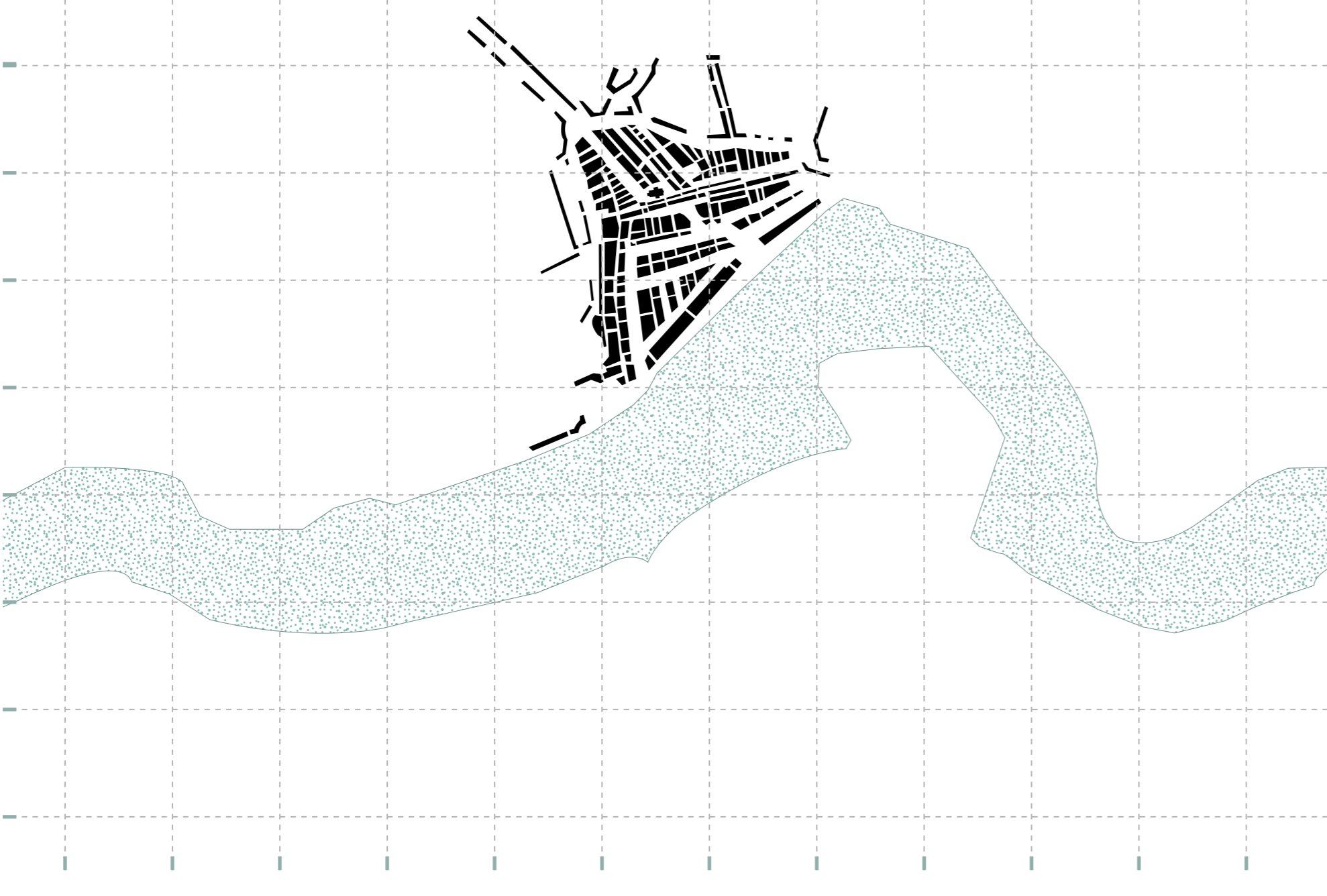




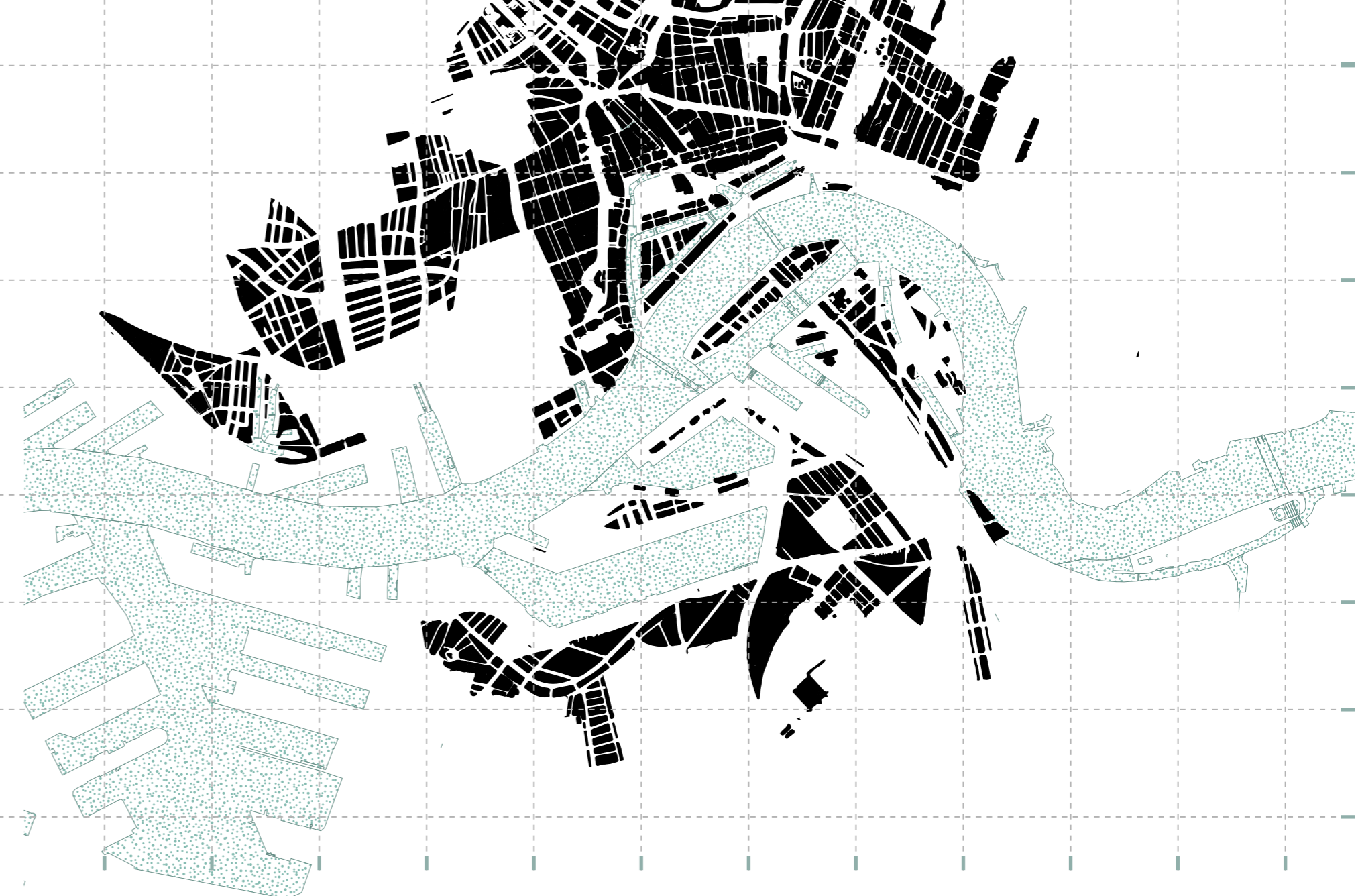
TAV. 2

WILHELMINA / when?

ROTTERDAM, 1700



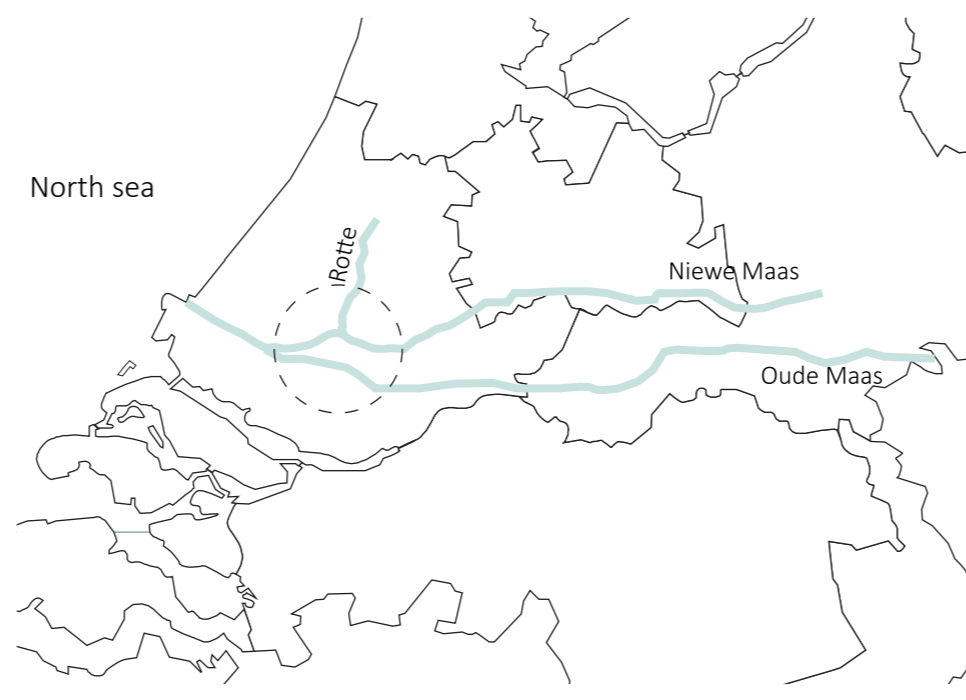
ROTTERDAM, 1910



0 500 m

2000 a.C. / 500

First groups of hunters and fisherman appears in the region, settling especially in the high river dunes, but no permanent and structured settlement is formed yet.



On the delta of the Rotte and Maas, thanks to the sediment released by the rivers, the soil was very fertile. There the farmers starting farming the lands, organizing the village over the mounds of terrain formed in the delta. The first local village is formed, called Rotta, counting around 2000 inhabitants. Floods continuously affected the village, distroing it, until new settlers built new sluices at the crossing point of the two rivers. With the big dyke built between the actual Hoogstraat and Binnenrotte, the area started to be safe for the first time. Rotterdam was born, acquiring its name in 1340.

500 / 1340



At the beginning of the XVII century Rotterdam started to flourish: new harbours and commencial activities made it the second trading center of the country. The city grew along the port, inside the triangular boundaries of Nieuwe Maas and Blaak.

1600 / 1850

1850 / 1940

Between 1866-1872 the Nieuwe Waterweg was built, which was the first direct connection to the sea. In 1868 the municipality granted a loan of 7.2 millions for a port in the south district, opening for the first time to a plan on the other side of the Maas river. From now on impprtand steps in the definition of the port were done: the construction of the Noorderiland by digging Noorderhaven, the opening of the brand new pier Wilhelminapier, and new dredgind system for the Nieuwe Waterweg canal. By the first half of the century the planec construction of the ports and industrial area was completed.



1 Wilhelminapier
2 Noorderiland
3 Ketendrecht

1940 / 1990

14 may 1940: the city was bombed by the germans, so the whole hystoric center in the triangular area was destroyed. After the liberation a rapid reconstruction started, giving priority to the reconstruction of the port. Rotterdam regained its position of biggest port of Europe, becoming in less than 15 years the biggest port of the world. The city was defined by the weekly journal "Groot Rotterdam" the most americal city of the continent, for its rapid growt, dinamicity, and most of all the port.



1850 / 1990

1891

1901

1920

1925

1929 / 1940

1973

1989

1993

1998

Wilhelminapier was opened for the first time and Wilhelminakade becomes the place of the headquarter of Holland America Line: from the pier ships departed moving emigrants looking for a new future in America.

The management office of HAL is designed by architects J. Muller and C.M. Droogleevers Fortuyn.

After three expansions the building took the current shape. In the same year America put limits to the entry of newcomers.

People moving to America from Wilhelminapier are almost 1 million.

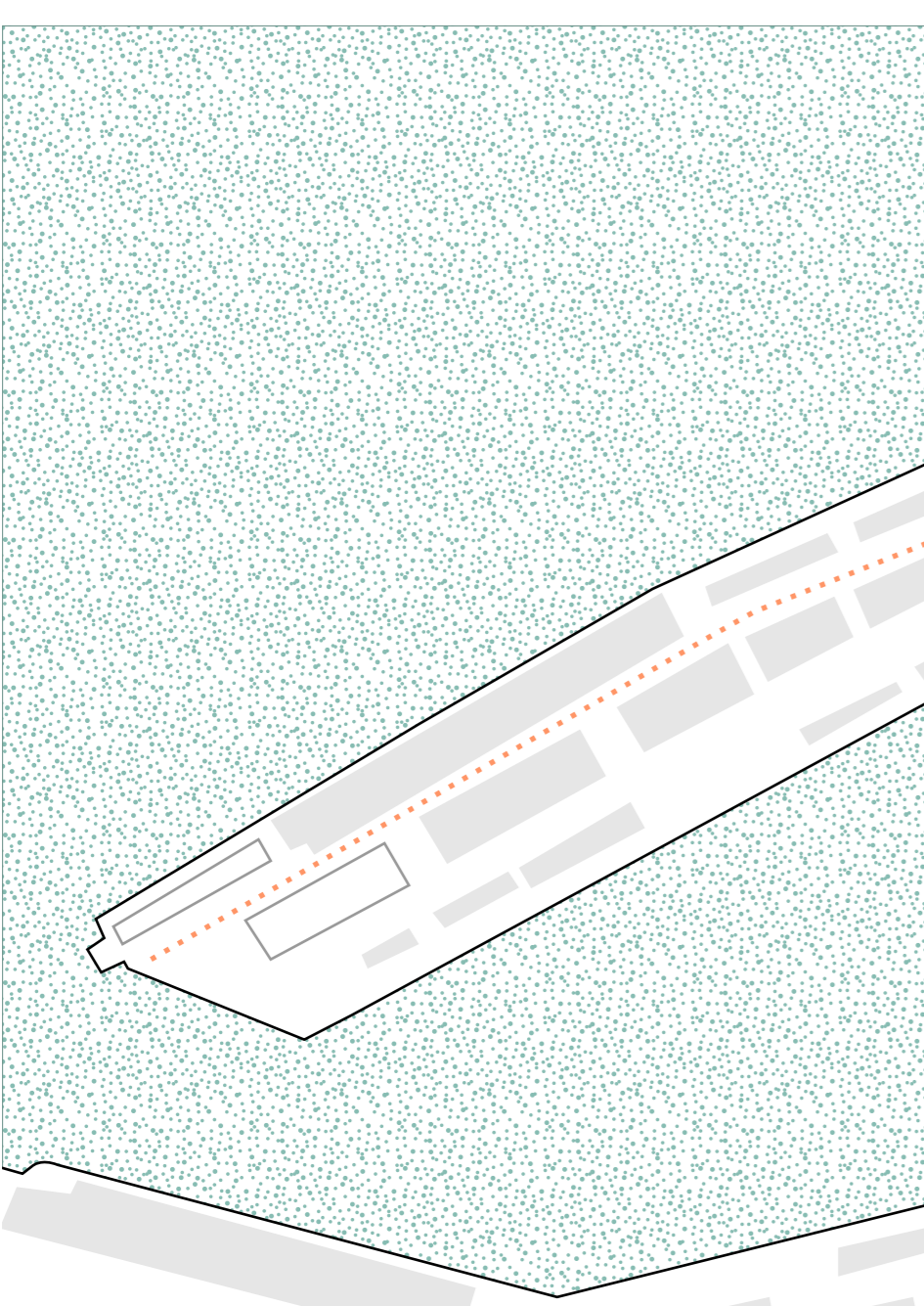
The HAL has an economical setback due to crisis and war and mainly for the development of air travel.

It ceased to exist closing in 1973 leaving many buildings on the pier abandoned.

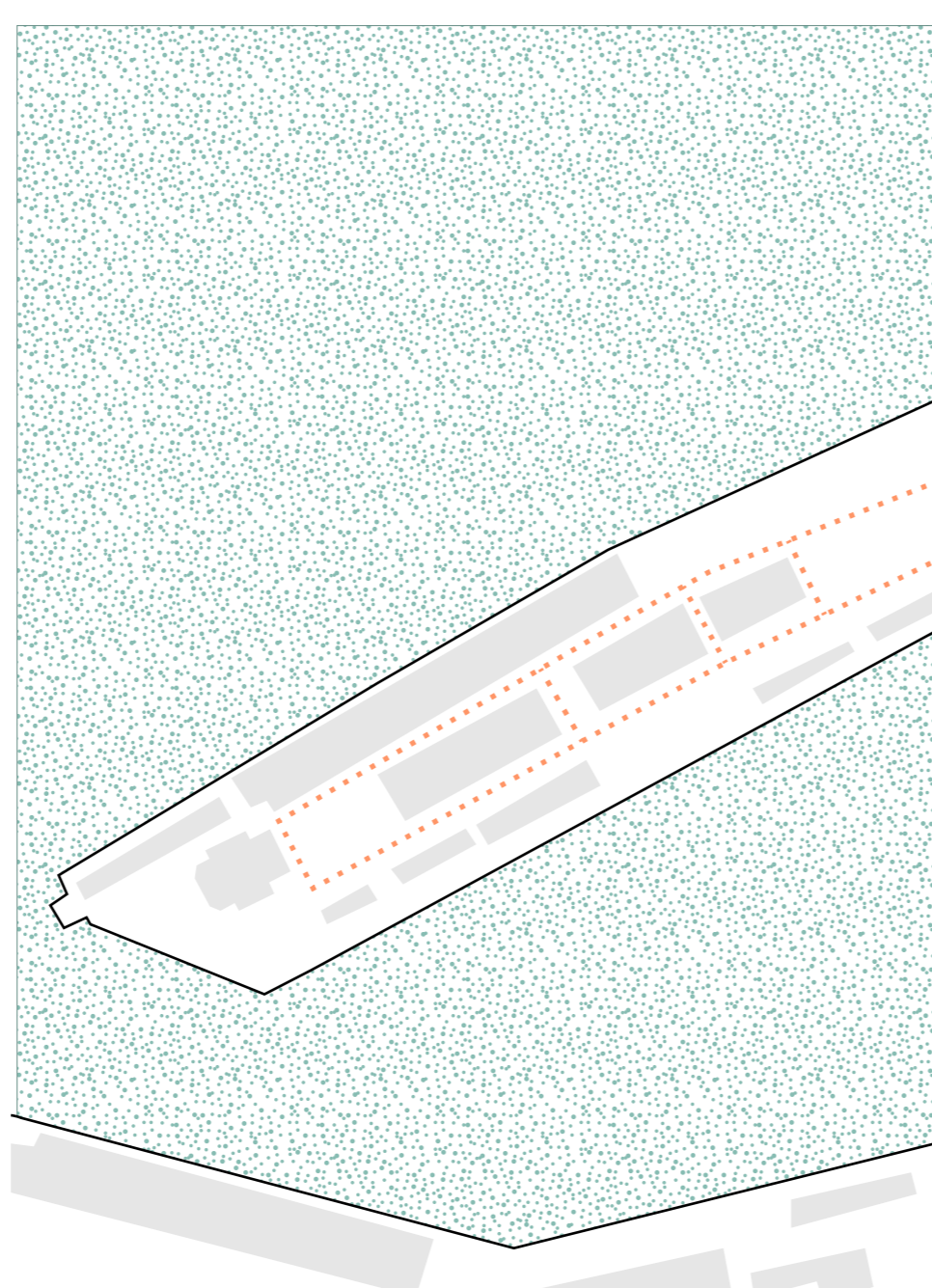
The Municipality purchase the HAL building so it could be included in the new plans for Kop Van Zuid.

Piet bakker develops a masterplans for Kop Van zuid commissioning Teun Koolhaas to develop a plan in whic HAL building a central role in the development.

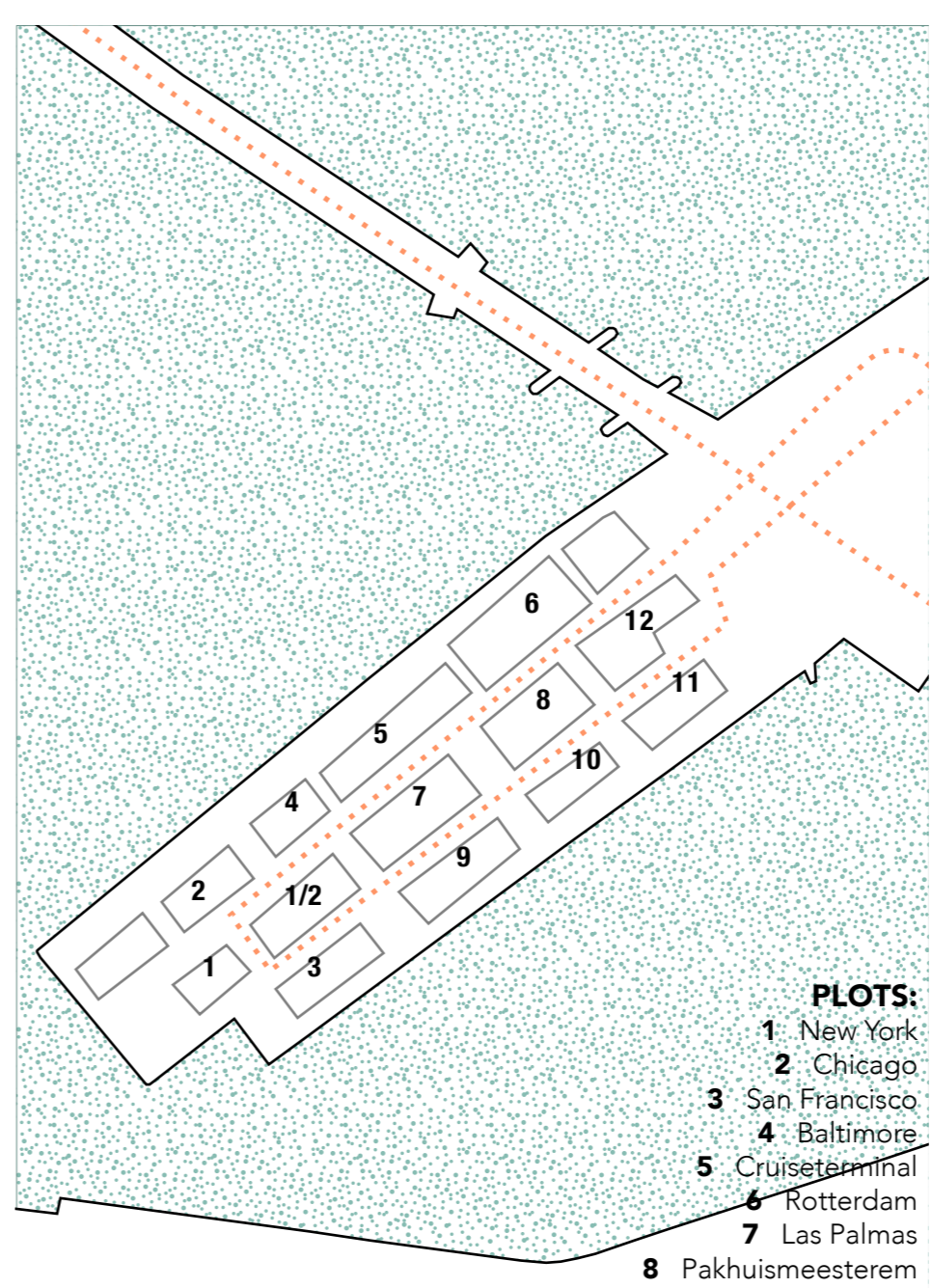
Entreprenuers Dan van der Have proposes to turn the building in an iconic city hotel. The idea was well received, and gave a great impetus for the further developments of the area.



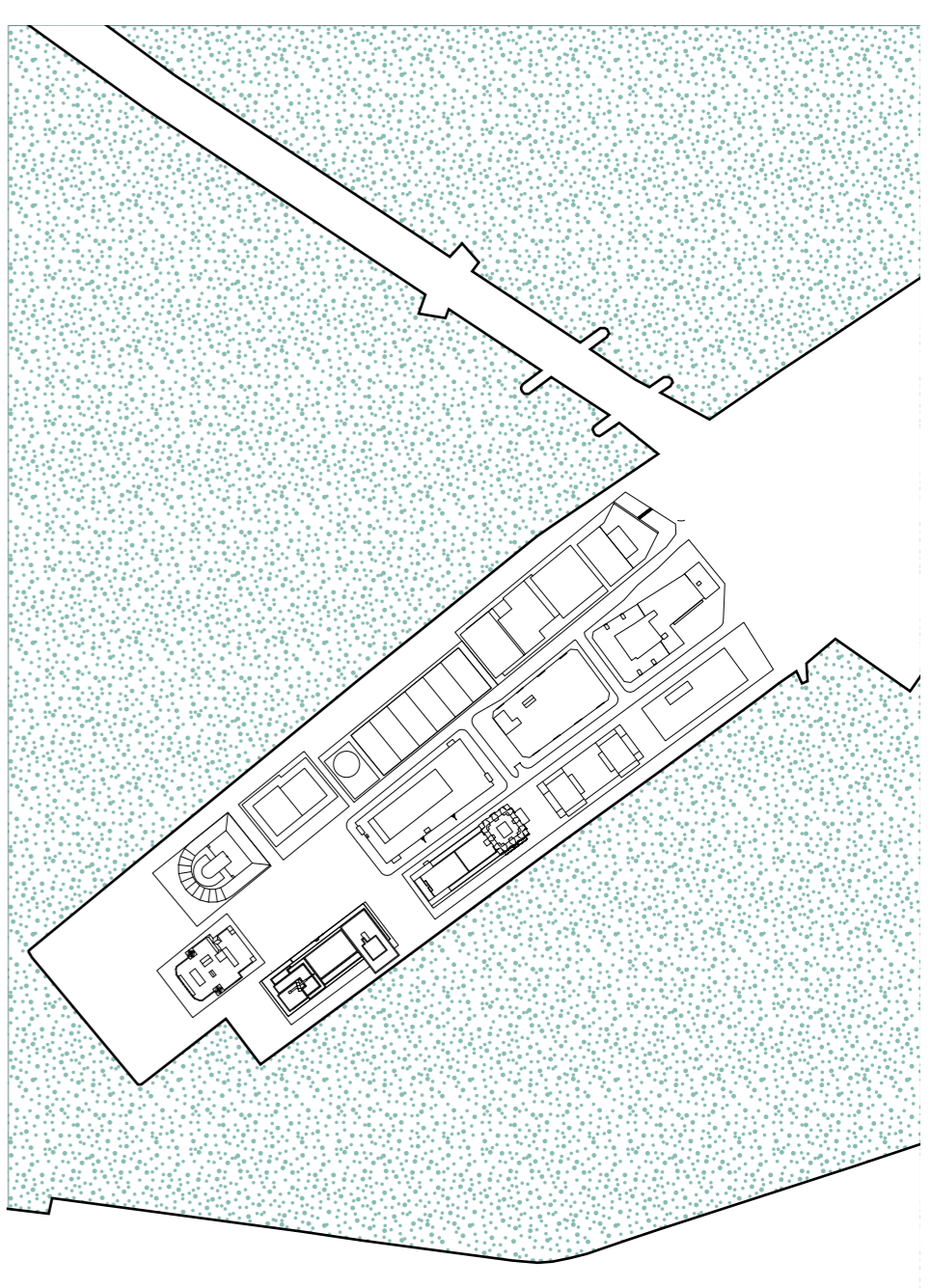
WILHELMINAPIER, 1905



WILHELMINAPIER, 1925



WILHELMINAPIER, 1991 (zoning plan by Piet Bakker)



WILHELMINAPIER, 2018

- PLOTS:**
- 1 New York
 - 2 Chicago
 - 3 San Francisco
 - 4 Baltimore
 - 5 Cruiseterminal
 - 6 Rotterdam
 - 7 Las Palmas
 - 8 Pakhuismeesterem
 - 9 New Orleans
 - 10 Seattle Boston
 - 11 Philadelphia Havana

--- Wilhelminakade
□ HAL Administration and terminal