Exercise

Participant presentations and group discussion.
Friday, July 26, 10 - 12

A. To turn an area around requires a massive commitment of public funds in order to provide improved transport, good amenities, upgraded infrastructure and financial incentives to attract private investment.

The following statement has been advanced by a public agency to justify its budget request for allocations to revitalize a deteriorating area.

"The level of public investment in any older district must be consistent with its value to the city as a whole."

Would you agree with this assertion? Explain your reasons for agreeing or disagreeing.

B. Many planning agencies have selected target zones in their respective cities for urban regeneration and revitalization projects. In some cases special authorities are set up to undertake particularly large projects. Four interesting cases are briefly outlined below:

Case #1: An inner zone of Berlin laid out in the 19th century as an urban extension but which evolved into a densely built up mixed use district with light industry and working class tenement housing. Lack of amenities, deficient infrastructure and inadequate maintenance were compounded by extensive war damage and demolitions for new highway corridors. Displacement of old time residents and the outflow of the more mobile groups resulted in concentration of poverty in the area and an influx of immigrants crowding in the vacated premises.

Case #2: An old district of Cairo adjacent to the CBD and laid out in the 19th century as a mixed middle-income district close to the elite areas which later evolved into the modern CBD. Restrictions on the disposition of properties prevented the timely redevelopment of a large segment of the district. Today craftsmen, metal workshops and auto mechanics have moved in the dilapidated buildings and street vendors have created an informal produce market. There are no buildings of historic significance in the area.

Case #3: The walled city of Lahore with its imposing monuments and thriving bazaars abuts the modern CBD. Its layout dates back to the 17th and 18th century when Lahore was the capital of the Mughal empire. The density of the urban fabric and the complicated land ownership patterns have impeded renewal and rehabilitation. Defective infrastructure, lack of amenities, and inadequate vehicular access have led to a steady outflow of residents of wealthier residents. Poor workers and rural immigrants crowd in the deteriorated buildings.

Case #4: The waterfront along the IJ river in Amsterdam vacated by the port and its related activities. Remaining heavy industries are a source of environmental pollution constraining development in neighboring zones. The waterfront is in close proximity to the city center and is well served by regional and local transportation networks. (highways, urban arterials, railroads, tramlines, and bus routes). Over 20 hectares of land could also be reclaimed by filling in deep water areas adjacent to the present embankments.

Which regeneration or revitalization strategy would you advocate? ITP Participants should select ONE case and working individually or in teams prepare a 10 minute presentation outlining their proposals and validating their approach. Presentations will be followed by a group discussion of the issues raised. A more detailed description of each case is attached. The intervention proposed by the responsible planning agency is also outlined.

C. The following indicators have all been used to appraise the feasibility of urban regeneration projects.:

(1) the return derived from investment in the project;

(2) the ability to recover project costs;

(3) the affordability of the area residents to meet project related charges; and

(4) the multiplier effect of public investment in the project.

Which indicator would you use to appraise the proposals you have advanced for the case project you selected? Explain your choice.

The presentations will take place during the morning session on Friday, July 26th. The group discussion will launch the concluding session of the module on Friday afternoon.

The Kreuzberg district of Berlin

The Kreuzberg district consists of two subareas:

1) Luisenstadt, a planned 19th century extension designed to accommodate a mix of housing and industry along a canal filled-in in 1926. Development stretched at first along the streets and was limited to the perimeters of the blocks. Densification occurred by progressive infilling of the blocks and heightening of the older structures.

Between 1880 and 1900 the area evolved into a working class neighborhood with light industry and a mix of dense housing where tenements predominated.

It suffered little damage during World War II, but was subsequently threatened with major dislocation by the planned alignments of new highway networks in the 50's which crossed it.

2) Süd-Ost 36, is a dense area dating back to the turn of the century with inadequate infrastructure and amenities. The original layout sought to reduce the cost of access roads by creating large deep blocks, reducing open space to the minimum. Low cost tenements were built by real estate companies and speculators to house the influx of migrants from Silesia. The area was fully developed by 1915 and was considered one of the most overcrowded and deprived districts in the city.

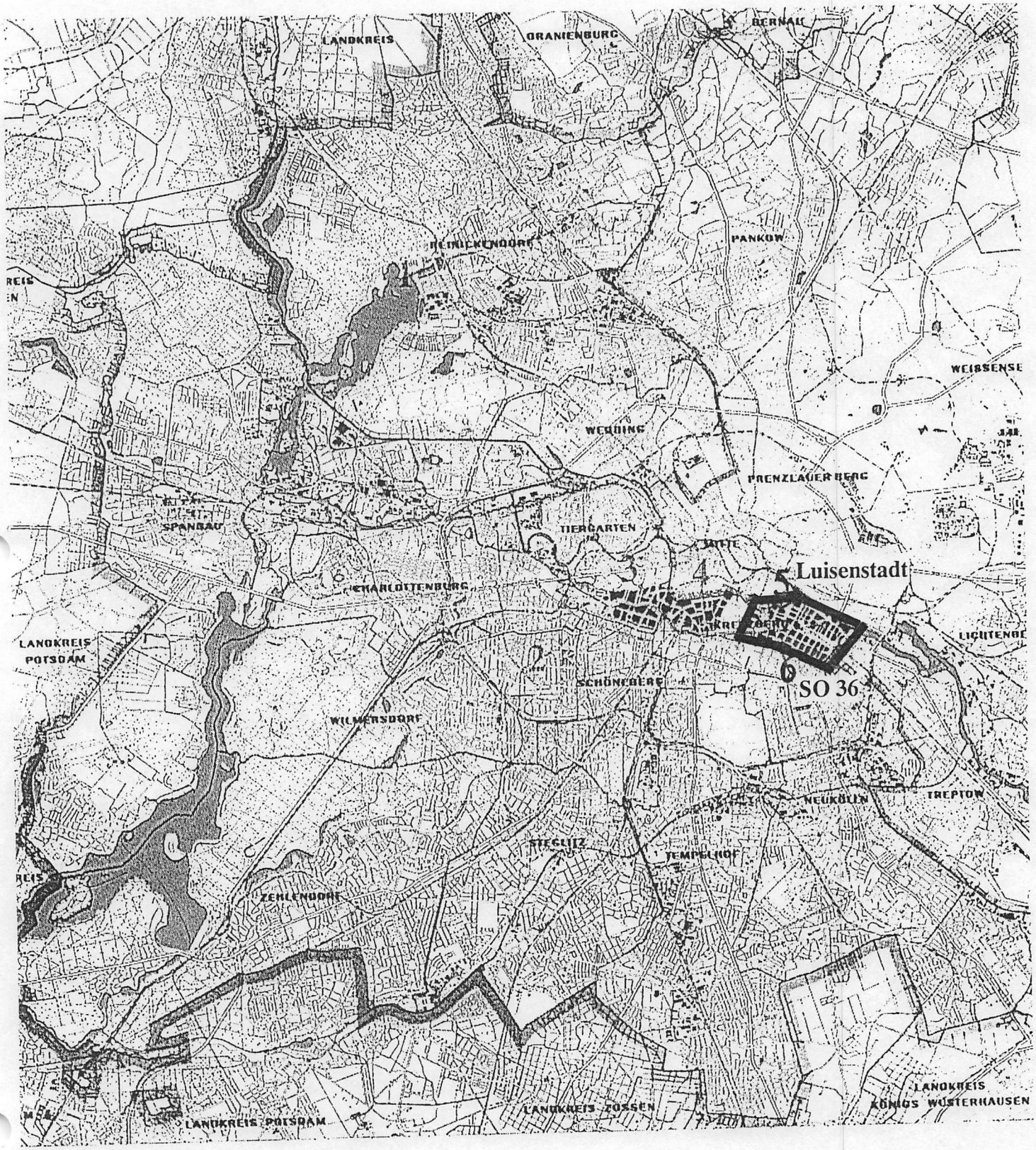
The division of the city by the wall in 1912 further marginalized Kreuzberg relegating it to the edge of West Berlin and cutting off its connection to employment and amenities in the city center and the south-east. The area was slated for urban renewal to accommodate industry along the new highways and high rise blocks behind.

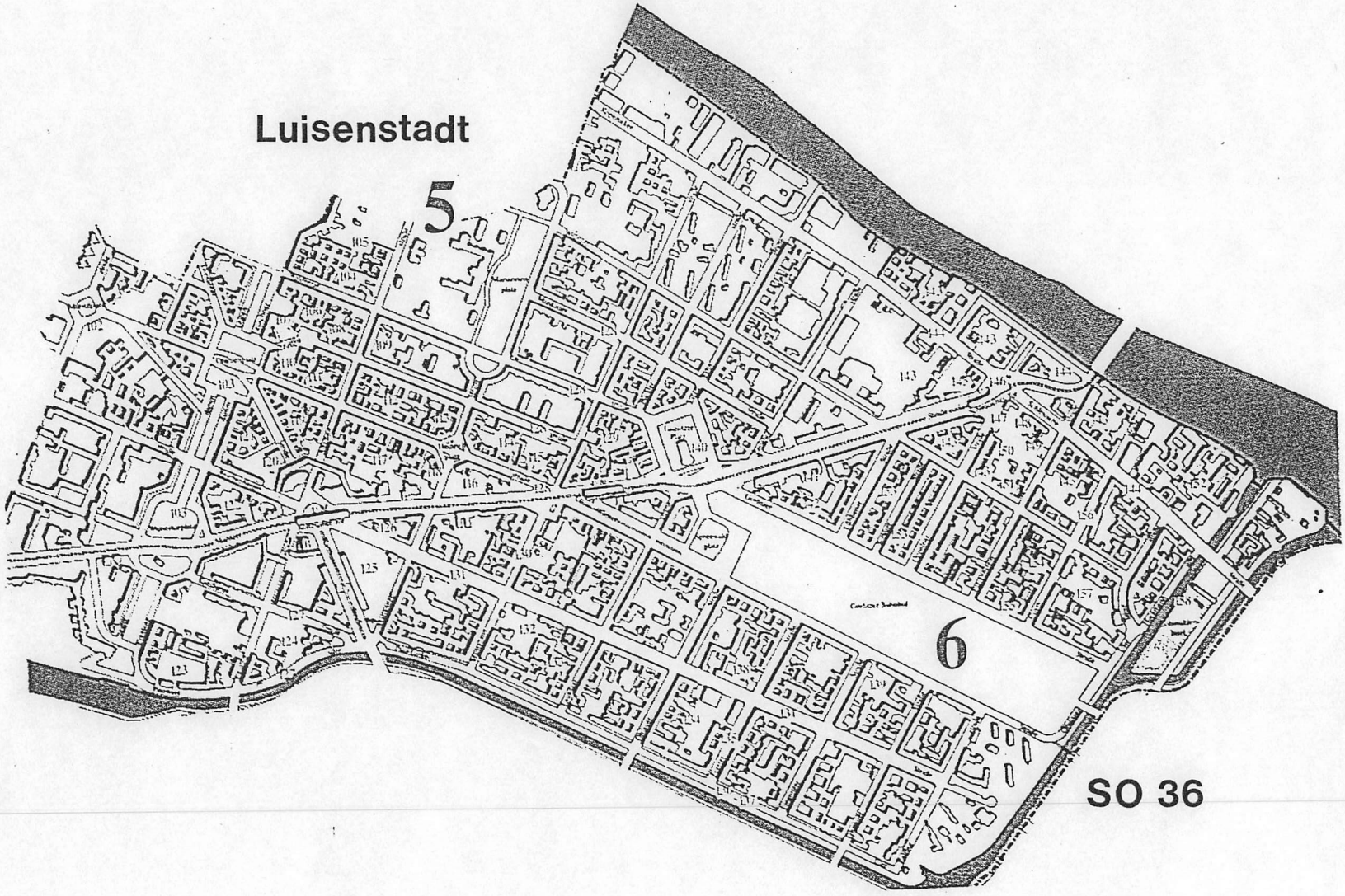
Public redevelopment corporations and private developers started to buy the neglected deteriorating structures which were demolished and replaced by large housing blocks. Better off residents moved out seeking higher quality accommodations elsewhere in the city. The old and the poor were left behind soon to be joined by an increasing influx of migrant workers, predominantly turkish, who were allowed to settle as "interim tenants" in the vacant buildings.

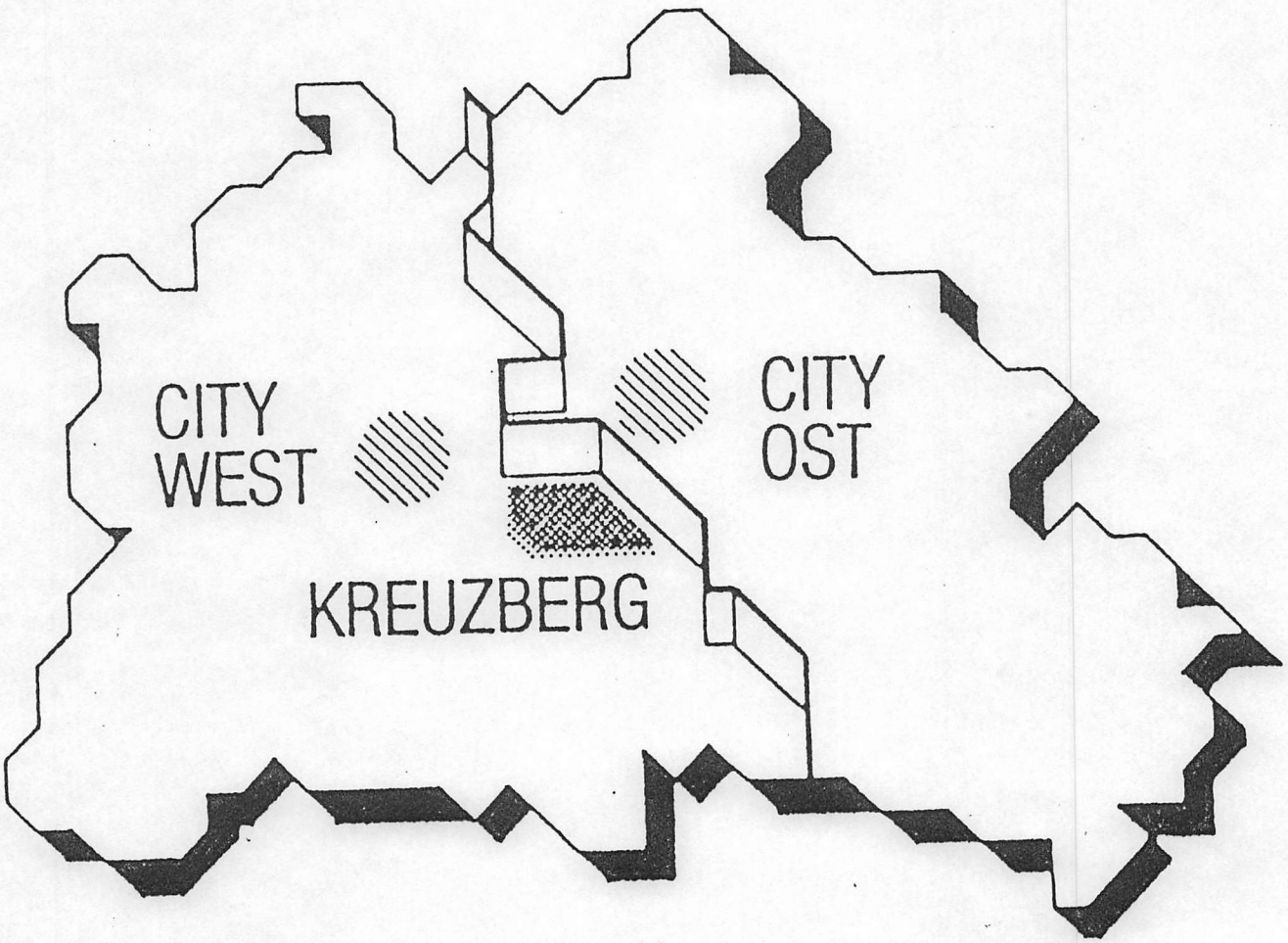
During the 70's growing resistance to forced displacement and attempts to preserve the integrity of street facades slowed somewhat the renewal process. However radical renovation still entailed the displacement of residents.

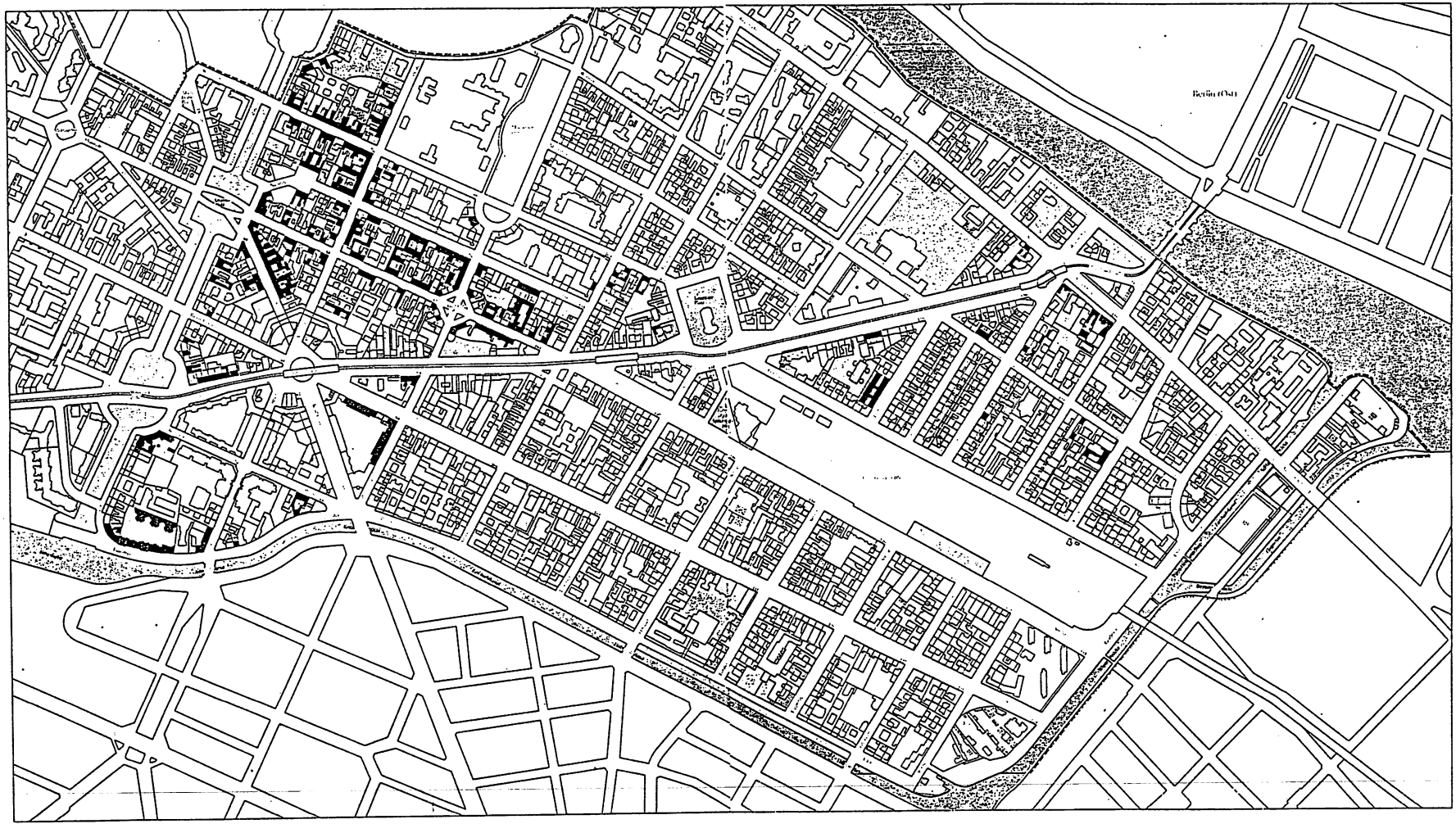
In the 80's, the district started to attract a mix of young people seeking inexpensive premises to live, work or start a small business. The predominance of artists among this group had led to the emergence of cultural activities.

In 1981 the Berlin city government halted the forced eviction of tenants and provided funds to cover the rent gap caused by renovation activities. In 1982/83 a new renewal policy was adopted to take effect in 1985. Its objective is to take into consideration the needs of current residents and preserve appropriately priced housing. Renovation of existing buildings, improvement of infrastructure, provision of amenities and community participation and development are the hallmark of the new approach. This implies a long process of incremental rehabilitation and modernization referred to as step by step. It was developed as an outcome of the work of the professional team preparing the International Building Exhibition (IBA) of 1987 in Berlin on the theme of "The inner city as a place to live" which demonstrated how deteriorated areas could be revitalized. A non-profit organization S.T.E.R.N. with representation from Kreuzberg district and Berlin city was created in 1986 to implement the program covering 83 blocks in Kreuzberg.


LANDKREIS
ORANIENBURG
BERNAU
REINICKENDORF
PANKOW
WEISSENSE
WEDDING
PRENZLAUER BERG
SPANDAU
TIERGARTEN
MITTE
Luisenstadt
CHARLOTTENBURG
LANDKREIS POTSDAM
SCHÖNEBERG
SO 36
WILMERSDORF
NEUKÖLLN
TREPTOW
STEGLITZ
TEMPELHOF
ZEHLENDORF
LANDKREIS POTSDAM
LANDKREIS TELTOW
LANDKREIS KÖNIGS WUSTERHAUSEN


Luisenstadt
5
6
SO 36


CITY
WEST
CITY
OST
KREUZBERG



Renovation and modernization completed in 1984

Renovation and modernization completed in 1987

Renovation and modernization not part of the IBA programme

New construction completed in 1984

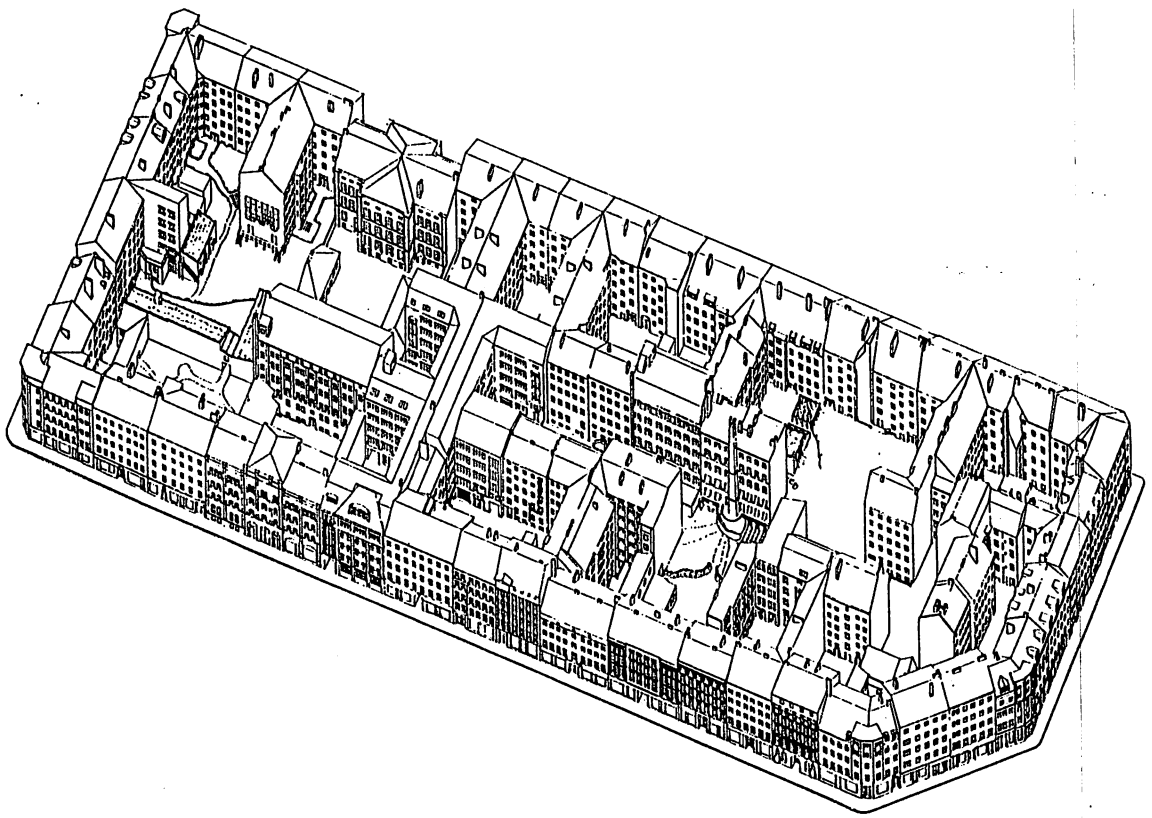
New construction completed in 1987

Social facilities completed in 1987

Green and open spaces completed in 1987

Renewal of streets completed in 1987

Blocks and parts of blocks supervised by the IBA and its successor company S.T.E.R.N.



Maarouf Quarter in Cairo

Maarouf is a centrally located quarter abutting the modern CBD. It was originally laid out at the turn of the century as residential subdivision with villas wedged between the commercial zone to the east and the elite residential areas to the southwest. The expansion of commercial activities in the 20's and 30's led to radical transformations in all these districts as the city center expanded westward. Villas were torn down and replaced by multi-storied buildings with shops, department stores, offices, banks and large apartments. The small apartment buildings in Maarouf housed a mixed middle income population of foreigners and Egyptians employed in the modern sector.

Independence and the end of World War II brought an exodus of foreigners but timely renewal bypassed a large segment of Maarouf encumbered by restrictions on the transfer of titles.

Since the early 50's the area has experienced steady deterioration. Better off residents have left for newer accommodations elsewhere in the city. Commercial uses, mostly small shops, workshops and warehouses have proliferated, attracted by the area's central location and the cheap rents for premises in the dilapidated structures.

They offer a range of business and personal services. Garages and auto mechanics and other automotive services attract a wide clientele.

A 1988 survey of activities recorded 2,200 businesses in the district. Public sector establishments line the major avenue to the north and formal private sector enterprises stretch along the commercial artery to the south. These border zones are not part of Maarouf proper where over 1,000 small scale mostly informal activities cluster.

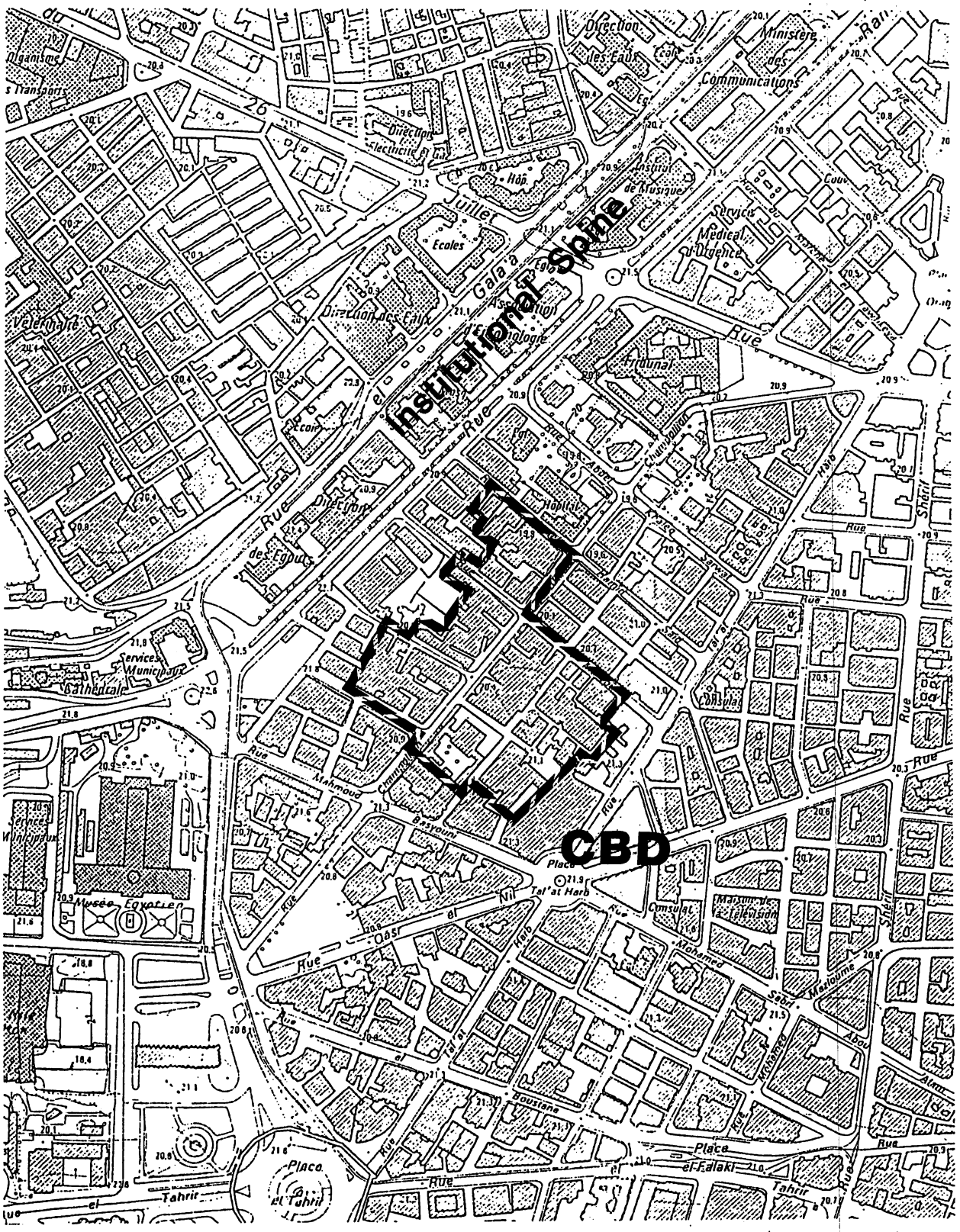
35% of these informal activities consist of street vendors selling produce, foodstuffs and household utensils and craftsmen working out of movable stalls. They are mostly illiterate rural migrants and older men and women assisted by children.

However 65% of the informal activities are micro enterprises shops and workshops employing 1,100 workers equally split among services and crafts. Mechanized production remains limited in scope but over half the premises have telephones. Family and community bonds still underlie the structure of the workplace but wages are becoming the predominant form of renumeration.

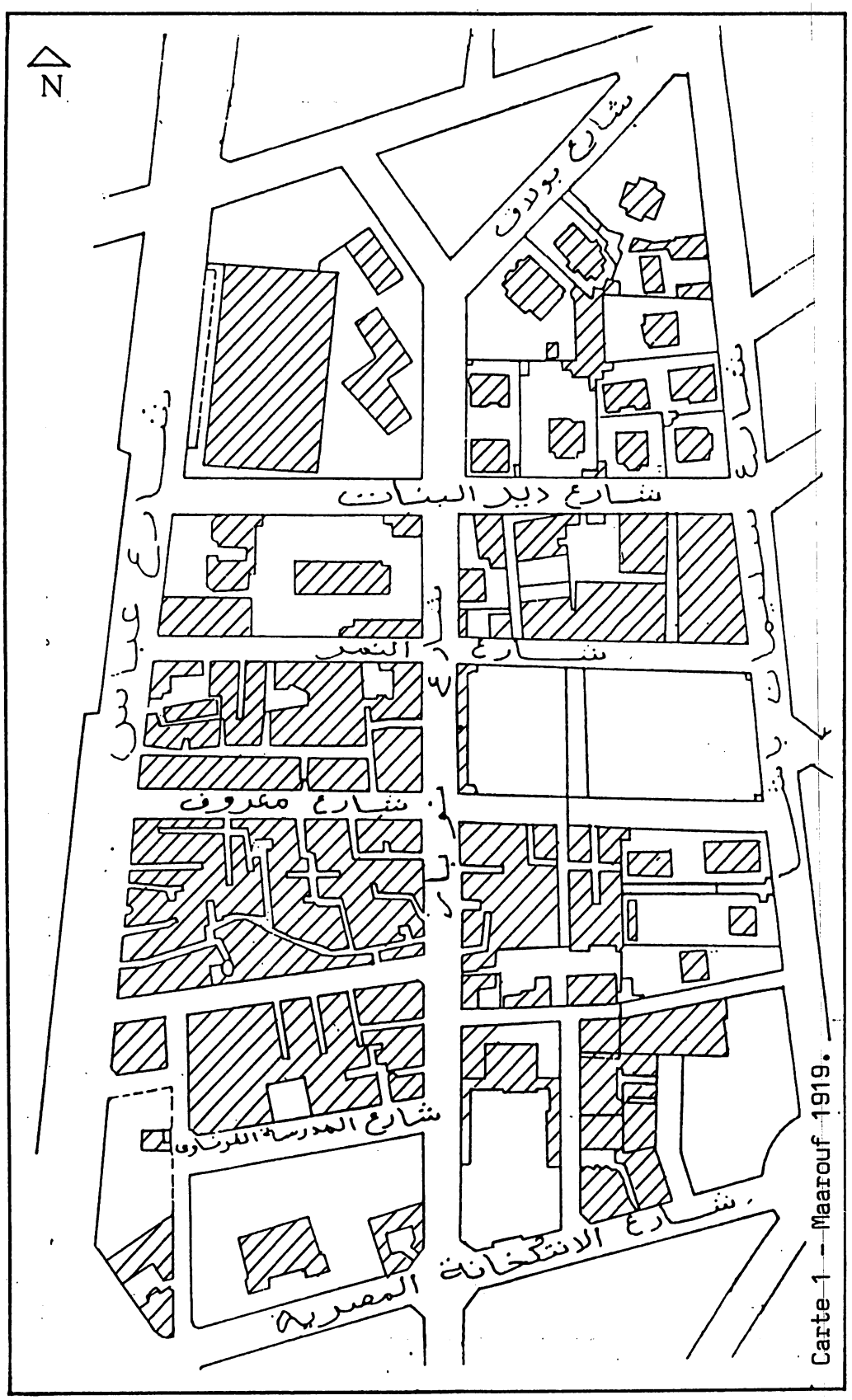
Maarouf's resident population continues to decline from 10,400 in 1960 to 5,700 in 1986. New arrivals are mostly rural migrants crowding in the dilapidated structures.

Complicated tenure patterns and rent controls have impeded private renovation and redevelopment. The city planning authorities have designated the area as a renewal zone to be cleared and redeveloped in a manner reflecting its strategic location.

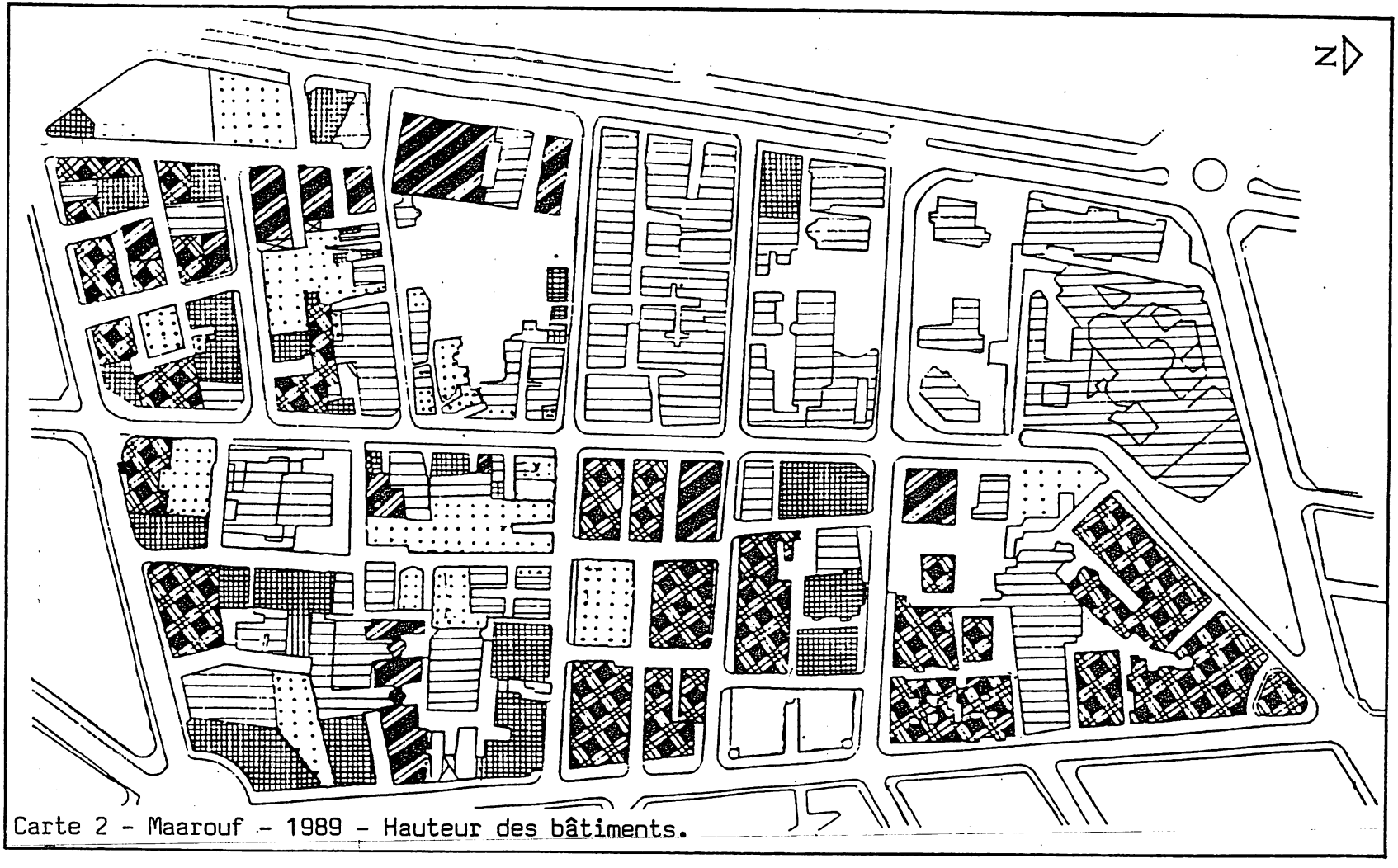

BULAQ
ZAMALEK
Gezira Sporting Club
6 October Bridge
Tahrir Bridge
Exhibition Grounds
Cairo Tower
Al Borg
Nile Hilton
Ramses Hilton
Marriott
Meridien
Sheraton
Ramses Station
Abdin
Bab al Louk Station
Sayeda Zeinab Station
SAYEDA ZEINAB
Cleopatra
Papyrus Institute



CAIRO - MAAROUF DISTRICT



Carte 1 -- Maarouf 1919.



Carte 2 - Maarouf - 1989 - Hauteur des bâtiments.

The Walled City of Lahore

Lahore, with a population of over three million, is the capital of the province of Punjab and the second largest city in the country. It is located on the left bank of the river Ravi close to the international border with India. The metropolitan area covers 170,000 hectares. The walled city of Lahore covers an area of 630 hectares and houses a population of 260,000 persons. Residential densities in some quarters reach 1,100 persons per hectare. The old settlement acquired its current structure during the Mughal period when it became the capital of their empire. When the British took it over in 1849, the city had expanded beyond its walls and suburbs had emerged stretching along major roads leading to the city center. Political turmoil and civil disturbances had led to a decline in the population of both city and suburbs.

The British colonial authorities razed the wall and filled in the moats which surrounded them. Only the thirteen gates survived. Over the years there has been a steady movement of wealthier residents out of the walled city to the new residential extensions and an influx of rural migrants crowding in the vacated premises.

The urban fabric suffers from neglect and decay and sanitary conditions are particularly alarming. Old cast iron water pipes leak causing the collapse of dilapidated structures. Open drains running in the middle of the narrow lanes are unable to carry the discharge and overflow. Uncollected wastes from households, shops and workshops collect in the drains obstructing the flow.

The Lahore development authority created in 1973, under the umbrella of the Planning and Development department of the province of Punjab is empowered to undertake urban development programs. An autonomous water and sanitation agency was established as part of the agency to implement a $50 million project concerned with citywide water, drainage, and sewerage systems and funded by the World Bank/IDA. The Bank's involvement with the walled city grew out of this project.

The neighborhood upgrading program called for planned interventions to:

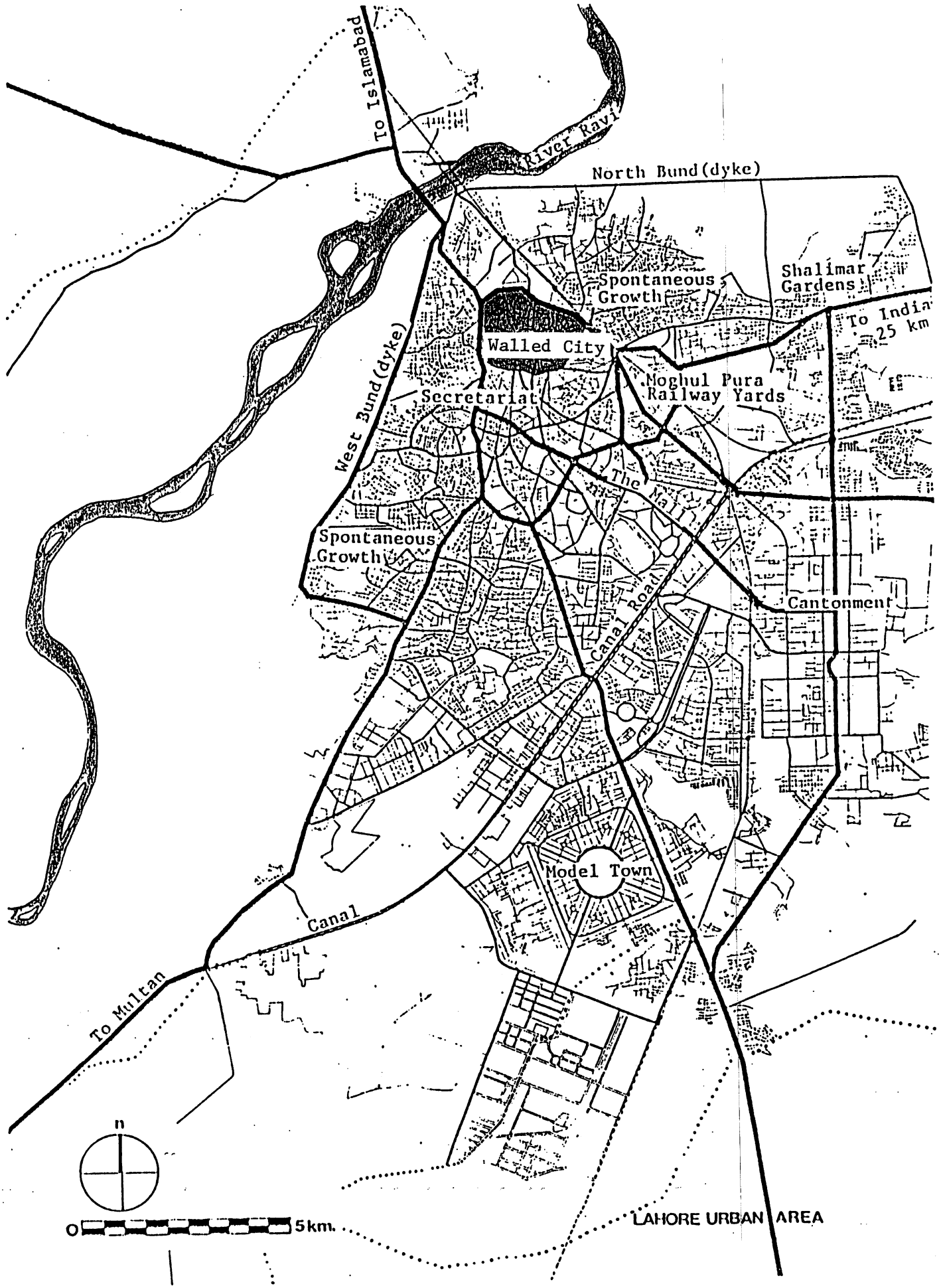
- Arrest the spread of decay eroding the building stock.
- Encourage housing renovation.
- Improve the physical environment.
- Revitalize the economic base and create new job opportunities.
- Avoid displacement of the resident population.

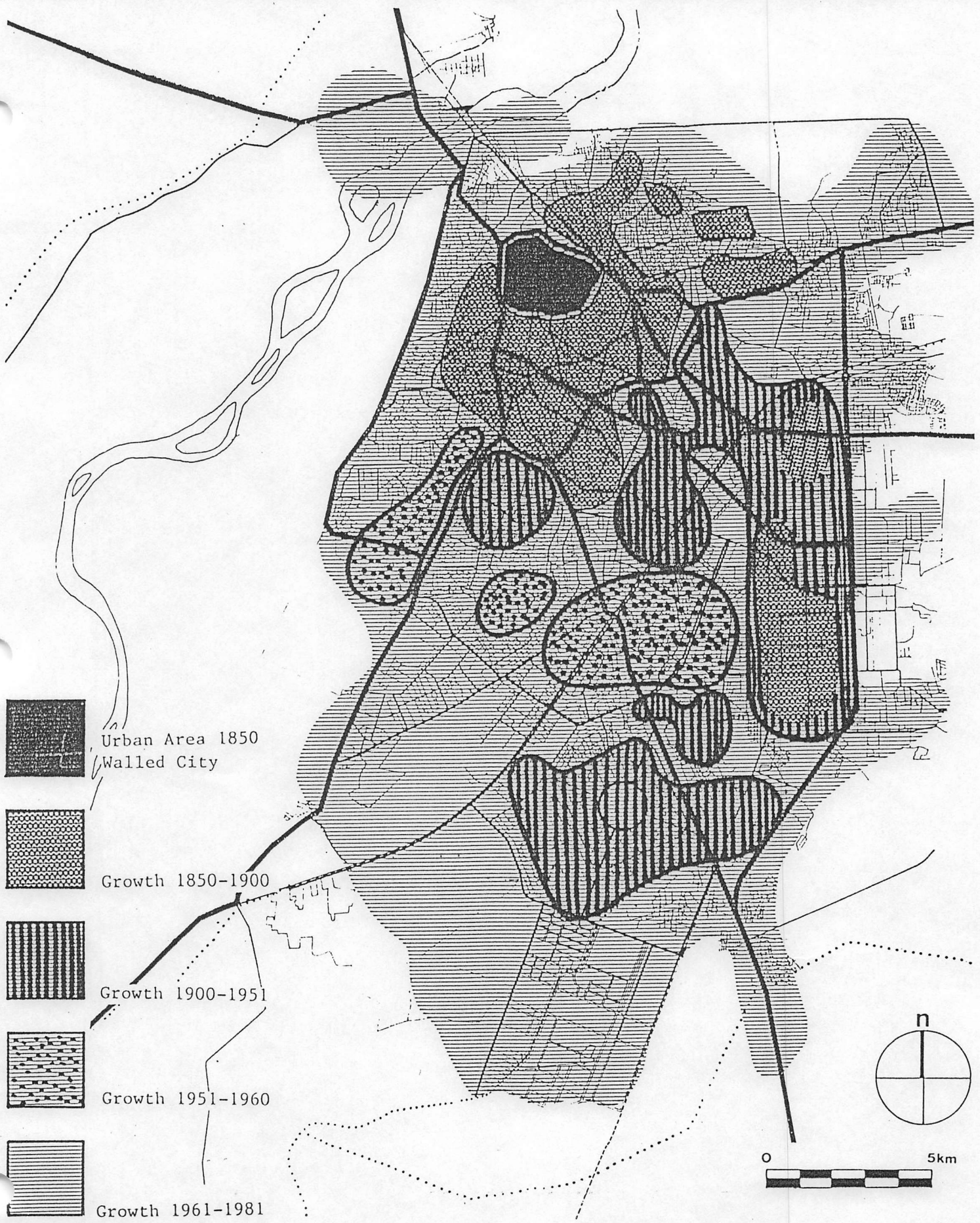
The interventions focuses on limited upgrading of existing infrastructure, improvement of schooling, provision of community centers on land held by charitable endowments (Awqaf). The conservation of culturally significant buildings and the need for spot clearance and renewal add to the complexity of the project. The project steering committee involved no less than eight agencies with overlapping jurisdictions over one or another project component.

The emergence of a politicized citizen committee introduced a whole new dimension to decision making processes. Since cost recovery is viewed as the cornerstone of the upgrading program, the affordability of the resident is a key concern. The equitable sharing of costs implies maximizing indirect recovery through existing fiscal instruments. Credit is made available to the beneficiaries through the House Building Finance Corporation, a federal agency.

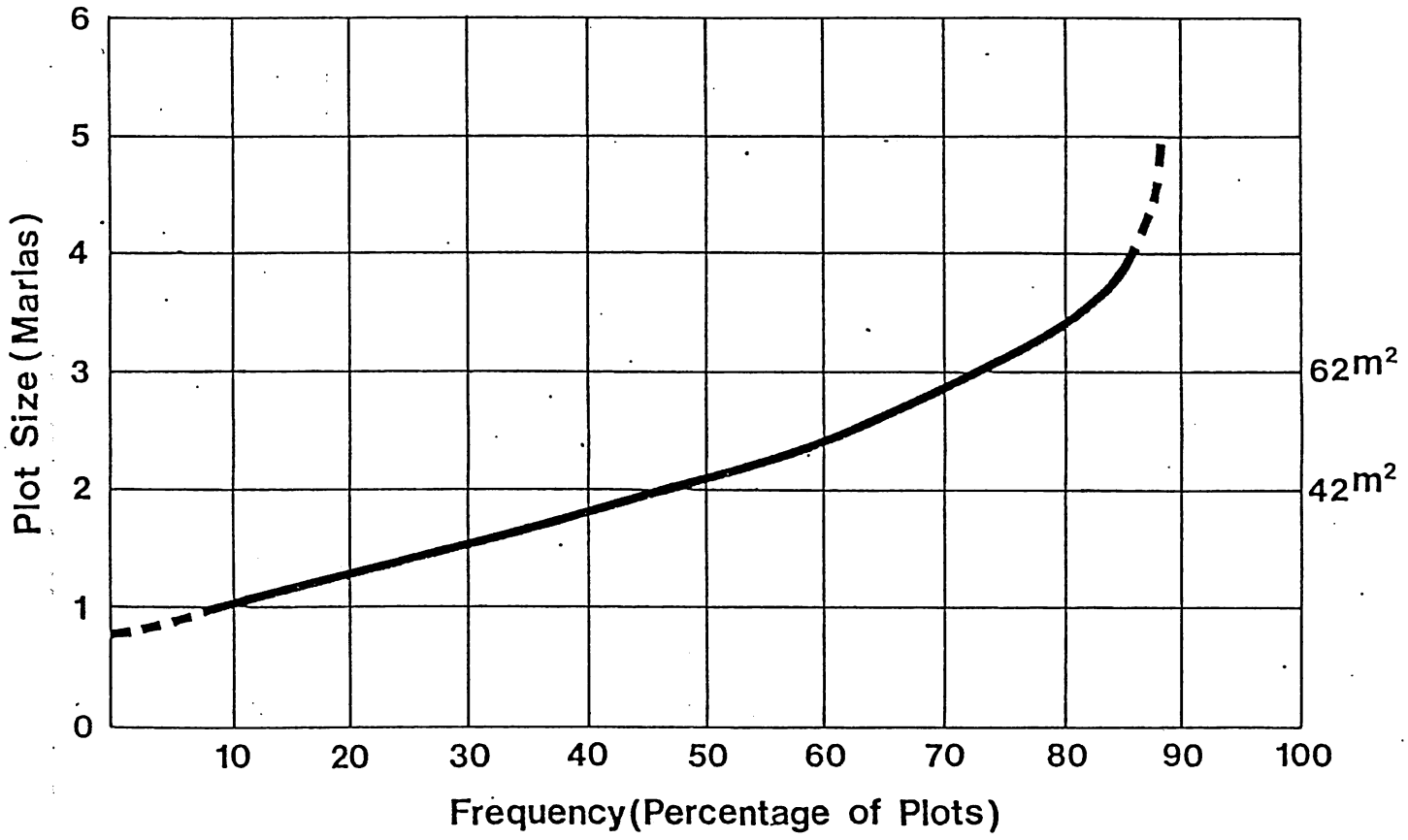
Despite the minimal standards envisioned by the program, the scale of the operation dictated that it be implemented in phases. Phase 1, started in 1980, focuses on two pilot areas with subsequent phases extending outward within the service radius of the trunk lines serving the pilot areas.

Unclear titles, complex tenure systems and the growing number of heirs to property rights over successive generations is impeding the progress of upgrading and renovation activities and dimming prospects of cost recovery.


To Islamabad
River Ravi
North Bund (dyke)
Spontaneous Growth
Shalimar Gardens
To India 25 km
Walled City
West Bund (dyke)
Secretariat
Moghul Pura Railway Yards
The Mall
Spontaneous Growth
Canal Road
Cantonment
Model Town
Canal
To Multan
n
0
5km.
LAHORE URBAN AREA



URBAN GROWTH 1851-1981: LAHORE, PAKISTAN


Plot Size (Marlas)
0
1
2
3
4
5
6
10
20
30
40
50
60
70
80
90
100
Frequency (Percentage of Plots)
42m²
62m²

Plot Size

Five-Year Action Program
Summary

Elements	Quantum	Base Unit Cost Rs.	Total Cost Million Rs
Water Supply			
Detect leaks and repair	150 ha	45,776	6.866
Replace house pipes by main	150 ha	37,558	5.634
Complete main grid program			
Sewerage			
Cover existing drains including street paving (ha)	150	63,863	9.580
Trunk and branch sewers			
Internal plumbing			
Refuse Disposal			
Dust bins, pick-up trolleys and trucks (ha)	150	8,642	1.296
Street Lighting			
Survey (ha)	150		
Rehabilitation (ha)	150	13,333	2.0
Street lighting			
Building Renewal			
Replacement by owners	2,391	36,000	86.08
Improvement by owners	2,189	18,000	39.402
LDA development	266	222,000	59.052
Schools			
Improve and upgrade	61	80,000	4.88
Community Centers			
Develop on auqaf property	10	360,000	3.6
Conservation			
Preparation of plan	1	2,000,000	2.0
Concessional loans to projects			
Tourism			
Promotional campaign			1.725

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Conservation			
Preparation of plan	1	2,000,000	2.0
Concessional loans to projects			
Tourism			
Promotional campaign			1.725

The Central IJ Waterfront in Amsterdam

In order to sustain its competitive position vis a vis other European centers, Amsterdam must be able to provide prime locations for managerial financial trade and service industries.

Amsterdam's Structure Plan of 1985 sought to enhance the economic potential of the inner city in the face of the belt of strong subcenters which have emerged in the south by strengthening transport and communications links and improving recreational amenities. Restrictions on urbanization to the north, west and south prompted an approach seeking to increase density and compactness, encourage urban regeneration and channel growth in an easterly direction by redeveloping the obsolete harbor zone east of the city center.

Successful development of the central zone will depend on linkages to the European high speed rail system to the international airport.

The exodus of employment and population from the inner city to the southern belt has stabilized since 1984, economic revitalization of the core is needed to support its recovery, promote private investment and help alleviate unemployment which is still very high (20%). The urban regeneration strategies focus on the creation of a range of urban environments with specific mixes of land uses and densities.

The planning approach reconciles between:

- The need to provide for future demand for housing and economic functions to promote the image of Amsterdam as an international capital.

- The need to retain a continuity in spatial structure and character by capitalization on existing patterns and amenities.

Vacant and derelict centrally located land is to be provided with new infrastructure. The functions introduced should enhance the inner city as an urban center and provide for housing, employment and recreation. The strategic location of the IJ waterfront makes it the cornerstone of the regeneration process.

The southern riverbank includes three district subareas:

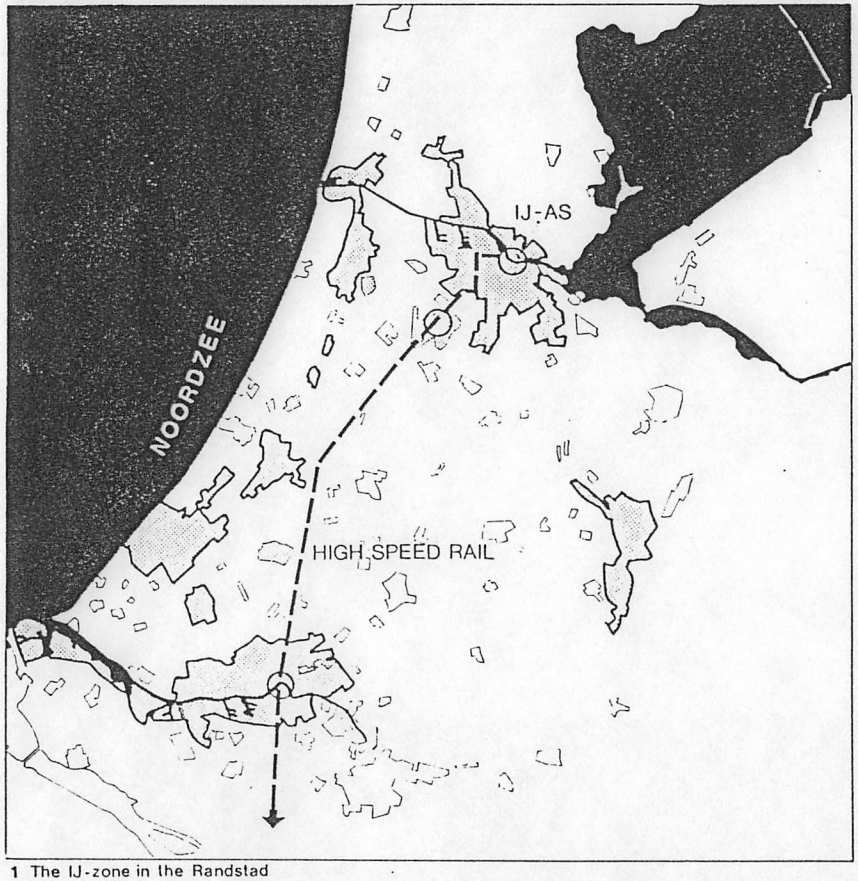
- IJ west anchored by the western subcenter at the intersection of the urban rail and highway systems offers prime industrial sites in close proximity to the new harbor. A new teleport project is underway and a related high-tech industrial park is planned. Phase 1 started in 1988.

- IJ central focuses on the central waterfront with the 19th century neighborhoods bordering it. It encompasses the main railway station and is the natural extension to the CBD. Regeneration could also reestablish the relationship between the city and the river disrupted by the railway embankment.

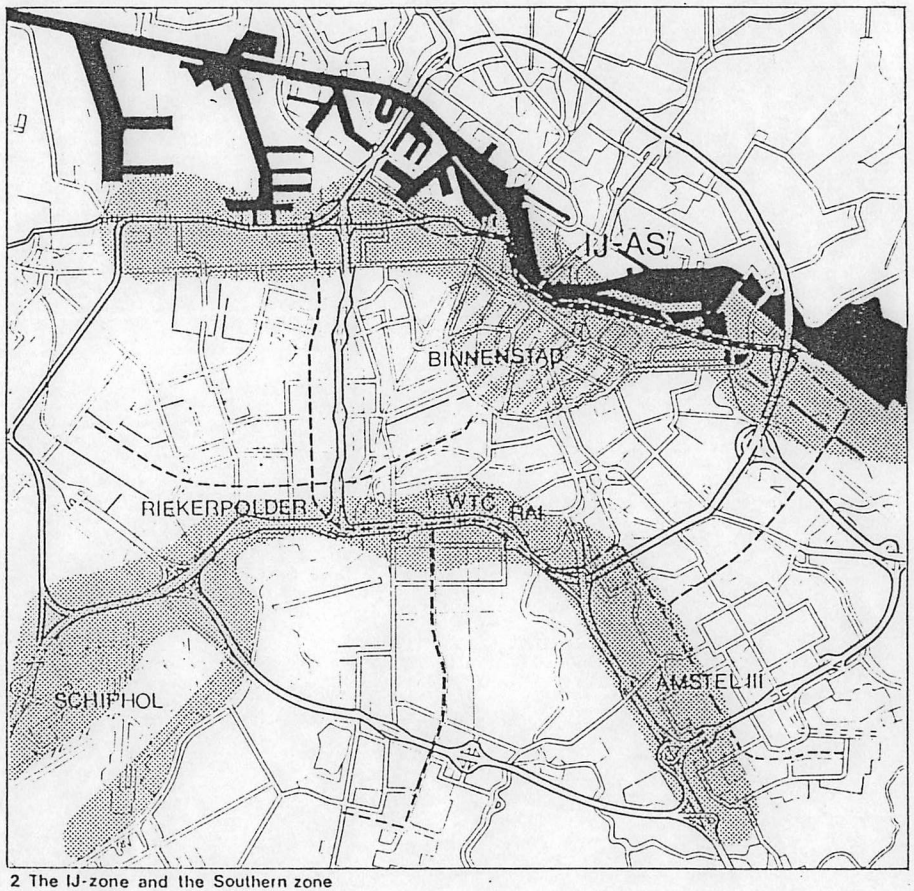
- IJ east where a decision taken in 1978 would convert the old docks to residential use to accommodate the strong demand for housing at prices competitive with prime suburban locations.

Development is to be phased over three phases; each stage requiring the relocation of remaining industries to new sites. The area could accommodate over 10,000 housing units, as well as water related amenities on the Wharfs.

Development on the northern riverbank affects a limited area. It could capitalize on the renovation of old industrial buildings and benefit from an overspill of activities from the southern bank if the regeneration process is successful.

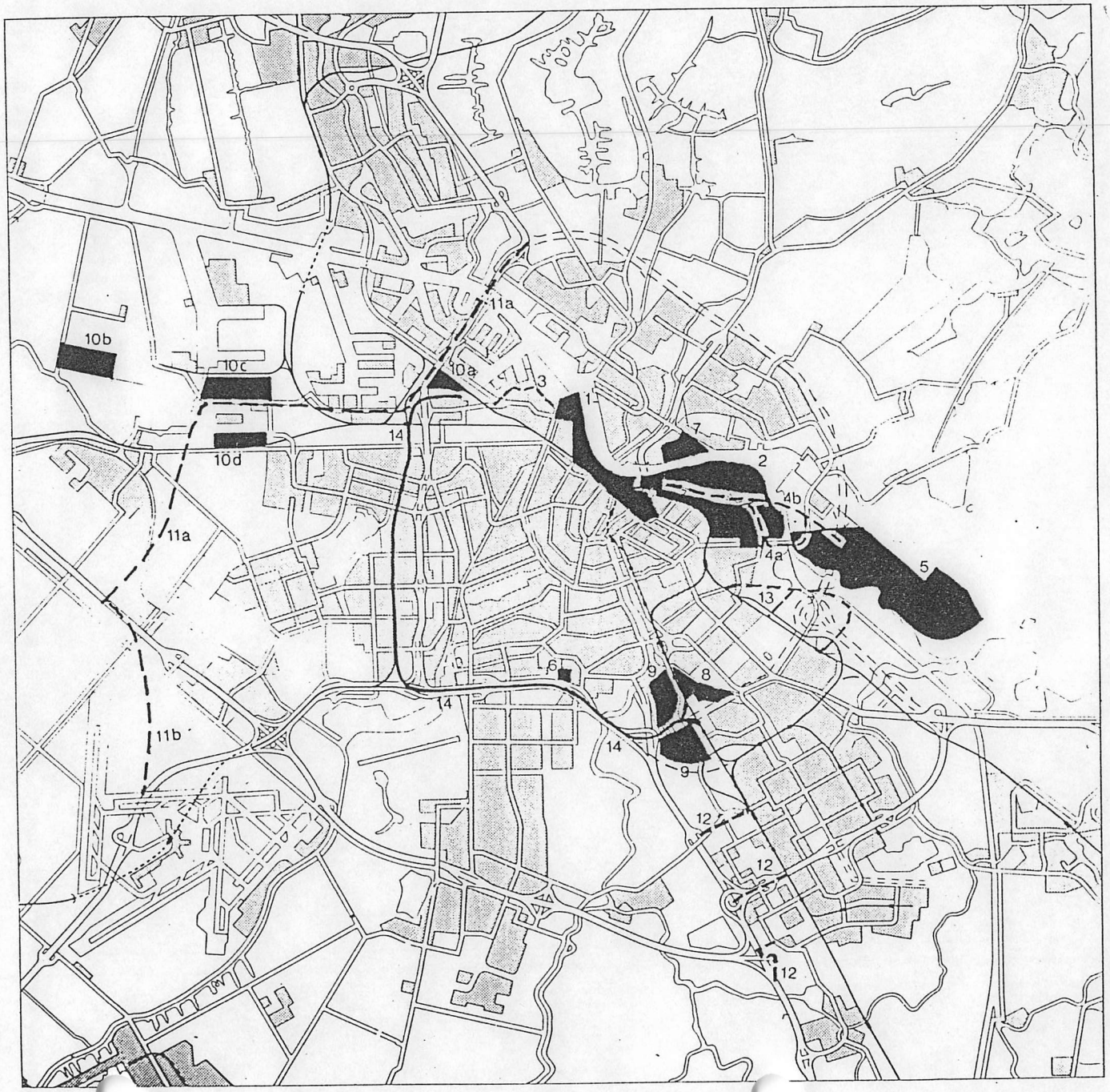


1 The IJ-zone in the Randstad

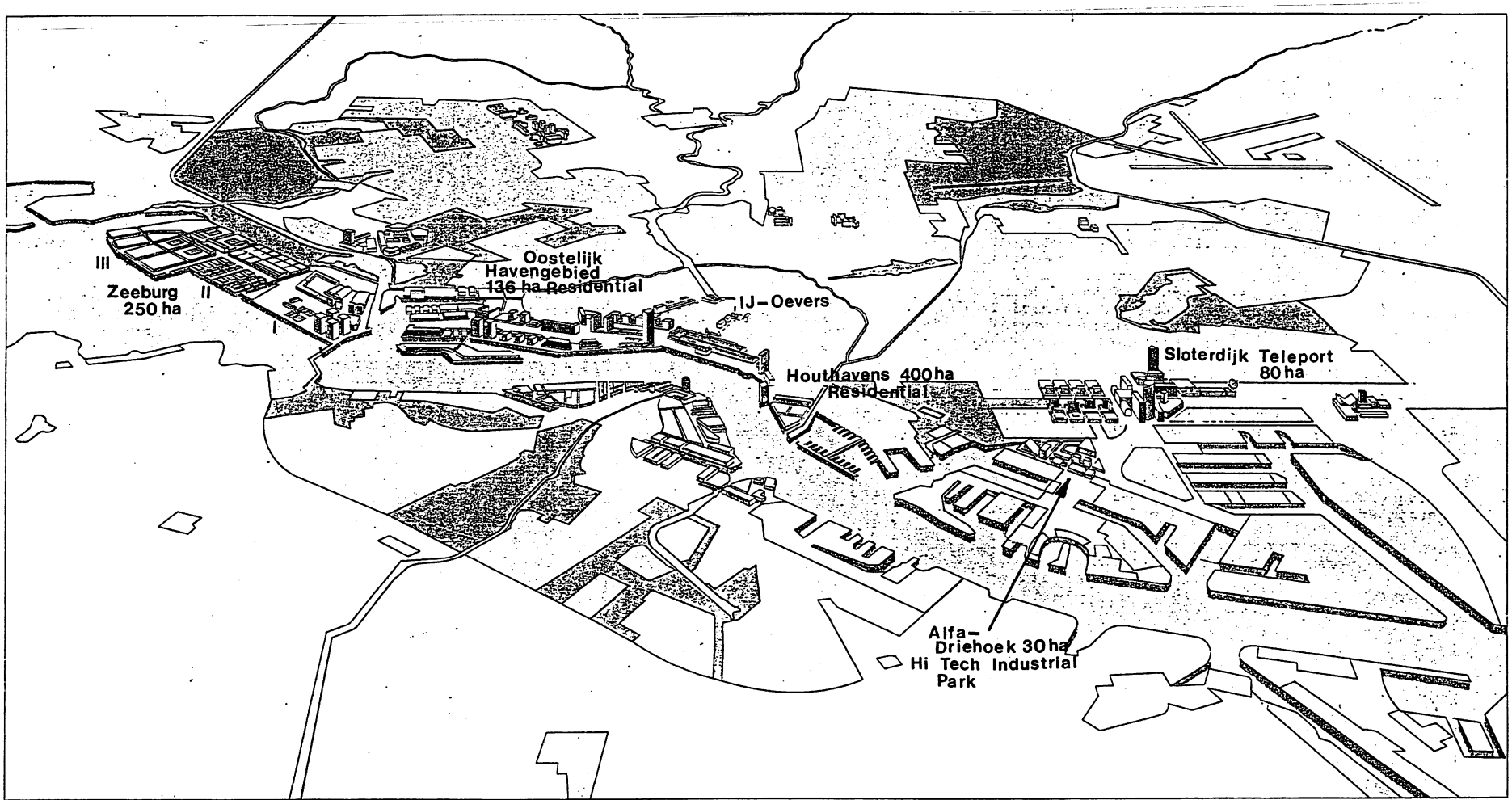


2 The IJ-zone and the Southern zone

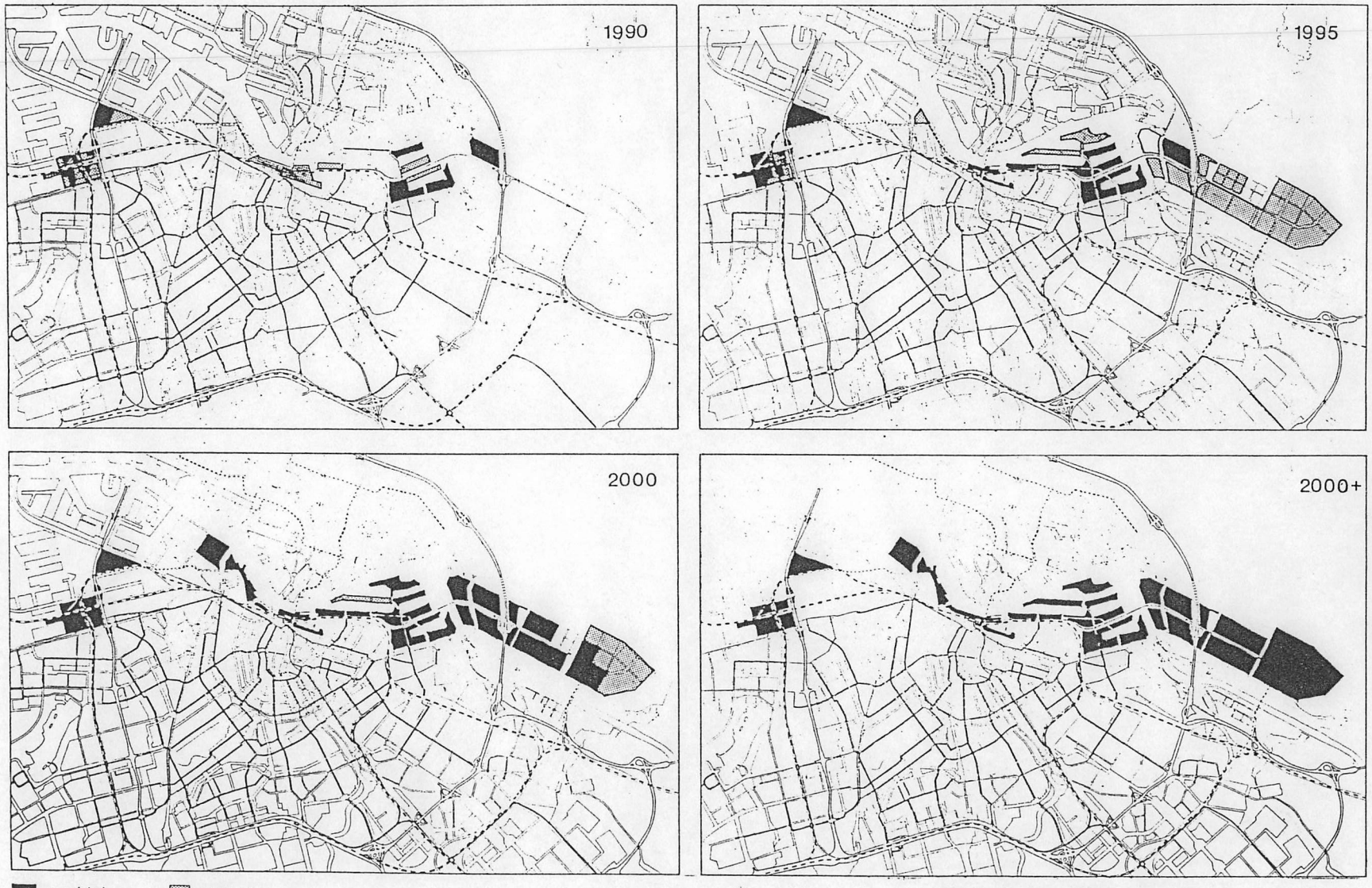
OVERVIEW PROJECTS IN AMSTERDAM MARCH 1987



1 IJ-WATERFRONT OOSTERDOK
2 OOSTELIJK HAVENGEBIED
3 IJ BOULEVARD WEST
4 IJ-BOULEVARD OOST
  a IJBURGLAAN ROUTE
  b ROUTE WITH NEW TUNNEL / BRIDGE
5 ZEEBURG
6 RAI EXTENSION, phase I
7 HAMERSTRAAT
8 WEESPERTREKVAART
9 AMSTEL I AND II
10 WESTELIJK HAVENGEBIED SITE REVISION
  a ALFA DRIEHOEK
  b HOUTRAKPOLDER
  c SLOTERDIJK III NOORD
  d GEUZENVELD NOORD
11 a SECOND COENTUNNEL AND WESTELIJK RANDWEG HIGHWAY
  b A4 / A9 CONNECTION
12 AMSTEL III ACCESS
13 WCW / SCIENCE CENTRE ACCESS
14 RING RAIL



THE IJ-WATERFRONT perspective from the north of the city


1990
1995
2000
2000+
completed
construction