The Stadhuisplein and the Lijnbaan are important remains of the Rotterdam post war architecture and therefore listed as national heritage. The Lijnbaan is known as one of the first pedestrian shopping areas in Europe. Urbanism and architecture are strongly combined into a concept that is referred to as: “from chair till city” by the original designer Bakema. A composition of housing flats, streets for expedition, lower buildings with two layers for shops and storage and the pedestrian area with shop windows, planting areas and axiaries are designed as a whole. Over the last decade the use of the shopping area has been growing massively which resulted in a increase of street furniture, paved area and terraces. While the urban space has been reorganized in 1995 it already came into decline. In combination with the redesigned subsoil city warming system, it was possible to give the urban space a large make-over.

The aim of the design is to justify the status of national heritage and at the same time create a space that is suitable for a contemporary city life, in order that every inhabitant of Rotterdam and every visitor of the city feels at ease in the area.

To create a visible cohesion between urbanism, architecture and the design for the urban space, which has been lost in the previous reorganization, the original building grid of 1,10 x 2,00 meter has been incorporated in the grid of the pavement, measurements of the hedges, furniture and placing of the lighting. At the crossing of the Lijnbaan and Korte Lijnbaan the grid evaluates into a square grid of 2,00 x 2,00 meter onto the Stadhuisplein. The pavement is made of a grid of basalt tiles with strips of granite tiles that mark the building grid. The elegant anthracite colored pavement suites the architecture and marks the Lijnbaan project within the city centre.

To clear the overgrowth of furniture, large stone benches are placed that fit into the grid of tiles, hedges are planted on more quiet places, lighting poles are removed and lighting is wired up between the facades, and the garbage bins are placed on a straight line and rhythm. Removing all the lighting poles results into a free perspective between the facades, and the garbage bins are placed on a straight line and rhythm. To create a visible cohesion between urbanism, architecture and the design for the urban space, which has been lost in the previous reorganization, the original building grid of 1,10 x 2,00 meter has been incorporated in the grid of the pavement, measurements of the hedges, furniture and placing of the lighting. At the crossing of the Lijnbaan and Korte Lijnbaan the grid evaluates into a square grid of 2,00 x 2,00 meter onto the Stadhuisplein. The pavement is made of a grid of basalt tiles with strips of granite tiles that mark the building grid. The elegant anthracite colored pavement suites the architecture and marks the Lijnbaan project within the city centre.

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At the north side of the Lijnbaan large blocks of yew hedges, attractive cherry trees and two new Gleditsia trees are planted around the terraces. The tree grates and the benches are especially designed for fitting into the new planting of perennials gives a beautiful atmosphere.

At the little square at the south side of the Lijnbaan a large 160 year old plane tree and a gate of the formal Coolsingel hospital garden survived the bombing in may 1940 of the city of Rotterdam and were integrated in the original plan of the Lijnbaan. The form of the gate is the inspiration of the new design for the bonsai like tree tub. The wide edge of the tree tub is made for sitting. A system of aeration tubes and improvement of the soil helps the tree to stay healthy for many years to come, and was engineered with experts of the municipality. A new planting of perennials gives a beautiful atmosphere.

At the crossing of the Lijnbaan and the post war project as a whole.

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