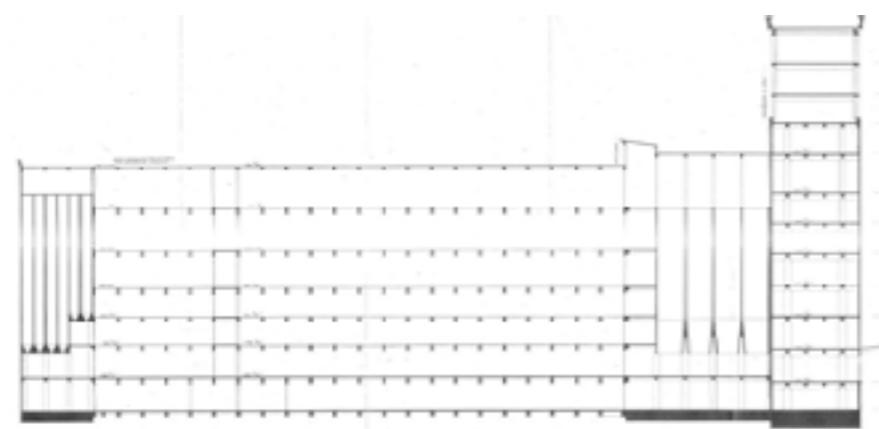
The San Francisco warehouse was built in 1922 and was one of the largest warehouses in the world. In 1947 its middle section burned down when the stored cocoa caught fire. The remaining northern part has been transformed into a high-profile residential project. Mei Architects added 212 lofts with flexible layouts to the old warehouse, all arranged around an interior courtyard. To the north, the building rises to a height of 44 metres, offering a spectacular view over Rijnhaven. It is only three storeys in the south in order to connect to the smaller scale of the Katendrecht residential area. A theatre, car park, circus school and restaurants are located in the refurbished old warehouse underneath the new block of lofts.



## LATENSTEIN FLOUR FACTORY, JO VEGTER, 1952

Rijnhaven Zuidzijde 15, 3072 AJ Rotterdam

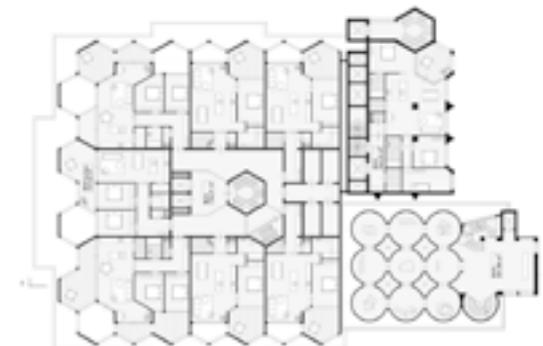
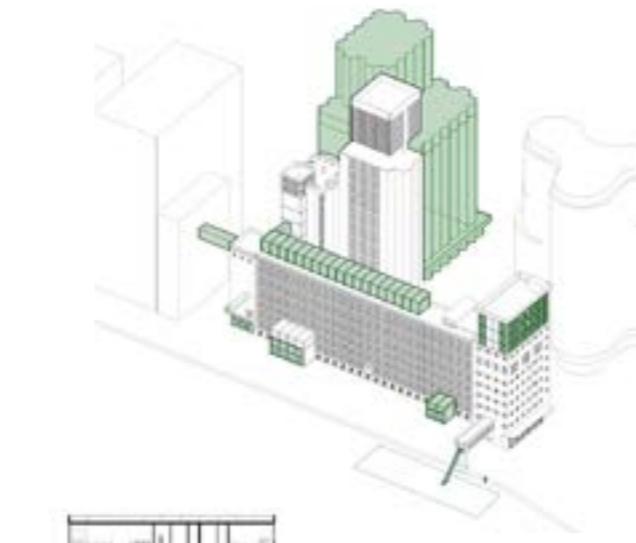
With its glass cube atop a 40-metre-high silo tower, the Latenstein flour factory is one of the most recognizable buildings in the Rijnhaven area- and one of the few harbour buildings on Katendrecht peninsula that still fulfils its original function. The factory building has a very functional layout, with all tasks housed in separate volumes arranged along the waterfront according to the sequence of the flour production process: first the corn silos, then a block with pre-cleaning, cleaning, milling, flour silos, and bag storage, and on the top of this offices, a laboratory and a canteen. Space was reserved on the land side for future extensions and a grain cell building with folded facades and the glazed motor house on top was added in 1964. Also designed by Vegter, it provides the functionalist complex with a brutalist touch.



## UMBAU/ERWEITERUNG LATENSTEIN FLOUR FACTORY, WINHOV, 2020 - 2025

Rijnhaven Zuidzijde 15, 3072 AJ Rotterdam

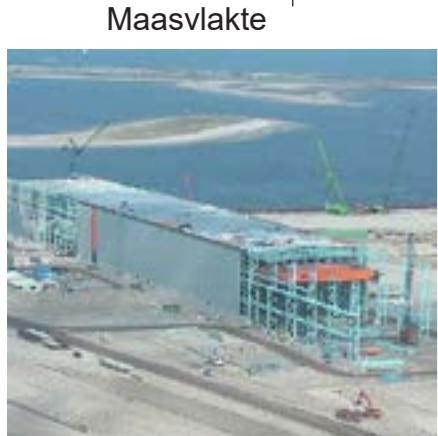
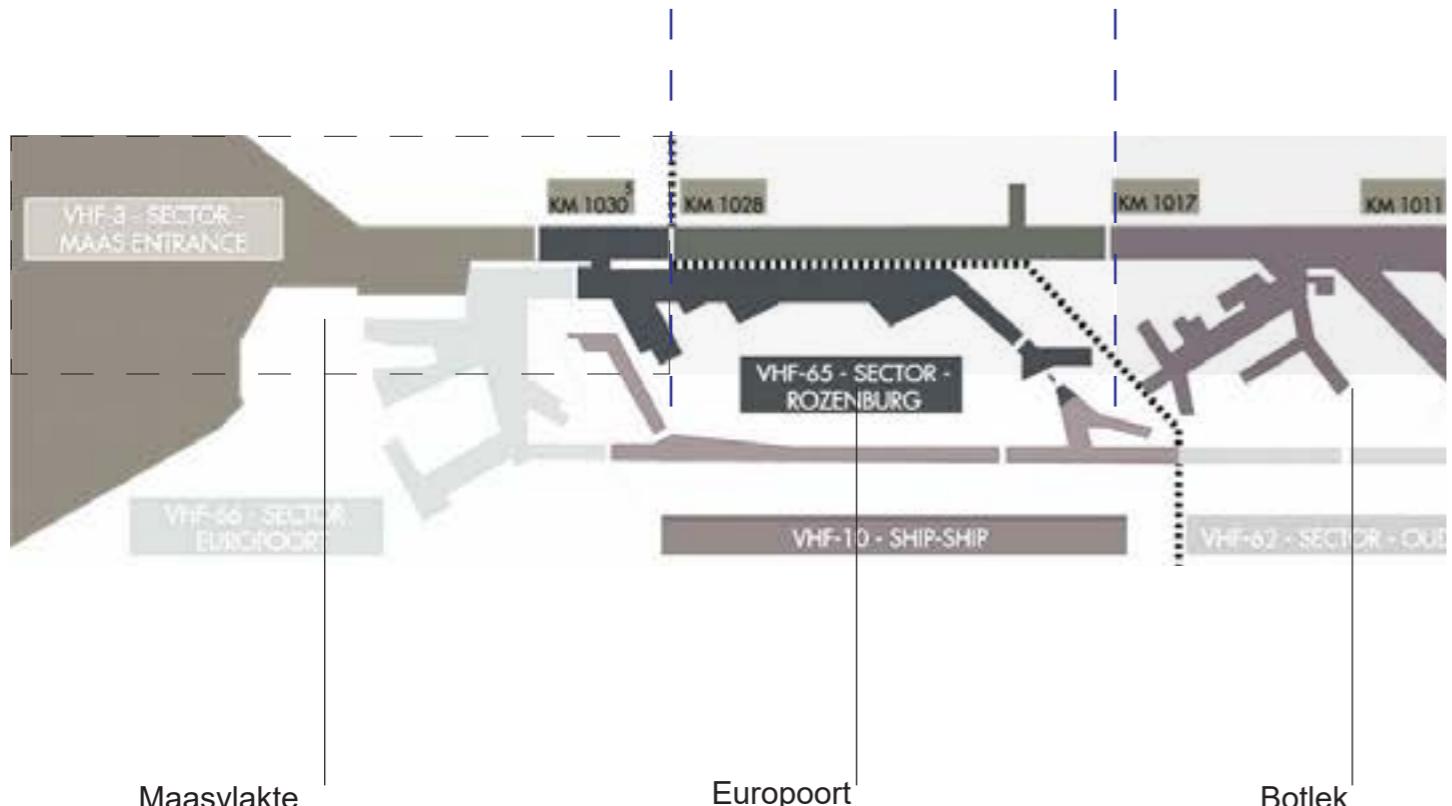
The Codrico factory is an ensemble of iconic industrial buildings that define the history and identity of Rotterdam's Rijnhaven ['Rijn Harbor']. With the company Codrico leaving the site, Powerhouse Company has developed a transformative urban vision in collaboration with Delva Landscape architects, SHoP Architects, Mecanoo and Office Winhov. Office Winhov is responsible for the redesign of the monumental and iconic buildings designed by architect J.J.M. Vegter. In 1952 the first buildings were completed as the flour factory CO-OP – with this original complex designated as a national monument in 2014. In 1966, the complex was expanded on the street side with a large concrete silo building. When designing the extension, the starting point was the structure of the original buildings. New additions will build on the urban and architectural features of the existing building sections. The resulting ensemble will be very much multi-use: offices, hotel, restaurants, cafes and housing. The site will become a public area, whereby cultural programing and a route through the building will ensure this heritage site will be accessible for Rotterdammers and other Rijnhaven visitors.



# MAASHAVEN

- HAFEN DER BINNENSCHIFFFAHRT
- BEGINN DER TRANSFORMATION
- NEUER PARK
- INDUSTRIE BLEIBT TEIL DER ZUKUNFT
- INTEGRATION FRACHTSCHIFFSTELLPLÄTZE

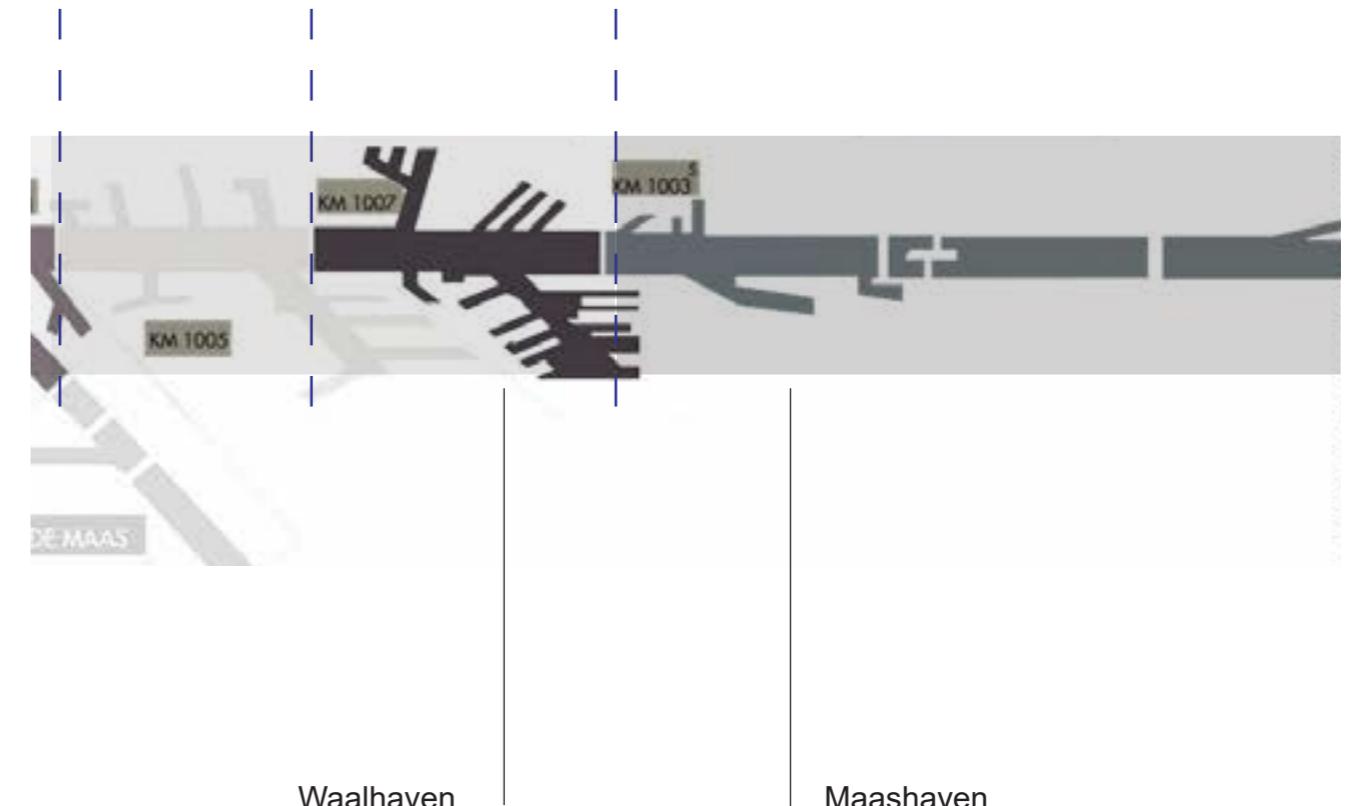
# ENTWICKLUNG DER HÄFEN



1970 - 2030

1960 - 1970

1946 - 1960



1920 - 1940

1800 - 1900

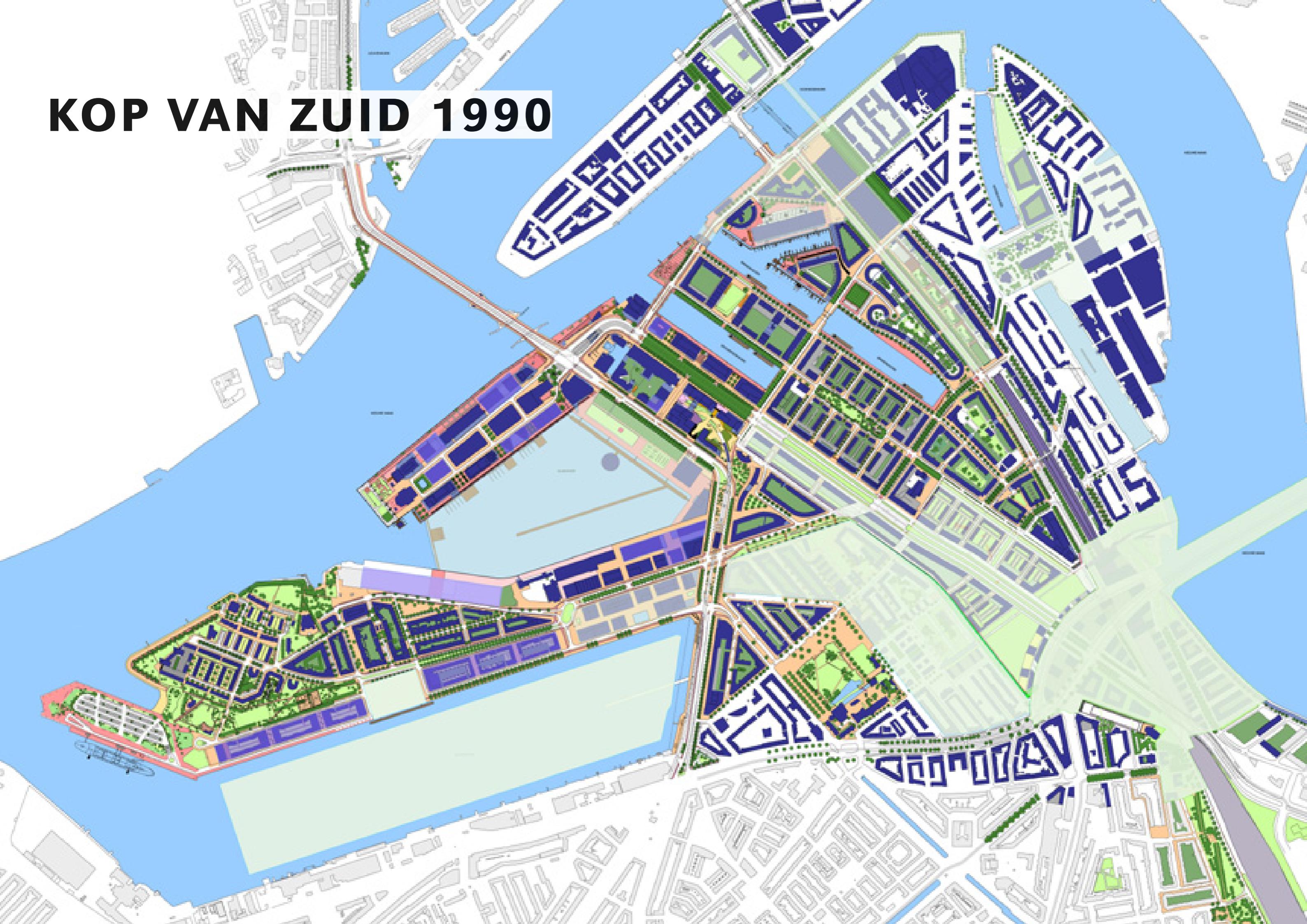
**MAASHAVEN 1950**



# KANTE LAND/WASSER



# KOP VAN ZUID 1990



# MAASHAVEN ANALYSE



## Edge Condition

The Northern and Southern edge of the Maashaven harbour has an elevation of +3.5. The Eastern edge along the metro line is connected to the dyke at elevation +5.5.



## Transit & Accessibility

Adjacent to two metro stations and multiple bus/tram stops, Maashaven has the potential to become a central hub that contributes to an even more vibrant, thriving, and well-connected neighborhood.



## Ports & Barges

Maashaven harbour is also a berth for barges, the large port has been underutilized since the port of Rotterdam has historically migrated farther west.



## Neighborhoods

There are 3 local communities around the Maashaven harbour. They are Afrikaanderwijk, Tarwewijk, and Katendrecht.



## Circulation

The Maashaven harbour is well-connected to the adjacent urban fabric, and is easily accessible by short distance walking/ biking.



## Iconic Architecture & Relics

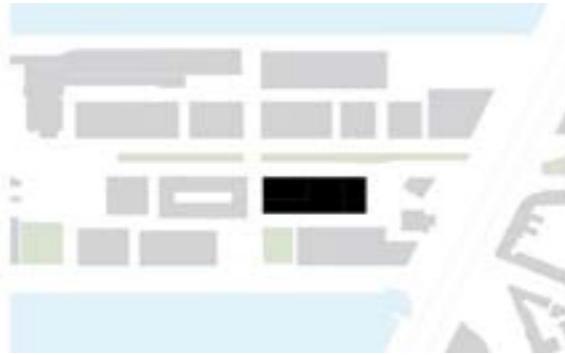
Maassilo and its shipping relics as artifacts that document the historical shipping industry of Maashaven.

# MAASHAVEN NORDQUAI, KATENDRECHT

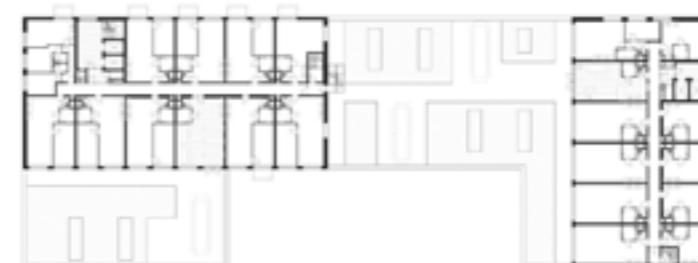


# THE COHESION COBANA

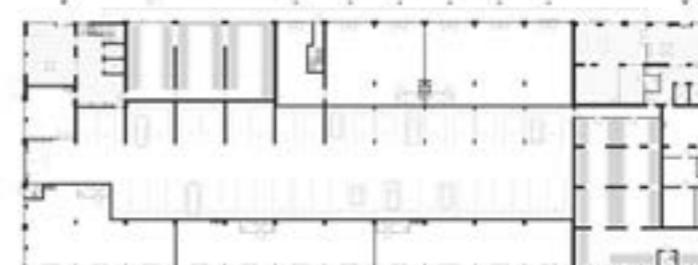
ROTTERDAM, RIJNBOUTT, 2014-2019



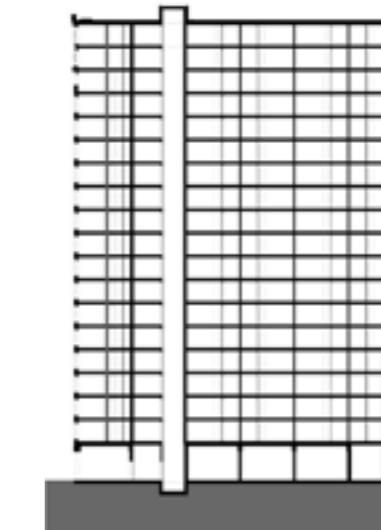
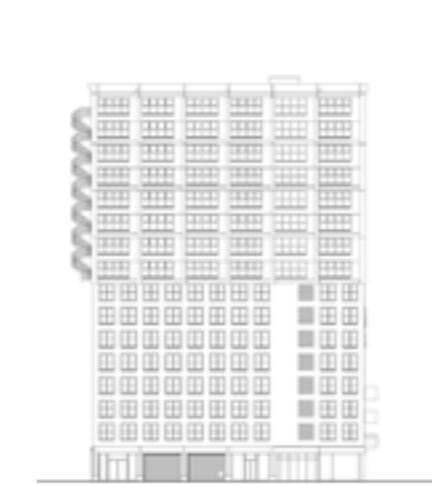
18. Obergeschoss



4. Obergeschoss

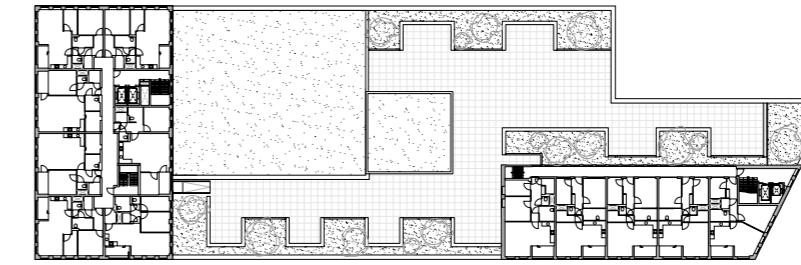


Erdgeschoss

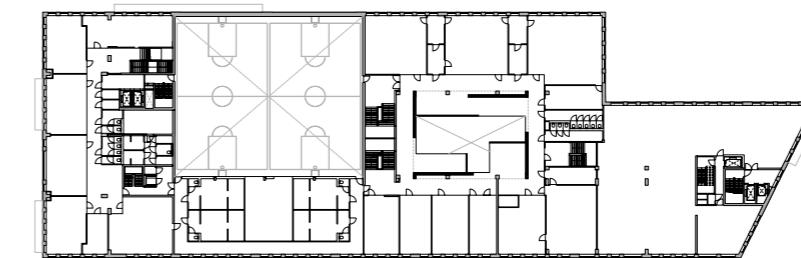


# MUSA KATENDRECHT

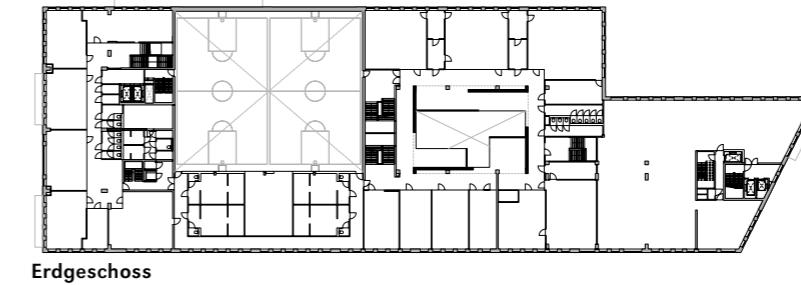
ROTTERDAM, DIEDERENDIRRIX ARCHITECTEN, 2012-2015



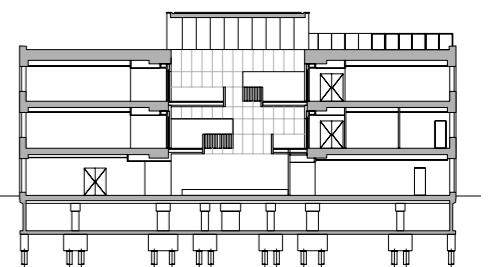
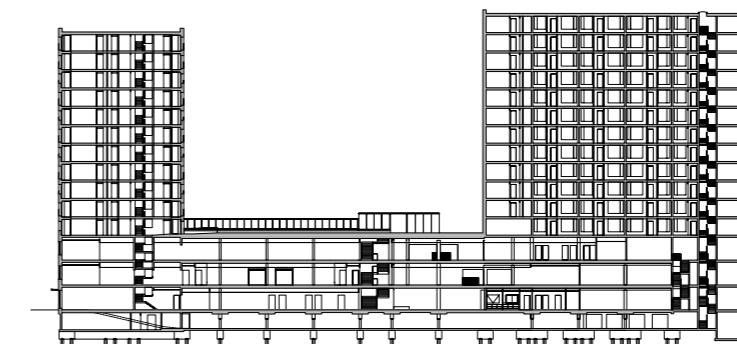
4. Obergeschoss



1. Obergeschoss

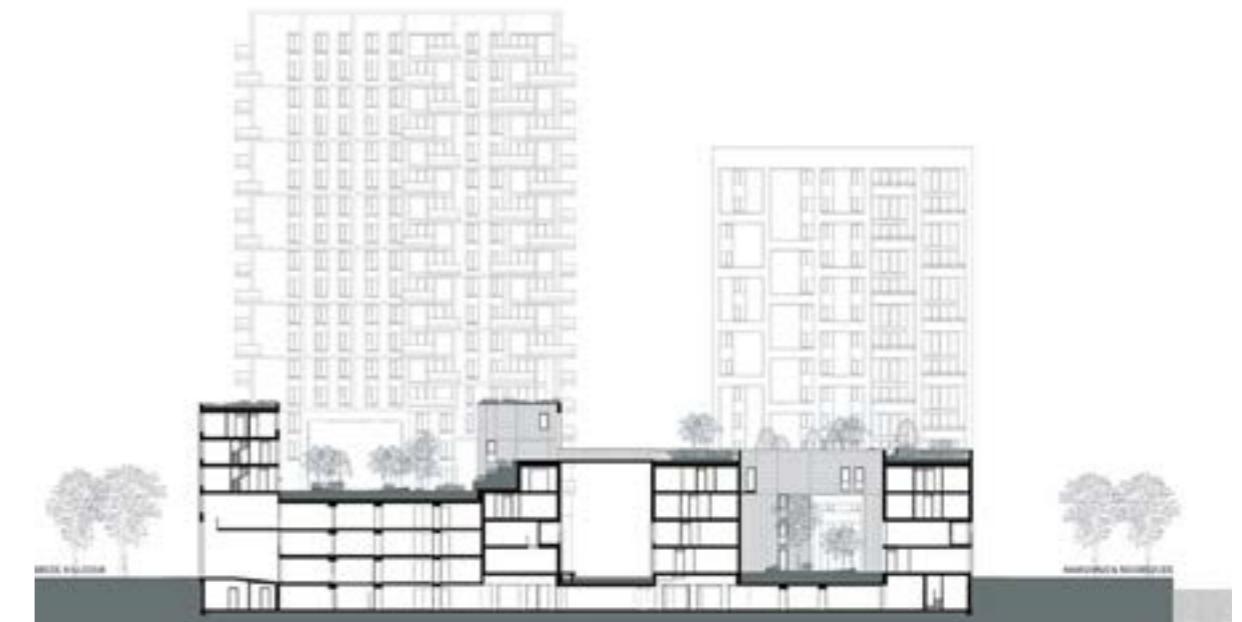
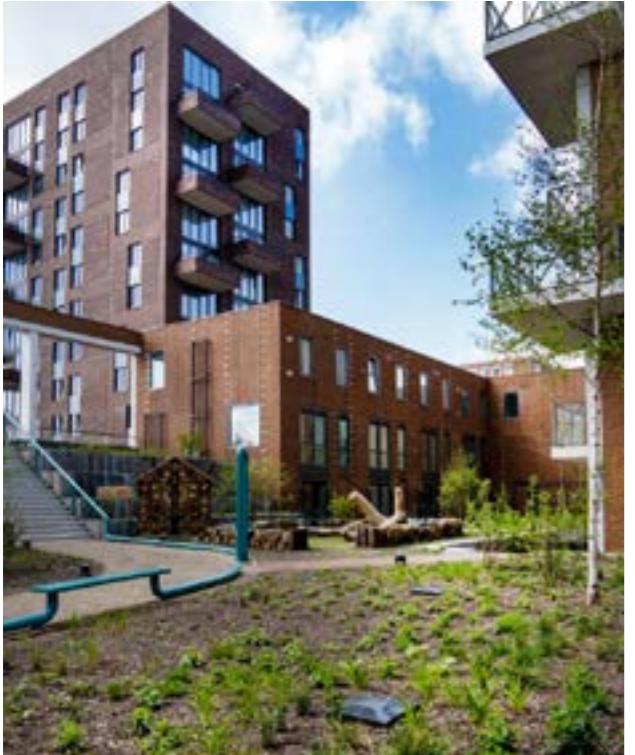


Erdgeschoss



# DE GROENE KAAP

ROTTERDAM, BUREAU MASSA, 2014-2021



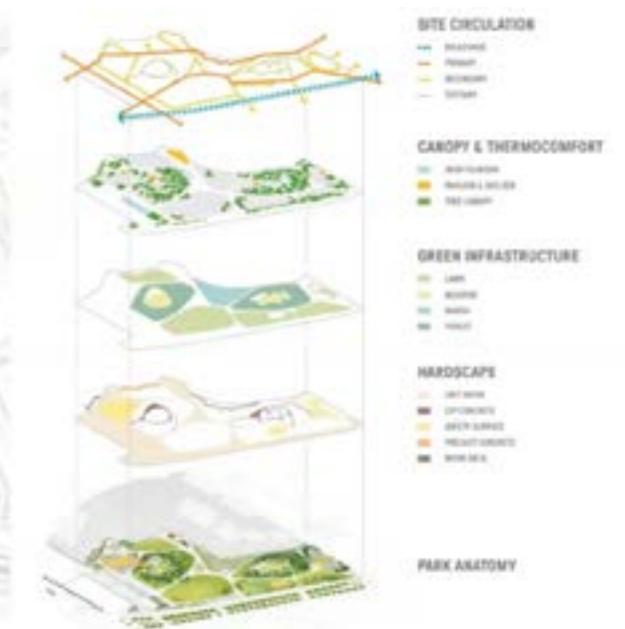
# NELSON MANDELA PARK

ROTTERDAM, SWA GROUP, WETTBEWERB 2021



**Nelson Mandela Park**  
Master Plan

- 1 Promontory Overlook
- 2 Heritage Carpet
- 3 Skin Basin
- 4 Cultural Plaza
- 5 Community Cultural Center
- 6 Shade Bosque
- 7 Overlook
- 8 Metro/Gateway Plaza
- 9 Harbor Ledges
- 10 Point Pavilion
- 11 Water Taxi
- 12 Boat Tie-up
- 13 The Knoll Forest
- 14 Shade Pavilion
- 15 Total Pool
- 16 Marsh Trail
- 17 Promenade Ledges
- 18 Pastic Meadow
- 19 Viewing Ledges
- 20 Lawn Raffia
- 21 North Gateway Plaza
- 22 Croft Court
- 23 Half Courts



# ENTWURF

- HYBRIDE NUTZUNGSKONGLOMERATE
- FOKUS PREISGÜNSTIGER WOHNUNGSBAU
- BEZIEHUNG ZUM WASSER
- ÖFFENTLICHE NUTZUNGEN IM SOCKEL
- VERNETZUNG MIT DER NACHBARSCHAFT
- EFFIZIENTE, POLYVALENTE TRAGSTRUKTUR

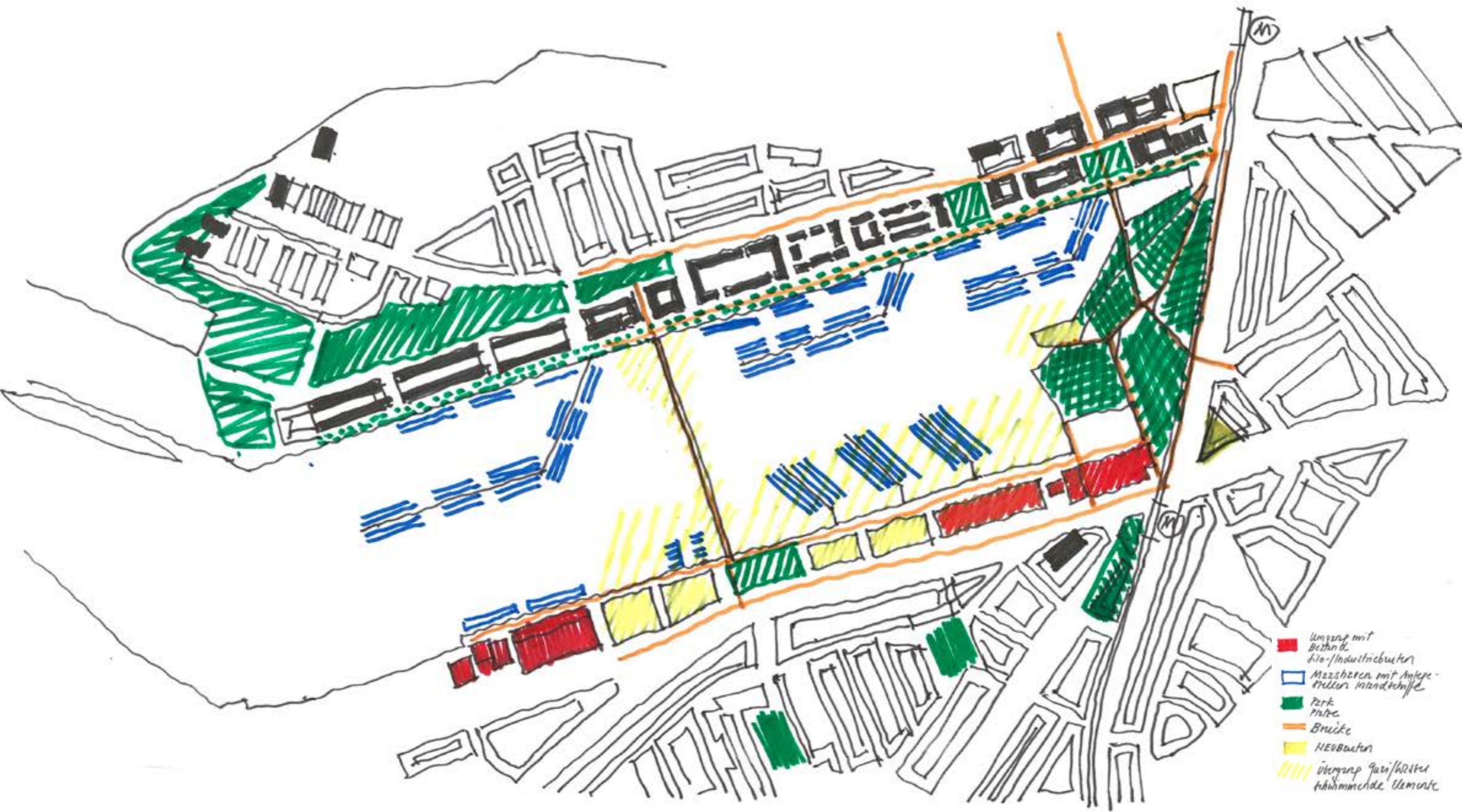
# NACHHALTIGKEIT

- SOZIAL VERTRÄGLICHE VERDICHTUNG
  - RESPEKT VOR BESTEHENDEN  
STADTSTRUKTUREN
  - MEHR AUFENTHALTSQUALITÄT IN FREIRÄUMEN
  - GUTE BALANCE ZWISCHEN HALTBARKEIT UND  
NIEDRIGEM MATERIALVERBRAUCH
  - REDUKTION CO<sub>2</sub> - AUSSTOSS
- > ZIEL: EIGENSTÄNDIGE, AUSDRUCKSSTARKE GEBÄUDE <

# **MAASHAVEN, GEGENWART**



# MAASHAVEN, ZUKUNFT



# ENTWURFSORTE

1 DREIECK

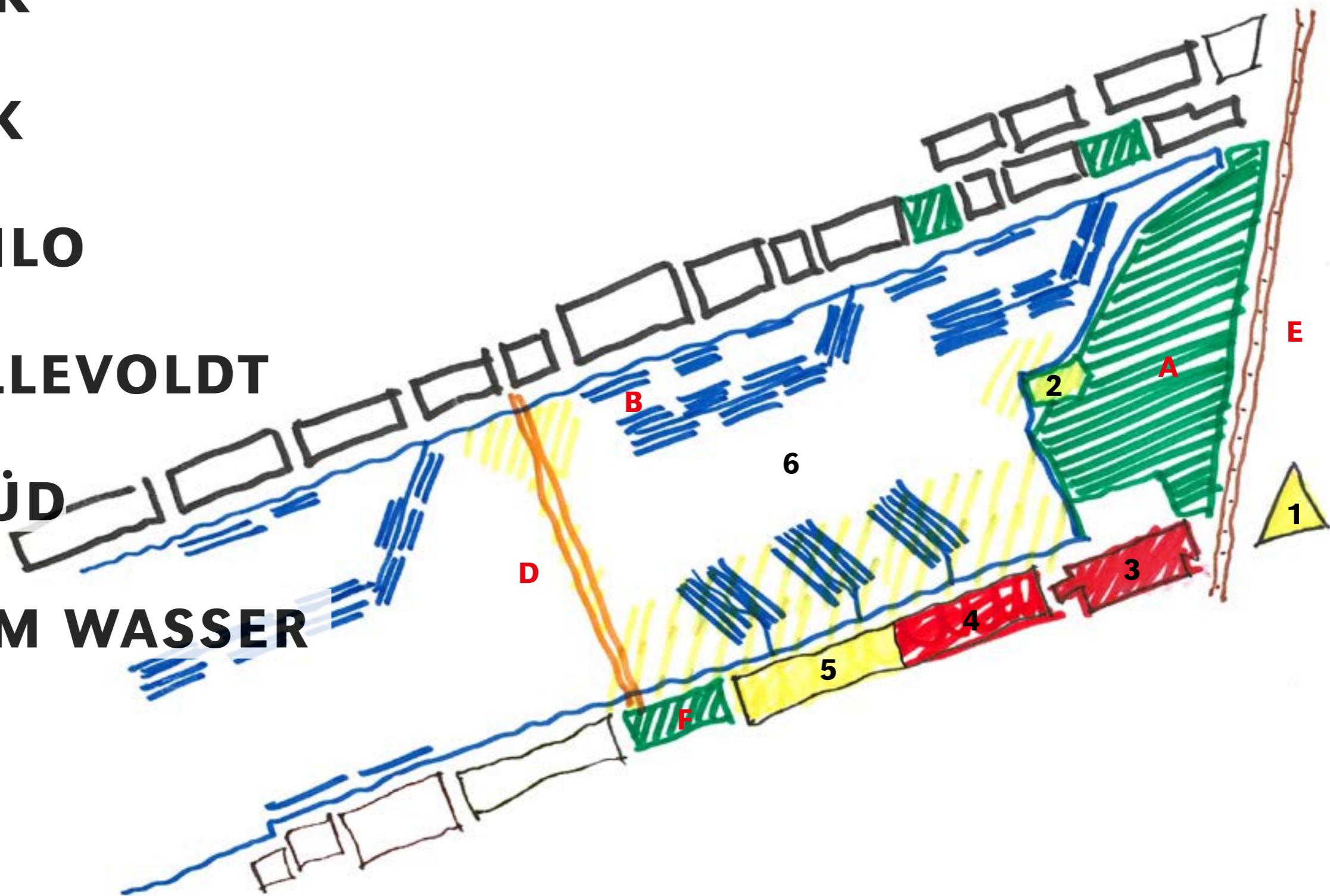
2 IM PARK

3 MAAASSILO

4 VAN SILLEVOLDT

5 QUAI SÜD

6 AUF DEM WASSER

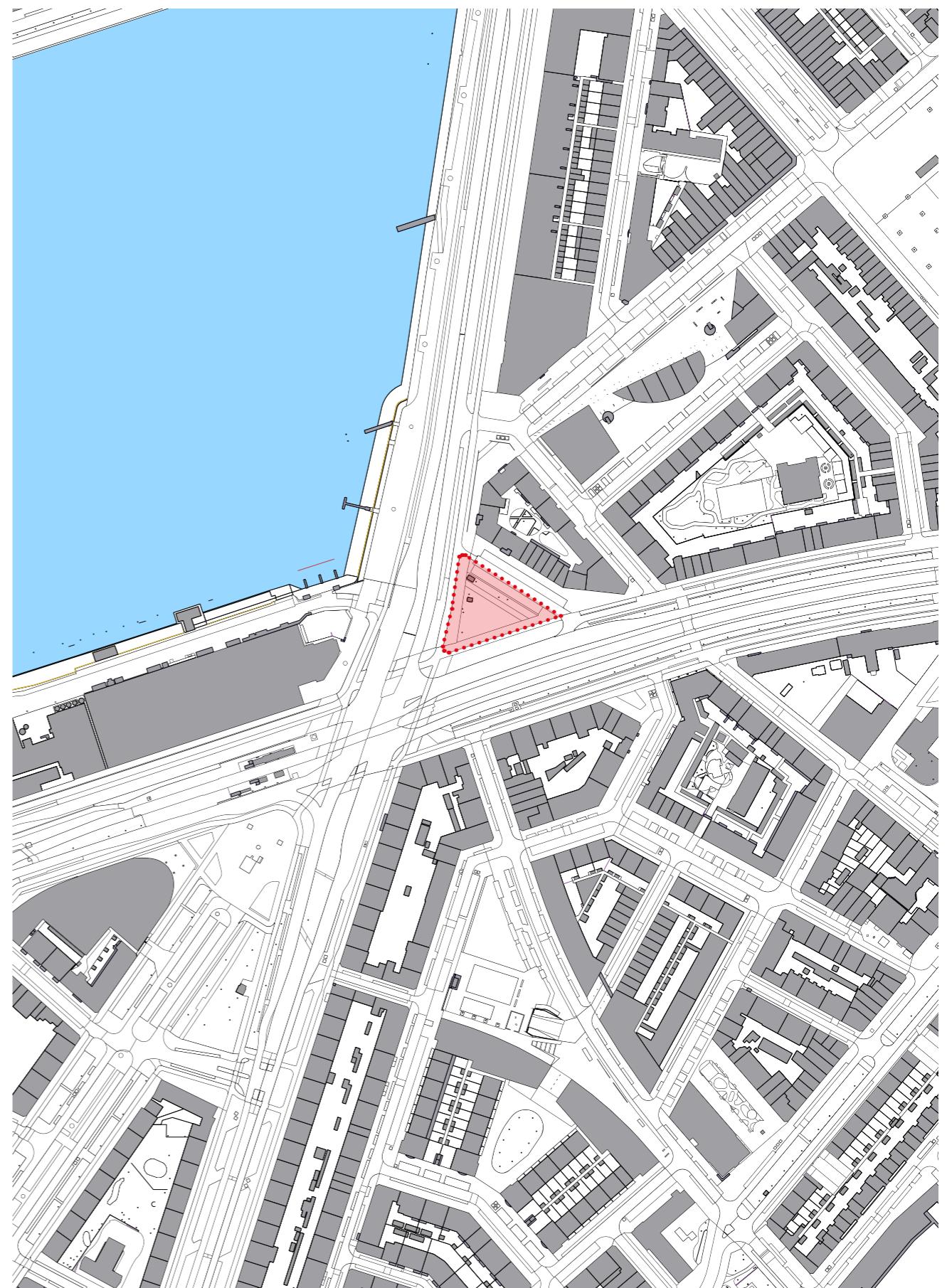


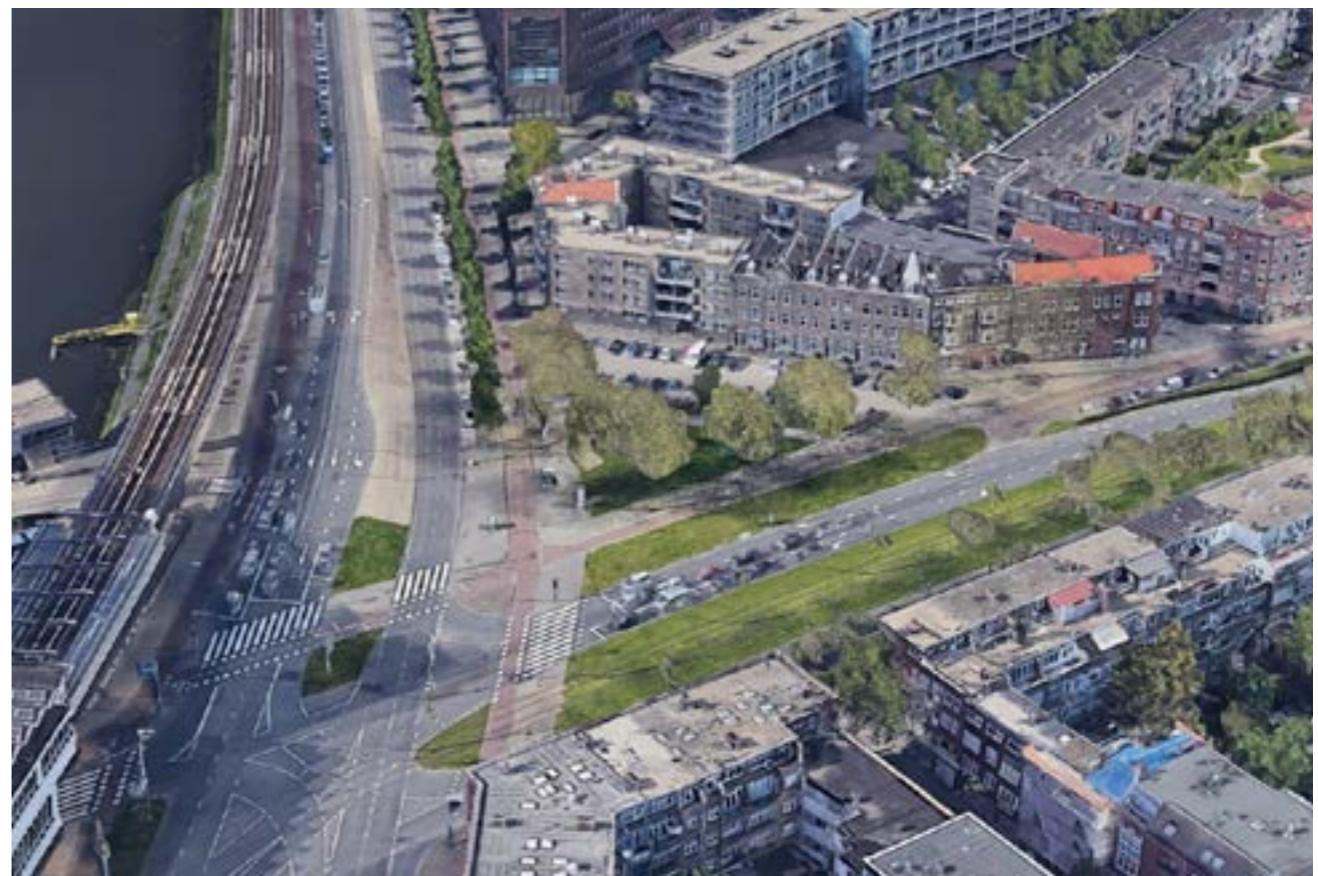
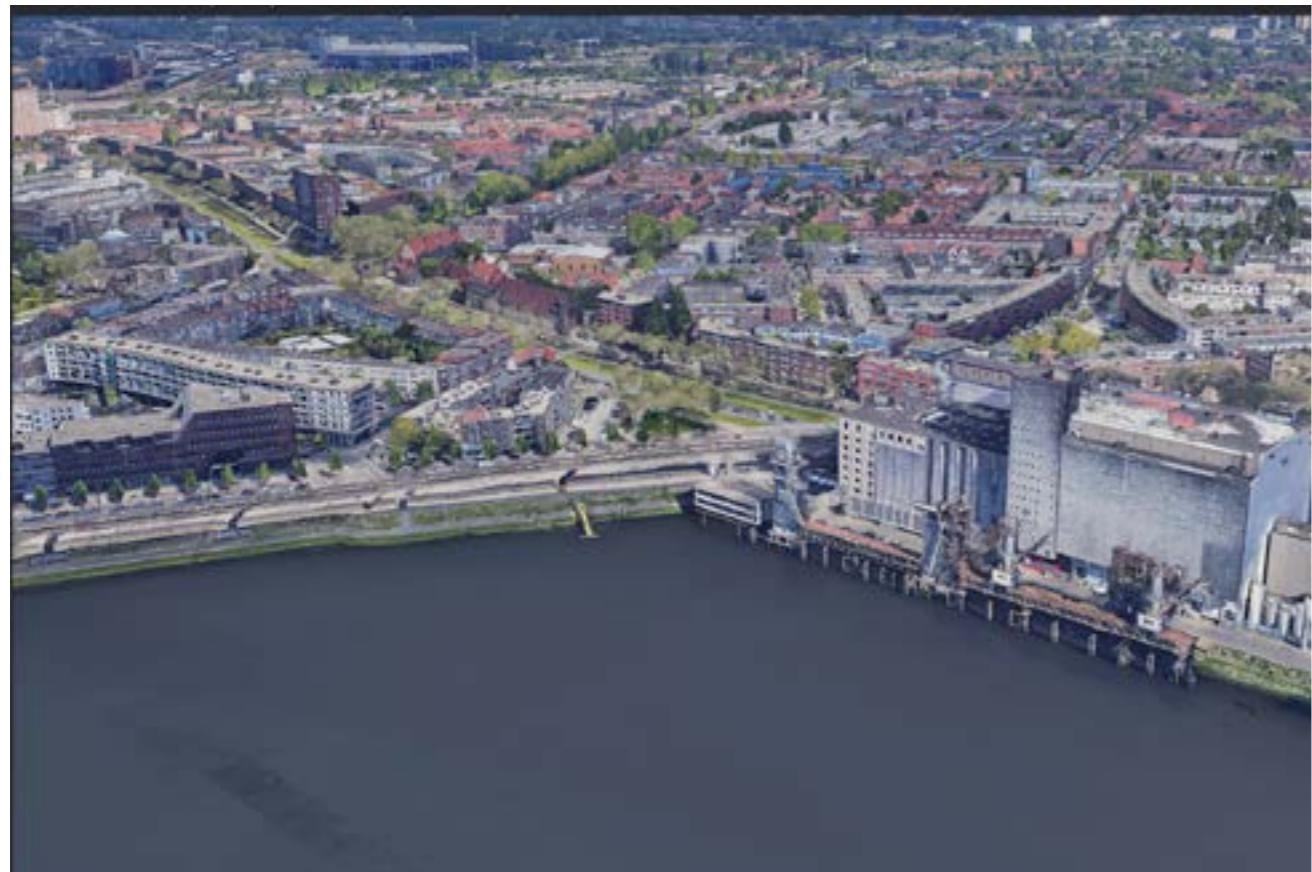
# ENTWURFSORTE IM KONTEXT



# 1 DREIECK

NEUBAU, HOCHHAUS STANDORT





## 2 IM PARK

NEUBAU, PAVILLON, ÖFFENTLICHE NUTZUNG

Bestand



Geplant



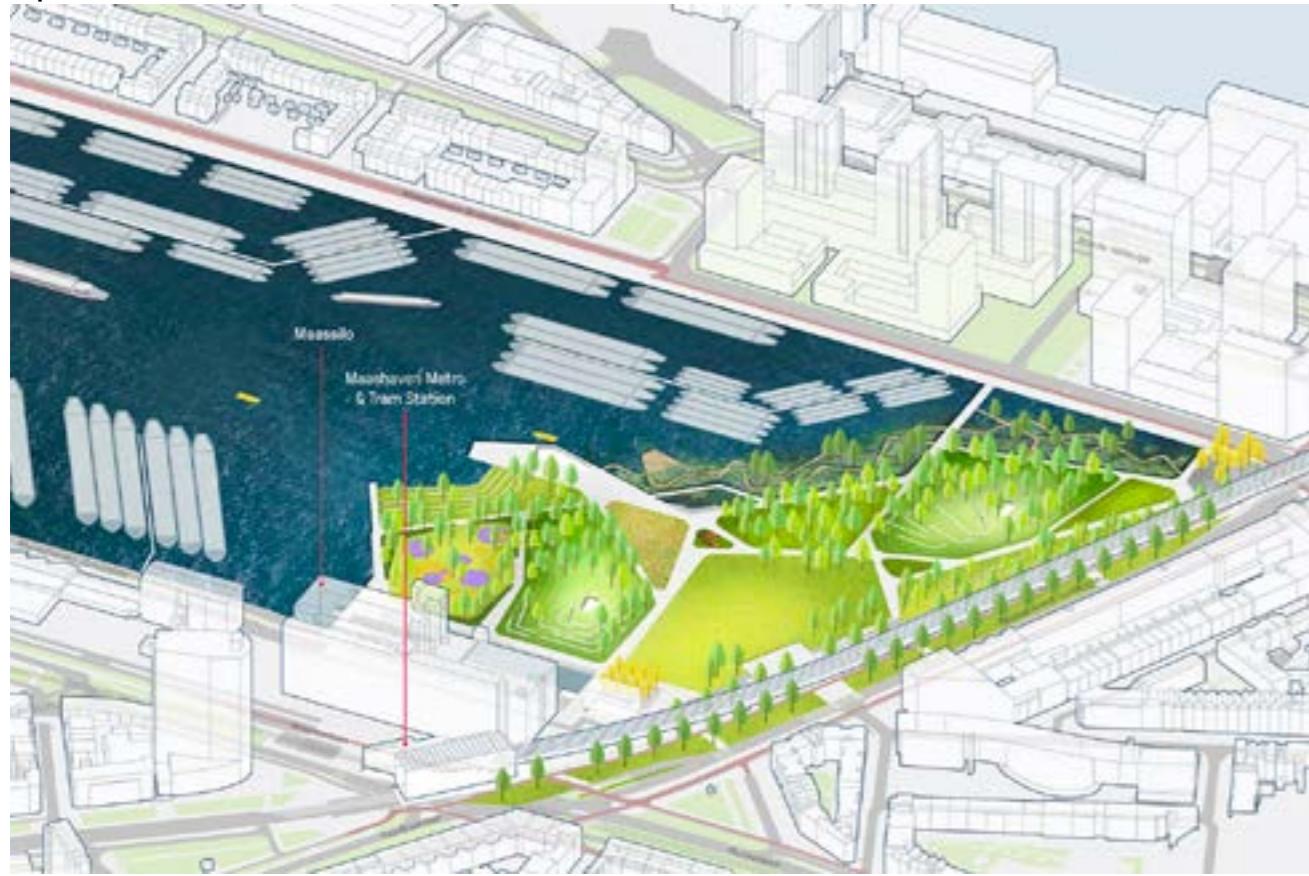
**Bestand**



**Geplant**



**Geplant**

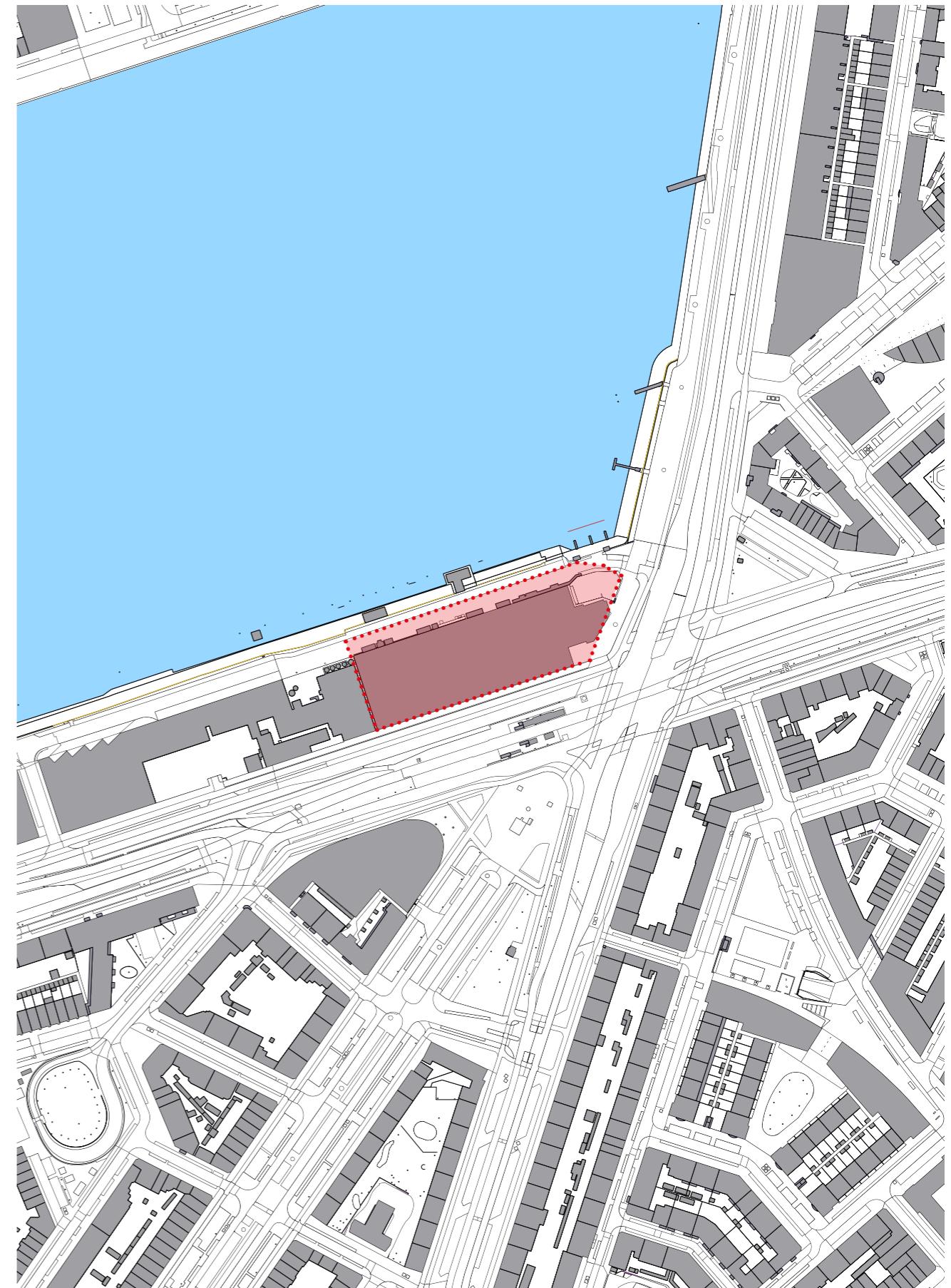
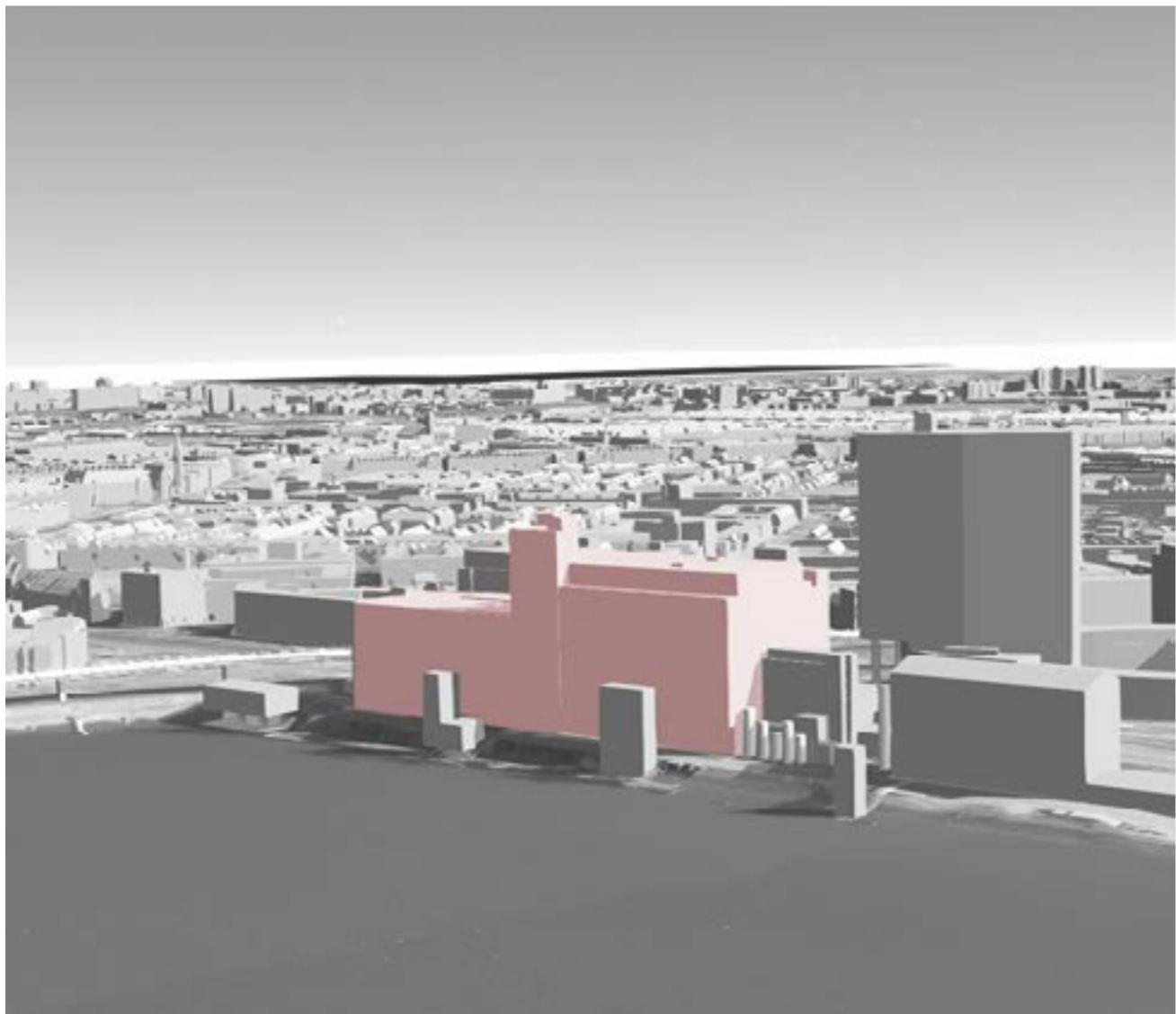


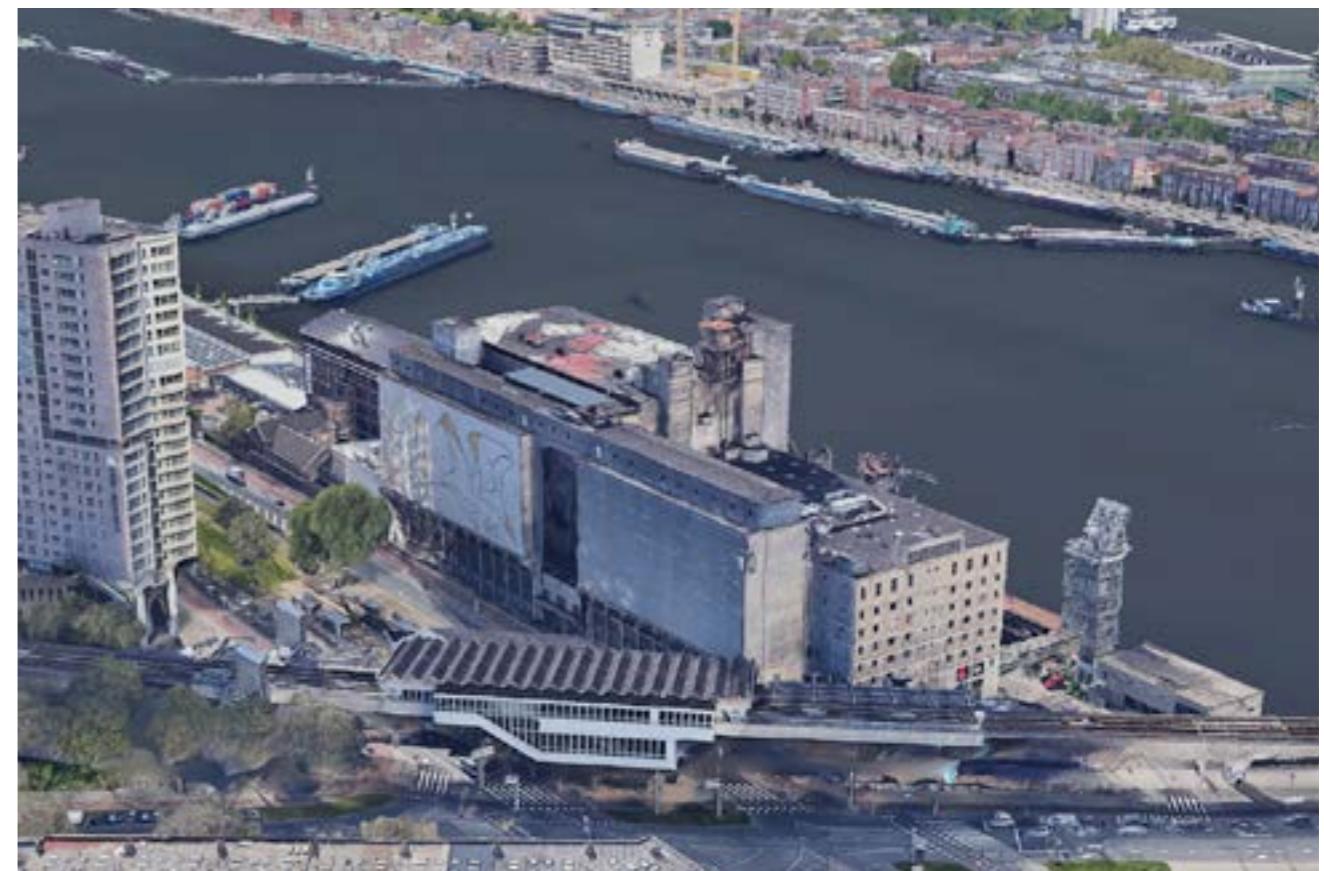
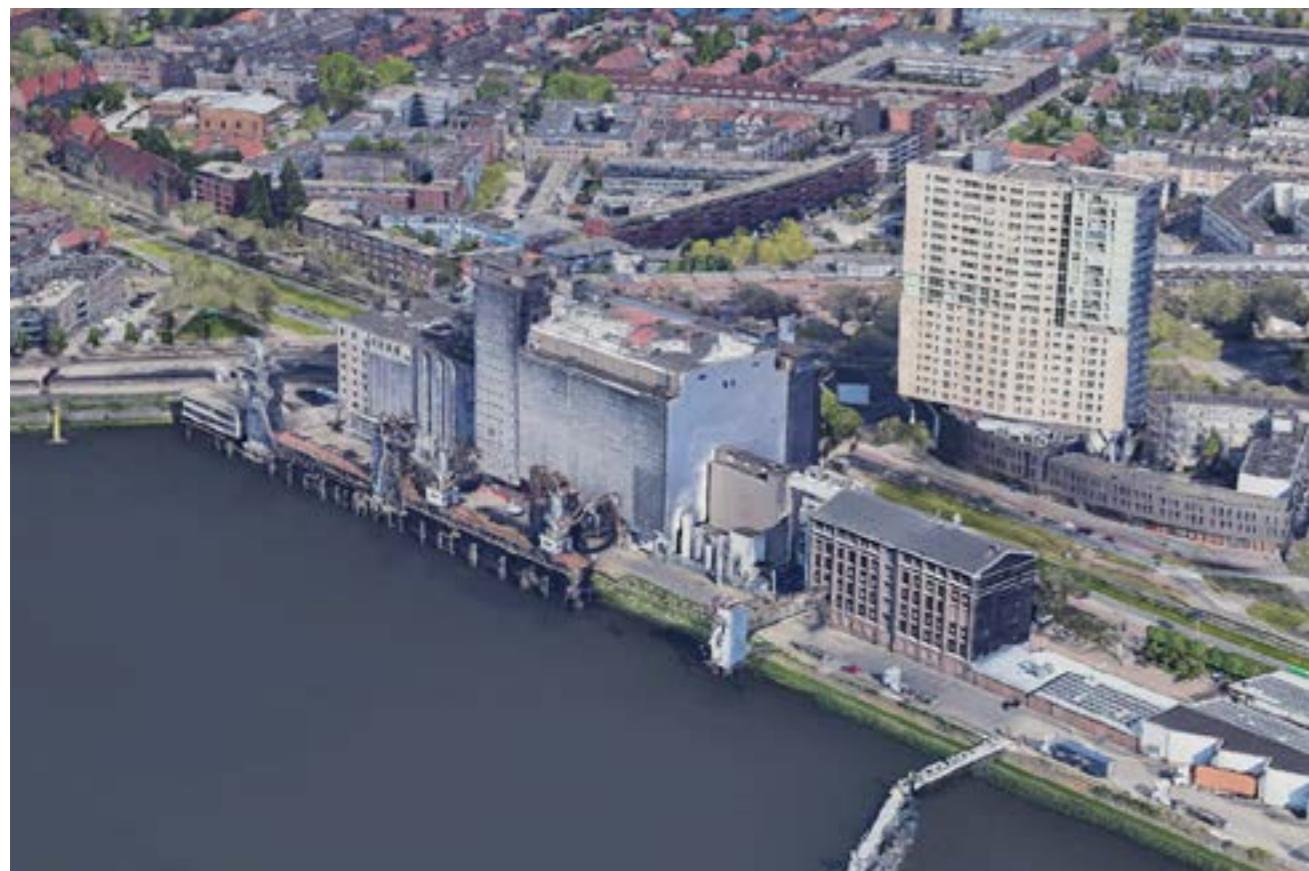
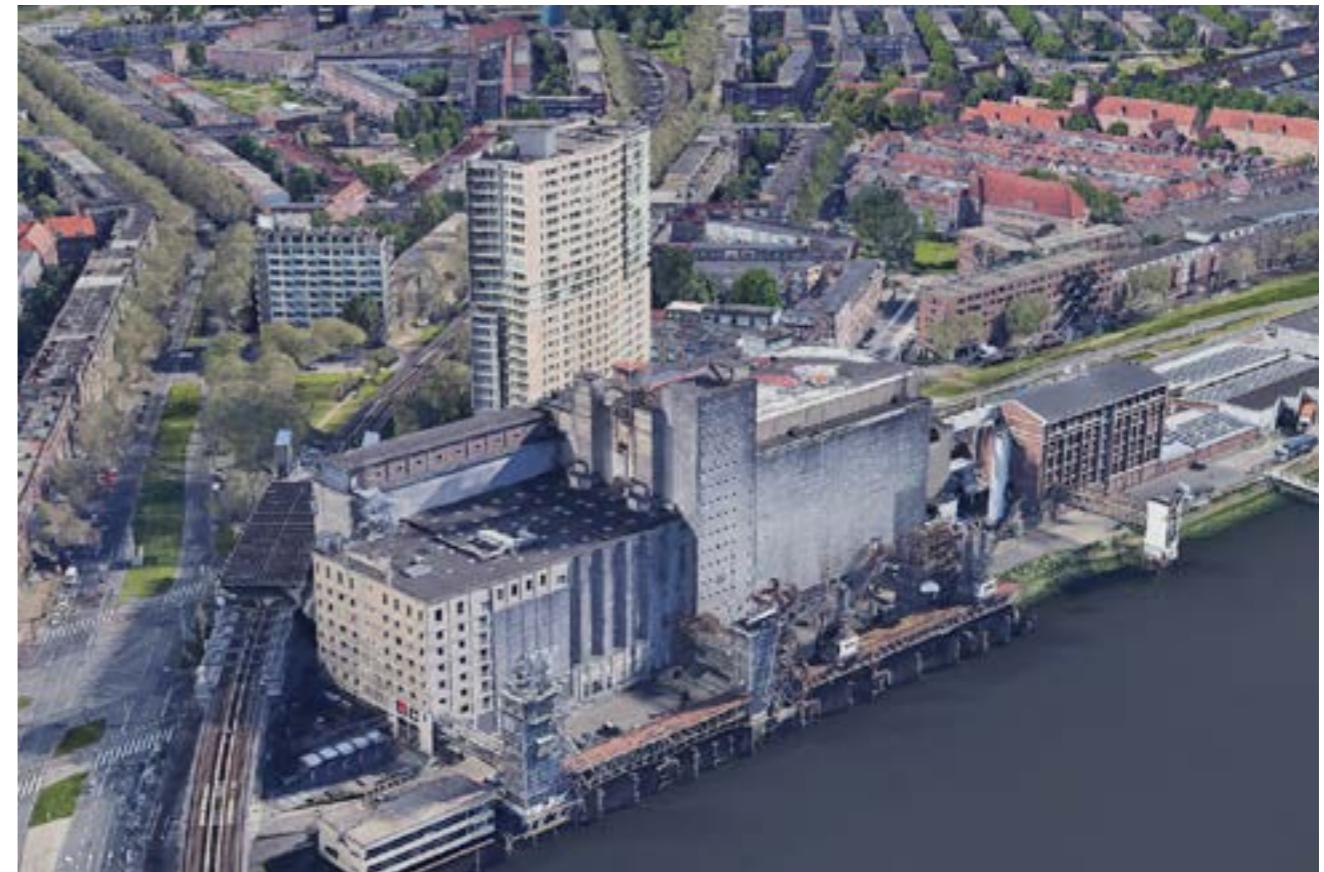
**Geplant**



### 3 MAAASSILO

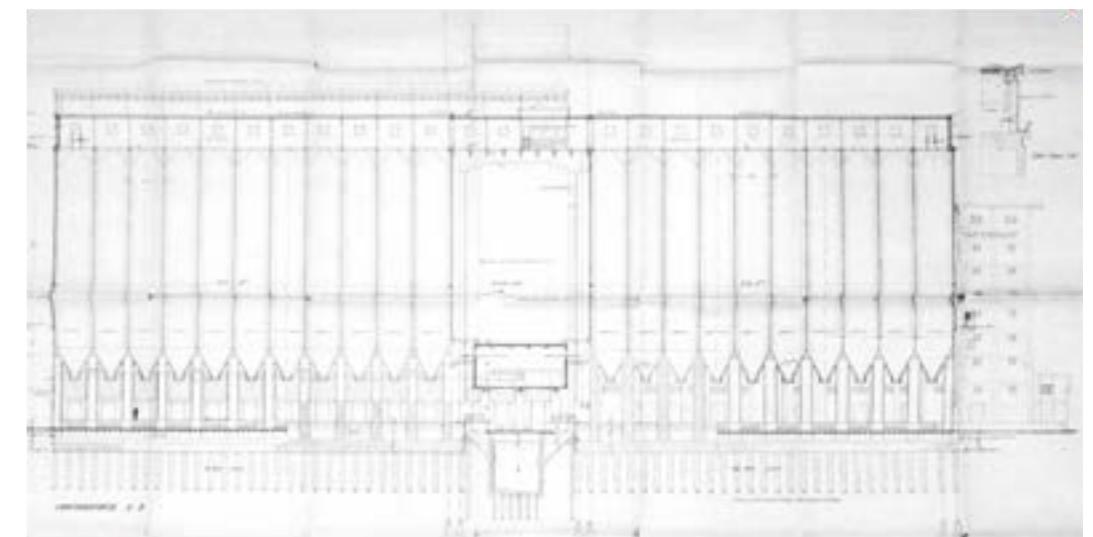
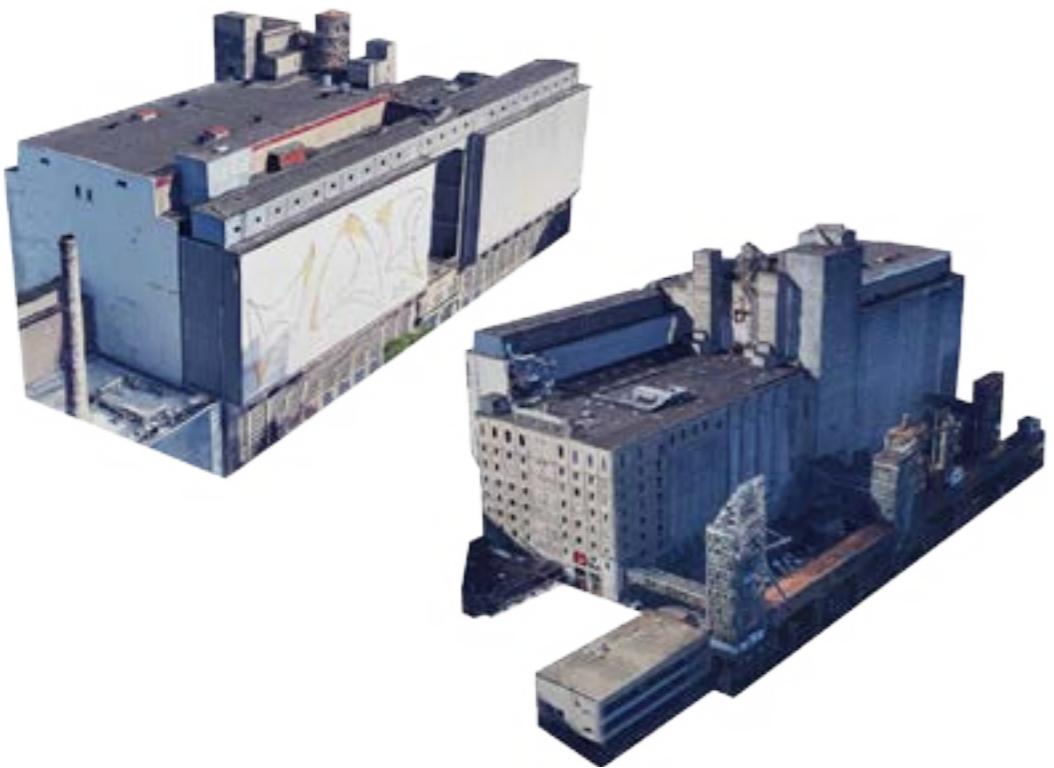
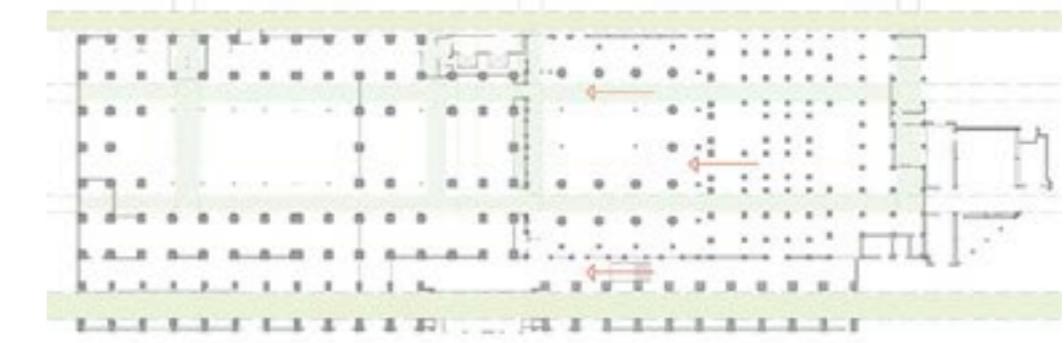
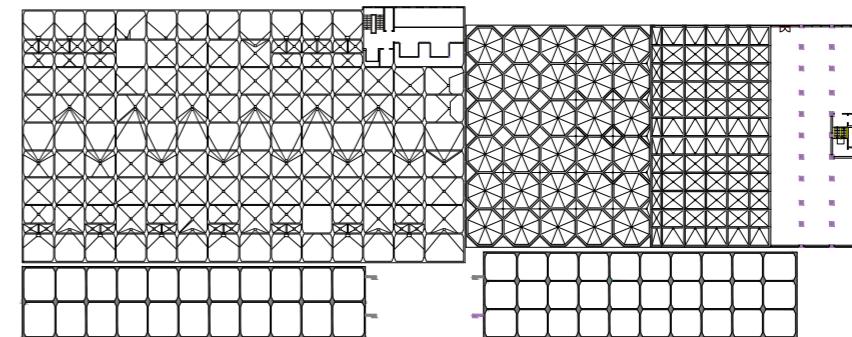
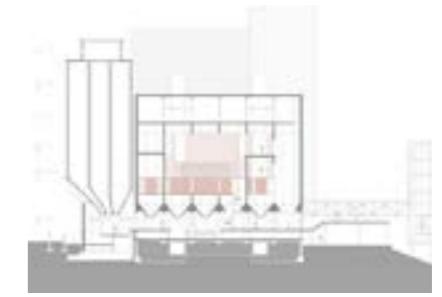
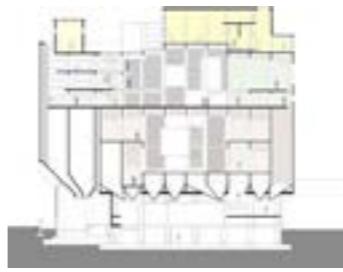
UMGANG MIT BESTAND, ERWEITERUNG

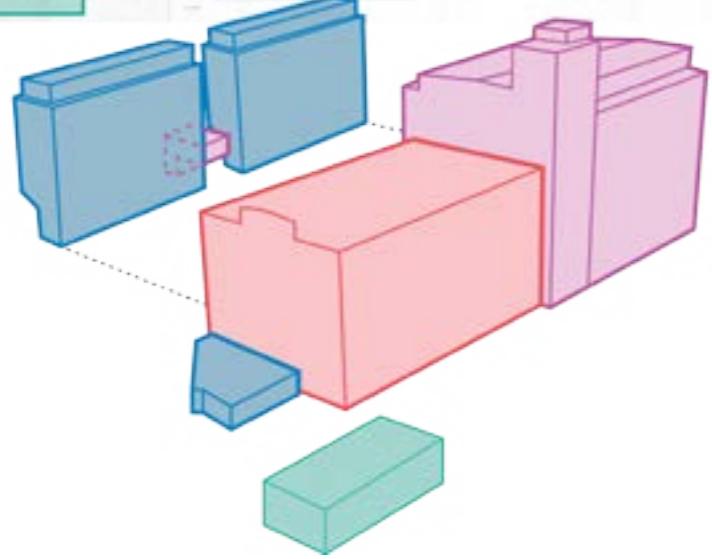
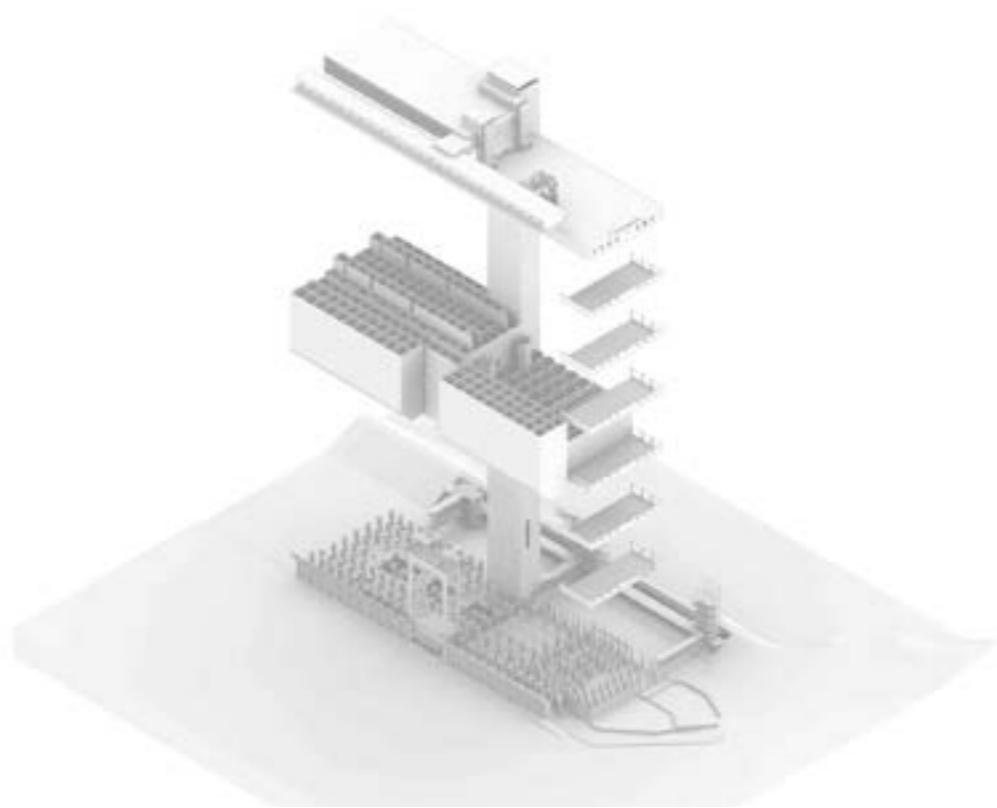
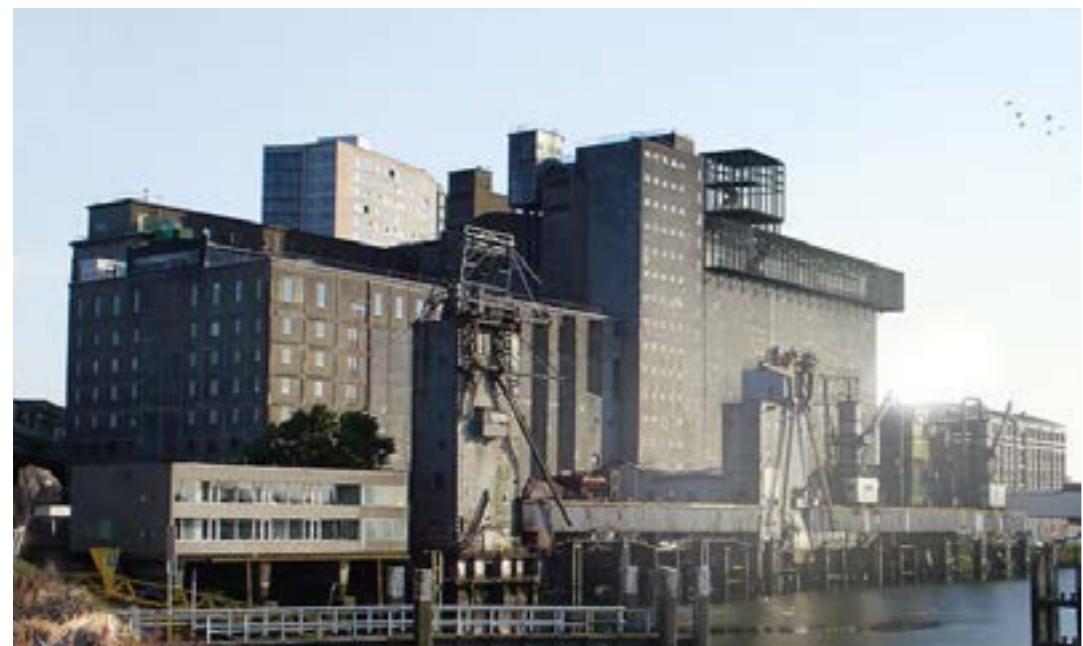




# MAASSILO

ROTTERDAM, J.P. STOK, 1910 | ERWEITERUNG: J.A. BRINKMAN & L.C. VAN DER VUGT, 1919 |  
ERWEITERUNG: POSTMA ARCHITECTS 1951



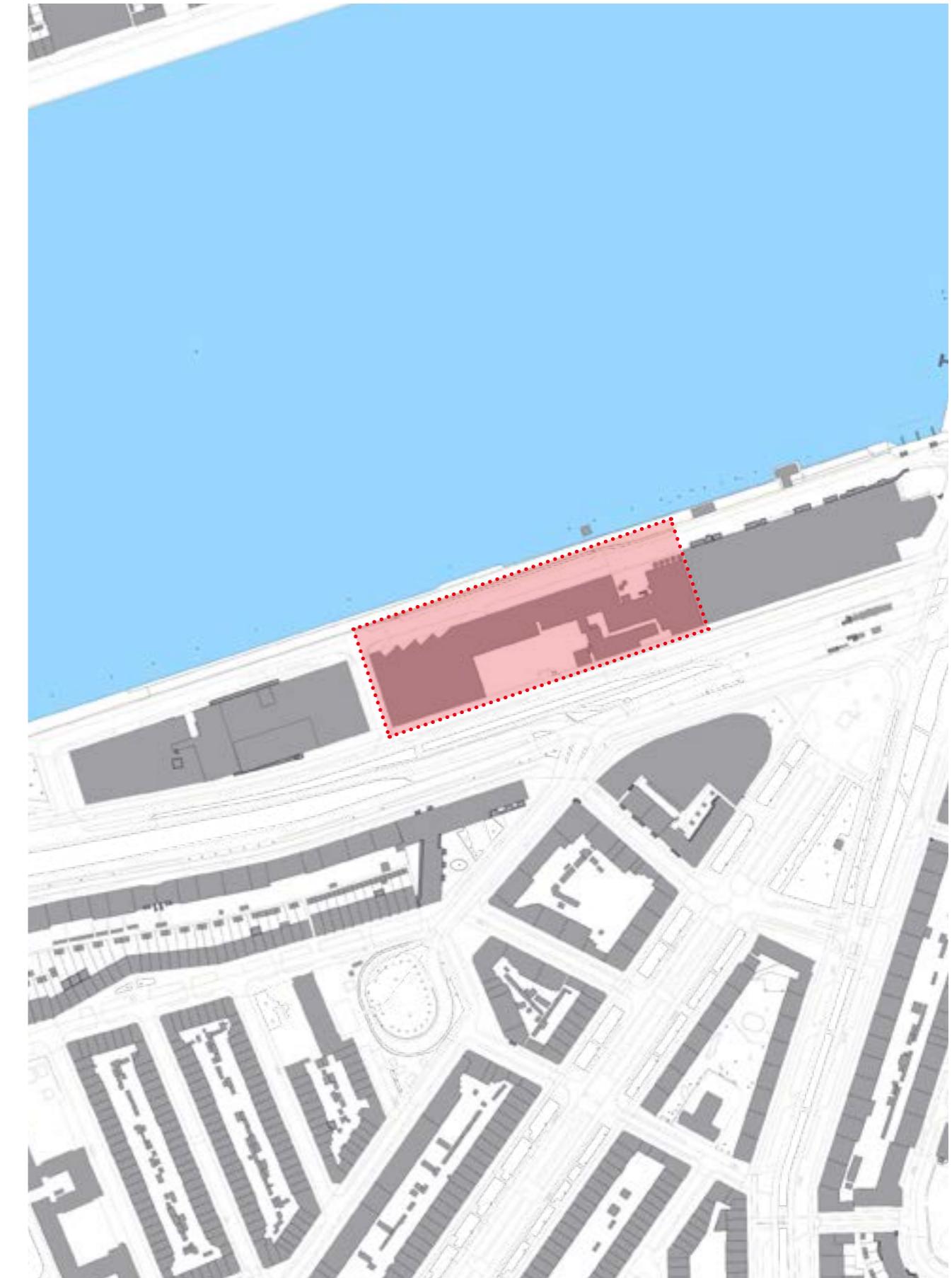
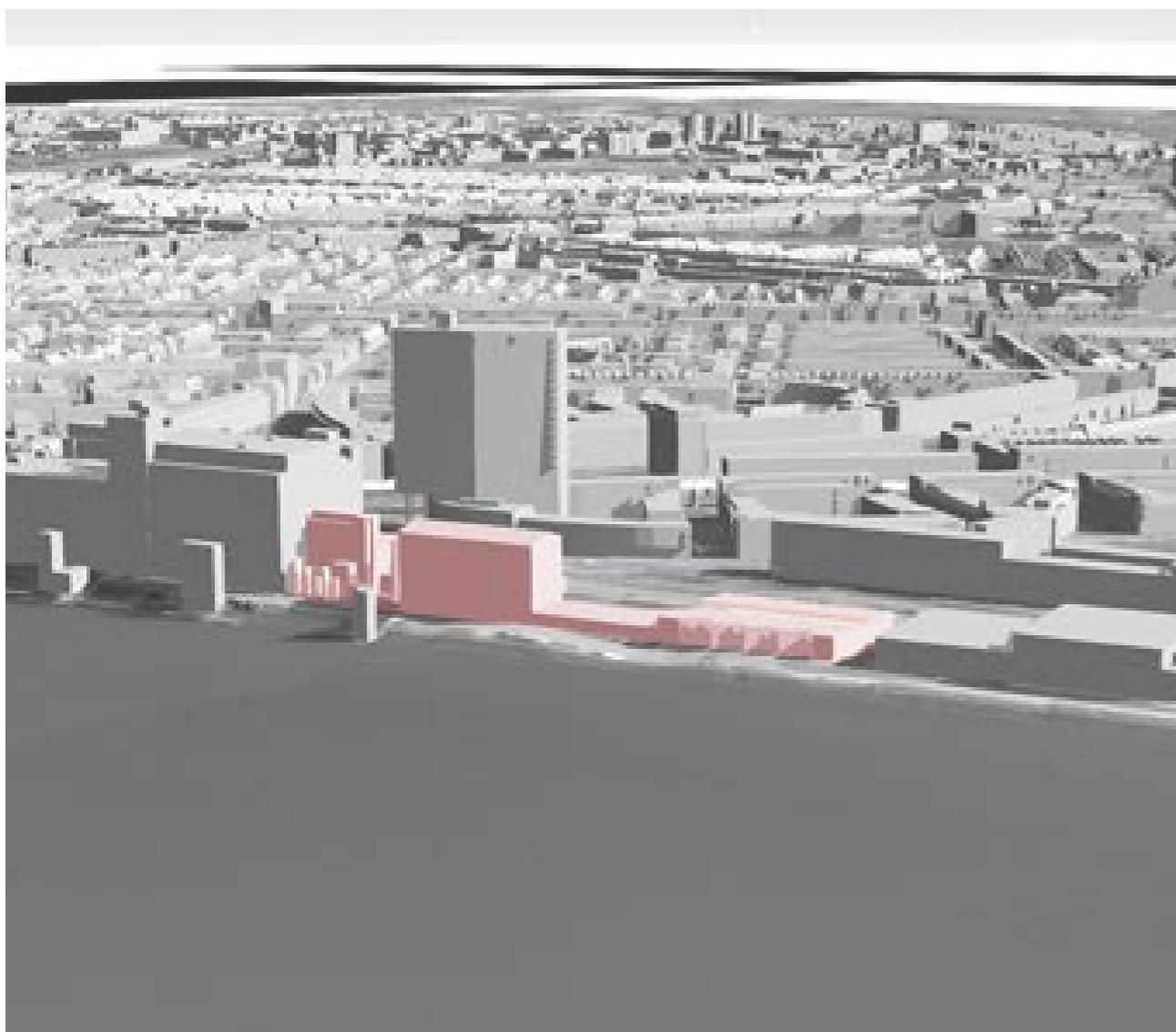


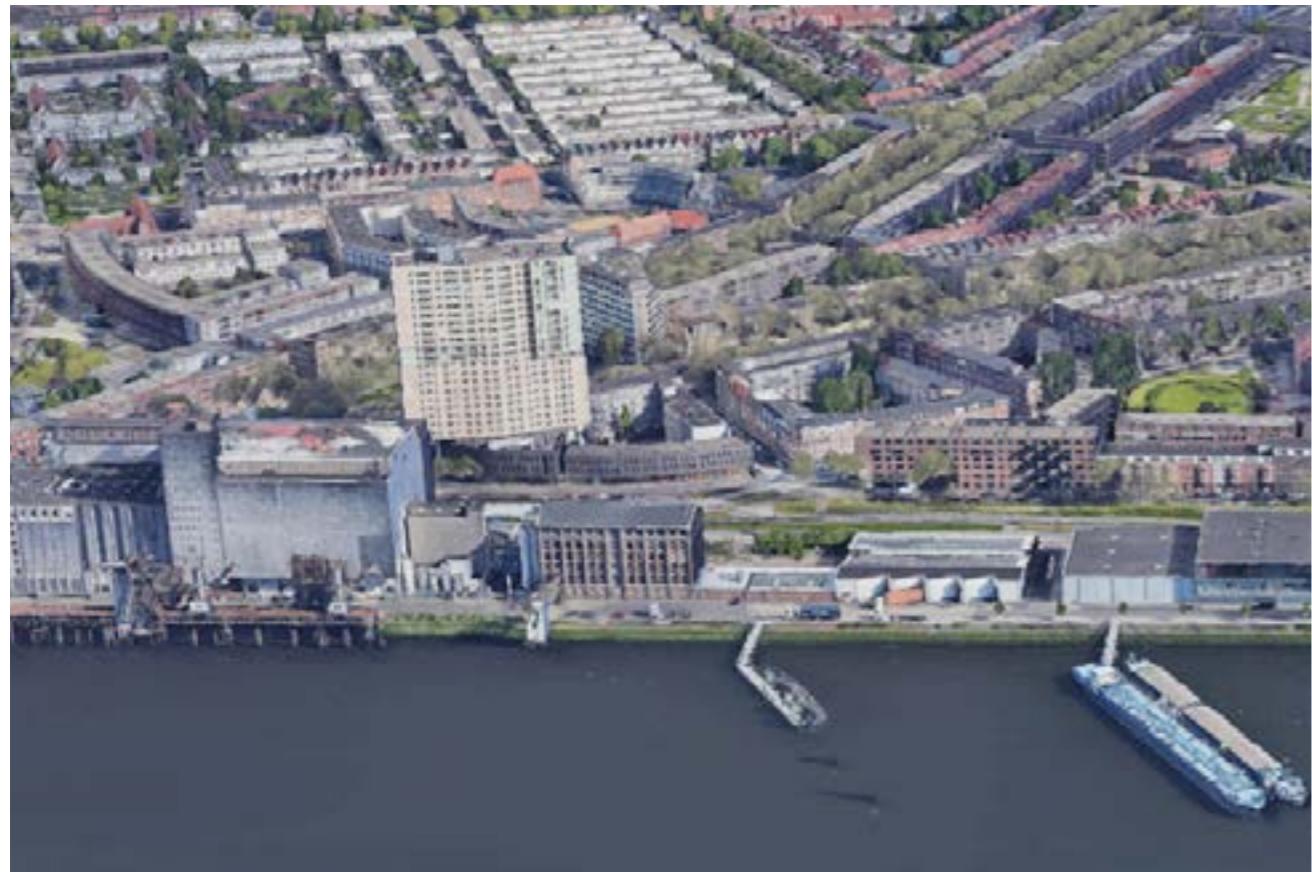
- Phase 1, 1910
- Phase 2, 1930
- Phase 3, 1953-56
- Phase 4, 1963



## 4 VAN SILLEVOLDT FABRIK

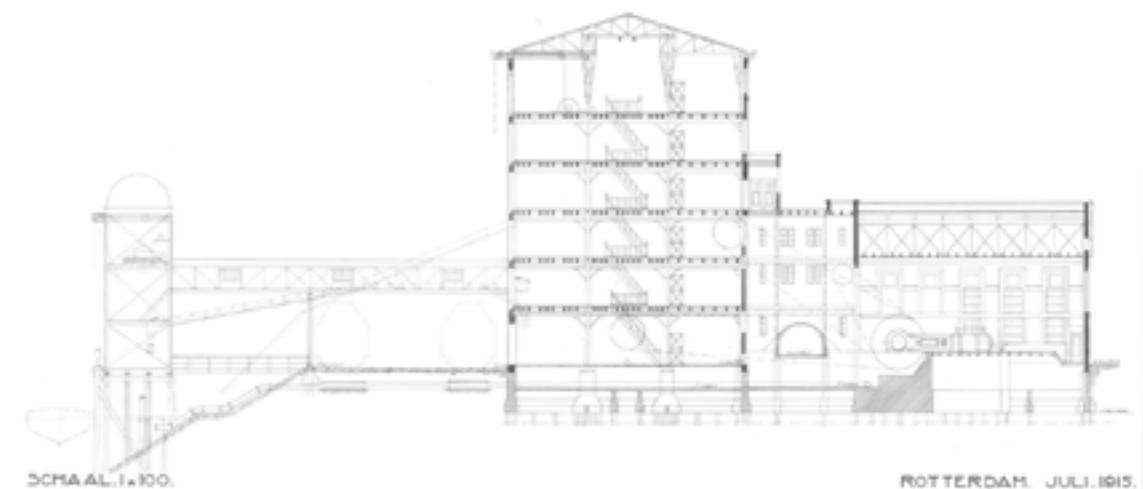
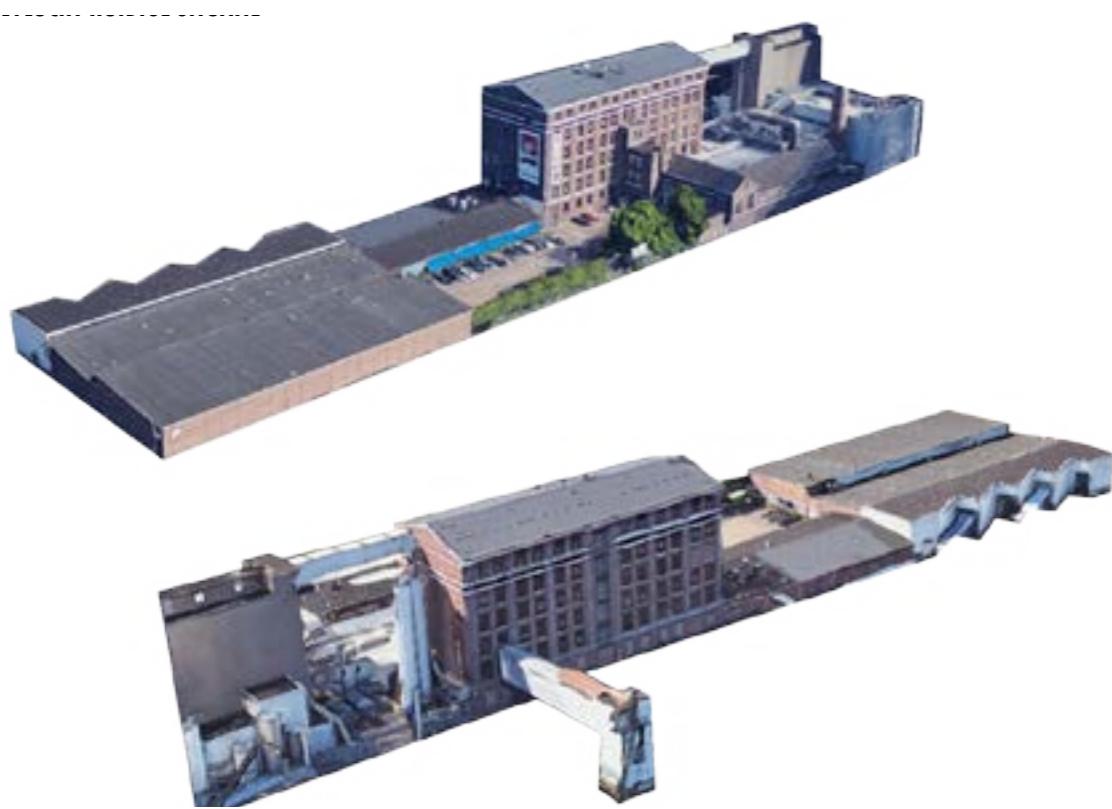
UMGANG MIT BESTAND, ERWEITERUNG, NEUBAU



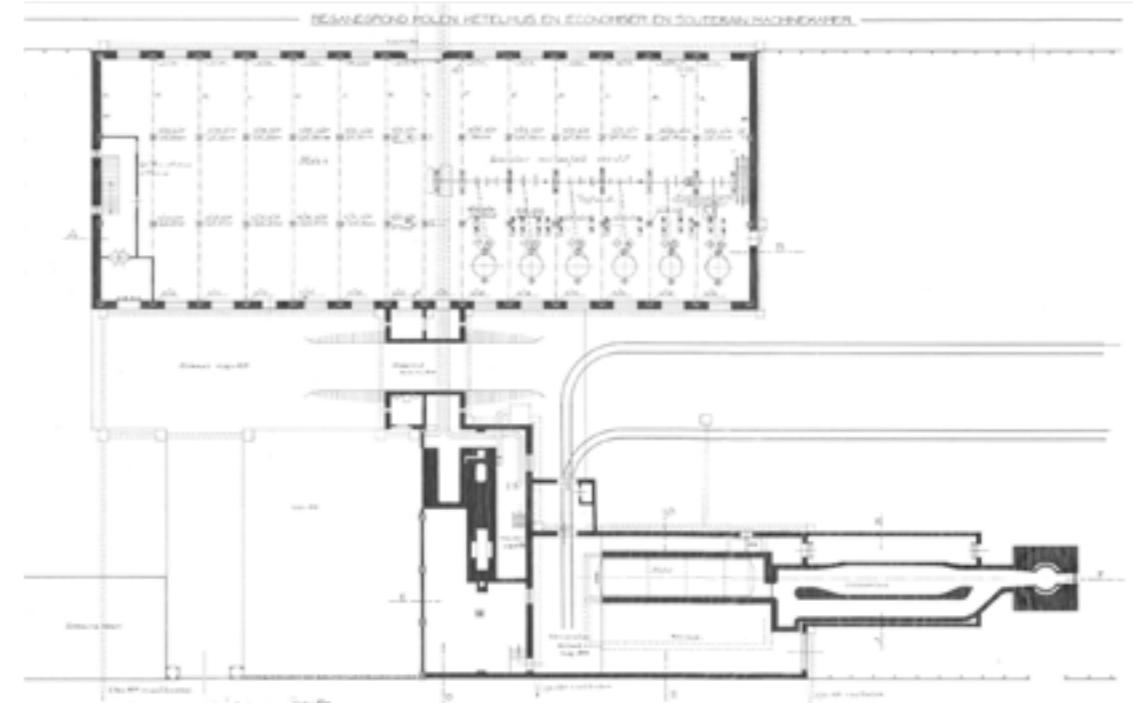


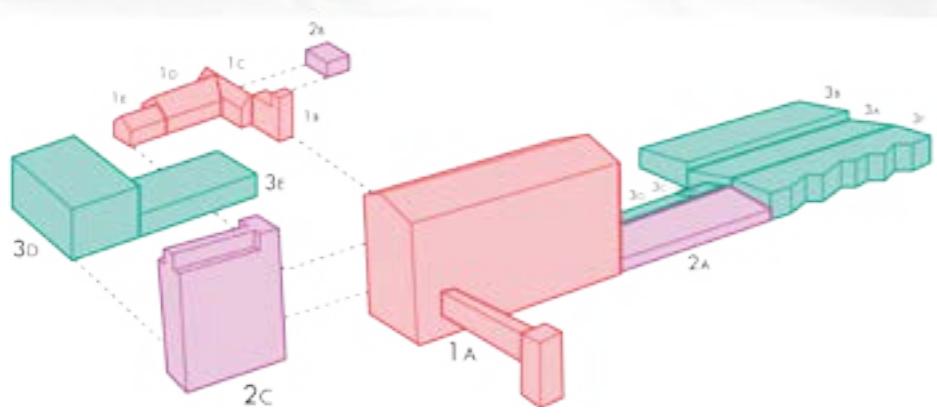
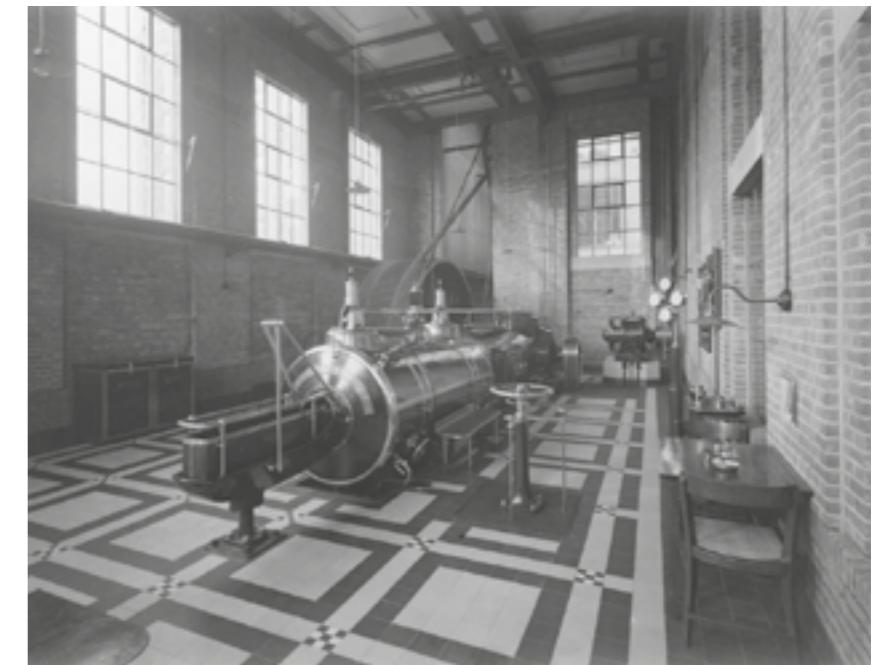
# VAN SILLEVOLDT FABRIK

ROTTERDAM, M. BRINKMAN, 1915



Detaileerd ontwerp molengebouw [E], noord- en oostgevel, 1915. CHND.



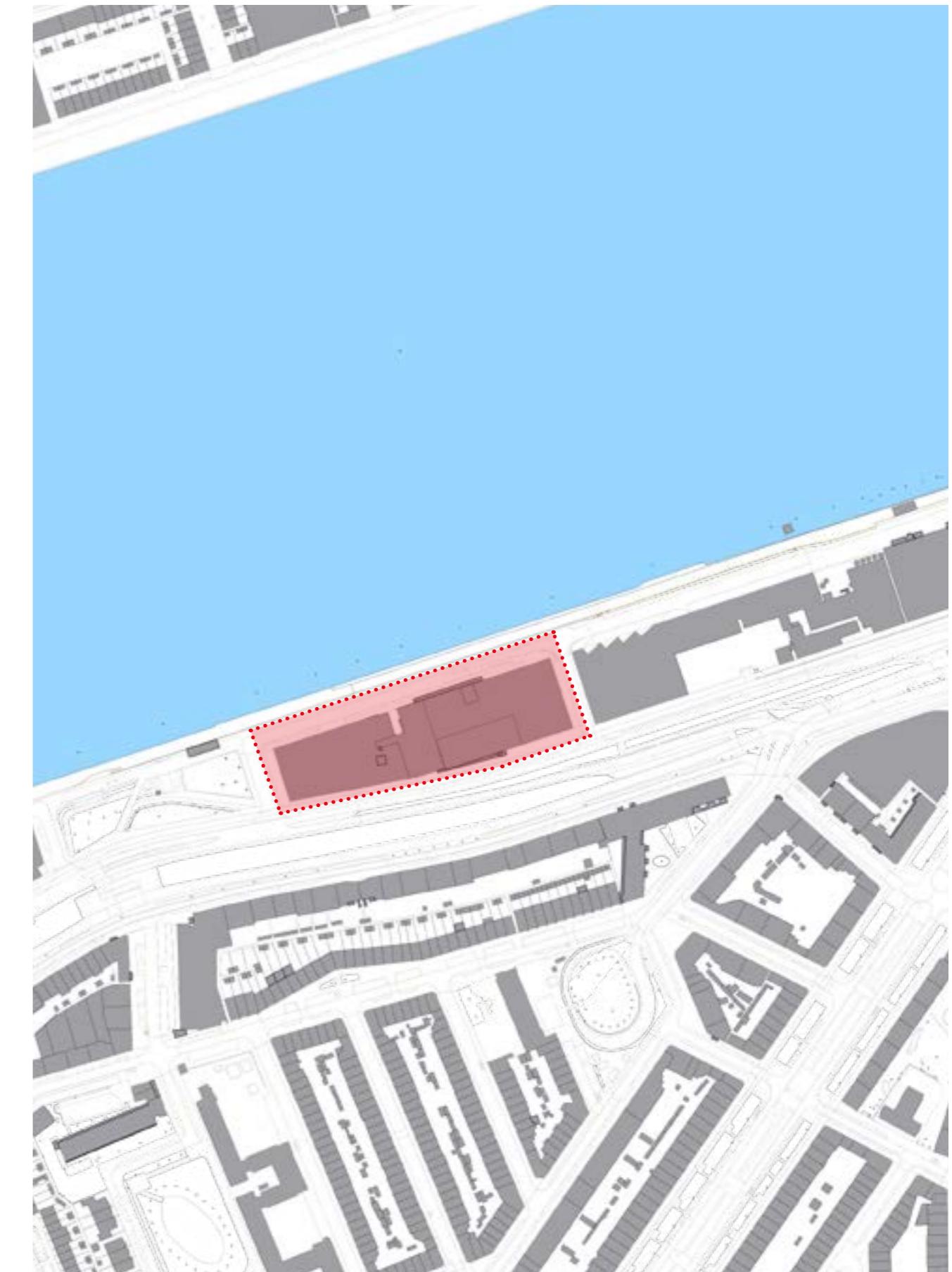


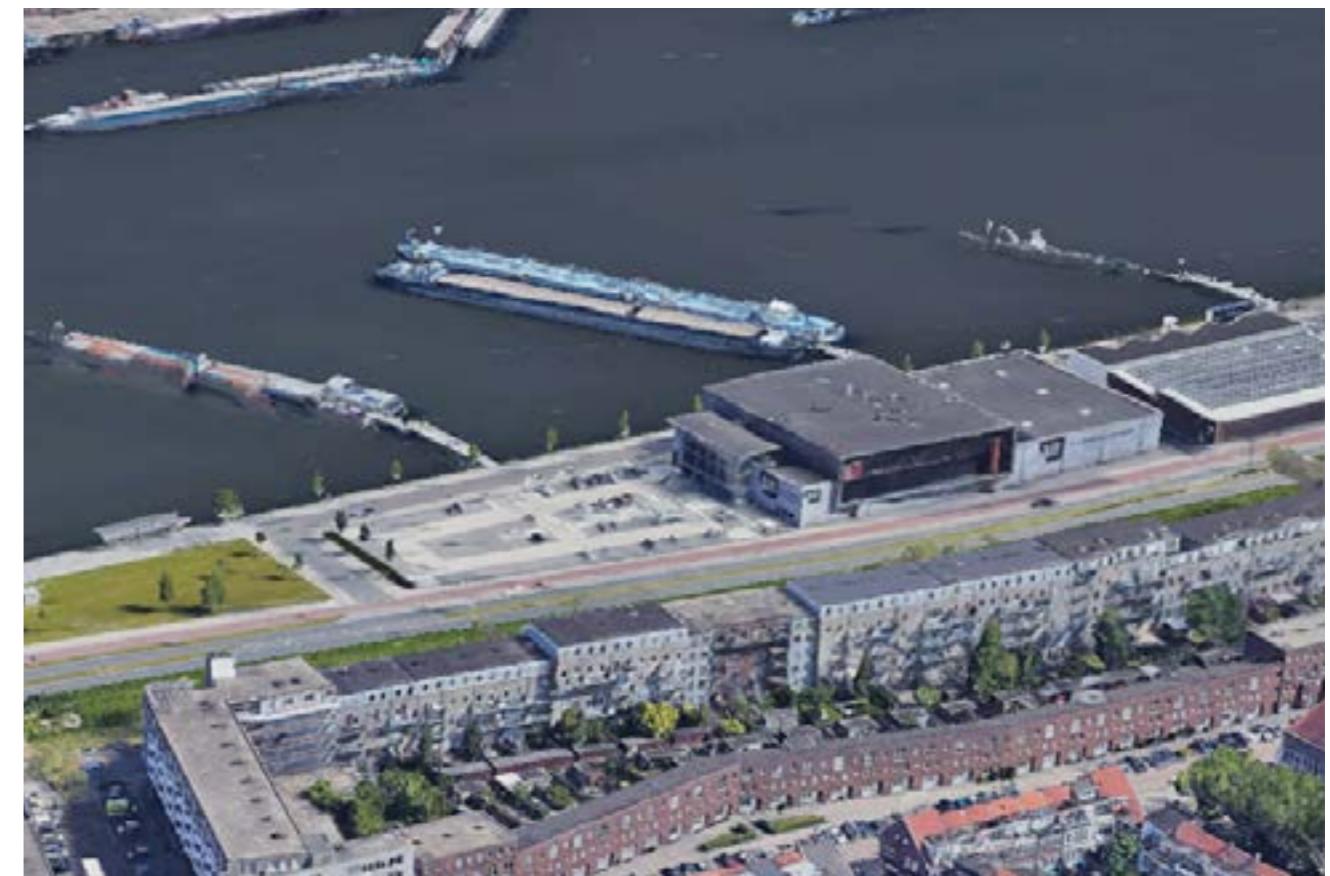
- Phase 1, 1915, sehr wertvoll
- Phase 2, 1934-47, wertvoll
- Phase 3, 1961-96, nicht wertvoll



## 5 QUAI SÜD

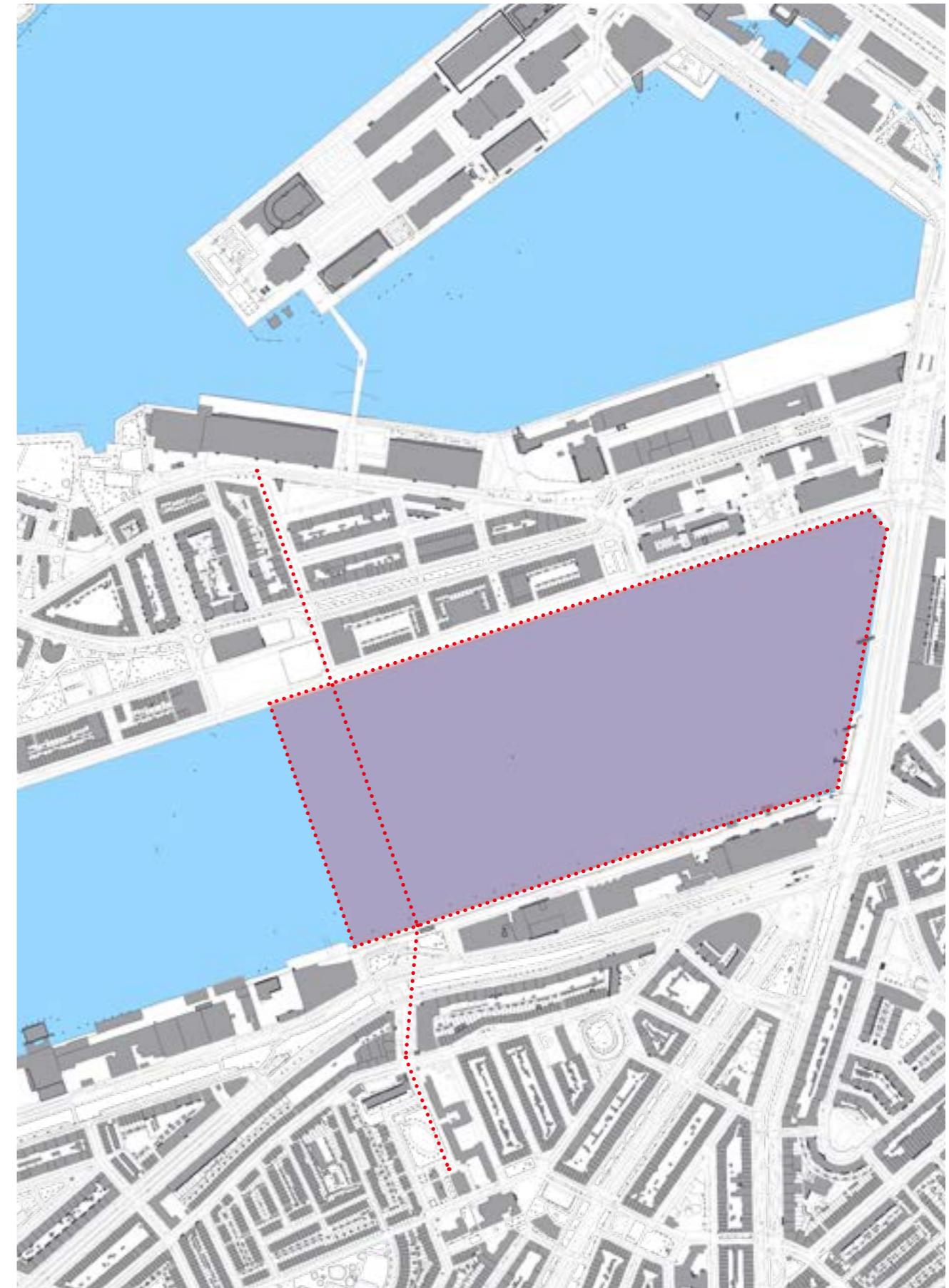
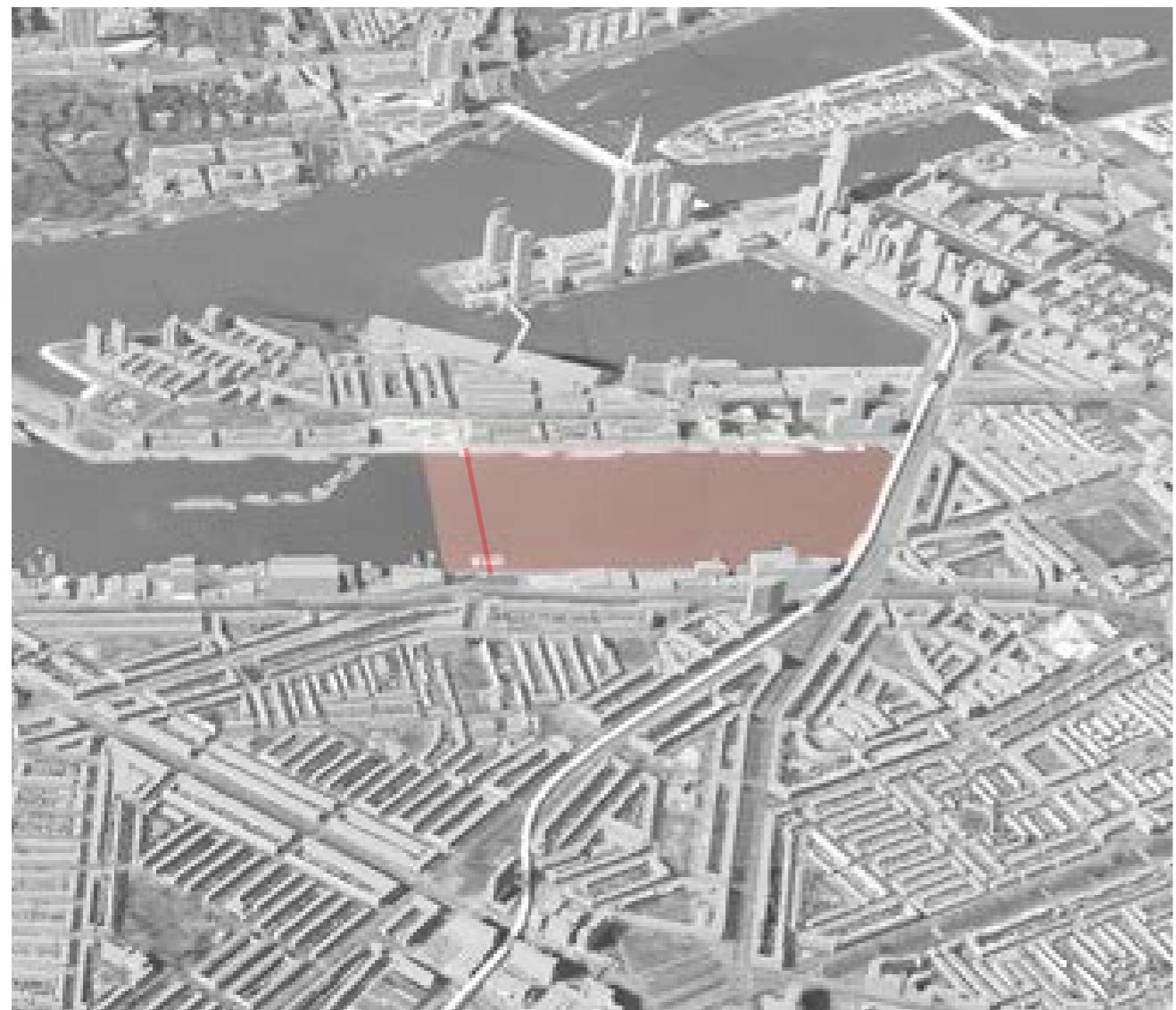
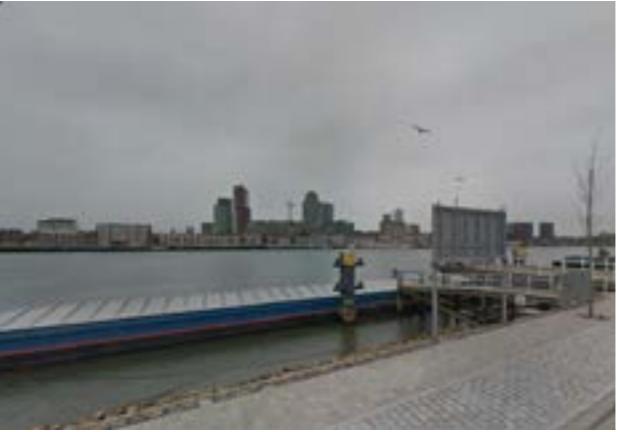
NEU- / UMBAU / REUSE





## 6 AUF DEM WASSER

SCHWIMMENDE ELEMENTE, BRÜCKE, ANGEDOCKTE ELEMENTE





# TERMINE

Woche	Datum	Zeit	Programm
KW38	Di 20.09.22 01	10:00 h	<u>SEMESTEREINFÜHRUNG</u> Mike Guyer HIL D15 <u>VORTRAG MORE WITH LESS</u> , Mike Guyer HIL D15
	Mi 21.09.22	14:00 h	<u>GRUPPENBILDUNG, START MODELLBAU</u> Gruppenarbeit im Zeichensaal
		09:00 h	<u>VORTRAG /WORKSHOP STATIK INPUT 1-2</u> , Andrea Menardo HIL D15
		14:00 h	<u>MODELLBAU</u> Gruppenarbeit im Zeichensaal
KW39	Mo 26.09.22 02	20:59 h	<u>ABREISE NACH ROTTERDAM</u> Treffpunkt Zürich HB Programm gemäss S.10
	Fr 30.09.22	08:05 h	<u>ANKUNFT Zürich HB</u>
KW40	Di 04.10.22 03	09:00 h	Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
		14:00 h	<u>VORTRAG ROTTERDAM</u> Kees Christiaanse
	Mi 05.10.22	09:00 h	Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
KW41	Di 11.10.22 04	09:00 h	<u>ZWISCHENKRITIK 1</u> HIL D15
	Mi 12.10.22	09:00 h	<u>ZWISCHENKRITIK 1</u> HIL D15
KW42	Di 18.10.22 05	09:00 h	Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
	Mi 19.10.22	09:00 h	Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
		15:00 h	<u>RENDERING WORKSHOP/INPUT 1</u> Martin Wey, ZUEND
KW43	17.10 - 21.10.22		<b>SEMINARWOCHE</b>
KW44	Di 01.11.22 06	09:00 h	<u>TISCHKRITIK STATIK 1</u> , Ranaudo, Francesco Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
	Mi 02.11.22	09:00 h	<u>VORTRAG</u> Daniel Niggli, EM2N HIL D15 Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
KW45	Di 08.11.22 07	14:00 h	<u>ZWISCHENKRITIK 2</u> HIL D15 mit Gästen
	Mi 09.11.22	09:00 h	<u>ZWISCHENKRITIK 2</u> HIL D15 mit Gästen
KW46	Di 15.11.22 08	09:00 h	Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
	Mi 16.11.22	09:00 h	Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
		16:00 h	<u>RENDERING WORKSHOP/INPUT 2</u> Martin Wey, ZUEND
KW47	Di 22.11.22 09	09:00 h	<u>TISCHKRITIK STATIK 2</u> , Ranaudo, Francesco Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
	Mi 23.11.22	09:00 h	Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
		16:00 h	<u>Rendering Fragen</u> Martin Wey, ZUEND
KW48	Di 29.11.22 10	09:00 h	<u>ZWISCHENKRITIK 3</u> HIL D15
	Mi 30.11.22	09:00 h	<u>ZWISCHENKRITIK 3</u> HIL D15
KW49	Di 06.12.22 11	09:00 h	Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
	Mi 07.12.22	09:00 h	Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
KW50	Di 13.12.22 12	09:00 h	<u>TISCHKRITIK ENTWURF/KONSTRUKTION</u> HIL D15
	Mi 14.12.22	09:00 h	Gruppenarbeit im Zeichensaal, Tischkritik mit Assistierenden
		16:00 h	<u>Rendering Fragen</u> Martin Wey, ZUEND
KW51	Mo 19.12.22 Di 20.12.22 Mi 21.12.22	17:00 h	Schlussabgabe und gemeinsames Räumen des Zeichensaals HIL D15
		09:00 h	<u>SCHLUSSKRITIK</u> HIL D15 Mike Guyer, Annette Gigon und Gästen
		09:00 h	<u>SCHLUSSKRITIK</u> HIL D15

# AUENTHALT ROTTERDAM

Tag	Datum	Zeit	Programm
KW39	Mo 26.09.22	20:30 h 20:59 h	<a href="#">TREFFPUNKT ZÜRICH HB (kubische Uhr)</a> <a href="#">ABFAHRT NACH ROTTERDAM (Nachzug)</a>
	Di 27.09.22	08:33 h 09:03 h 09:40 h 10:00 - 10:45 h 11:00 h 11:00 - 12:00 h 12:00 - 14:30 h 14:30 - 15:30 h 15:30 - 17:30 h 18:30 - 20:00 h	<a href="#">ANKUNFT UTRECHT</a> <a href="#">UMSTEIGEN NACH ROTTERDAM</a> <a href="#">ANKUNFT ROTTERDAM (Bahnhof Rotterdam Centraal)</a> <a href="#">EINCHECKEN (Hostel ROOM Rotterdam)</a> <a href="#">TREFFPUNKT BEIM MAAASSILO (Maashaven Zuidzijde 1-2, 3081 AE)</a> <a href="#">INPUT Stadsontwikkeling Rotterdam</a> <a href="#">SPAZIERGANG ZU FUSS, in Begleitung von Stadsontwikkeling Rotterdam Maashaven (Entwurfsareal), Katendrecht</a> <a href="#">MITTAGESSEN (Fenix Food Factory, Nico Koomanskade 1025, 3072 LM)</a> <a href="#">KATENDRECHT, RIJNHAVEN, KOP VAN ZUID</a> <a href="#">BESICHTIGUNG/VORTRAG ATELIER KEMPE THILL (Van Nelleweg 1, 8065, 3044 BC)</a>
	Mi 28.09.22	09:00 h 09:00 - 11:00 h 11:00 - 12:00 h 12:00 - 13:30 h 13:30 - 16:00 h 16:00 - 17:00 h 17:00 - 18:00 h 18:30 - 20:00 h	<a href="#">TREFFPUNKT BEI „KUNSTHALLE ROTTERDAM“ (Museumpark, Westzeedijk 341, 3015 AA)</a> <a href="#">SPAZIERGANG ZENTRUM TEIL 1</a> <a href="#">EVENTUEL BESUCH ARCHITEKTURBÜRO MVRDV (Achterklooster 7, 3011 RA)</a> <a href="#">MITTAGESSEN (Markthalle, Verlengde Nieuwstraat, 3011 GM)</a> <a href="#">SPAZIERGANG ZENTRUM TEIL 2</a> <a href="#">KUNSTHALLE ROTTERDAM</a> <a href="#">KUNST DEPOT BOIJMANS VAN BEUNINGEN</a> <a href="#">BESICHTIGUNG/VORTRAG ARCHITEKTURBÜRO MONADNOCK (Bartel Wiltonkade 161, 3029 CN)</a>
	Do 29.09.22	ab 08:30 h 14:30 - 17:00 h 17:00 - 18:30 h 19:50 h 20:27 h 21:03 h	<a href="#">INDIVIDUELLE ERKUNDUNG MAASHAVEN, Suche nach Entwurfsparzelle und Programm</a> <a href="#">AUSCHECKEN (Gepäck im Hostel lassen)</a> <a href="#">WORKSHOP IM ARBEITSRAUM mit Skizzen, Bilder, Texten, Worten, Fokus Vision/Baufeld</a> <a href="#">DISKUSSION</a> <a href="#">GEPÄCK IM HOSTEL HOLEN</a> <a href="#">ABFAHRT NACH ZUERICH (Richtung Utrecht, Bahnhof Rotterdam Centraal)</a> <a href="#">ANKUNFT UTRECHT (Umsteigen)</a> <a href="#">UMSTEIGEN NACH ZÜRICH (Nachzug)</a>
	Fr 30.09.22	08:05 h	<a href="#">ANKUNFT ZÜRICH HB</a>

# BETEILIGTE

## Inputs:

- **Stadsontwikkeling Rotterdam**
- **Atelier Kempe Thill**
- **MVRDV**
- **Atelier Monadnock**
- **Kees Christiaanse, KCAP**
- **Daniel Niggli, EM2N**

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**Begleitung:**  
**Block Research Group (BRG)**  
**Andrea Menardo**  
**Francesco Ranaudo**

**Visualisierungen**  
**Martin Wey, Zuend**



RIJNHAVENBRUG