ARRIVING HOME

TOOLBOX FOR INCREASING PLACE ATTACHMENT IN ARRIVAL CITIES

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Toolbox for increasing place attachment in arrival cities

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AKNOWLEDGEMENTS

Immigration a process of all times. This is certainly visible a city such as Rotterdam. Nowadays, Rotterdam is one of the largest harbour cities in Europe, with a strong and prosperous harbor industry. On the other hand the city is also a place of contrasts. A key characteristic of port cities is the wide range of nationalities and cultures. People whose families once arrived in the city hoping to build a future for generations after them regard their living environment as an area with poor living quality and poor perspectives. Previous research has pointed out that it is hard for non-native inhabitants in Rotterdam to feel connected to their living environment.

The project aims to develop toolbox on how to transform the existing immigrant neighbourhoods into places in which these groups of people feel home, welcome, and able to take their position in the city (thus increasing place attachment). It includes the work of Doug Saunders 'The Arrival City'(Saunders, 2018), which elabourates on possible scenarios for areas in order to create perspective, attraction, and a vibrant living place for its existing and new inhabitants with a migration background.

The 'Arrival City' is a book written by an American journalist, and is written from a more sociological point of view. In this thesis, this phenomenon is connected with the current challenges of place attachment, and the actual wishes and needs of people in Rotterdam South. By doing so, the outcome of the thesis is a toolbox on how to transform an immigrant neighbourhood into an Arrival City neighbourhood in a Dutch context, at the same time increasing place attachment among people with a migration background. This thesis describes an approach on how to translate the sociological ideas into a toolbox for urban designers. Because of the challenges European cities face nowadays with regard to immigration, this toolbox is also useful for other, international, Arrival cities.

PROJECT MOTIVATION
Choice of Research group

My interest in this topic comes from both an academic perspective and my personal experience. In the minor 'Neighbourhoods of the Future' several projects in Rotterdam South were done. These focused on living quality for small scale neighbourhoods.

During these projects research was done on the impact which the living area has on people's behaviour, future perspectives and opportunities for work and education. The way people move, interact and behave in the city has always had my interest in bachelor and master courses. However, what makes a city 'liveable' or 'of good quality' has been a topic which I experienced as hard to define, for there are many experts, many opinions, and many points of view towards the topic.

A strong image of how the living quality in Rotterdam has an influence on its inhabitants is reflected in a map which was made during this minor (right page), in which I drew newspaper headlines from only 3 months related to criminality

The concept of 'The Arrival City' (Saunders,

2018) formed the inspiration for framing the thesis within the broad field of Urbanism. It provides insights on the needs of newcomers and people with a migration background in the city. By translating this concept into a design toolbox for urban design, I bring the concept of arrival cities in the field of urbanism.

By doing research on how multicultural neighbourhoods in a city can transform towards a vibrant Arrival City, knowledge is added to the research which will be done in future years in order to translate the concept of 'Arrival Cities' into a design toolbox

figure 1. News articles of criminal activities in Rotterdam Charlois
(own image, made in november, 2016)

The labels on the map read:

- Man wounded after shooting at Wolphaertsbocht
- Stabbing in Charlois near charity building
- Most burglaries in Charlois in 2012
- Man killed after shooting at Carnisselaan
- Boy (14) gets wounded during stabbing
- Six arrests for drugdeal in Rotterdam
- Man dies after shots taken by police
- Police shoots suspect shooting in Charlois
- Girl (10) murdered in Carnisse
- Man gets caught with stolen copper in his bag
- Children with fake guns are big problem to neighborhood
- Shooting at Zuidhoek, Rotterdam Charlois
- Weaponed found in pack of baby wipes
- Local people are done with nuisance from the youth
- Cafe in Charlois closed because of possible drug deal

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WORD LIST

Arrival City

A district or neighbourhood which newcomers and people with a migration background are able to adapt to their new surroundings and urban life in the best possible way. This adaptation arises from a set of policies and spatial conditions.

Place Attachment

Affective link that people establish with specific urban settings, where they tend to remain and where they feel comfortable and safe

Non-native people

People living in the Netherlands, whose origin lays in other countries.

People with a migration background

People whose ancestors are originally from another country. They migrated to the Netherlands.

First generation immigrant

People who are born in other countries and arrive in the Netherlands at a later age.

Second, third, fourth etc. generation immigrant

People whose (grand)parents were born in other countries and arrived in the Netherlands at a later age.

Pattern Language

A set of data based on peoples movements in an urban space that form a language: A figure in which certain patterns can be highlighted.

Autochthonous

Designation for someone whose parents are both born in the Netherlands (CBS, 2018).

01. PROBLEM STATEMENT

The economic growth of the city of Rotterdam, mainly caused by its growing harbour industries, results in a proportionally growing contrast between Rotterdam South and other city districts. According to CBS (2018), 'South' scores high on poverty and criminality, and is regarded as an area with low living quality and future perspectives for its inhabitants. A first description of the problem related to the context of Rotterdam is given in this chapter. It relates to the spatial and cultural history on the city, and how the harbour played a role in this.

The main goal of the thesis is to develop a design toolbox on how to transform the public space in Arrival City neighbourhoods. The project focuses on the relation between place attachment and the needs of people with a migration background. The picture on the right shows the current overall situation in Rotterdam South: the public space has large potential in terms of activities and place-making. However, the public space in Charlois is barely used.

figure 2: no public activities in
Afrikaanderwijk in Rotterdam. 18-10-2018

Lack of public activities, despite the fact that enough space for activities is provided.

PROBLEM ANALYSIS
1.1. Global Migration Challenges

In order to understand the migration challenges for Dutch cities such as Rotterdam, it is useful to have a look at the current challenges on global and European scale. According to Serdan (2017), migration and internal displacement are two of the most urgent topics on the international agenda nowadays.

As the map shows, worldwide over 250 million people live outside their home country. North America and Europe are popular desinations for immigrants to go to.

Over sixty million people migrate because of violence or conflicts. Today, more than 60% of all refugees live in urban areas. This is problematic, for our cities are already dealing with problems with regard to overpopulation and depressed economies (Myrivili, 2016). Cities are called on to be the agents of change. They should come up with knowledge, key projects, programs and policies in order to create a place for newcomers.

NORTH AMERICA
58 MILLION
5 MILLION

EUROPE
78 MILLION
64 MILLION

ASIA
80 MILLION
110 MILLION

Two thirds of international migrants live in Europe or Asia

OCEANIA
8 MILLION
2 MILLION

AFRICA
25 MILLION
38 MILLION

LATIN AMERICA and the CARIBBEAN
10 MILLION
39 MILLION

● Indicates where international migrants live
● Indicates where international migrants come from
● ● The size of the circles is proportional to the number of migrants

258 MILLION
The number of international migrants reached 258 million in 2017. An increase of 85 million since 2000.

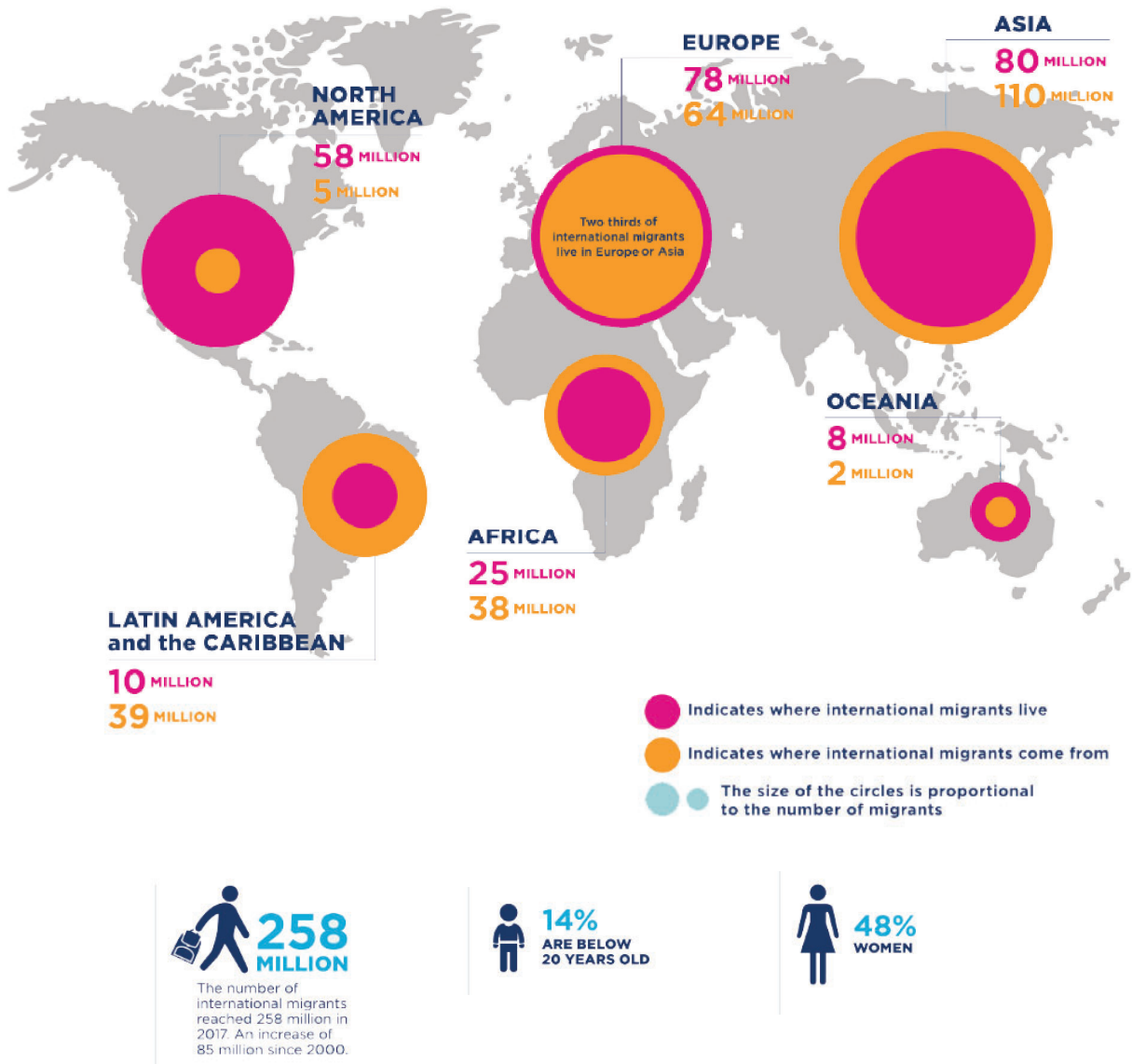14% ARE BELOW 20 YEARS OLD

48% WOMEN

figure 3: migration map 2017 (Migration Data portal, 2018)

PROBLEM ANALYSIS
1.2. European Migration Challenges

In June 2018, EU members collabourated about the relocation of migrants who arrive on Southern European coasts. Specially Italy and Greece want a greater number of refugees to be relocated to other parts of the European Union (Zerka, 2018). As the figure below shows, these countries regard migration as a top priority threat.

For now the Netherlands do not regard migration as a threat at all, but due to future European plans, the amount of immigrants could increase. Since Germany already regards immigration as a significant threat

(figure 2), our Dutch cities need to be prepared for new waves of immigrants. This asks for a new type of planning, policies, key projects and programs.

Since by 2060 33% of the Dutch population will have a migration background (Volkskrant, 2017) it is important to develop our cities in such a way that both existing and future immigrants feel respected and home. Immigrants tend to settle themselves in urban areas (Buis, Elands & Langers, 2009). Since Rotterdam meets this characteristic, this city is further analysed and used in the thesis.
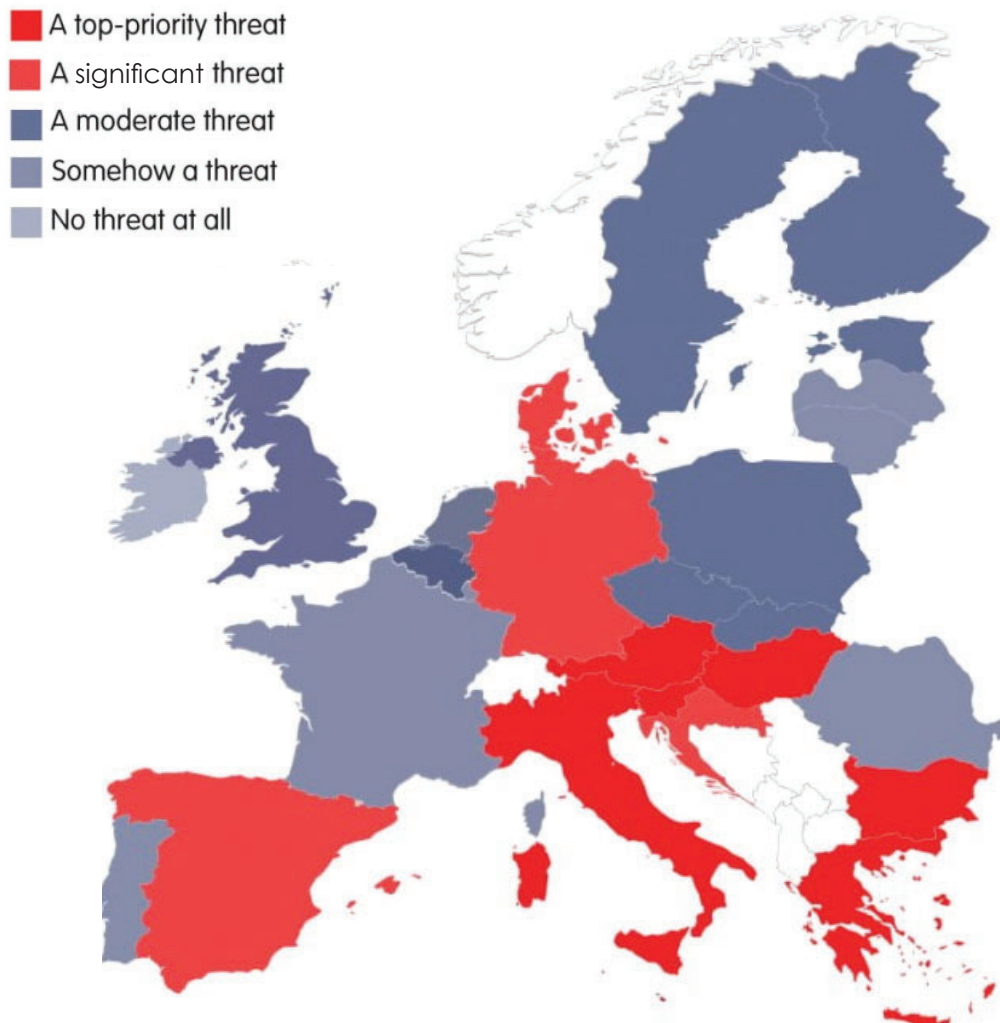
figure 4: Migration as a threat (ECFR, 2018)

PROBLEM ANALYSIS
1.3. Context: Rotterdam

Migration processes in Rotterdam

The city of Rotterdam grew rapidly in the time period after that Second World War. In order to rebuild the city as fast as possible, the municipality attracted many guest workers from other countries. Around 300.000 guest workers from former Dutch colonies, Turkey and Morocco came to the Netherlands (see page 20 and 21), of which a large amount settled themselves in Rotterdam. Between 1975 and 1990, the immigration started to increase due to the family reunion movement; many guest workers brought their families and started living in Rotterdam South (CGM, 2018). An overview of these large migration processes is given in the figures on page 20 and 21.

The family reunions were followed by the immigration of thousands of people from Suriname, after the country was declared independent in 1975. The timing of these immigration movements was rather poor, because of the fact that the Netherlands had a weak economy, and high numbers of unemployment. This resulted in the fact that immigrants settled themselves in the rather poorer areas of the city, thus Rotterdam South.

In the coming years, the amount of immigrants in the Netherlands is expected to grow. In 2060, 33% of the Dutch population will have a migration background (Volkskrant, 2017).

North and South contrasts

As a result of a successful reconstruction of the city after the Second World War with help of guest workers, nowadays, the city is regarded as one of the best cities in Europe (it even won the award for 'Best city of Europe 2017'). Besides, Rotterdam is regarded as one of the best Harbour Cities in Europe.

However, the Southern part is regarded as the place where less prosperous people live, in comparison with the other districts of the city. These other districts have undergone many transformations in the past decades in order to make the city more attractive. According to CBS, 'South' also scores high on poverty and criminality, and is regarded as an area with low living quality. Poorer and lower educated people, as well as people with different cultural backgrounds, settle themselves more in Rotterdam South, which is known as the more vulnerable area in the city of Rotterdam. In contrast, people with better potential, such as students and those who are actively working, are located more in other parts of the city (Gemeente Rotterdam, 2010).

The harbour city

On the other hand there is the change in harbour activities in this harbour city: Two main developments have slowly changed the character of the relationships between Rotterdam's port and city. The first is the geographical migration of the port away from the city, and the second is the process of port regionalization (Daamen, 2016).

The growth and development of Rotterdam South has been influenced by the cities' port. Many squares, streets, neighbourhoods and other spatial structures were built in order to give all those people from different cultures (a certain characteristic of a harbour city) a place to live. The identity and history of 'South' was impacted by the harbour activities. As the harbour expanded over time, Rotterdam South expanded with it. In order to keep the habor history visible in South, its spatial structures should be incorporated in the design.

Cultural diversity

The cultural identity relates to the common history of a place (Assmann, 2011). Common history preserves the store of knowledge from which groups of different cultures derive an awareness of their unity and peculiarity. So, it is of huge importance that that spatial and cultural values are incorporated in designs that are made for this place. This will help to preserve the common history of the place, which is thus of huge importance for the identity of the place. By strengthening this common history, bridges could be built between different cultural groups.

Summary of the problem field

1   A geographical migration of the port away from the city, and the process of regionalization results in the fact that Rotterdam will more and more let go of its identity as a harbour city. Since the harbour is evitable part of its history and identity, the historic traces should be strengthened in future plans in order to keep the citizens' common history visible.

2   Living qualities in Rotterdam South are rather poor in terms of liveability, criminality and future perspectives. Specially the former immigrants belong to this 'vulnverable' group of people. Despite large investments of the national government, South still remains a problematic district in comparison to other city districts.

3   The physical and financial growth of the north bank of the river Maas, the growing amount of immigrants and the difference in character of North and South Rotterdam seem to result in a larger becoming contrast between North and South, in which the North part of Rotterdam is regarded as great, and in which the South of Rotterdam stays behind

4   The amount of immigrants in Dutch large cities is expected to grow in the future. In 2060, 33% of the Dutch population will have a migration background

PROBLEM ANALYSIS
1.3. Context: Rotterdam

Migration processes have always been part of Rotterdam's city life. Over the past, several important events effected into a large number of immigrants arriving in the city.

1918
IMMIGRANTS AFTER WWI FROM GERMANY AND ITALY

1945
300.000 IMMIGRANTS AFTER WWII MOROCCO AND TURKEY

Figure 5: Overview of the greatest migration processes to the Netherlands in the past (CGM, 2018)

1973
50.000 IMMIGRANTS AFTER DECLARING SURINAME AS INDEPENDENT

1978
A HUGE MIGRATION MOVEMENT DUE TO FAMILY REUNION POSSIBILITIES

PROBLEM ANALYSIS
1.3. Context: Rotterdam

The problem field includes the increasing amount of immigrants, and the well-being of immigrants in the city. They live in the more vulnerable parts of the city. Place attachment (or 'sense of belonging') has a positive effect on stress and the well-being of immigrants (Choenarom et al, 2005).

Research done by CBS points out the differences in 'feeling home' among several nationalities. Turkish and Moroccan immigrants feel less home than people who are originally from Suriname, as the figure points out. In Rotterdam, Turkish and Moroccan immigrants have a stronger feeling of being homesick than immigrants in other cities, as the figure shows.

The public space should provide a feeling of place attachment for people with a migration background. In the thesis, a toolbox is created in order to achieve this.

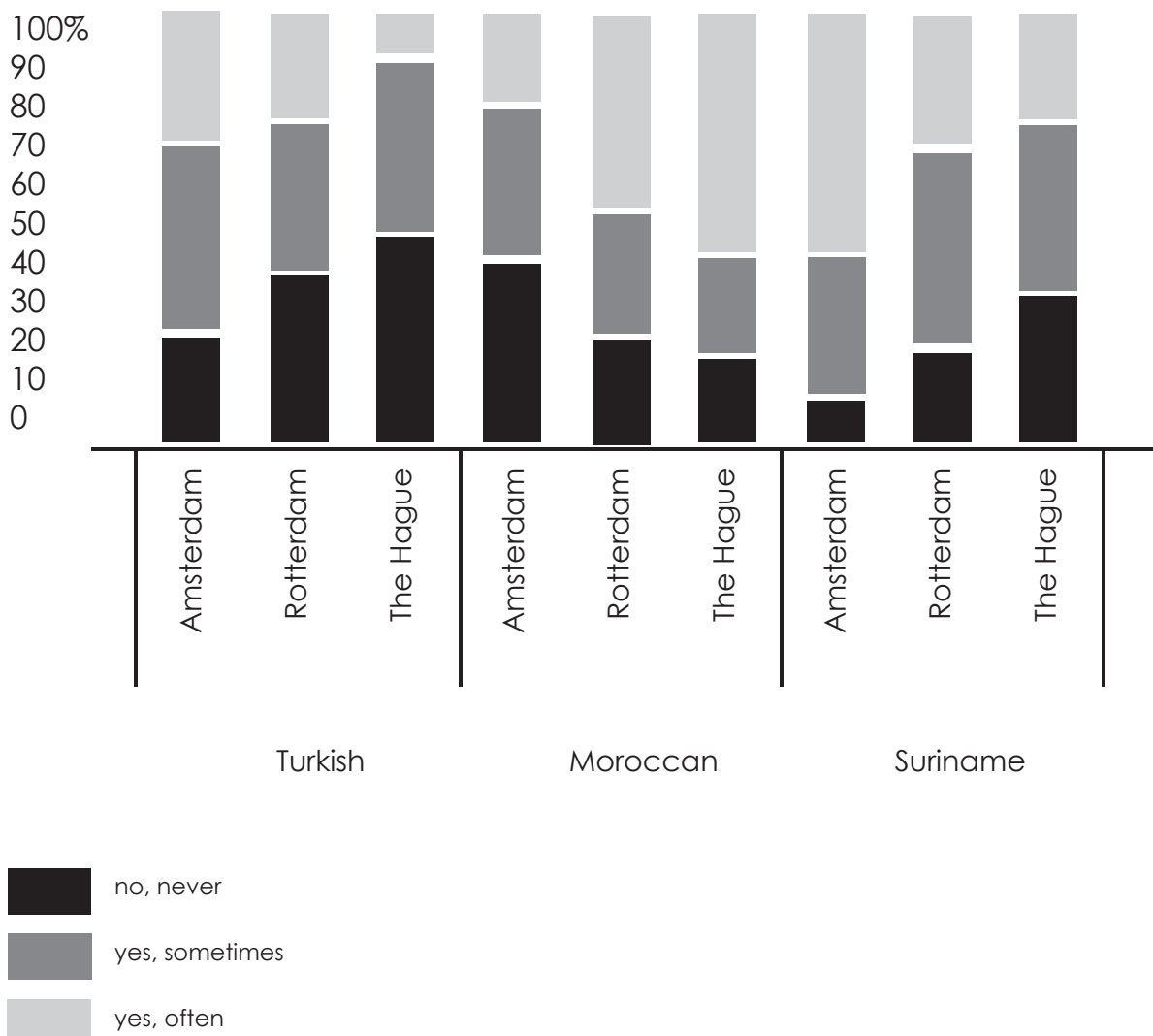A will to return to the land of origin (CBS, 2018)

Figure 6: A will to return to the land of origin (CBS, 2018)

Tensions between immigrant groups and autochthonous groups of people increase the experience of discrimination and stress among immigrants. The named factors above, together with the demand of getting to know new cultures can result in stress and a decrease of well-being of immigrants (Jasinskaja-Lahti, Liebkind, Jaakkola and Reuter, 2006). The figure below shows the experiences with discrimination among different ethnic groups.

From the figure, the conclusion can be drawn that especially people from Morocco, Turkey, the Dutch Antilles and Suriname (where the largest groups of migrants came from in the past) experience discrimination in the city of Rotterdam.

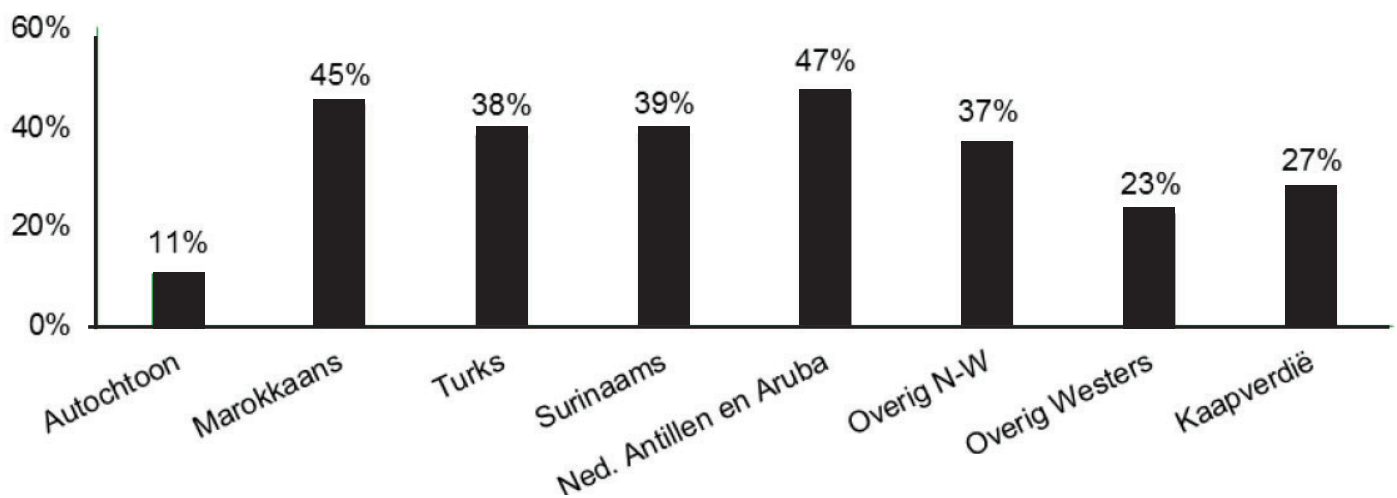Discrimination per nationality (Buurtmonitor Rotterdam, 2018)

Figure 7: Discrimination per nationality (Buurtmonitor Rotterdam, 2018)

PROBLEM ANALYSIS
1.3. Context: Rotterdam
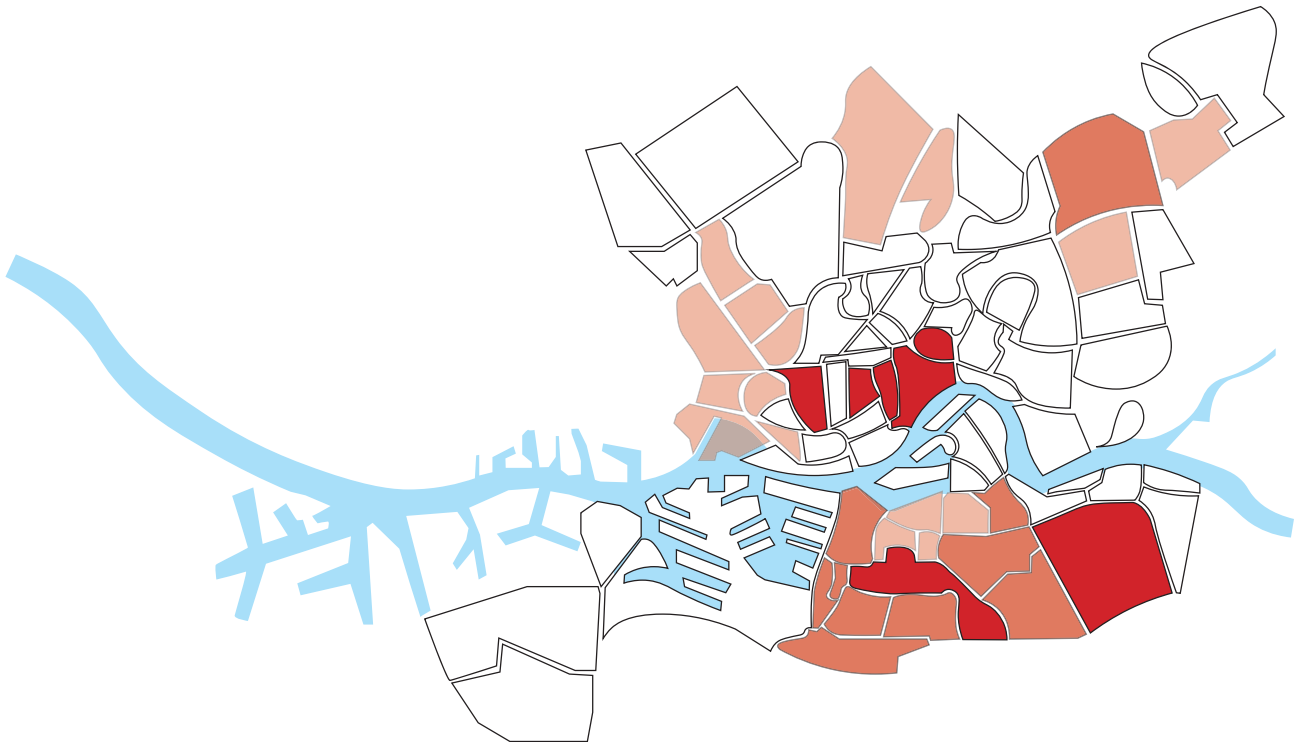
Living quality (criminality)

Figure 8: living quality Rotterdam in terms of criminality (Buurtmonitor Rotterdam, 2018
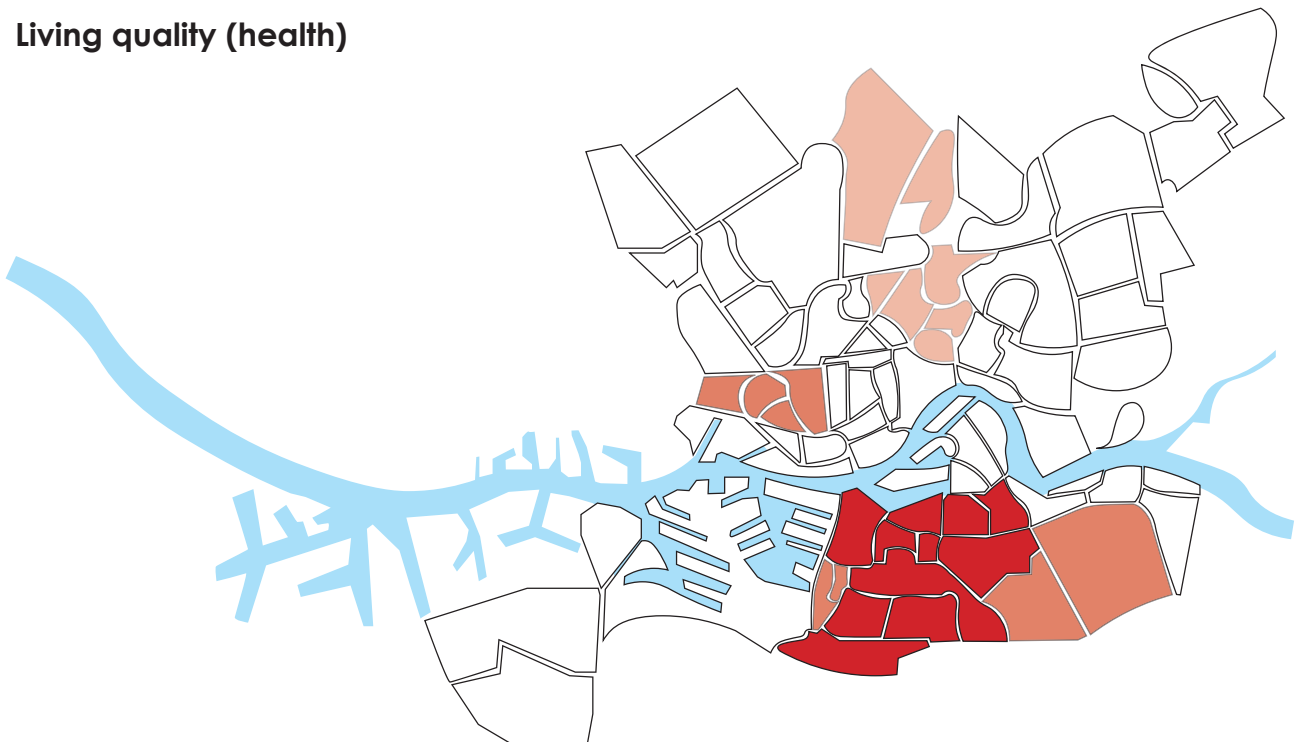
Living quality (health)

Figure 9: living quality Rotterdam in terms of health (Buurtmonitor Rotterdam, 2018
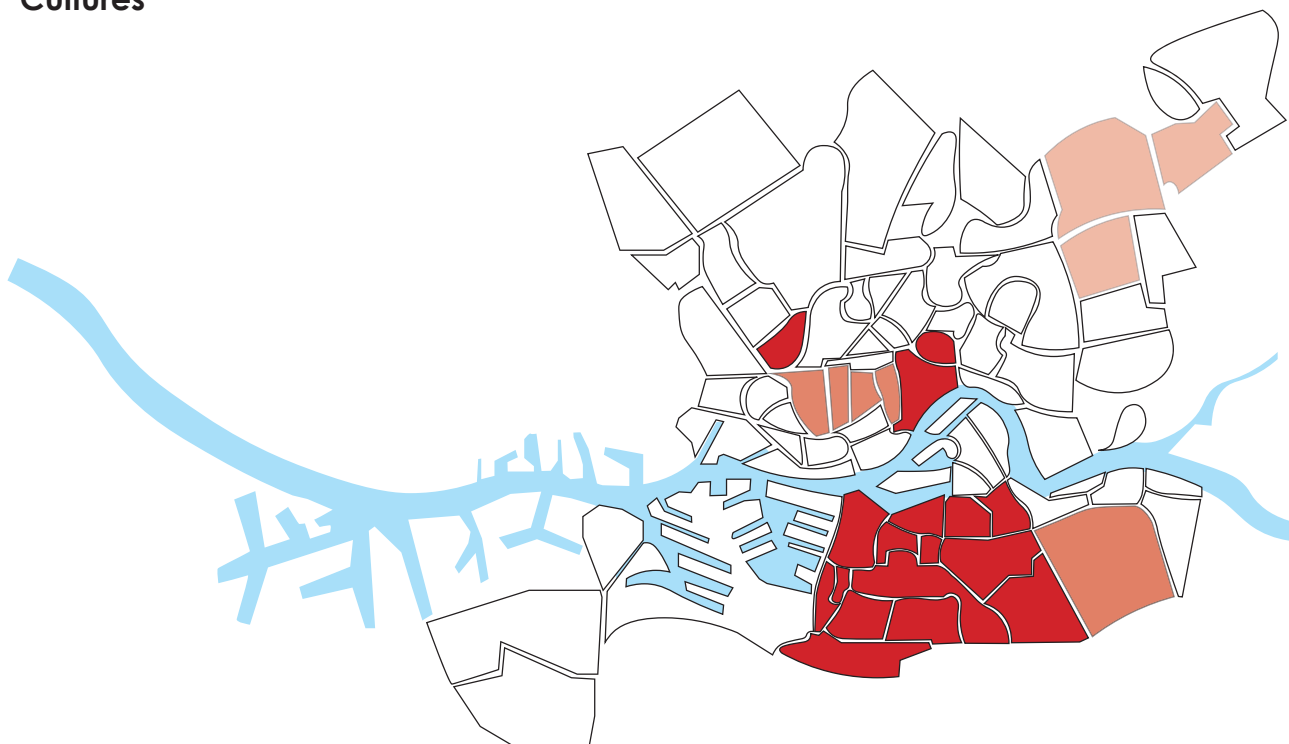
Cultures

Figure 10: amount of different cultural groups in a district (Buurtmonitor Rotterdam, 2018
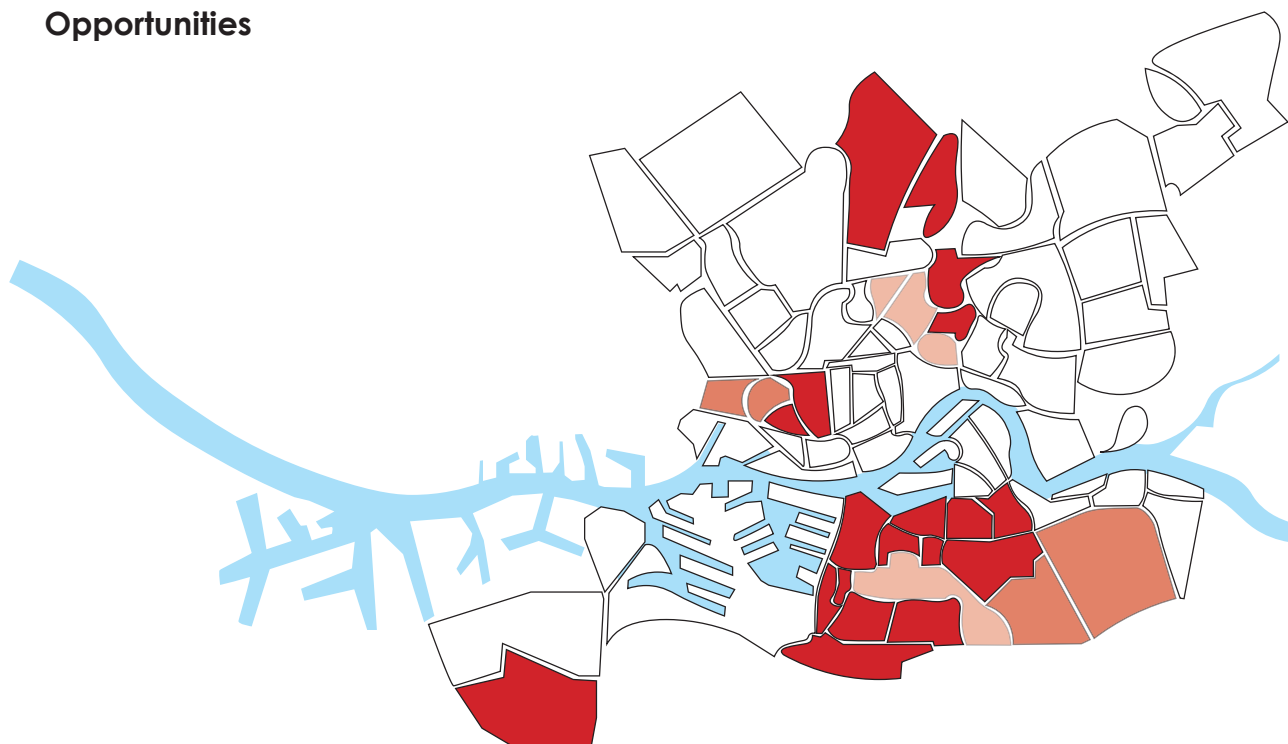
Opportunities

Figure 11: amount of people without a job (Buurtmonitor Rotterdam, 2018

PROBLEM ANALYSIS
1.3. Context: Rotterdam

Autochtonous population

A large part of the autochtonous citizens in Rotterdam live on the North bank of the river Maas, as the figure on the right shows. In the area around the centre, in districts such as Cool and Stadsdriehoek, also many autochonous people have their residence.

>= 6000

1500 > 6000

< 15000
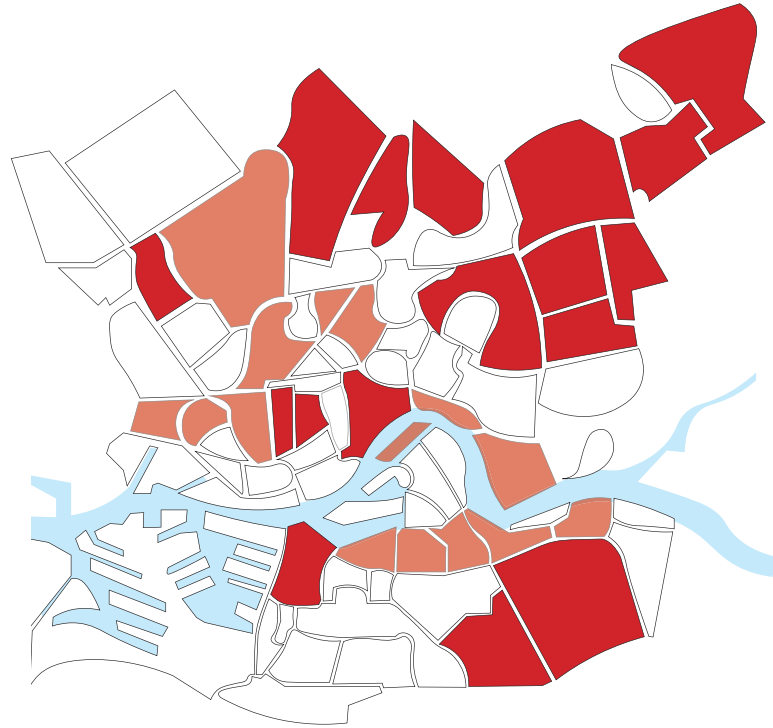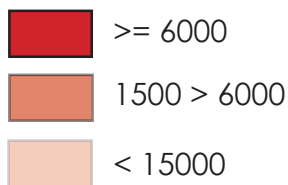
Immigrant population

A large part of the people with a migration background live on the South bank of the river, and in the most northern parts of the city. Areas such as Charlois and Carnisse are popular living areas for these groups of people because of housing prizes, shared cultures and its good connections to the city centre.

>= 6000

1500 > 6000

< 15000

Figure 12: Comparison of native and non-native population

PROBLEM STATEMENT

The city of Rotterdam has always been one of Europe's most famous harbour cities. An important characteristic of the city is its wide range of nationalities. A large amount of its inhabitants ha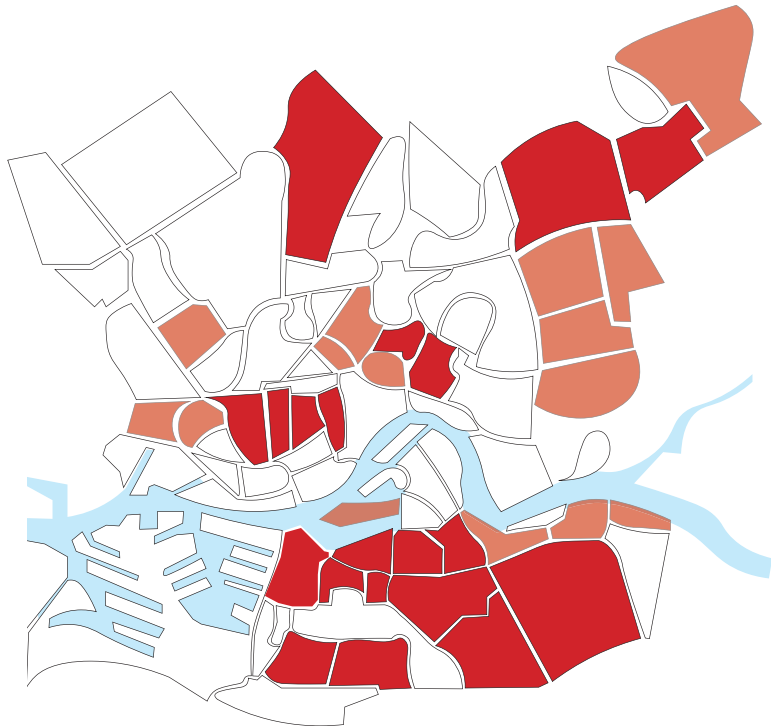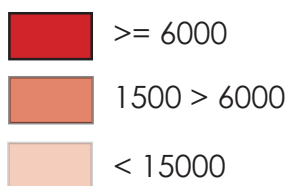s a migration background. These people had an important role in the city's rich history, for example by working in the growing harbour, and in the reconstruction of the city after WWII.

However, in recent years the living conditions within immigrant neighbourhoods has become worse, also due to an increasing contrast with the other parts of the city. Since in the coming years the amount of immigrants in the Netherlands is expected to grow, it is necessary to come up with a new way of planning and developing these immigrant neighbourhoods in order to increase the living quality. Existing and future immigrants should feel welcome and home in the Dutch harbour city.

In 2060, 33% of the Dutch population will have a migration background (Volkskrant, 2017). This asks for a new way of developing Dutch immigrant neighbourhoods, in order to create a feeling of home (place attachment) among the existing citizens, and in order to be a vibrant, welcoming place for newcomers. Nowadays, people with a migration do not take their part in the urban life of the city, which has a negative impact on the liveability. This thesis provides an approach on how to increase place attachment in these kind of neighbourhoods, at the same time transforming them into successful, liveable Arrival Cities.

02. METHOGOLOGY

The methodology chapter elabourates on the different methods used in the project. It explains why certain methods are used in order to answer certain sub questions. These sub questions together answer the main question, and form a vital source of input for the design, and for the development of a toolbox that increases place attachment among immigrants in Rotterdam South.

Research question:
How can spatial and cultural history of harbour areas be translated into a spatial design that increases place attachment within immigrant neighbourhoods within an arrival city?

METHODOLOGY

Introduction

The main goal of this master thesis is to generate a toolbox that increases place attachment within immigrant neighbourhoods in Arrival Cities. Another focus point of the thesis is the increase of place attachment among immigrants, for this reduces stress and increases a feeling of being welcome and the overall well-being (Choenarom et al, 2005); these are main issues that are at hand in Rotterdam South, the project area.

The purpose of the chapter is to give a brief but concise overview of the methods that are used, and the reasons behind why the thesis is built up the way it is. First the problem statement and research questions are described. Thereafter, the methods per sub-research are described. Next the type of approaches in this thesis are described. To conclude, the project limitations are described.

Problem statement and research questions

The city of Rotterdam grew rapidly in the time period after that Second World War. In order to rebuild the city as fast as possible, the municipality attracted many guest workers from other countries, from which most workers brought their families and started living in Rotterdam South. As a result of a successful reconstruction of the city, with help of guest workers, nowadays, the city is regarded as one of the best cities in Europe (it even won the award for 'Best city of Europe 2017'). Besides, Rotterdam is regarded as one of the best Harbour Cities in Europe.

However, the Southern part is regarded as 'underdeveloped' in comparison with the other districts of the city, which have undergone many transformations in the past decades in order to make the city more attractive. According to CBS, 'South' scores high on poverty and criminality, and is regarded as an area with low living quality. Poorer and lower educated people, as well as people with different cultural backgrounds, settle themselves more in Rotterdam South, which is known as the more vulnerable area in the city of Rotterdam. In contrast, people with better potential, such as students and those who are actively working, locate more to other parts of the city (Gemeente Rotterdam, 2010).

The growth and development of Rotterdam South has been influenced by the cities' port. Many squares, streets, neighbourhoods and other spatial structures were built in order to give all those people from different cultures (a certain characteristic of an Arrival City) a place to live. The identity and history of 'South' was impacted by the harbour activities. As the harbour expanded over time, Rotterdam South expanded with it.

Because of its different cultures, Rotterdam South can also be regarded as an Arrival City; a place where immigrants can arrive and from there find their way in the society of a city (Saunders, 2018). Districts such as Charlois, Carnisse, Tarwewijk and Zuidplein have scored low on livability, potentials and employment for years (Gemeente Rotterdam, 2018), despite financial investments from local and national government (Rijksoverheid, 2017). Besides, political parties and growing tensions between immigrant groups and autochthonous groups of people increase the experience of discrimination and stress among immigrants. The named factors above, together with the demand of getting to know new cultures can result in stress and a decrease of well-being of immigrants (Jasinskaja-Lahti, Liebkind,

METHODOLOGY

Jaakkola and Reuter, 2006). As a result, immigrants have a chance to close off from society and they are less able to participate in a society (Barnes, 2001; Korac, 2003), which is exactly a key characteristic of life in an Arrival City according to Saunders (2018).
In order to create better living environments in Arrival Cities such as Rotterdam, the well-being of immigrants is a vital element to improve. Place attachment (or 'sense of belonging') has a positive effect on stress and the well-being of immigrants (Choenarom et al, 2005), and is thus one of the key principles to focus on in future developments in Rotterdam South. The research question is:

How can the Arrival City concept be translated into a toolbox that increases place attachment within immigrant neighbourhoods within harbour cities?

This research question will be tackled by using different methods and techniques in answering the sub questions, which are:
-        How can the concept of place attachment improve living quality within arrival cities?
-        How did Rotterdam harbour area and its cultural landscape (range of nationalities) grow over time?
-        What are important historical elements which are embedded in the spatial and social-cultural patterns of the location?
-        How should the integration models of municipalities be shaped in order to increase place attachment among immigrants within an arrival city?
-        How can indicators for place attachment in arrival cities, based on historical and spatial structures of a place, be translated into a design and a toolbox for Rotterdam South?

The Methodological framework

The conceptual framework exists out of four important columns, which describe the research questions, the content which can be found in order to answer the questions, and the methods on how to answer the sub questions. The methods can be divided in 4 main types:
-        Literature review (Book)
-        Mapping and Designing (Pen)
-        Observing (Eye)
-        Interviews (Notebook)

Sub-question 1: Literature review
In order to answer the question 'How can the concept of place attachment improve living quality within arrival cities?' it is key to understand the concepts of arrival cities, and the role which the immigration processes due to harbour activities had in urban development in Rotterdam. Literature review will provide insights on these topics, for example in the works of Doug Saunders (author of 'the arrival city'), municipal documents about Rotterdam's identity and past, and literature on the relation between history and place attachment.

Main literature and data sources within this part of the research are the literature works of Doug Saunders (with regard to Arrival Cities), literature works of Douglas & Perkins (on place attachment), and the city archive of the municipality of Rotterdam

Sub-question 2: Mapping
The second sub-question, 'How did Rotterdam harbour area and its cultural landscape (range of nationalities) grow over time?' will be tackled by using the method of mapping and typo-morphological analysis of the

site. Besides, the narrative of the area is important in order to know how this area has grown, and how it will continue to grow in the future. Important resources of information here are the old maps at the City Archive in Rotterdam, which will be fundamental for this part of the research. Together with conducting the narrative of the area, these two sets of data will form the basis for the design and toolbox in the end. Also literature review will be a key method (works from Carl Sauer) in order to answer this sub-question.

Main literature and data sources within this part of the research are the works from Carl Sauer (Cultural Landscapes), the city archive of Rotterdam, Buurtmonitor, PDOK and GIS for looking at the growth and movements over time of different cultures within the city.

Sub-question 3: Observing and mapping
In order to tackle the third sub-question, 'What are important historical elements which are embedded in the spatial and social-cultural patterns of the location?' the data collected from several fieldtrips (in the form of pictures and short movies), combined with an analysis of the history of different cultural clusters in the city are important.

Main data sources within this part of the research are the city archive of Rotterdam, GIS analyzing old structures and buildings within the project area, and film footage, produced by drones and cameras.

Sub-question 4: Literature review and interviews
The fourth sub-question, 'How should the integration models of municipalities be shaped in order to increase place attachment among immigrants within an arrival city?' will be tackled

by literature review and interviews with residents who live in the site nowadays. Literature study in this part will also include the analysis of different integration models in other large arrival cities such as Barcelona and New York

Besides, interviews will provide more in-depth information about the needs for people in Rotterdam South in terms of place attachment. The interviews will be taken in different parts of the city with a different mix of cultures, and contain out of three important questions:
-        Do you feel welcome in this part of the city?
-        How does the spatial environment contribute to create a feeling of home?
-        What should be changed in order to increase a sense of belonging here?

Main data sources within this part of the research are the analyses of integration models in Barcelona, New York, Paris and Hamburg, and interviews taken in parts of the arrival city neighbourhoods in Rotterdam. These case studies are all typical case studies, for they all have a typical integration model which is different from the one in the other included arrival cities.

Sub-question 5: Observing and Designing
During the process (a combination of research and design) there will be made a design for Rotterdam South that aims to increase place attachment by spatial interventions, based on the data collected in the previous 4 chapters, corresponding the 4 sub questions. The final sub-question, 'How can indicators for place attachment in arrival cities, based on historical and spatial structures of a place, be translated into a spatial design and toolbox for Rotterdam

METHODOLOGY

South?' will be tackled by the use of data collected by observing, and by analysing the outcomes of the data gathered in the previous sections, which will form a selection of representative indicators taken from literature, built up analysis and interviews.

Next to this data, a fieldtrip to Hamburg, where they transformed the harbour area and its surrounding areas with respect to its historical elements, will be used as inspiration in the final design process of the design and the toolbox for Rotterdam South.

Main data sources within this part of the research are the key indicators for the spatial analysis based on the analyses and literature studies of previous chapters of the thesis, and the conclusions of the fieldtrip to Hamburg. The approach: Analytical and Predictive In the thesis, two main methodological approaches are used. The first part will be constructed out of a more analytical approach, in order to come up with the right data, information and indicators for making the design and the toolbox. The second and final part of the thesis will have a more predictive approach, because of the fact that based on the work which is done until then, the design is based on a possible scenario for the future of parts of Rotterdam South with regard to place attachment within immigrant neighbourhoods

The background and rationale for the design choice

As shown in the literature review, Rotterdam South is regarded as a vulnerable area. In the past years, the municipality and even national government have spent millions of euros in order to increase the area in terms of living quality, attraction and safety. By taking a look at the area from a different perspective, using history of the place (in terms of immigration

processes) as a driver for new development, I aim to add knowledge to the field of research which is already done on how to improve vulnerable areas in Arrival Cities. This concept, elabourated by Doug Saunders is rather new.
Besides, the concept of Arrival Cities by Doug Saunders was regarded as revolutionary (newspapers and reviewers even called it the best book since Jane Jacobs' 'the Death and Life of Great American cities'). With this thesis, I explored the limitations and the extent of the concept, which has not been used yet by urbanists in their designs.

Evaluation of choice of methods, and statement of its limitations

The thesis exists out of a variety of different methods in order to answer different questions related to the main research question. The choice of methods is based upon the research done in previous years, in which we were taught how to use these methods such as mapping, literature review and observing in the process of making a design.
The reason why the first part is more theoretical and is more part of literature review is because of the fact that there are concepts and terminologies that need to be defined clearly in order to set a strong base for the rest of the thesis. A limitation might be that not enough insights and opinions about the concepts of Arrival Cities and place attachment have been analysed, resulting in the fact that the outcome of the research might not be covering the entire field.
As the thesis develops, the method of mapping comes in. Mapping will be the ultimate tool in order to get to know the spatial development of the site, and the narrative of the place

in spatial terms. This will be done on a large scale (the city as a whole, Rotterdam South as an area), but also on a small scale (the development of the cultural clusters over time, and how they settled themselves in the city). A limitation of this method might be that the spatial development of the sight is only analysed by doing analysis on the actual space, without taking a look at municipal documents about guidelines for integration. They could provide information on strategical choices that were made in order to shape Rotterdam South in a certain way.
The interviews form an important set of data, since they can provide input for design choices when making the design and the toolbox. A serious limitation of this method is that not every 'voice will be heard'. When doing interviews with people who live in the project site, I aim to have a variety of age, cultural background, and living place among the people who are interviewed.
The final limitation of the project is that I use a specific concept (place attachment within the Arrival City). This gives the ultimate opportunity to research the importance and extent of implementations of the concept, but also leaves out many other approaches and concepts with regard to place attachment in urban development.
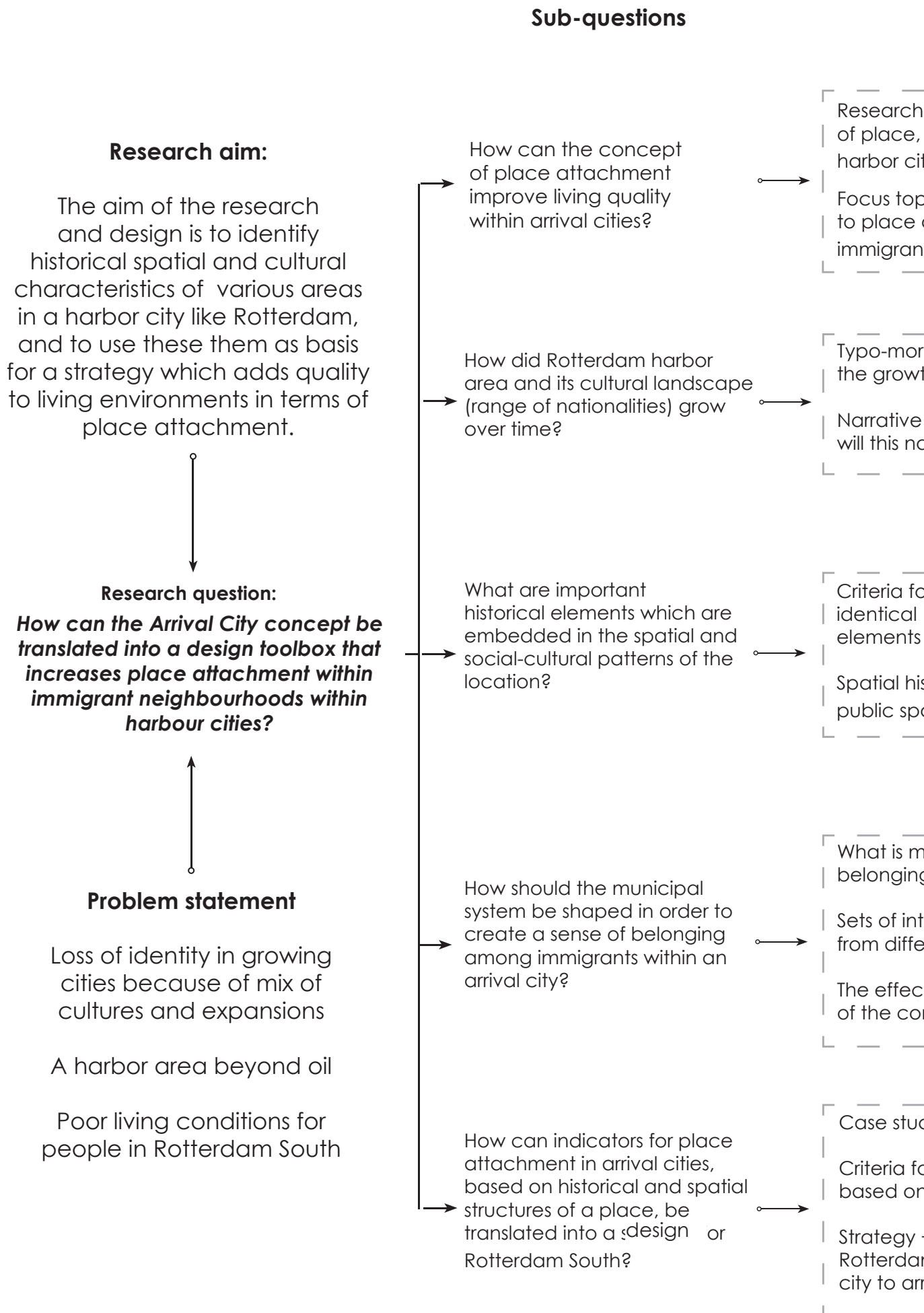
Research aim:

The aim of the research and design is to identify historical spatial and cultural characteristics of various areas in a harbor city like Rotterdam, and to use these them as basis for a strategy which adds quality to living environments in terms of place attachment.

Research question:
How can the Arrival City concept be translated into a design toolbox that increases place attachment within immigrant neighbourhoods within harbour cities?

Problem statement

Loss of identity in growing cities because of mix of cultures and expansions

A harbor area beyond oil

Poor living conditions for people in Rotterdam South

How can the concept of place attachment improve living quality within arrival cities?

How did Rotterdam harbor area and its cultural landscape (range of nationalities) grow over time?

What are important historical elements which are embedded in the spatial and social-cultural patterns of the location?

How should the municipal system be shaped in order to create a sense of belonging among immigrants within an arrival city?

How can indicators for place attachment in arrival cities, based on historical and spatial structures of a place, be translated into a design or Rotterdam South?

Research of place, harbor cit

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Strategy Rotterdam city to ar

figure 12: The Methodology (own figure)

Content	Methods

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← ○ 📖 Literature review

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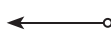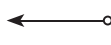
← ○ 📖 Literature review
Analysis of reference projects
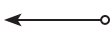
hological study of
over time

← ○ ✏ Typo-morphological analysis
Mapping cultural landscapes

f the place: How
rative go on?

← ○ ✏ Historical analysis of arrival city
development on residential areas

creating an
ace with historic

← ○ 👁 Mapping historic elements in
Rotterdam South (field trip)

prical patterns in
ce

← ○ ✏ Analysing the growth of Rotterdam
South, and its range of cultures

ant by a sense of

← ○ 📖 Literature review

rviews with people
ent cultures

← ○ 📝 Interviews

on residential areas
cept of arrival cities

← ○ 📖 Analysis of integration models
in arrival cities

: Valencia

← ○ 👁 Field trip (references on how to work with
historic elements in new development

spatial strategies
nistoric patterns

← ○ 📖 Selection of representative indicators taken
from literature, built up analusis and interviews

phasing for areas in
South (from harbor
al city

← ○ ✏ Designs on different locations of the city + a
larger connecting strategy

Analytical approach

Predictive approach

35

03. THEORETICAL FRAMEWORK

In 2018, Doug Saunders, an American journalist, published a book about the 'Arrival City', in which he described how cities nowadays should plan their cities in order to create the best possible living environment for newcomers.
In this chapter, the linkages between place attachment and the Arrival City approach are explored, as well as how to turn these linkages into spatial interventions.

THEORETICAL FRAMEWORK
3.1. Rotterdam as an Arrival City

In this thesis, research is done on how Rotterdam South can develop towards a new type of city: the Arrival City. At the same time increasing place attachment among people with a migration background who live in the district is a priority.

In his book 'The Arrival City', Doug Sandes describes a new concept for cities. The arrival city as he explains, lays the emphasis on how people who arrive in the city (migrants and people who move to the city) can settle themselves, and grow within the city itself. This requires several transformations (Saunders, 2011). However. This book is written from a sociological point of view (Saunders is an American journalist and sociologist). In this thesis, the main aim is to translate this rich literature work into a design toolbox for immigrant neighbourhoods (the Arrival Cities). The transformation of current immigrant neighbourhoods into Arrival Cities requires transformations in the public space.

Since the city of Rotterdam is known for its large amount of immigrants and newcomers in the city, the Arrival City concept could be applicable for new development. Also because of the fact that the concept provides guidelines on how to improve quality of life in cities. This is a relevant theme in South as shown before.

In order to be successful as an Arrival City, there are a few conditions that a city must meet:

1. The municipality should be open towards newcomers. They should not be treated as temporary guest workers, but as civilians with their own wishes and potentials. Integration and emancipation will be improved when there is a possibility for marriage migrations and family reunions. He explains that a lone immigrant can hardly settle himself in the large city and is thus more tended to choose the wrong path.

2. The ideal arrival district is a dense one, close to the centre, with good connections and a diversity of functions and stores. Many of these stores should be on the ground floor. The high density of the place and the central location will make the place a place for meeting and ethnic entrepreneurship.
''Planned communities in the distant outskirts (...) are cut off from everything and will probably fail''.

3. The labour market in the arrival city should connect to the wishes, needs and opportunities of the newcomers. Besides the amount of small and affordable working places for entrepreneurs, there should be enough policy space for being an entrepreneur as well.

4. The cities who do not pay attention to low education and do not invest in good education for young people are doomed to fail.

5. In order to keep order on streets and public spaces, and at the same time connect to the people in the neighbourhood, it is required to appoint a police officer for each neighbourhood that was raised in the same neighbourhood. They speak the so called 'language of the street' and can connect with the locals.

THEORETICAL FRAMEWORK
3.2. Most important literature for the thesis

THE ARRIVAL CITY

PLACE ATTACHMENT

THE CULTURAL LANDSCAPE
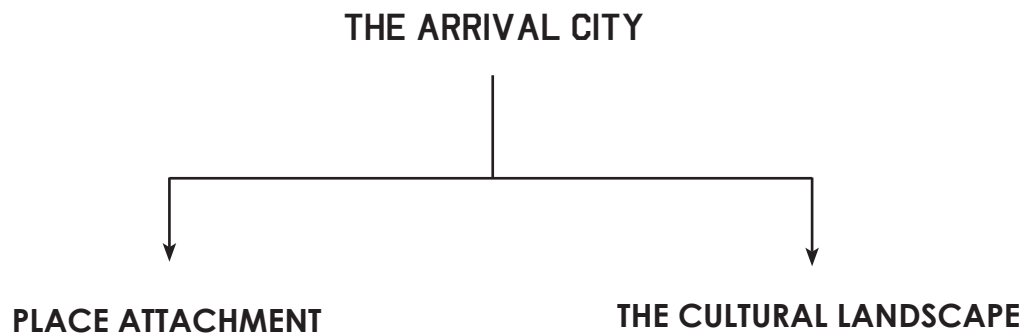
In order to make the city a better place for people with a migration background, first research should be done on the way people connect themselves to a specific environment. Place attachment can be defined as the affective link that people establish with specific settings, where they tend to remain and where they feel comfortable and safe (Hidalgo & Hernandez, 2001).

Place attachment evolves around a shared feeling of shared responsibility and membership. This includes emotional connections based on a shared history (Perkins and Long, 2002).

For people with a migration background, their shared history lays in the harbour history of Rotterdam, for their ancestors arrived in the city in order to take labour in the harbour industries. The development of place attachment has to deal with rootedness and the length of residence (Hay, 1998).

For these groups of people with a migration background, the neighbourhood is the urban scale in which they feel most comfortable. The higher the scale, the less they are able to attach to the place (Lewicka, 2009).

For native and non-native, being connected to a place has a different nature. Native people have a strong place identity (a process by which through interaction with places, people belong to a specific place). Non-native people aim to have a strong place attachment (the affective bond that people aim to remain and feel comfortable and safe), (Hernandez et al, 2007).

In order to incorporate the current immigrant groups in Rotterdam in the thesis, it is required to research the developments of immigrant neighbourhoods in Rotterdam over time. Carl Sauer was one of the most influential cultural geographers of the twenieth century. His work is characterized by a focus on the material landscape tempered with an abiding interest in human ecology and the damaging impacts of humans on the environment.

In his work, he demonstrated that nature does not create culture. Instead, culture working with and on nature creates ways of life. He considered human impacts on the landscape to be a manifestation of culture. Therefore, in order to understand a culture, a geographer must learn to read the landscape (Sauer, 1925).

Sauer regarded culture as a way of life. In order to get to know the different cultures in Rotterdam South, and their impact on the landscape, this approach will be used in the beginning stages of the thesis.

By mapping the cities development according to the iinfluence of different cultural groups (the immigrants) it will become clear how South has grown over time, and which elements have contributed to its current status of being a vulnerable area.

THE HARBOUR CITY

THEORY

THE ARRIVAL CITY

PLACE ATTACHMENT

CULTURAL LANDSCAPE

BASIS FOR DESIGN

Guidelines for a
new type of city
(place attachment)

How to make immigrants feel
connected to a place

Development of immigrant
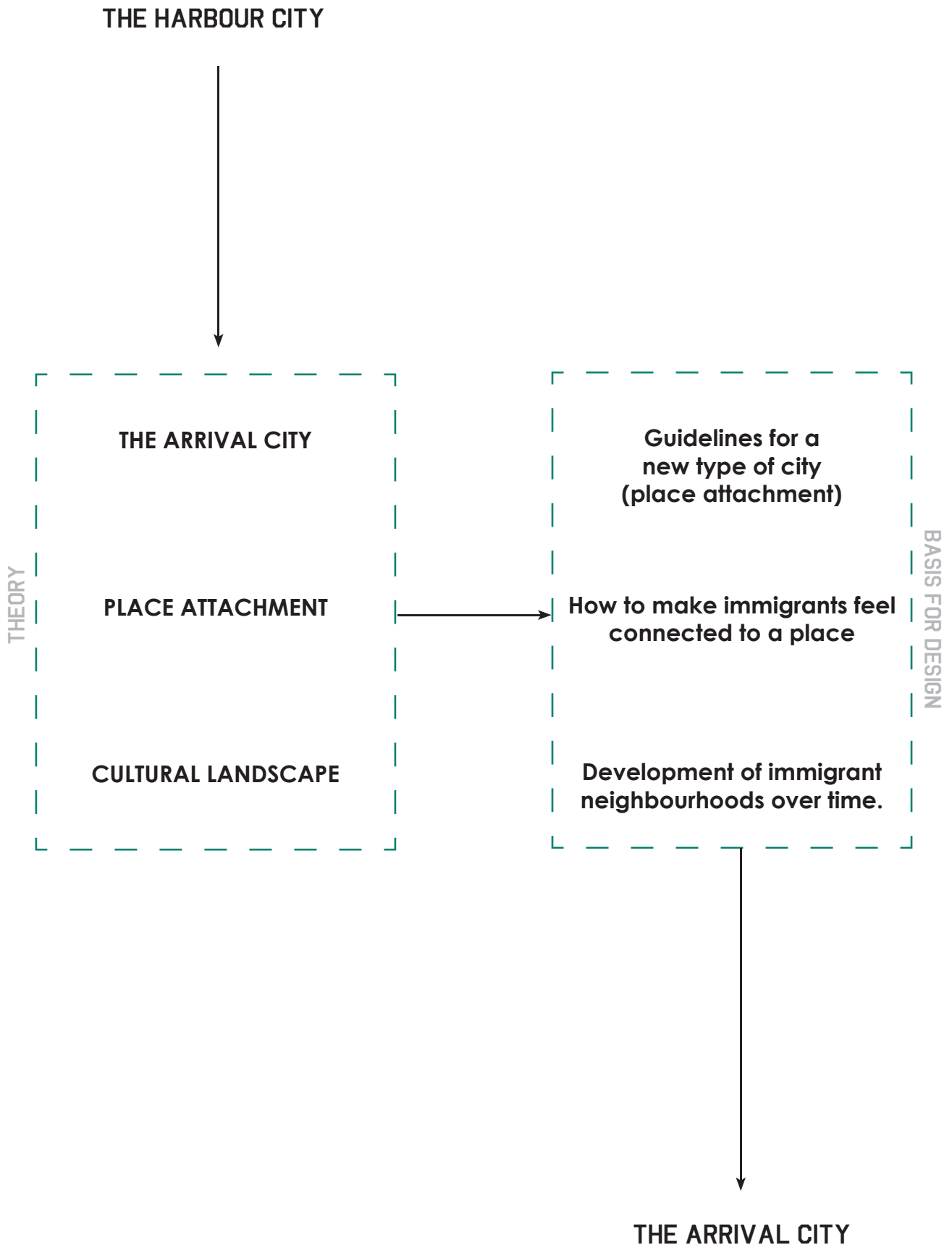neighbourhoods over time.

THE ARRIVAL CITY

figure 13 From harbour city to Arrival City (own image)

THEORETICAL FRAMEWORK
3.4. Place attachment in Arrival City neighbourhoods

In the rich history of the Netherlands, the city of Rotterdam was among the most important harbour cities in Europe. In the beginning of the 20th century, Antwerp, Rotterdam, Bremen and Hamburg were the four largest harbour cities of the continent (Von Beckerath, 1923). Especially their connections and strategic locations gave these harbour cities a huge advantage in comparison with other harbour cities.

The good connections and high ranking of these harbour cities attracted a variety of immigrants over time. In Rotterdam specifically, there was a large increase of foreign inhabitants at the end of the 19th century and the beginning of the 20th century (Lucassen & Laarman, 2009). Large amounts of immigrants from Turkey, Morocco and Germany settled themselves in the harbour city near the river Maas. They had strong ambitions: making a career in the industrial harbour of the city, creating future opportunities for their families and generations after them. According to Lucassen & Laarman (2009), Turkish and Moroccan families even stimulated the young family members to marry native Dutch people, in order to integrate in a better way in Dutch society.

Migration is part of every harbour city's' DNA (Keunen, 2018). This is why harbour cities can also be regarded as Arrival Cities. An Arrival City is a city (or part of a city) in which immigrants can arrive and from there find their way in the society of a city (Doug Saunders, 2018). Arrival Cities are known by many names, for example favelas, urban villages, slums ethnic districts, ''banlieues difficiles'' and immigrant neighbourhoods. The Arrival City is a place where different cultures should meet and strengthen each other, and in which should be a place for everyone.

The city of Rotterdam is an example of such an Arrival City, for immigration has been an important part of the identity of the city. More than 50% of the cities' population exists out of European and non-European immigrants (Gemeente Rotterdam, 2018).

However, most of these people live in the Southern part of the city, which is also regarded as the more vulnerable part. Districts such as Charlois, Carnisse, Tarwewijk and Zuidplein have scored low on livability, potentials and employment for years (Gemeente Rotterdam, 2018), despite financial investments from local and national government (Rijksoverheid, 2017). Besides, political parties and growing tensions between immigrant groups and autochthonous groups of people increase the experience of discrimination and stress among immigrants. The named factors above, together with the demand of getting to know new cultures can result in stress and a decrease of well-being of immigrants (Jasinskaja-Lahti, Liebkind, Jaakkola and Reuter, 2006). As a result, immigrants have a chance to close off from society and they are less able to participate in a society (Barnes, 2001; Korac, 2003), which is exactly a key characteristic of life in an Arrival City according to Saunders (2018).

In order to create better living environments in Arrival Cities such as Rotterdam, the well-being of immigrants is a vital element to improve. Place attachment (or 'sense of belonging') has a positive effect on stress and the well-being of immigrants (Choenarom et al, 2005), and is thus one of the key principles to focus on in future developments in Rotterdam South.

Place attachment in Rotterdam: Regulations in the past

The city of Rotterdam grew rapidly in the time period after the Second World War. In order to rebuild the city as fast as possible, the municipality attracted many guest workers from other countries. Around 300.000 guest workers from former Dutch colonies, Turkey and Morocco came to the Netherlands, of which a large amount settled themselves in Rotterdam. Between 1975 and 1990, the immigration started to increase due to the family reunion movement; most guest workers brought their families and started living in Rotterdam South (CGM, 2018).

During these immigrations processes, especially the processes with regard to immigrants from Suriname, the municipality of Rotterdam came up with 'spreading regulations'. Agreements between the municipality and housing associations lead to a housing plan for immigrants, in which some neighbourhoods were excluded for immigrants to live in. Besides, for every neighbourhood there was determined a maximum amount of immigrants that could find a home (Jansen, 2006). For immigrants, there were three criteria for having an opportunity to find a house at a housing corporation: social cohesion, being employed and having a declaration of good behavior. This created a feeling of being second rank civilians among the immigrants. Formally 'Social Engineering' was not allowed, but the way the municipality planned the inclusion of immigrants in the city was exactly this (Jansen, 2006). The municipality spread the immigrants over the city according to its own checklist and demands for the newcomers.

Because of the protests and the negative effects that the municipal plans had on the neighbourhoods in the city, Rotterdam introduced a new housing model around 1990 (Jansen, 2006):

The supply model (aanbodmodel). It decreased discrimination of immigrant house hunters. At the evaluation meeting with the municipality and housing associations, it turned out that the chances of success with regard to finding a house increased among immigrants. The chance of success was almost equal to the chance of success among autochthonous house hunters (Kullberg, 1996).

The different housing models in Rotterdam had an effect on the place attachment of immigrants in the city. Before the first model (spreading regulations) immigrants did not feel attached to the place where they lived at all (Hondius, 1999). They felt as if they did not belong in the Netherlands. They had the experience that they were different. Exemplary was the experience of an Indian man that was refused by a housing corporation to rent a house, except if he would never cook Indian food, or would pay visits to his family back home.

Fortunately, later housing models increased place attachment among immigrants in Rotterdam. Contributing to this was the cancelling of the spreading regulations that allowed immigrants to live near people with an identical origin or culture. Nowadays, this effect is still visible in some neighbourhoods in Rotterdam South, such as Afrikaanderwijk (where there is a strong concentration of people from Suriname) (Gemeente Rotterdam, 2018).

THEORETICAL FRAMEWORK
3.4. Place attachment in Arrival City neighbourhoods

2. Increasing place attachment on spatial level in Arrival Cities

The 'sense of belonging' or sense of being attached to a place is multidimensional and can be defined in many ways (Manzo & Perkins, 2006). The greatest consensus revolves around a feeling of membership within a group, including emotional connections based on a shared history (Perkins and Long, 2002). Manzo and Perkins (2006) give an example of how to work with immigrants' wishes when designing a part of the city: In a visioning project in Nashville, Tennessee, people from the city took place in a design workshop. They drew their general ideas, visions and preferences and all worked together toward consensus. Even social, economic and political aspects were considered. The only thing they all had in common was a vital part of their history: they were immigrants.

The named characteristics (on page 41) of Arrival Cities are either spatial or have to deal with policies and regulations. In spatial terms, the arrival city is characterized as being a dense one, with good connections to other city parts, places for meeting and a diversity of functions and stores. This copes with regard to place attachment: Along with the increase in place scale people feel increasingly less familiar and less secure (Lewicka, 2009). In other words, people feel most safe in their own neighbourhood, and the higher the scale (district, city, metropolitan area) the less they can attach to the place. Having many facilities, meeting points and connections in the neighbourhood is thus key for place attachment, for people will not leave their own neighbourhood that quick.

For immigrants specifically, place attachment increases when the environment they live in provides places where everyday experiences can be negotiated with a variety of people (Peters et al, 2010). The design of a place, the location within the city, together with cultural characteristics of various ethnic groups (the immigrants) inform the opportunities for intercultural interactions within urban space. Urban parks are an example of a type of urban space that can promote social cohesion, which makes people feel more attached to the place they live in (Peters et al, 2010).

Immigrants can adapt better to new cultures when they can negotiate between different cultural entities in a city. Cultural knowledge, the length of stay in the new culture and linguistic competence have all got a strong influence on the integration process (Miglietta & Tartaglia, 2009). These factors could increase the way people feel connected to a community or culture, and thus improves place attachment.

To conclude, especially around meeting points within neighbourhoods there should be enough facilities for immigrants to meet, interact, and share experiences. This increases the feeling of being connected to a certain place within the arrival city. Besides, mixing cultures within a neighbourhood seems to improve place attachment due to intercultural interactions.

Despite the fact that urban parks are named as an effective type of urban space for this, I think increasing place attachment should be facilitated in every type of urban space. Already between two buildings, meetings and interactions between various people can develop social processes in the city (Gehl, 2011).

3. The integration model that increases place attachment in an Arrival City

As discussed in previous chapters, a wide range of cultures is a key characteristic of an Arrival City. In order to increase place attachment among immigrants within an Arrival City, municipalities should adapt their integration models. As discussed in the case of Rotterdam, the municipality struggled with this, resulting in the fact that immigrants felt as if they did not belong here.

Paris, New York City (NYC) and Barcelona are three of the largest Arrival Cities in the world, regarding the amount of different cultures within these cities. Their integration models differ from each other, and will be used as an evaluation tool in order to know which type of integration model stimulates place attachment among immigrants.

Paris: The Assimilationist Model'
In the past, France was described as a ''dissolving sugar cube''. Immigration was seen as the only way to populate the country and avoiding the country to become one of ''empty places''. Also, immigrants were seen just as a way to have a large enough labour force (Heckmann & Schnapper, 2003). France has long embraced the idea of itself as a homogeneous secular society. This secular idea makes it hard for French society to address the ways that immigrants are different than the native-born French (Castaneda, 2018a). Parisians expect the immigrants to assimilate, to abandon their home and become ''French''.

In Paris, there is no support for ethnic and race-based organisations. As a result, immigrants just practice their own religion in private settings, which isolates them from neighbours. Besides, native-born French are thus prevented from learning about these newcomers. Immigrants in Paris feel unwelcome, do not experience any openness to identity based groups, and experience no religious tolerance (Castaneda, 2018b).

The Parisian model is one which does not at all cope with the Arrival City principles.

New York: The Laissez-faire Model
Immigrants play an important role in New York City's society and economy. According to the New York State Comptroller's Office (2018), 43 percent of the city's workforce are people with a migration background. Many industries draw on a talent pool of immigrants to maintain their top position in the world.

Besides, the municipality and other corporations fund cultural events within the city (Castaneda, 2018b) that celebrate the presence of immigrants. They promote solidarity with immigrants and their descendants.

In contrast to the situation in France, immigrants in New York are allowed to maintain their own identity while adapting to life in the city and attaching to the place. They are even stimulated to keep their identity. This is also visible in the many different immigration organizations in the city that also aim to elect immigrants into political office and community leadership positions.

Barcelona: The Multicultural Model
Barcelona too depended on immigrant labour in the past in order to grow its economy. The larger amount of immigrants came from Latin America and Morocco. Nowadays in Barcelona, less than 50 percent of the immigrants feel part of the community.

The municipality of Barcelona also cooperates with immigrant organizations in order to make immigrants feel more welcome in the city. They provide resources on how to obtain legal status, and education, employment and housing services (Castaneda, 2018).

As discussed, place attachment

evolves around a feeling of membership within a group, including emotional connections based on a shared history. These criteria are embedded within the Laissez-faire model from New York. Membership within a community is stimulated by organising specific cultural events, and by having an important role within the city's workforce. The shared history of immigrants is visible in the city's life. Several immigrant organizations stimulate foreign-born people to keep their identity and thus their history, and even stimulate them to take part in important institutes.

The named criteria for a new integration model also suit the Arrival City principles that were made by Saunders (2018). According to him, and matching with the ideas discussed in this section, the municipality should be open towards newcomers and provide them with tools in order to find their way in the city's society. Besides, the municipality should stimulate immigrants to take part in the workforce of the city, by either working at a company or by new entrepreneurships.

Conclusions

Place attachment evolves around a feeling of membership within a group, including emotional connections based on a shared history. In spatial terms, this feeling of membership is put forward when intercultural conversations are facilitated in public space. They should be able to share their everyday experiences. Public spaces like these should be situated in parts of the city where many different cultures assemble. This does not only include urban parks, but also other different types of public space. Interaction should be stimulated in every type, for it contributes to social processes within a city (Gehl, 2011).

Besides, there should be facilities for immigrants in their own neighbourhood. This makes them feel more attached to the place according to Lewicka (2009), and makes them feel more connected to their living area. The neighbourhood scale is the urban form that immigrants know best and feel most secure in. The larger the scale, the less secure immigrants feel.

The integration model of the city of Rotterdam should become like the one in New York City and Barcelona, in which there is enough freedom for immigrants to keep their own identity and play an important role in society.

By organizing specific cultural events, and by facilitating immigrants with education, housing services and employment they feel more welcome in the city. They will feel more attached to the place because they will feel as if they are appreciated members within the large group of inhabitants. Such a model fits well with the demands of Saunders (2018) of how a good Arrival City should act towards immigrants. It should be open, facilities should be nearby, and there should be enough opportunities for immigrants on the labour market.

THEORETICAL FRAMEWORK
3.5. From theory to site-specific design

'The Arrival City' from Doug Saunders provides great insights on the needs of immigrants in urban environments. However, this literature work was written by a journalist, from a more sociological point of view.

In order to transform an immigrant neighbourhood in a Dutch context, more than only these Arrival City principles is needed.

In the next chapters, the needs of people with a migration background are researched, as well as possible design principles for Rotterdam Charlois. These design principles derive from literature studies (this current chapter), and analysis (reference projects, site analysis, pattern language analysis).

By incorporating place attachment as an important element of the toolbox, and by using different analysis techniques, the outcome in the end will be more sophisticated and elaborated of when using only the 'Arrival City' as development indicator.

''The Arrival City''
Written by a journalist, more from a sociologial point of view

''Place Attachment''
requirements for making a non-native person feel attached to his environment

Site analysis
How do these Arrival City principles occur in Rotterdam (South)?

Reference project
Connection between place attachment and spatial development in harbour areas

Pattern Languages
The actual needs of people with a migration background in Charlois

Vision
How immigrant neighbourhood are transformed in the coming years

Toolbox
How to transform immigrant neighbourhoods

Design
Spatial design for a place in Rotterdam South, Carnisse.

figure 14: How research leads to design (own image)

04. HISTORICAL ANALYSIS

This chapter provides a view on the development of the city of Rotterdam over time. Besides, it zooms in on the spatial growth of Rotterdam South over time.

Map of South-Holland 1700

DEN HAAG

VLAARDINGEN

ROTTERDAM

DORDRECHT

BREDA

Around 1800, Rotterdam is the second largest harbour city in the Netherlands. The city is a vibrant place because of the amount of nationalities and the trade that takes place.
Rotterdam is part of a cluster of three cities that is important for the harbour industry in Delfland and South Holland. The other two cities are Schiedam and Vlaardingen.

The city of Rotterdam has good connections with other important trade cities, such as Gouda and The Hague. In this time period, The Netherlands has a very strong economy.

DELFT

DELFLAND

VLAARDINGEN

BRIELLE

LAND VAN VOORNE
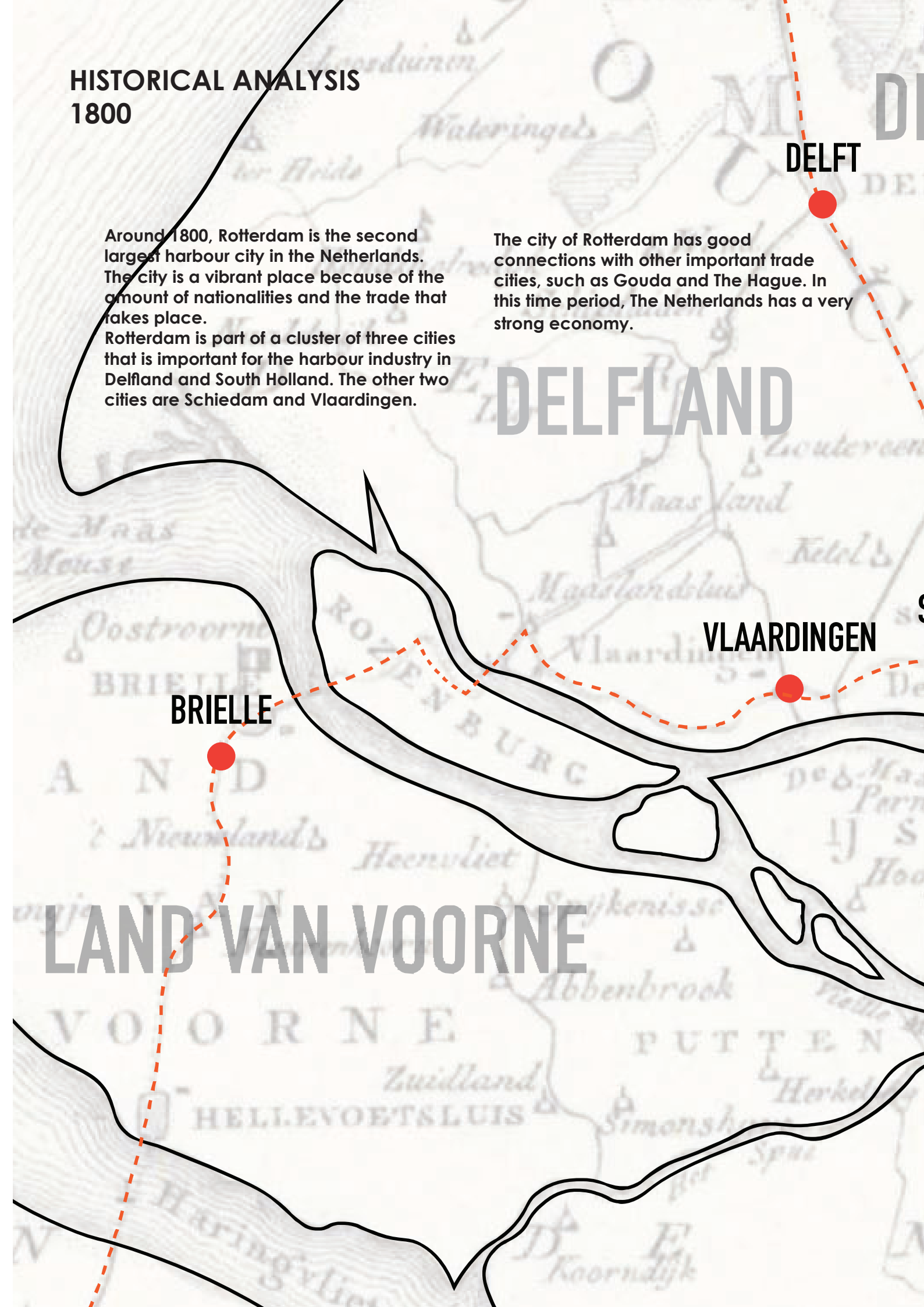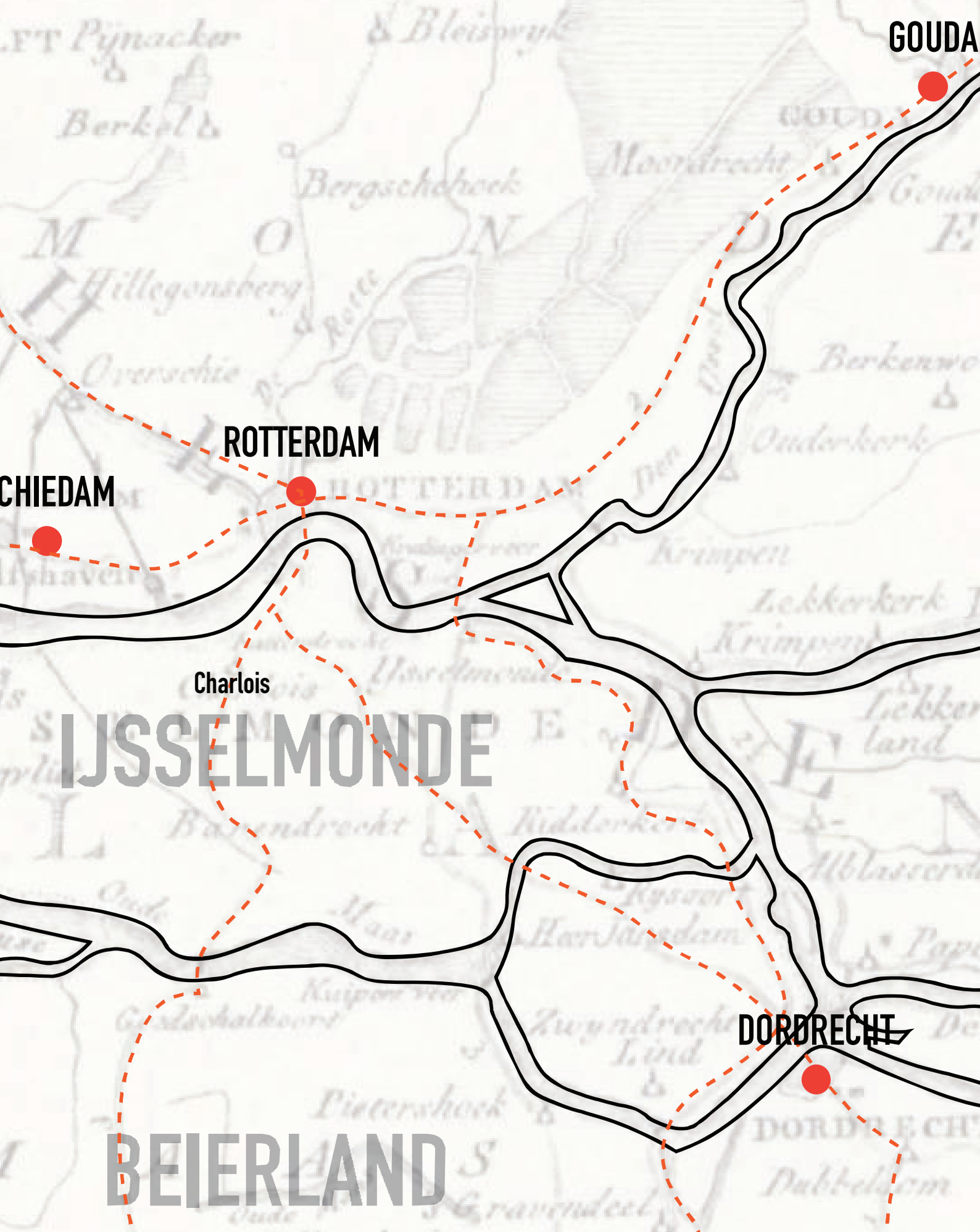
GOUDA

ROTTERDAM

SCHIEDAM

Charlois

IJSSELMONDE

DORDRECHT

BEIERLAND

HISTORICAL ANALYSIS
1820

Around 1820, Charlois is a small village on the South bank of the river Maas. The city of Rotterdam is located on the other side of the river.

The only harbour activity on the South bank of the river takes place at Nieuwpoort, an area developed for the docking, loading and shipping of cargo meant for other cities in Holland and Europe.

Charlois and Katendrecht are well connected to the harbour, but do not yet play a role in the city's structure.

The areas beneath Charlois and Katendrecht are polder areas, mainly used for farming.

LEGENDA

— — Road   water   Polder

Figure 17: Charlois in 1820 (own image, based on a map from www.topotijdreis.nl)

HISTORICAL ANALYSIS
1880

Around 1880, Charlois, Hillersluis, Tarwewijk and Katendrecht are the four large living areas in Rotterdam South. The people who live in these places are mainly harbour employees.

In this period of time, the railway is constructed that connects Rotterdam with other cities around, resulting in a higher position of Rotteram on the list of best harbour cities in Europe. The harbour area starts to expand along the river Maas on the South side,

LEGENDA

— — Road   ▮ water   ⬚ Polder

—— Railway   ▮ harbour
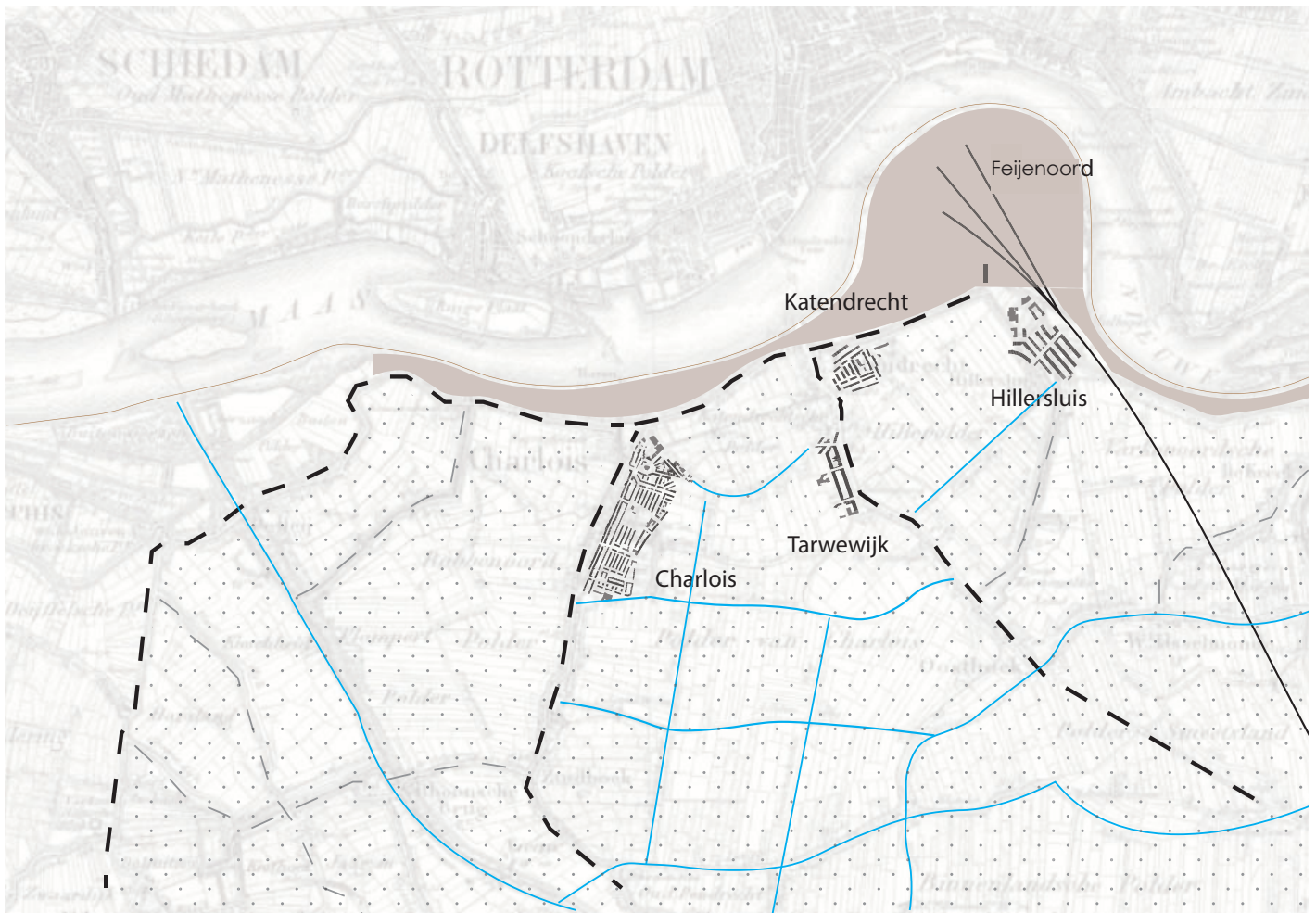
Figure 18: Charlois in 1880 (own image based on a map from www.topotijdreis.nl)

HISTORICAL ANALYSIS
1940

By 1940, the municipality has transformed the polder landscape west of Charlois in a new harbour area: Waalhaven. Below the harbour area Feijenoord, new housing areas are developed. The city expands more and more to the South, resulting in the fact that the polder landscape becomes smaller.

In this period of time, the municipality starts making plans for the construction of a new neighbourhood, Carnisse.
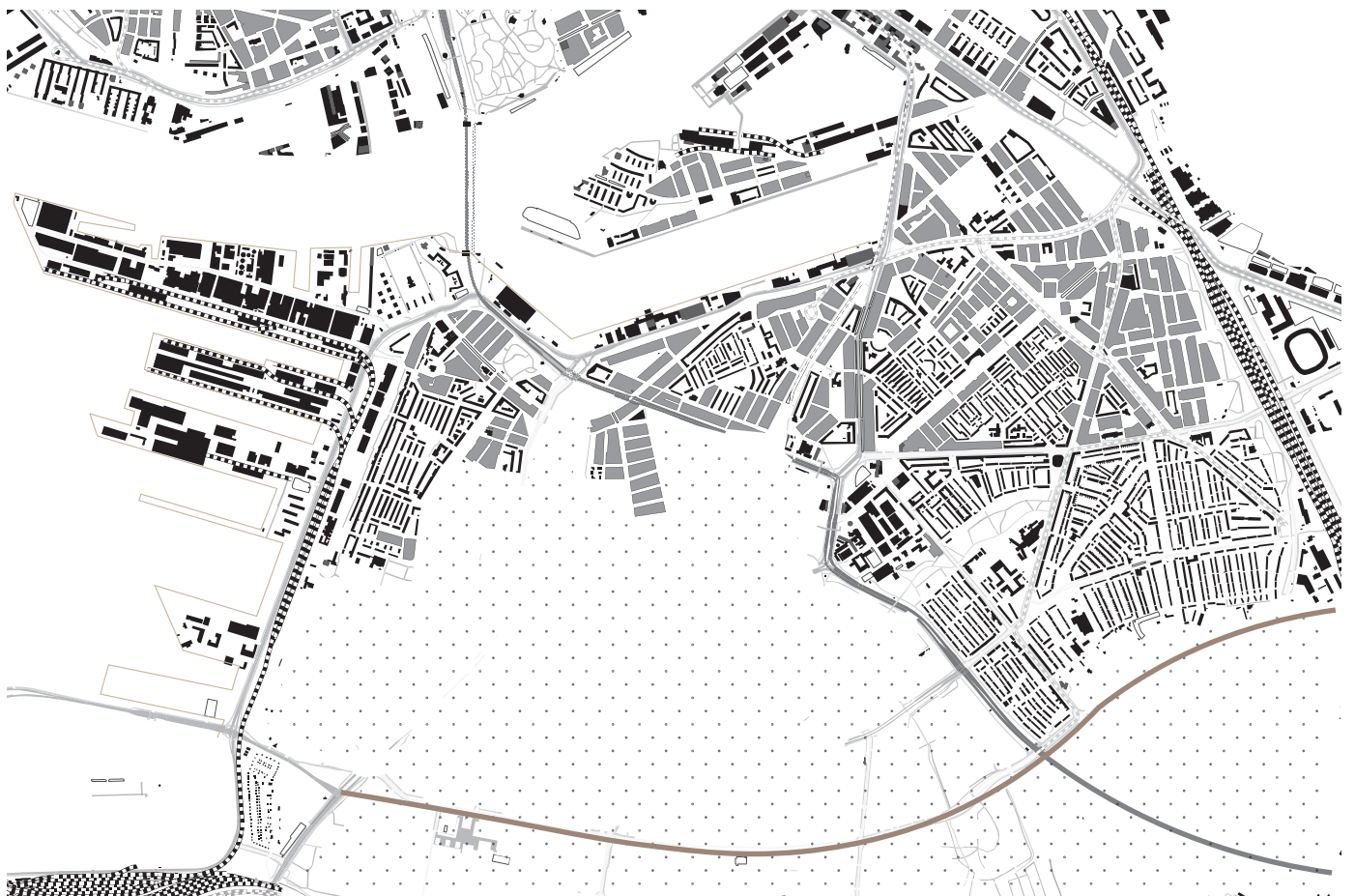
Figure 19: Charlois in 1880 (own image, based on map from De Kaartenkamer, TU Delft, retrieved in 2019)

By 2010, Rotterdam South contains many smaller neighbourhoods.

Specially right after the second world war, the amount of houses in South has expanded rapidly (as shown on the map with the building ages).

From the large polder landscape, only a small piece of land has remained, which is nowadays called 'Zuiderpark'. Due to the water networks, the polder structure is still visible. Other connections to history can be discovered in the built environment in Oud-Charlois and Tarwewijk, and some of the old roads that connected the oldest districts with one another.
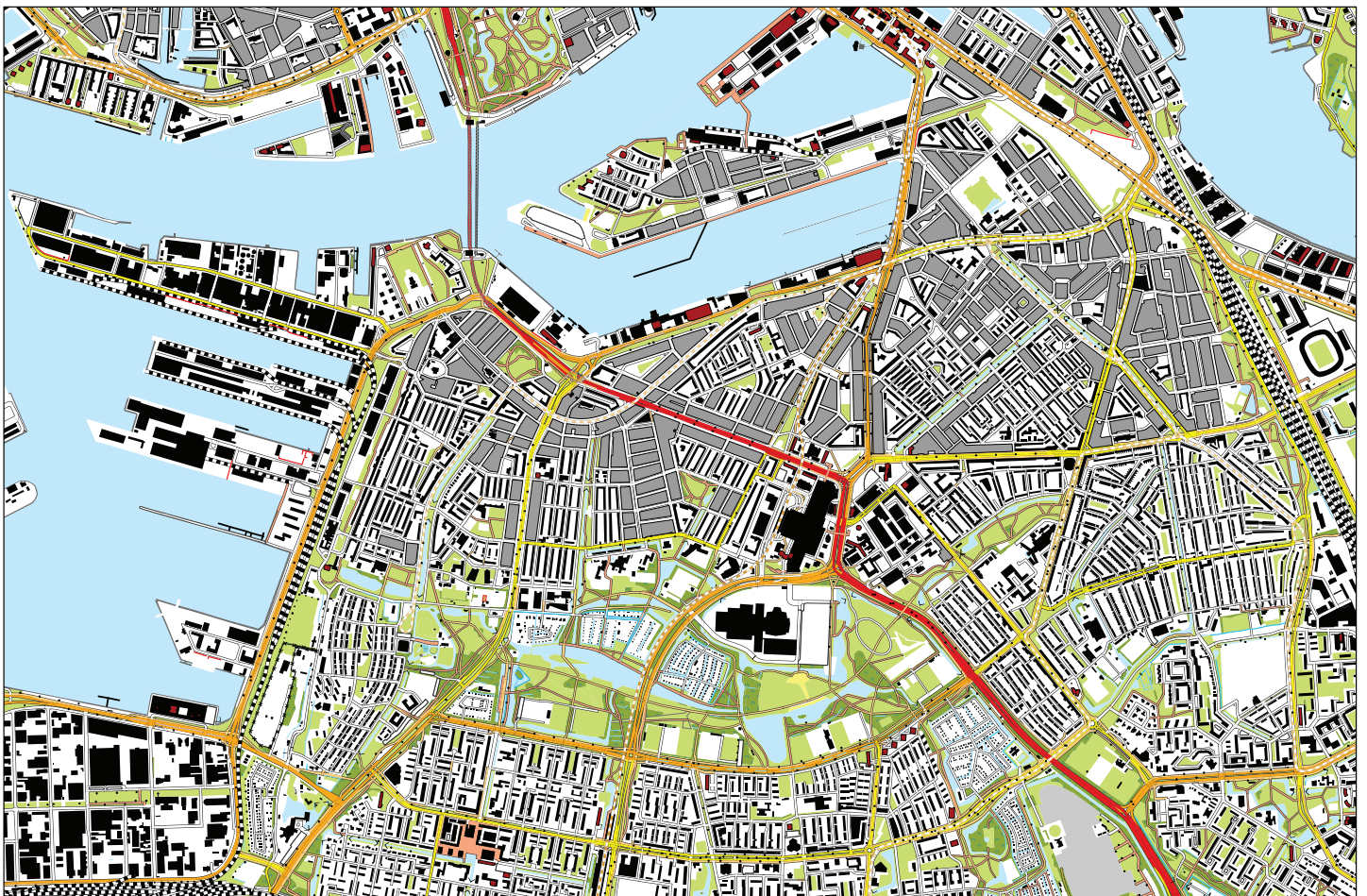
Figure 20: Charlois in 2018 (own image, based on map from De Kaartenkamer, TU Delft, retrieved in 2019)

05. SITE ANALYSIS

This chapter contains the analysis of the site: Rotterdam Charlois. The first part is more general about the overall living quality in Rotterdam. Next, I argue why Rotterdam Charlois is the most problematic living area in the city, followed by an analysis of Charlois based on, among others, the Arrival City principles.

figure 21: Rotterdam South (Algemeen Dagblad, 2017)

SPATIAL ANALYSIS
5.2. Expected population growth

In the coming years, the city of Rotterdam will undergo several densification processes due to expectations of a higher population.

At some locations, the population will increase heavily in the coming years until 2035

The map below points out the locations where the population will increase the most.

What stands out is that development plans are only focuses on the north bank of the river, while in the Southern part, only Feyenoord will be part of the densification process.

Besides, there is only one district in which the population will decrease:

the west part of Rotterdam South, including the districts Charlois, Tarwewijk and Carnisse. In the coming years, only Charlois is expected to decrease in terms of population.

These are mainly immigrant neighbourhoods. Because of a lack of living quality and poor living conditions, the population is expected to decrease. These factors make this area a very suitable project site for the thesis.

Hillegersberg
+ 1.400

Overschie
+ 5.1000

Kralingen / Krooswijk
+ 5.300

Centrum
+ 18.200

Nw Mathenesse
+ 6.600

Feyenoord
+ 11.700

IJsselmonde
+ 2.200
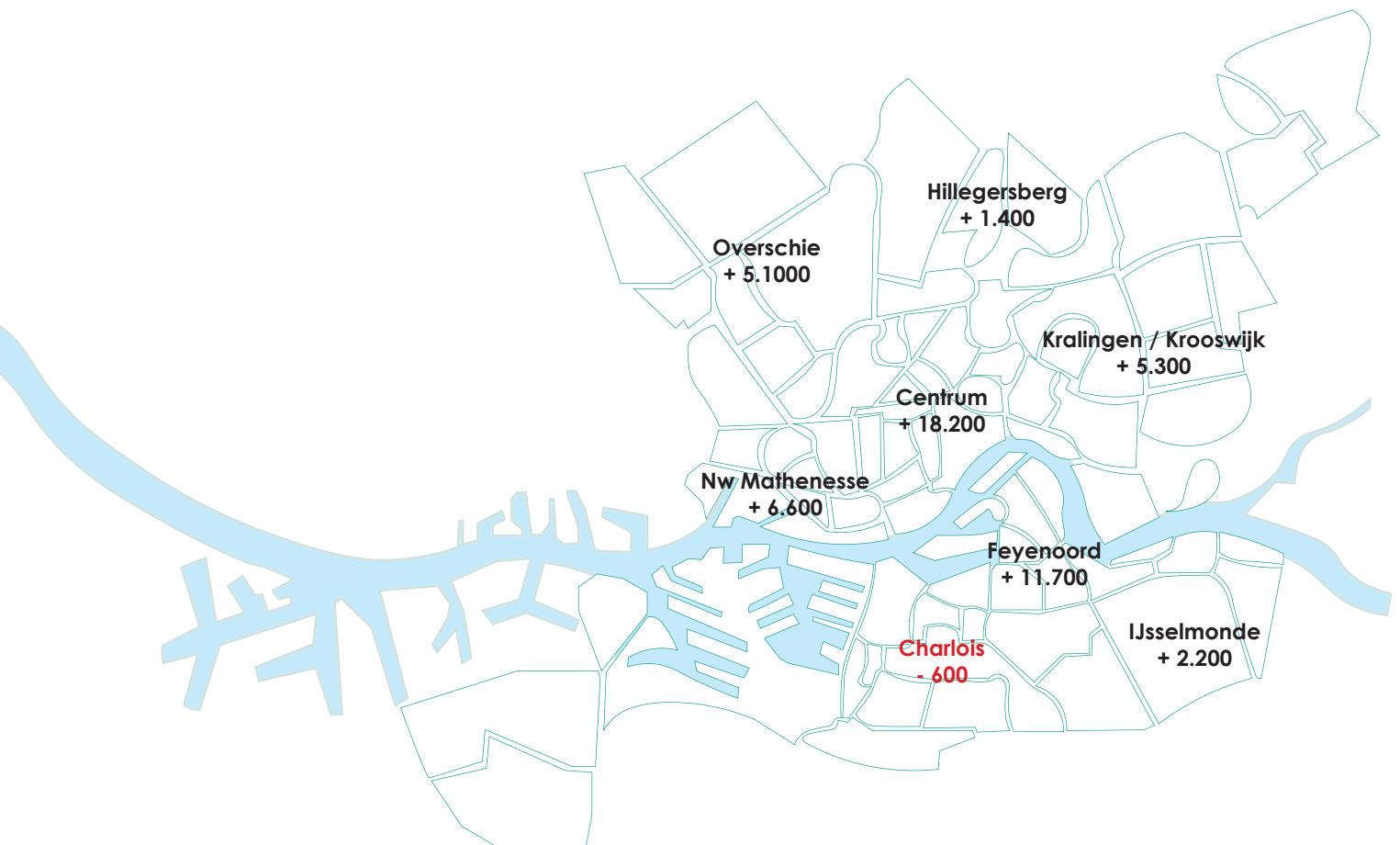
Charlois
- 600

figure 22: population growth until 2035 (update gemeentelijke bevolkingsprognose, voorjaar 2017)

SPATIAL ANALYSIS
5.3. Neighbourhoods in Charlois

Rotterdam South exists out of three diststicts: Charlois, Feijenoord and IJsselmonde.

Charlois exists out of several smaller neighbourhoods, including Tarwewijk, Carnisse and Oud-Charlois (the three largest neighbourhoods of the district).

Several problems here with regard to living quality are safety, In these neighbourhoods, more than 80% of the inhabitants has a migration background (Gemeente Rotterdam, 2018).

Tarwewijk: 89% immigrants
Oud-Charlois: 63% immigrants
Carnisse: 73% immigrants

LEGENDA

Oud-Charlois   Carnisse   Tarwewijk

0   500   1000   2000

figure 23: Charlois, Carnisse and Tarwewijk (own image, based on the district borders)

PROJECT SITE
5.4. Religious buildings

Important element of the Arrival City approach are the freedom for newcomers to keep their cultural and religious identity. It is thus important to transform the neighbourhood by transforming the public space close by these religious buildings. The map below shows the amount of churches and mosques in Carnisse, Charlois and Tarwewijk.

LEGENDA

☪ mosque   ✝ church
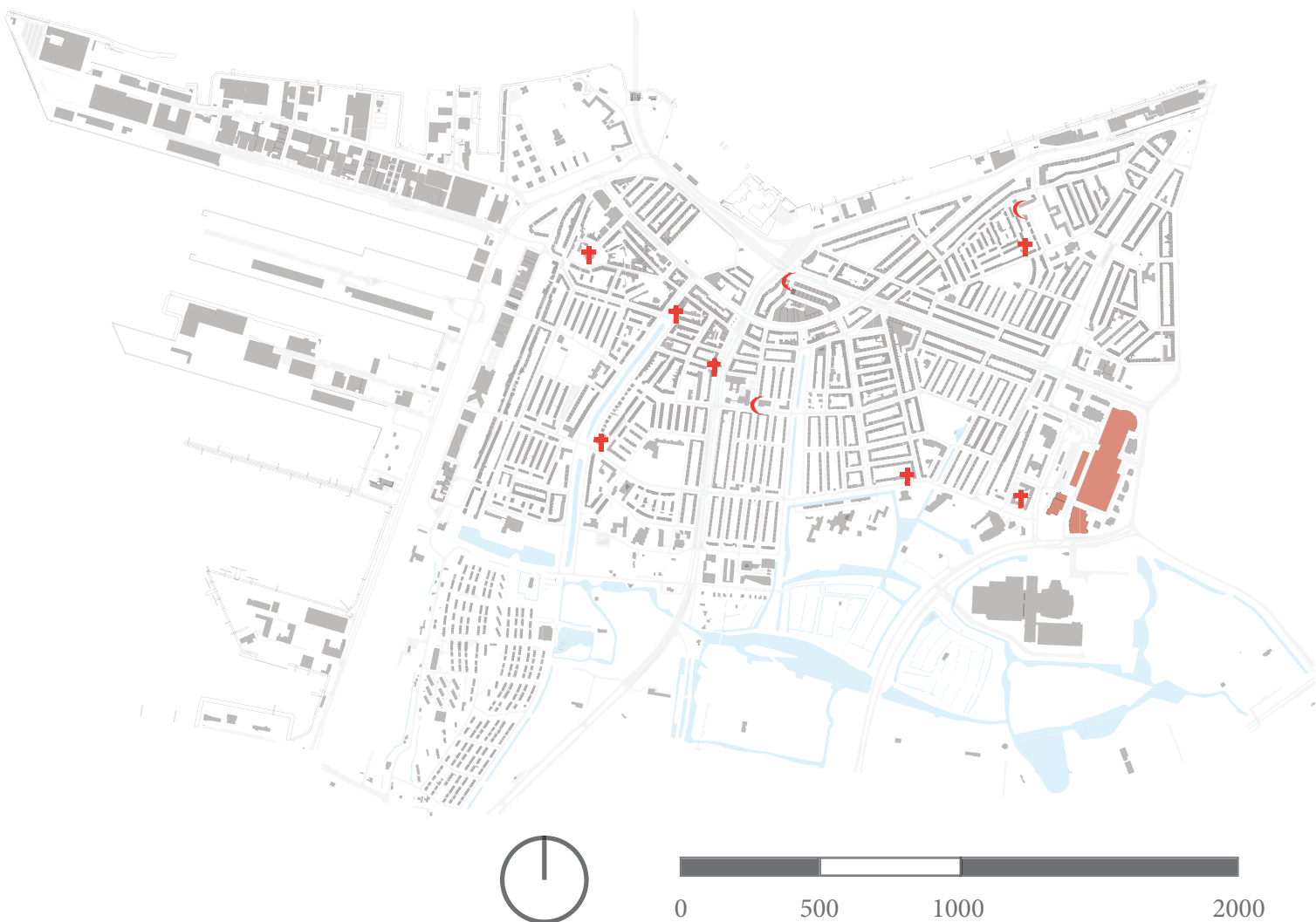
figure 24: Religious buildings in Charlois (own image)

As the figure below shows, large public spaces in Charlois are mainly located within the neighbourhoods instead of on the edges of the neighbourhoods.

Common types of public space are squares and small parks. Despite the fact that these public spaces are well developed over the last years, they are still vulnerable areas in terms of criminality.

These public spaces could play an important role for the transformation of the neighbourhood, for they provide the ideal space for meeting and interacting.

LEGENDA

Large public space

figure 25: Public spaces in Charlois (own image)

0   500   1000   2000

PROJECT SITE
5.6. Green Blue Grids

Living quality is and place attachment are often related to the amount of attractive public space and green space. The green structure in Charlois is well organised as the map shows. Within the district there are large green spaces such as the waterfront park and Zuiderpark.

Besides, the water infrastructure system is well organised. Over the years, the city of Rotterdam barely had problems with regard to flooding, mainly due to its effective water system.

LEGENDA

Green

Water

0   500   1000   2000

figure 26: Green and blue grids (own image, based on a map retrieved from the Kaartenkamer, TU delft)

In Arrival Cities, besides the amount of small and affordable working places for entrepreneurs, there should be enough policy space for being an entrepreneur as well (Saunders, 2018).

In the current situation in Charlois, there are many local shops which have an owner with a migration background. These shops are mainly focused around the Carnisselaan, the central area of the district.

The amount of shops with native entrepreneurs is much lower than the amount of shops with a native owner. (This overview does not take into account establishments of large brands such as Albert Heijn). This overview of shops is important, for these owners could play an important role in the beginning of the transformation (see toolbox chapter).

LEGENDA

● Local shops with native entrepreneurs

● Local shops with non-native entrepreneurs

figure 27: Shops with an immigrant entrepreneur (own image, based on the outcome of fieldtrips)

PROJECT SITE
5.8. Building ages

Old spatial structures and buildings are important elements in the site from a historic point of view

As the map shows, most buildings in Charlois were built between 1940 and 1960. This was the time period in which the city underwent great redevelopment projects after the bombing during the second world war. Besides, due to an increase of immigrants, there was a need for low-rent housing. Many buildings in South were built with a purpose to be affordable for newcomers.

In order to relate the new developed neighbourhood to its history (thus the shared history of the migrant groups) transformations in the public space should take place around streets or buildings with historical value.

LEGENDA

< 1800	
1800 - 1850	
1850 - 1900	
1900 - 1930	
1930 - 1945	
1945 - 1960	

1960 - 1975	
1975 - 1985	
1985 - 1995	
1995 - 2005	
> 2005	

0   500   1000   2000
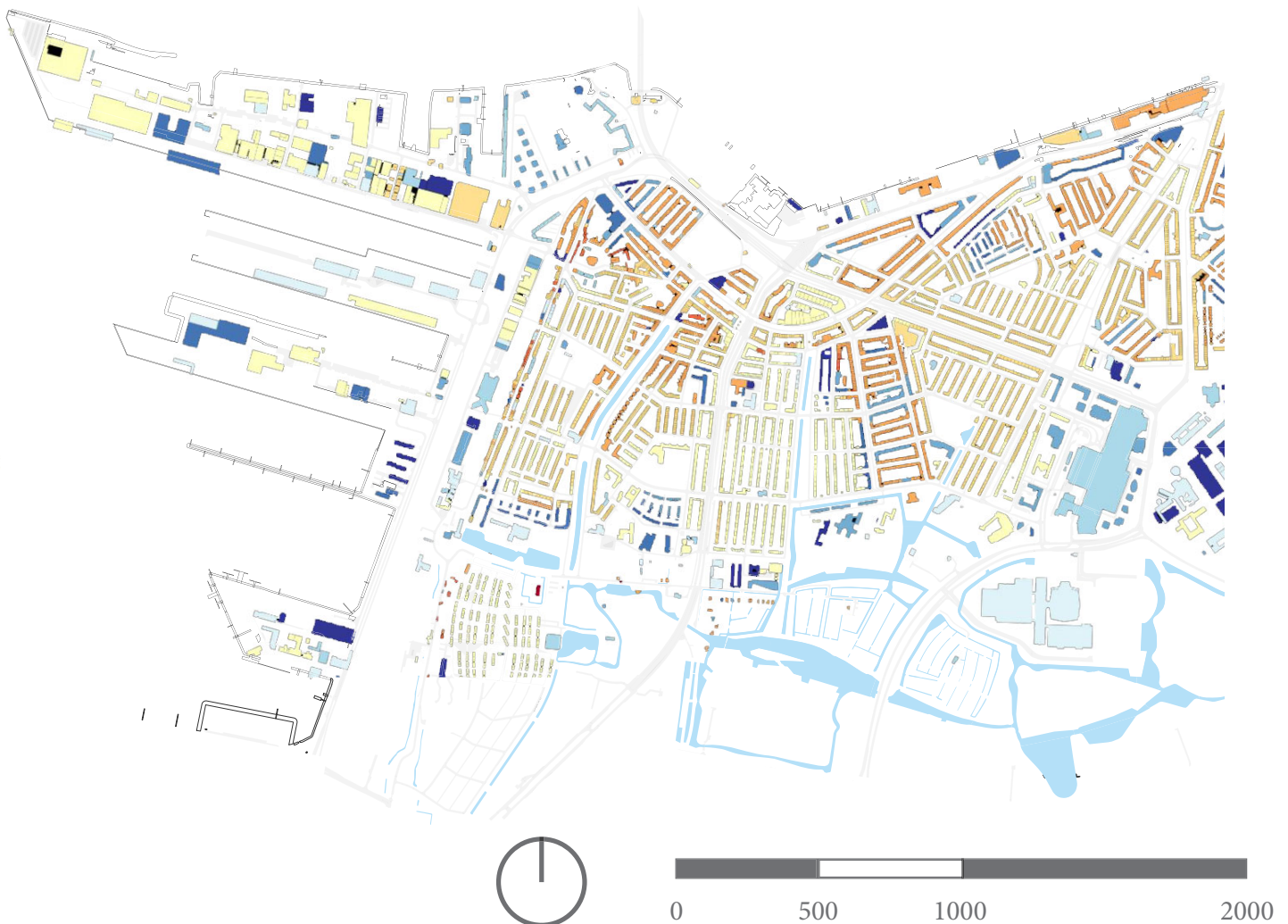
figure 28: Green and blue grids (own image, based on Spaan, Waag Society (2018)

PROJECT SITE
5.9. Services for immigrants

In the document regarding the Integration Policy of the municipality of Rotterdam, there was stated that it is an immigrants duty to integrate. Rotterdam wants to be a city where people feel safe and home, and where people are respectful beyond ethnical and religious borders. What binds immigrants is that they are all looking for better social and economic circumstances, freedom, safety and happiness (Gemeente Rotterdam, 2015).

The figure below shows the locations where immigrants can go for help with regard to language courses, employment and coaching

As the map shows, these facilities are mainly located on the North bank of the river Maas. In South, people with a migration background cannot go to a place nearby for help or coaching.
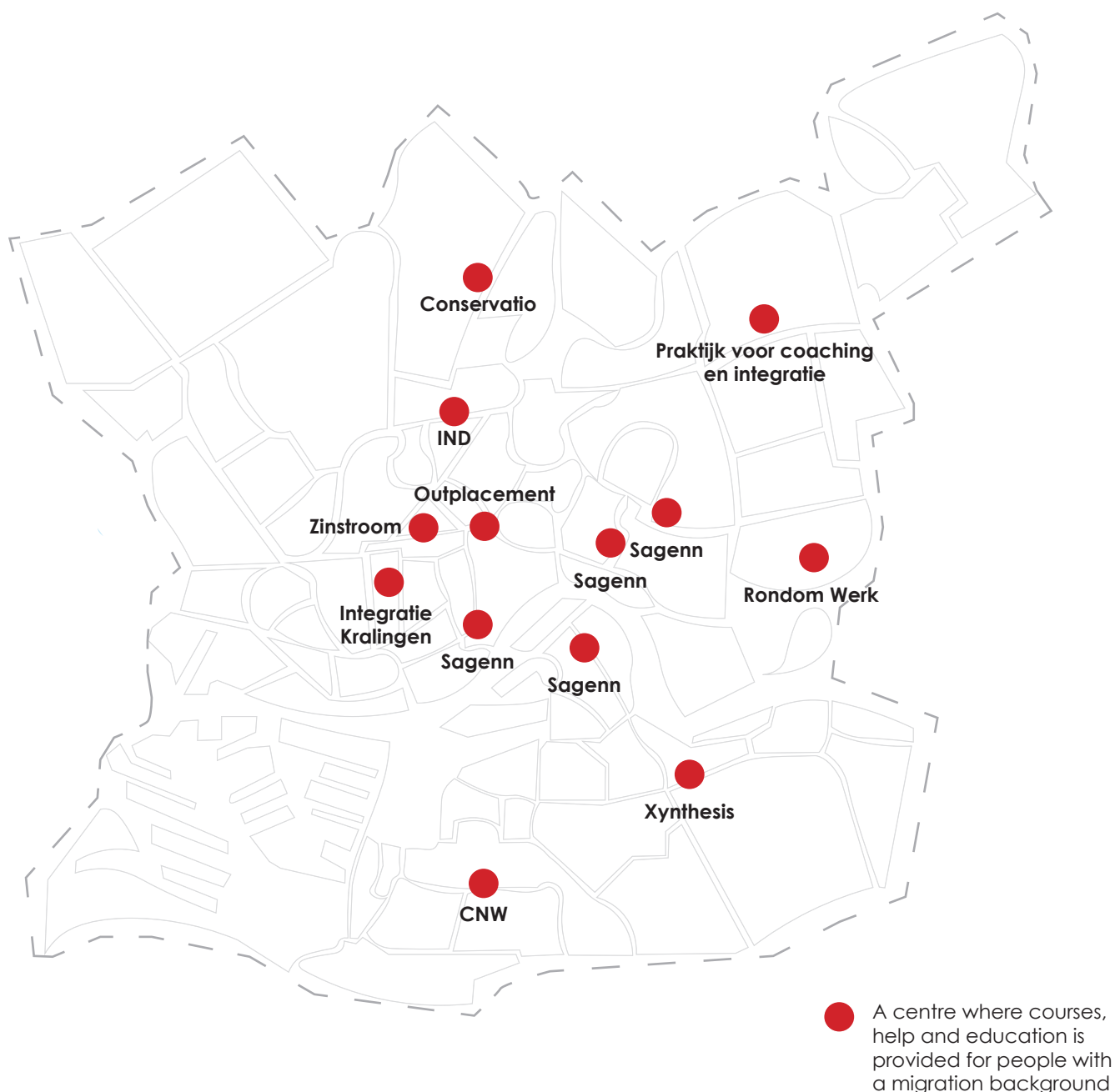
figure 29: Facilities for immigrants: places for coaching and support (own image)

PROJECT SITE
5.10. Public space typologies

The project focuses on increasing place attachment among people with a migration background in arrival cities. This is done by creating new types of public space in which these groups of people should feel more comfortable.

Here, the most common public space typologies within Charlois are mapped

- – – – Waterfront
- ——— Main road structure
- urban park
- square
- – – – streets with green / blue structures
- – – – commercial street

0   500   1000   2000

figure 30: Public space typologies (own image, based on outcomes of fieldtrips and google maps streetview)

PROJECT SITE
5.11. Project outcome

The outcome of the project will be a development design and the toolbox built up out of two main elements:

1. A conceptual design for five public space typologies in Rotterdam South:
These conceptual design focus on how to increase place attachment in each of these types of public space, taking into account the characteristics of an Arrival City.

2. A design for a place in Rotterdam South where different types of public space collide.
An important requirement for picking these design locations is the presence of local shops and historic elements. This strengthens the idea of making a design in an Arrival City, connected to its own history.

This design is mainly built upon a **toolbox for Arrival City development**

0   500   1000   2000

figure 31: Design loction and public space typologies (own image, based on outcomes of fieldtrips and google maps streetview)

06. REFERENCE PROJECT: EL CABANYAL

The neighbourhood of El Cabanyal is one of the most typical neighbourhoods of Valencia, due to its density and variety of nationalities. The old fisherman neighbourhood has undergone some severe transformation processes in the past decade in order to improve its living quality.

EL CABANYAL
Rich history of a fishermen neighbourhood

El Cabanyal, an old fisherman neighbourhood in Valencia, is a neighbourhood which also underwent several transformations over the last year with regard to place attachment and increasing the livability for different cultural groups. It is thus a similar kind of project, also due to its location: it is a location where many harbour industries took place over time.

El Cabanyal was an independent fisherman village until 1897. The small village had an important role in the harbour activities of the city of Valencia. In 1993, El Cabanyal officially became cultural heritage.

On the other hand, El Cabanyal has also been a neighbourhood that was part of political discussion. In the year 2000, the municipality made transformation plans for the neighbourhood. An important element in this transformation was the extension of the Avenue Valencia-Sea that would run through the neighbourhood.

Because of demonstrations from its inhabitants, the municipality canceled these plans.

Over the past decade, Gradoli&Sanz architects have made transformation plans for the neighbourhood. By collabourating with the inhabitants in countless meetings, the bureau was able to make plans that fit the needs and wishes of the inhabitants in a very effective way. Important elements of these plans were:
- Opening up the neighbourhood by creating collective public spaces
- Increasing the quality of streets
- Adding functions to public spaces
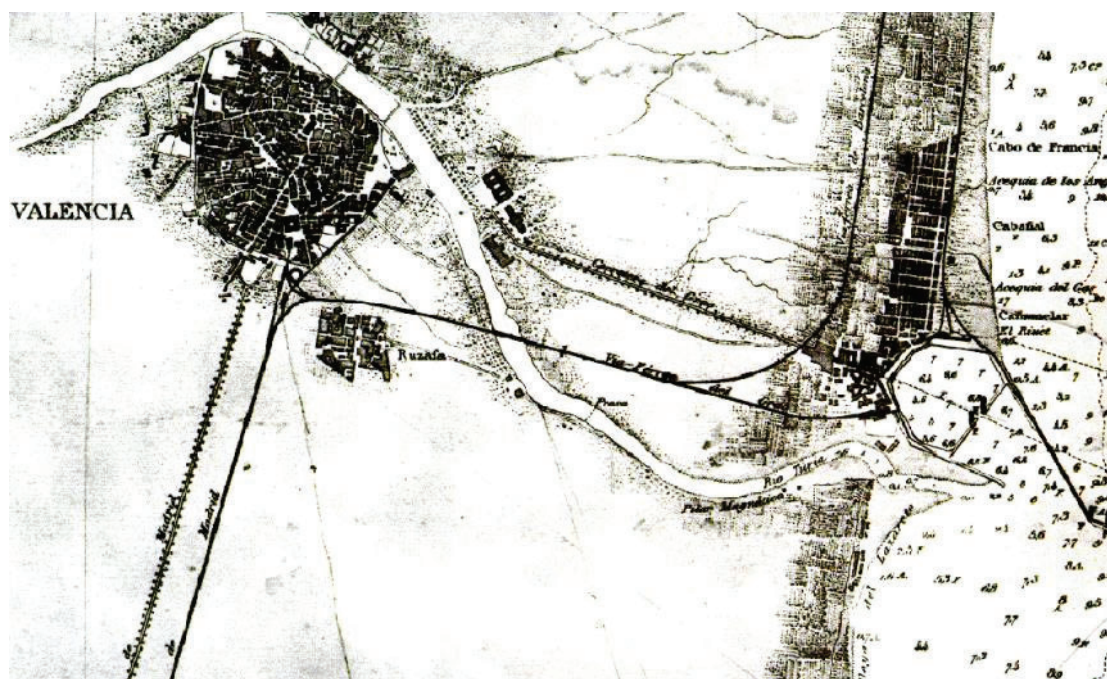
figure 32: Valencia and El Cabanyal in 1877. Retrieved from https://www.plancabanyal.es/historicos.php?idioma=3 (28-02-1018)

EL CABANYAL
Rich history of a fishermen neighbourhood
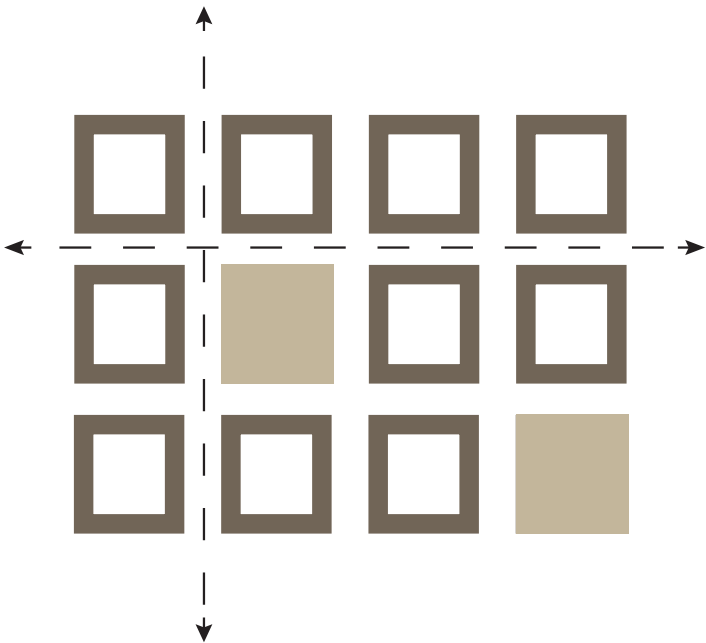
Principle 1: Opening up
The neighbourhood of El Cabanyal is a very dense one. Therefore, one important element in the development strategy was to create clear structures in the street grid, and to use unused public space and transform these by adding functions, in order to create 'landmarks' for inhabitants.

Principle 2: Facades
A characteristic of the neighbourhood is the variety in material and colour of the facades. This has been strengthened in the development strategy by allowing inhabitants to create their own facades with help of the bureau. They only provided guidelines and requirements for materials and colour
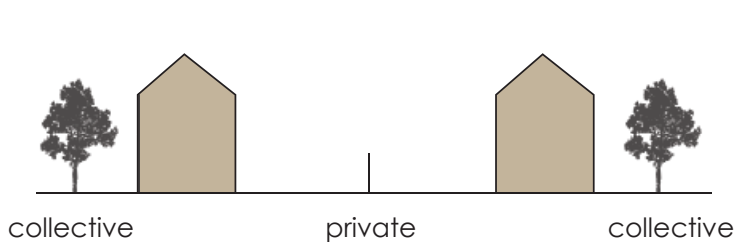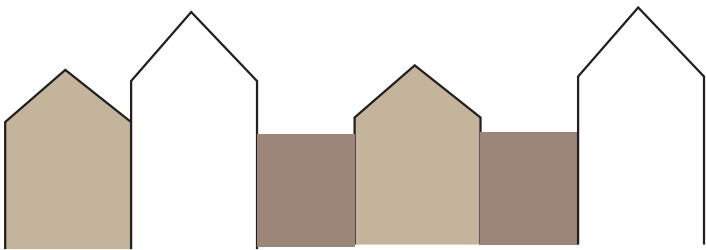
Principle 3: Collective and private
In the old situation, the public space was unused and of low quality. By improving the quality of public space and adding functions to it, the public space is now regarded as a collective one, where people interact. The maintenance of the space is also responsibility of the inhabitants.

collective   private   collective

figure 33: Strategy principles for El Cabanyal (own image, based on research done during a fieldtrip)

figure 34: Transformed public space in El Cabanyal (own image)

collective   private   collective
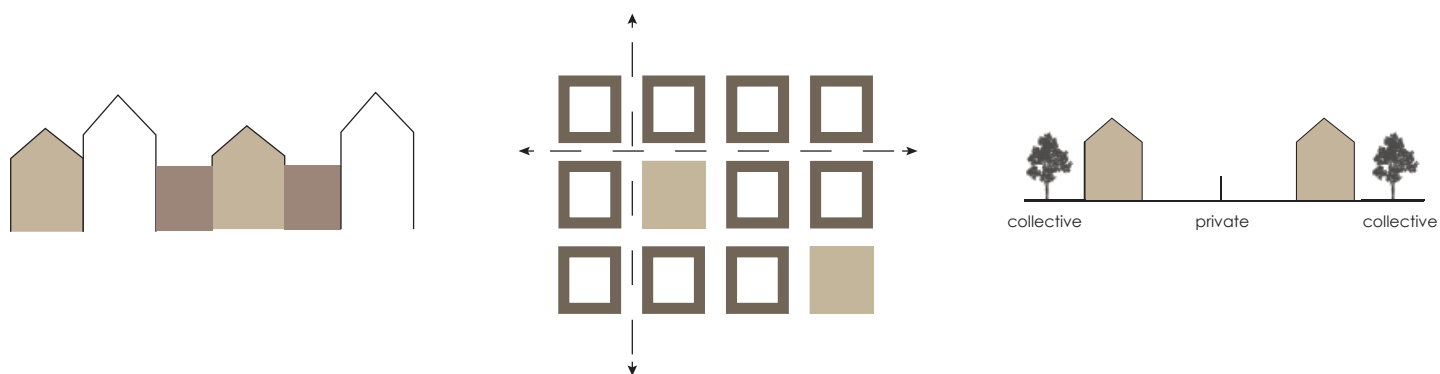
07. PATTERN LANGUAGES

This chapter contains the pattern analysis done in Charlois on different fieldtrips. It contains the results of interviews done with inhabitants from Charlois, an overview of people's patterns in everyday life, and an overview of how different typologies of public space are being used.

In order to connect the theme of place attachment to the public space of Charlois, for each analysed public space typology I created a new situation in which place attachment is increased.

In 'A Pattern Language' (1977), Christopher Alexander describes patterns that are visible in different types of surroundings. It tops down from the large planning of towns and landscapes, to the small patterns that can be found in the planning of a neighbourhood of a house (Alexander, 2977).

In order to find a pattern language in Charlois, the public space of Charlois is first analysed and divided into several typologies.

During a fieldtrip, all these public space typologies were observed in Charlois. How do people use the public space? And most important: Are there any differences in how native people and people with a migration background use the public space?

This observation session should provide a clear basis for a design for Charlois, which exists out of a design for different public space typologies. These designs should enforce the Arrival City principles, and at the same time be able to improve place attachment among people with a migration background.

Research method:
The research is divided into several steps that have been taken:
1. Deciding which public space typologies were used.
2. Interviewing people in Rotterdam South (in general, not only in the picked public space typologies)
3. Analyzing patterns in the four public space typologies, by dividing people's activities in three categories: Interaction, leisure and walking/cycling.
4. The activities of people were counted and tracked in a notebook.
5. This research was done on two times of the day: in the morning and in the afternoon. This was done because of the different groups of people that may enter the public space (for example, in the morning children will be at school, while in the afternoon they might also be active in the public space).

A PATTERN LANGUAGE:

public space typologies

↓

activities in public space

↓

differences between native and people with a migration background

↓

BASIS FOR SECTION DESIGNS
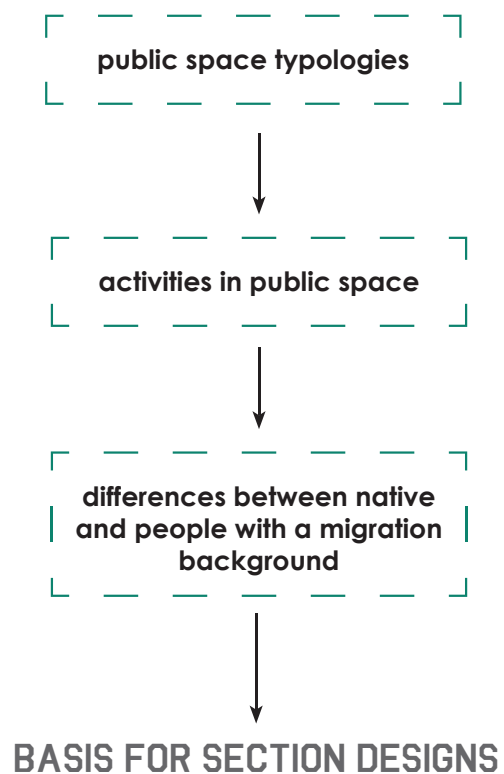
Important notification:
This research was conducted in order to give an insight in daily patterns of people in Charlois. In order to make this a scientific research, much more data would be required over a long period of time. Thus, these results might differ from the outcome of an actual scientific research.

PATTERNS OF CHARLOIS
7.1. Patterns of people in every neighbourhood

Charlois

Person A:
'I take a walk from my house to the primary school, and then back to my house after visiting some shops at the Wolphaertsebocht'

Person B:
'I walk from my house to the public transport hub around the church'

Person C:
'I bring my kids to school and then go back home, after doing some small groceries'

Person D:
I like to go to the park for some rest and relaxing, but I do not do it that often to be honest, to few actually'
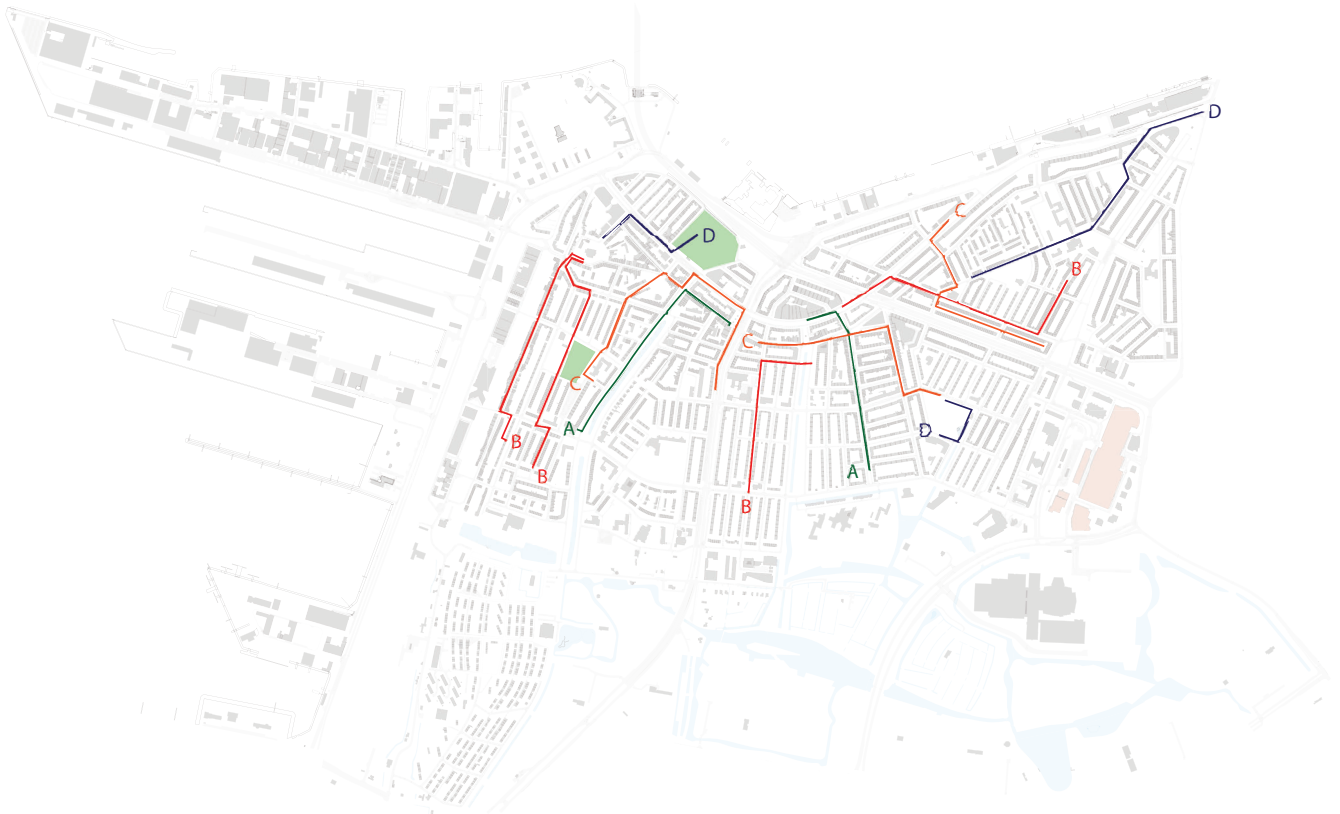
figure 35: Patterns in Charlois by inhabitants (own image, based on outcomes of a fieldtrip)

Carnisse

Person A:
'I take a walk from my house to the shopping street at Wolphaertsebocht'

Person B:
'I bring my children to their primary school, and go back home after staying for a while to talk with other parents'

Person C:
'I go to my work, I work in a small grocery store at Amelandseplein'

Person D:
'I stay in an elderly home nearby, so this park is excellent to spend some time outside'

Tarwewijk

Person A:
'I just go to my car to go for work, that's the only activity I have in the public space haha
'

Person B:
'I go to Wolphaertsebocht for some groceries, actually I never to to a place in Tarwewijk for groceries. Is there even one?'

Person C:
'I am going to pay a visite to my grandmother, she lives nearby so we can take care of her'

Person D:
''I just go to the metroline, nothing else. I do not know what to do here but going from home to school''

PATTERN LANGUAGE
7.2. Katendrechtse Lagendijk (Carnisse)

TIME: 11.45 - 12.15

Native people (15)

People with migration background: (53)

Interaction

Leisure

Walking / Cycling
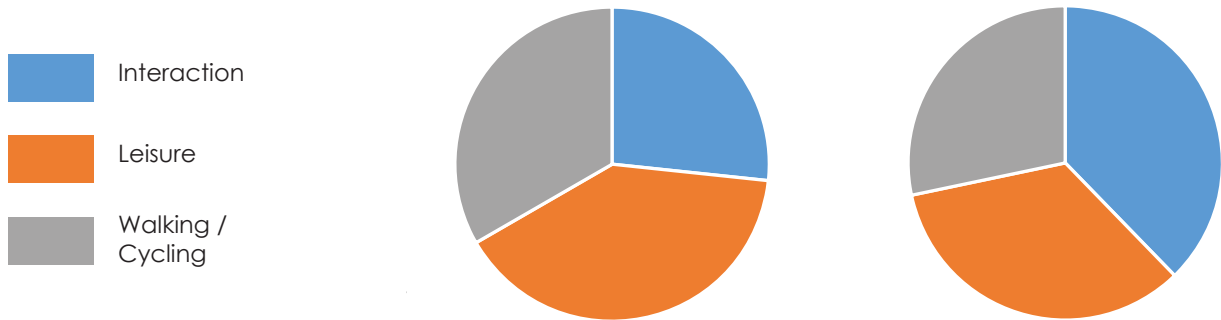
As the data shows, both groups of people show a similar pattern of activity. This is a street where interaction between multiple groups of people takes place. This might have to deal with the fact that the street has a clear function and programm: People do the same activity, which is shopping. This results in interactions between both groups of people.

This is a street with many stores with an owner with a migration background. People in Carnisse like to go to these places, despite the fact that they can only meet at the narrow side walks next to the stores.

KATENDRECHTSE LAGENDIJK

small amount of
space to interact

large amount of
space for transport

no green space or
vegetation
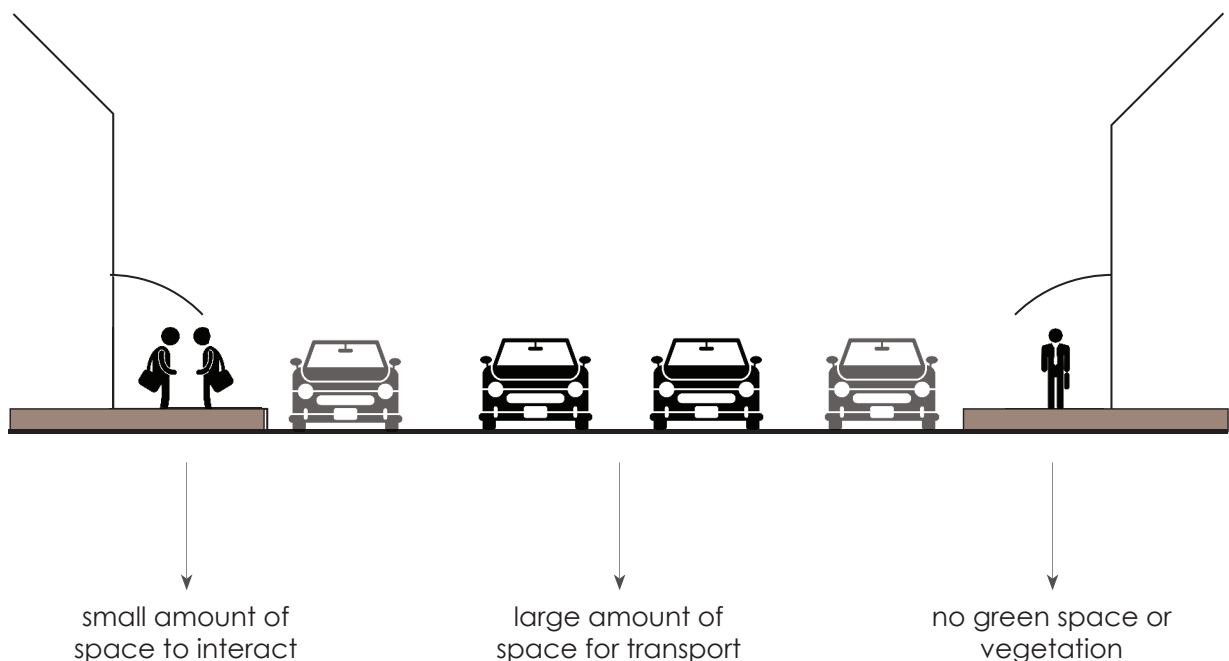
figure 36: The current situation of the Katendrechtse Lagendijk
(own image)

Native people (13)

People with migration background: (37)

Interaction

Leisure

Walking / Cycling
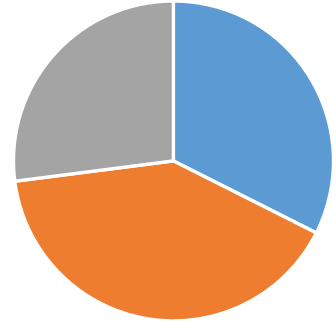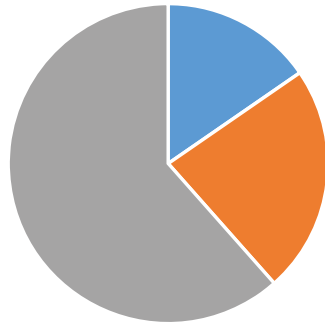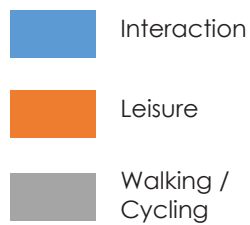
The data shows again that later on the day, native people use the street mostly to go from A to B, while people with a migration background use the street more for leisure and interaction.

KATENDRECHTSE LAGENDIJK

transport space is used more as the day progresses
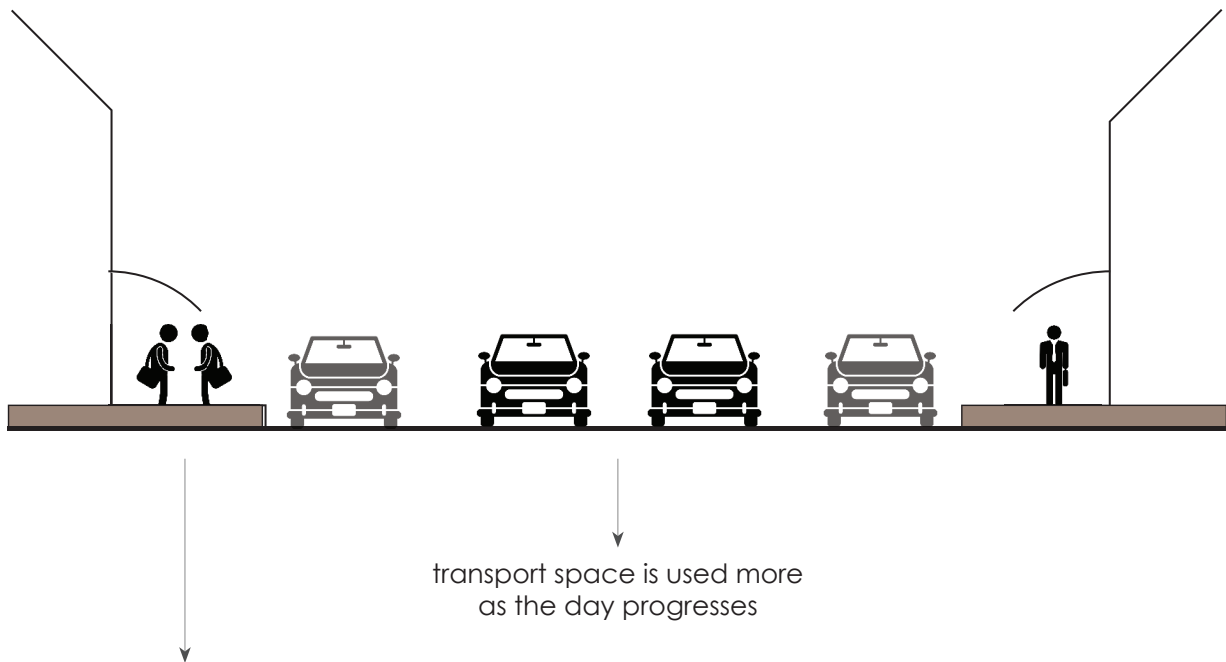
''I always go here to do my groceries, I think it's a nice gesture towards these people'' - senior woman, Dutch background

figure 37: The current situation of the Katendrechtse Lagendijk (own image)

PATTERN LANGUAGE
7.3. Karel de Stouteplein (Oud-Charlois)

TIME: 9.30 - 10.00   Native people (34)   People with migration background: (70)

Interaction

Leisure

Walking /
Cycling
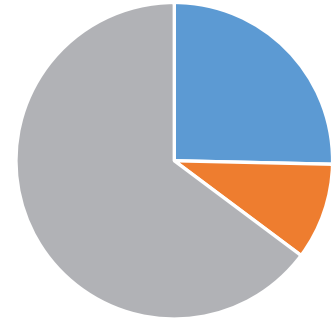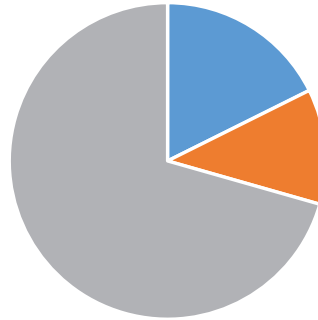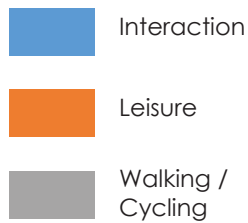
What stood out during the fieldtrip is that only leisure takes place in the park itself (only 25% of all activity. For interacting with one another, or for going from A to B by foot or by bike, people rarely cross the park. Instead, they use the sidewalks.
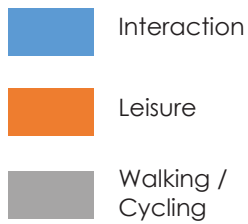
KAREL DE STOUTEPLEIN

25%

75%
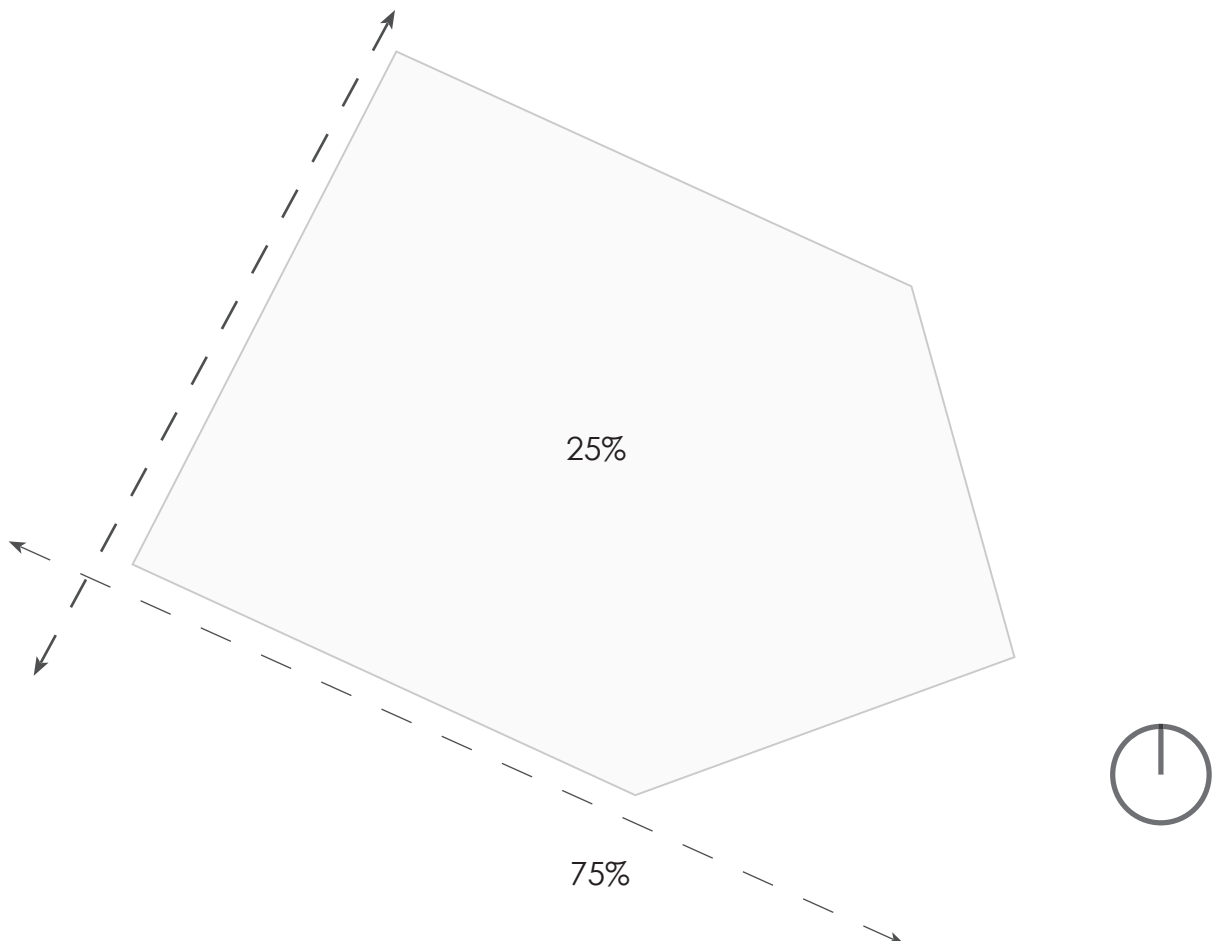
figure 38: The current situation in the Karel de Stoute plein (own image)

TIME: 15.00 - 15.30　　　　　　　　Native people (41)　　　　　People with migration background: ()

■ Interaction

■ Leisure

■ Walking /
Cycling
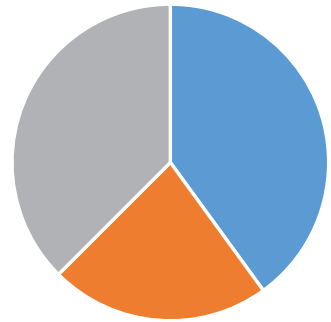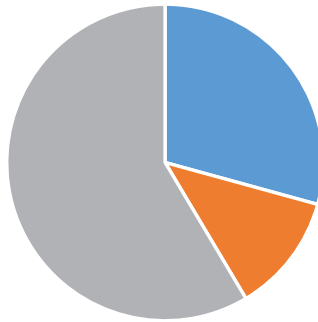
In the afternoon, more activities take place in the park. Groups of young people with a migrant background use the park for leisure and interacting (for example football games or the playground). This has a negative effect on the natives: they avoid these places in the park and only use the sidewalks.
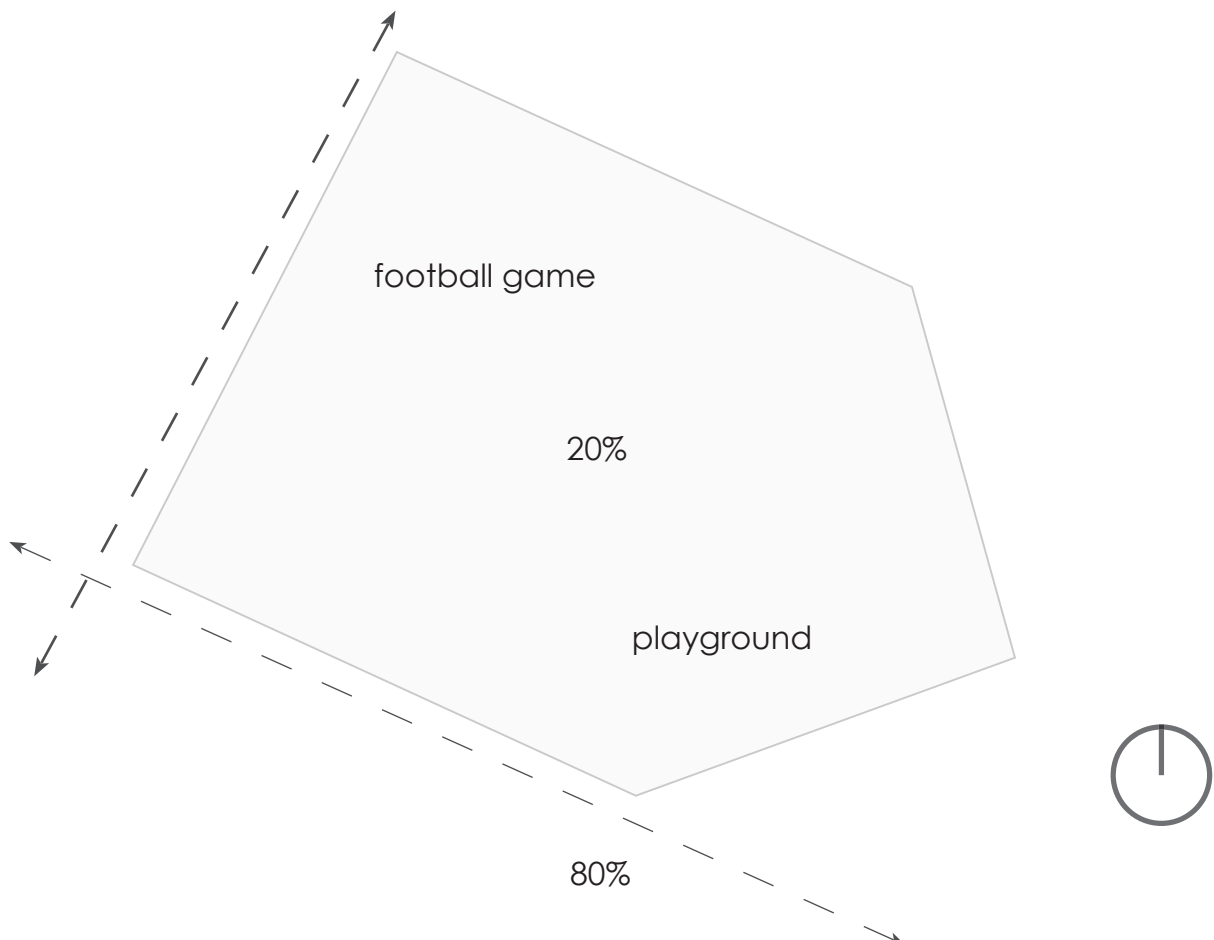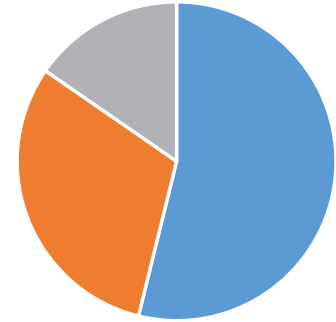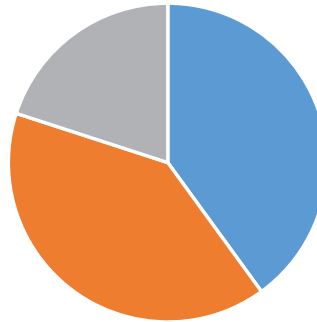
KAREL DE STOUTEPLEIN

football game

20%

playground

80%

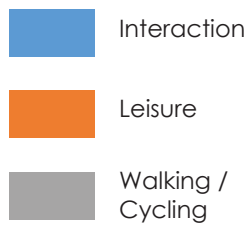figure 39: The current situation in the Karel de Stoute plein (own image)

PATTERN LANGUAGE
7.4. Waterfront (Oud-Charlois)

TIME: 10.15 - 10.45

Native people (15)

People with migration background: (13)

- **Interaction** (blue)
- **Leisure** (orange)
- **Walking / Cycling** (grey)

Despite the fact that around 80% of the people in Charlois has an immigration background (page X), the amount of people with a migration background is equal to the amount of native people.

People use the waterfront for leisure and to interact with one another, but they also use it as a viewpoint over the river Maas. As three senior people say: ''*we love to go for a quick tour around the water front*''

This place at this time is totally not characterized as a place where immigrants like to go more, in contrast with the previous public space typologies
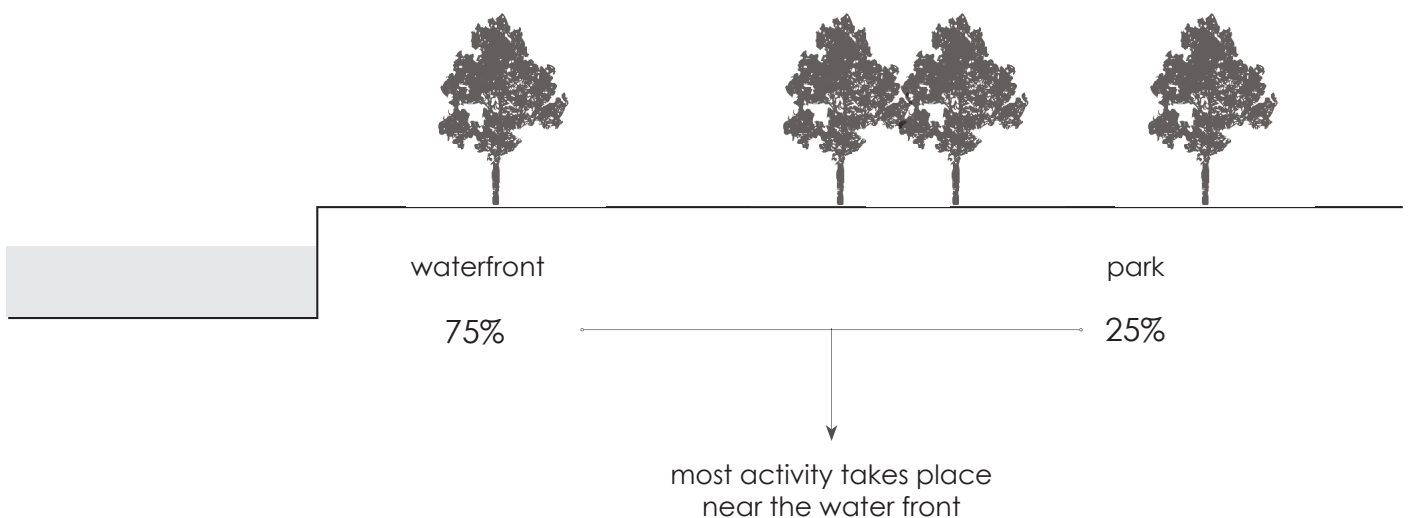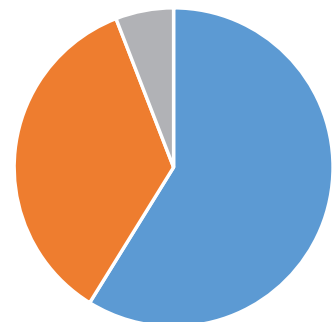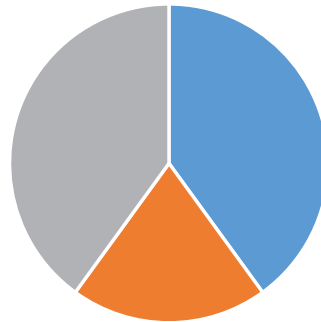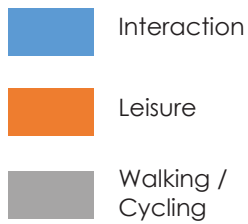
WATERFRONT

waterfront

park

75%

25%

most activity takes place
near the water front

figure 40: The current situation near the waterfront in Charlois
(own image)

Native people (5)

People with migration background: (17)

Interaction

Leisure

Walking / Cycling

In the afternoon, we see a different pattern occurring at the waterfront of Charlois. The amount of people with migration background that either interact, take leisure or go from A to B is higher than the amount of native people.

This might have to deal with the fact that many children go to the park after school. Here the same problem occurs as at the Karel de Stouteplein: only children with a migration background use the public space for interaction and leisure (in this case by playing football)
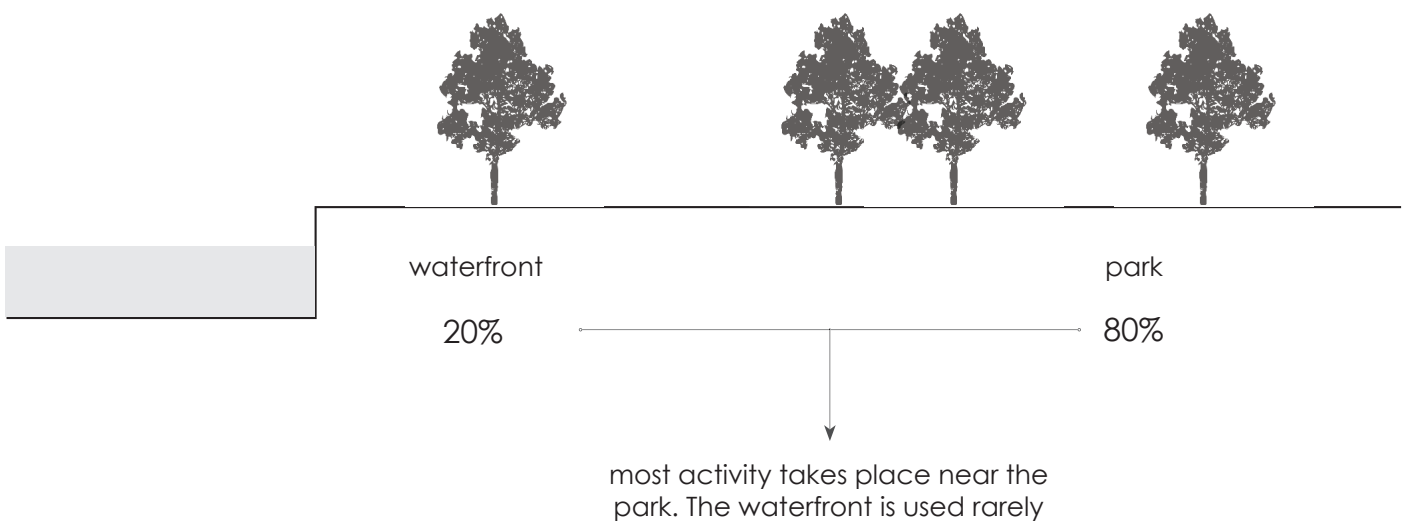
WATERFRONT

waterfront

park

20%

80%

most activity takes place near the park. The waterfront is used rarely

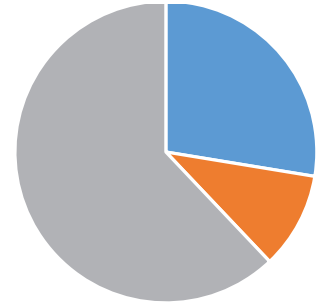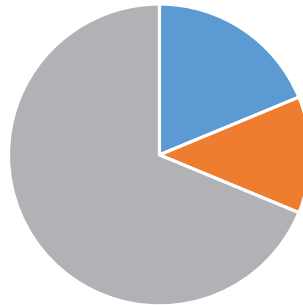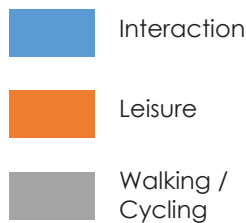figure 41: The current situation near the waterfront in Charlois (own image)

PATTERNS OF CHARLOIS
7.5. Lepelaarsingel (Carnisse)

TIME: 11.00 - 11.30

Native people (16)

People with migration background: (30)

Interaction

Leisure

Walking / Cycling

At the Lepelaarsingel, the patterns of natives and people with a migration background do not show extreme differences. Most people use the public space only to go from A to B by foot or by bike, or to go from their house to their car. The only interaction that takes place is by people who let their dogs out, or by people who sit at the waterfront (2 native people and 3 people with a migration background).

The space right of the water canal is used the most. This might have to deal with the amount of public space at this side of the street.
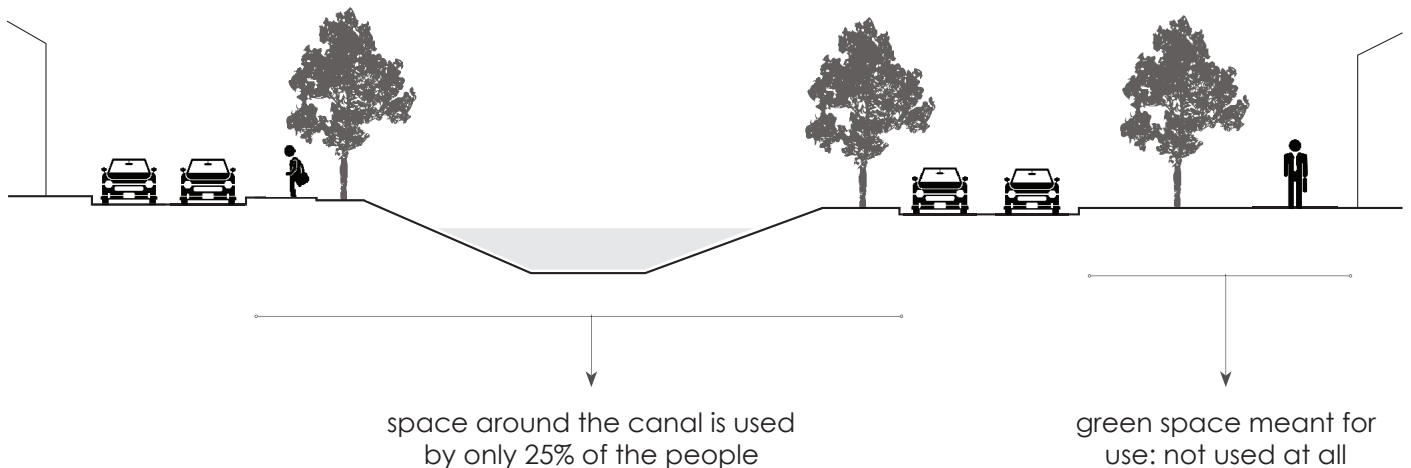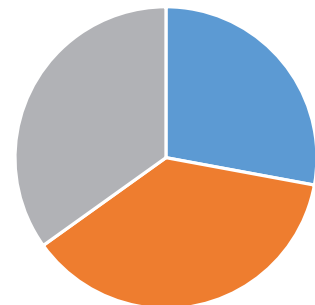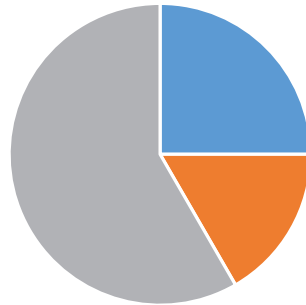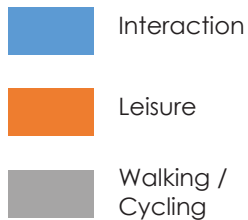
LEPELAARSINGEL

space around the canal is used
by only 25% of the people

green space meant for
use: not used at all

figure 42: The current situation at the Lepelaarsingel, Charlois
(own image)

Native people (24)

People with migration background: (86)

Interaction

Leisure

Walking /
Cycling

The patterns of native people stay quite the same. However, the patterns of people with a migration background do defer from the previous observation. People use the space right of the water canal way more, especially youngsters. This has a downside on how other people use the space: They avoid the places where youngsters are hanging around.

Besides the youngsters and some people who sit at the waterfront, the people use the public space only to go from their car to their house. They do not at all use the middle section of this broad street, which is very attractive from a visual point of view.
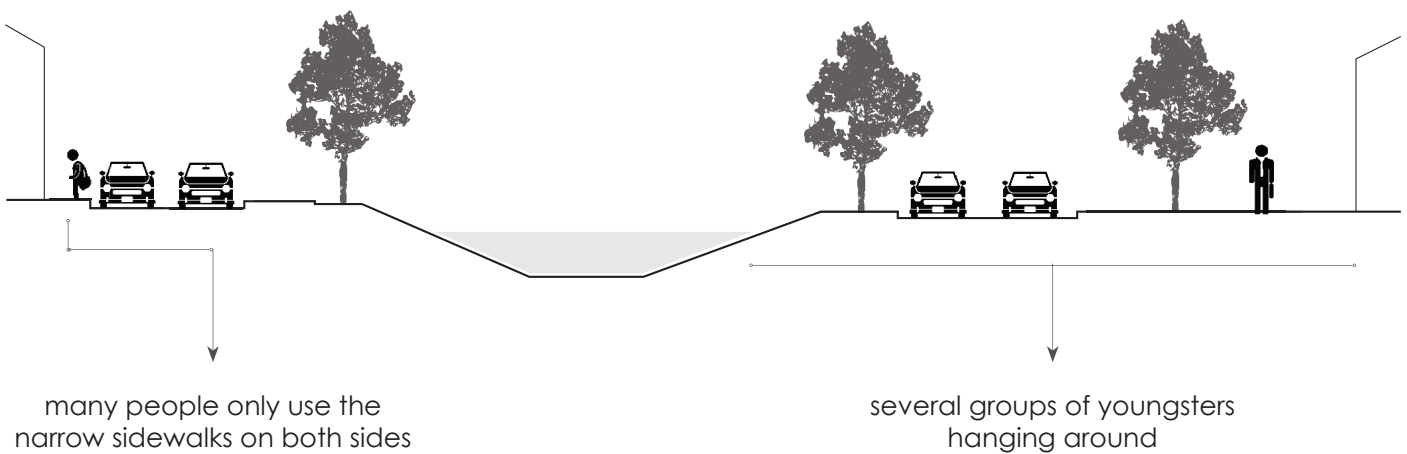
LEPELAARSINGEL

many people only use the
narrow sidewalks on both sides

several groups of youngsters
hanging around

figure 43: The current situation at the Lepelaarsingel, Charlois
(own image)

PATTERNS OF CHARLOIS
7.6. Wolphaertsbocht (Carnisse / Tarwewijk)

TIME: 10.00 - 10.30

Native people (11)

People with migration background: (33)

■ Interaction

■ Leisure

■ Walking / Cycling
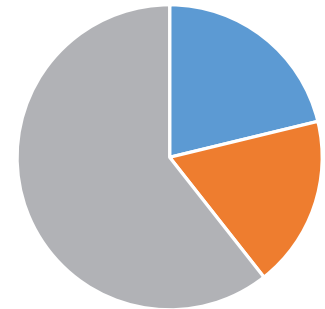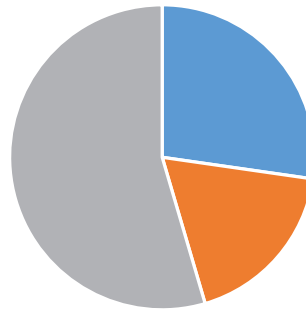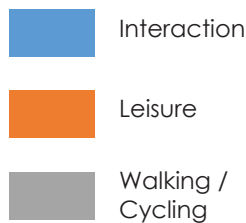
People use the public space mostly for going to the tram station, situated in the middle of the road. In terms of leisure and interaction taking place, a similar pattern occurs as the figures show. Both groups of people show a same pattern of activity in the public space.

This is the same as in the study of 'Katendrechtse Lagendijk'. Because of the presence of shopping facilities, people tend to use the public space more. They interact in the in between spaces between the buildings and the roads.

WOLPHAERTSBOCHT

most used space by both types of people: the tram station

much activity next to local shops despite small amount of space
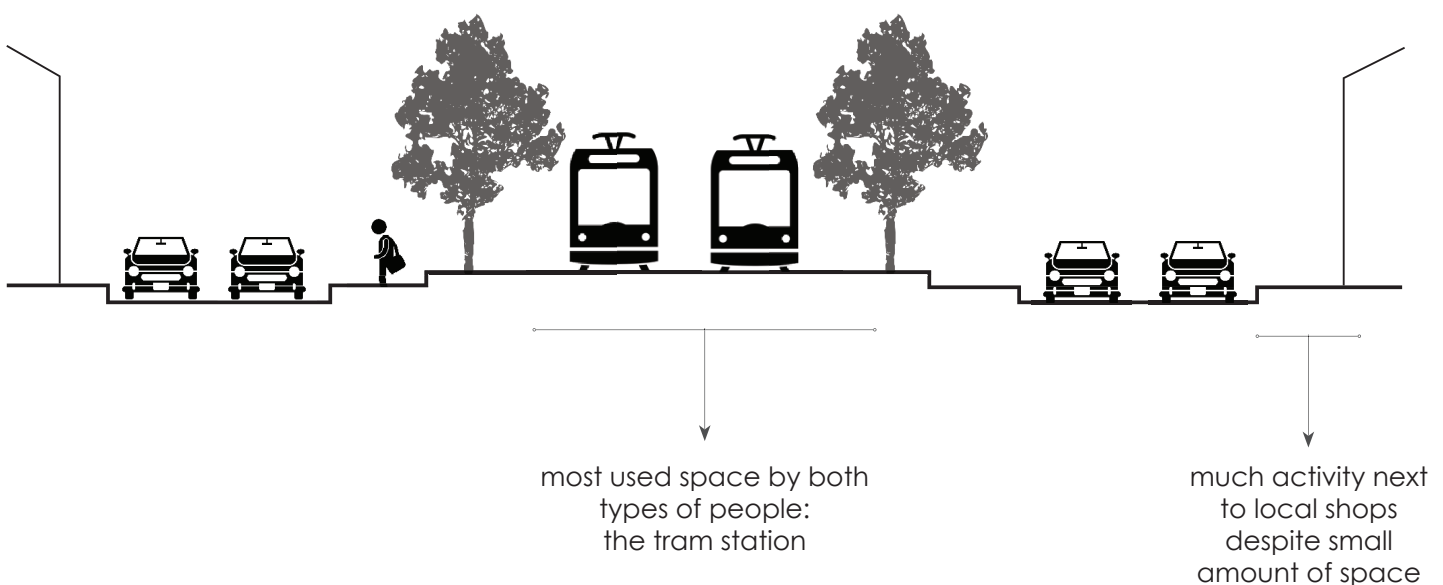
figure 44: The current situation at the Wolphaertsbocht (own image)

Native people (15)

People with migration background: (65)

Interaction

Leisure

Walking /
Cycling
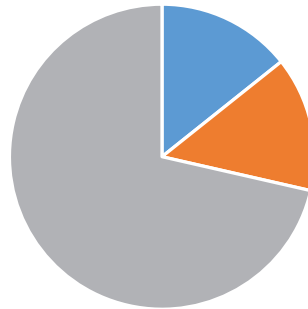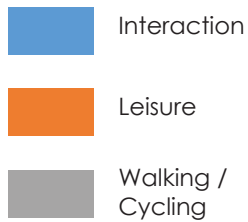
The groups show different patterns in the morning. Most native people use the public space only to go to the tram stop, while people with a migration background show more variety in how they use the space. A larger percentage interacts with one another and visits the local shops. This might have to deal with the fact that these local owners have a similar background story, or the fact that some shops have a specific cultural character.

WOLPHAERTSBOCHT

most used space by
native people:
the tram station

mostly people
with migration
background
interact
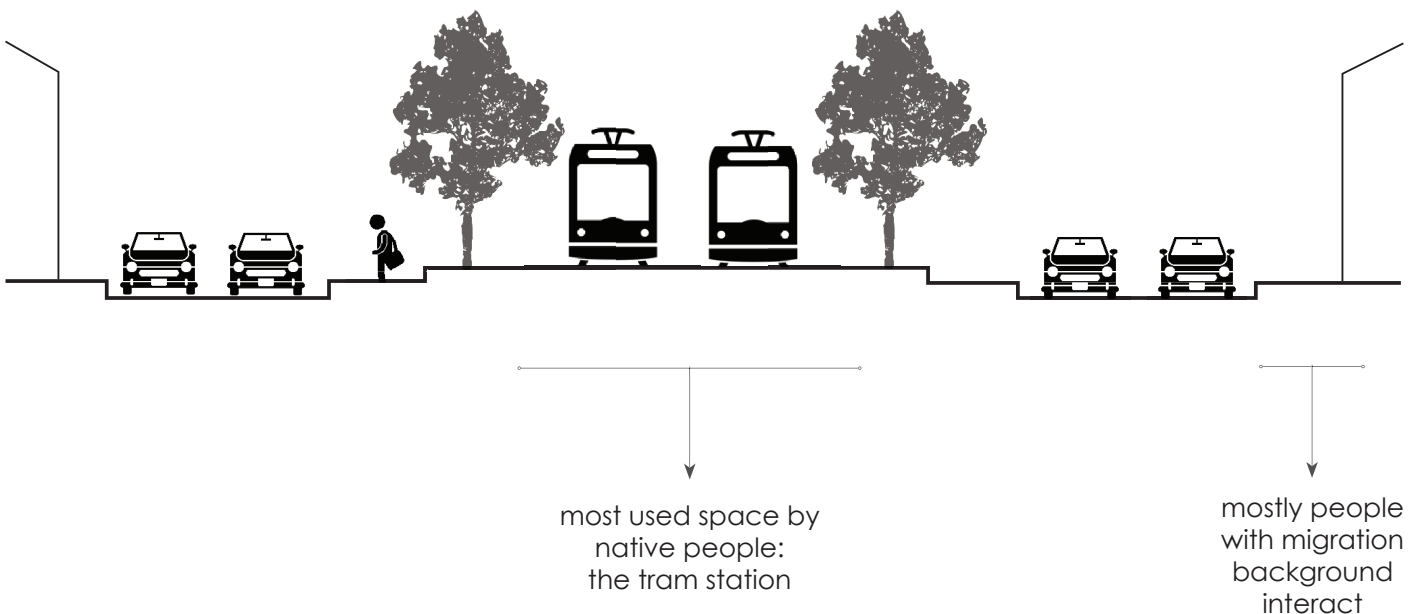
figure 45: The current situation at the Wolphaertsbocht
(own image)

Four different public space typologies can be distinguished. Each of these typologies are important elements in the design phase. For each of these typologies a principle design is made that could have a place in Rotterdam South. These designs incorporate the increase of place attachment, and the aim of creating an Arrival City.

SHOPPING STREET

''Shopping centers depend on access: they need locations near major traffic arteries. However, the shoppers themselves do not benefit from traffic: they need quiet, comfort and convenience, and access from the pedestrian paths in the surrounding area'' (Alexander, 1977, p. 175) According to Alexander (1977), the shops should be arranged along a street, itself pedestrian, but opening off a traffic artery with cars behind, to keep the cars from isolating the shops from surrounding areas.

Local shopping streets should be encouraged to grow in the form of small pedestrian streets, at right angles to major roads with parking behind the shops.

''Cars are dangerous to pedestrians; yet activities occur where cars and pedestrians meet'' (Alexander, 1977. p. 271)

GREEN / BLUE STREET

According to Alexander (1977), it is important to set up processes in a street that encourage different groups of people to come together. Morphologically, the important things are:
1. Private realms for the groups and individuals (such as gardens)
2. Common space for shared functions (communal space outdoors)

3. At the crossroads of the site, a place where people can meet and sit together.

These guidelines should encourage people with different backgrounds to meet and interact

PUBLIC TRANSPORT HUB

According to Zhang & Lawson (2009), a public transport hub is one of the most important reasons for people to leave their comfortable homes and be active in the public realm.

In ''*Life between Buildings*'' (1987), Jan Gehl, there are three types of activities in outdoor space: necessary activities, optional activities and social activities. A public transport hub causes a necessary activity (walking to the stop). The public space around should encourage and facilitate the other types of activities.

In Arrival City terms, optional and social activities should evolve around places where people with different cultural backgrounds meet. The best scale for this is the neighbourhood scale, for this is the urban form that people feel most attached to (Lewicka et al, 2014).

WATERFRONT (AND URBAN PARK)

According to Alexander (1977), water fronts are very popular places for inhabitants to visit in a dense city. This is because of the view over the water. It takes inhabitants away from the dense and busy city life and creates a feeling of freedom and rest.

In order to attract people to these places, the public space should facilitate interaction by creating several meeting points and communal places where people can go.

This is the same in the urban park, a very popular urban form for people to interact in according to the theory paper (page 31).

08. VISION

This chapter contains out of the vision for Rotterdam Charlois, as well as the intended outcome of the project. The vision is based on the Arrival City principles and focuses on the increase of place attachment.

The overall vision of this project is that by 2040, Rotterdam Charlois will be a vibrant living area in which immigrants and home grown people feel home.

On a larger scale, similar neighbourhoods in other cities in the Netherlands should have been transformed according to the same used toolbox. Charlois will be renewed on the base of the Arrival City principles. In spatial and economic terms Charlois will be a healthy and welcoming place for newcomers, rooted on its rich historical structure that are embedded within the site. This should stimulate other municipalities as well to adapt the same type of interventions.

People will feel attached to the place because of the amount of services, ethnic shops, and space for interaction and meeting.

The figure below shows the concept of the new situation. The design toolbox will focus on combining the four principles, in order to generate the highest effect.

The new developed district should be a welcoming place for two groups of people: on the one hand the newcomers who just arrived in the city, and on the other hand the people who, after arriving, need to find a way in urban life.

	Space for interaction			Service centre			Public space

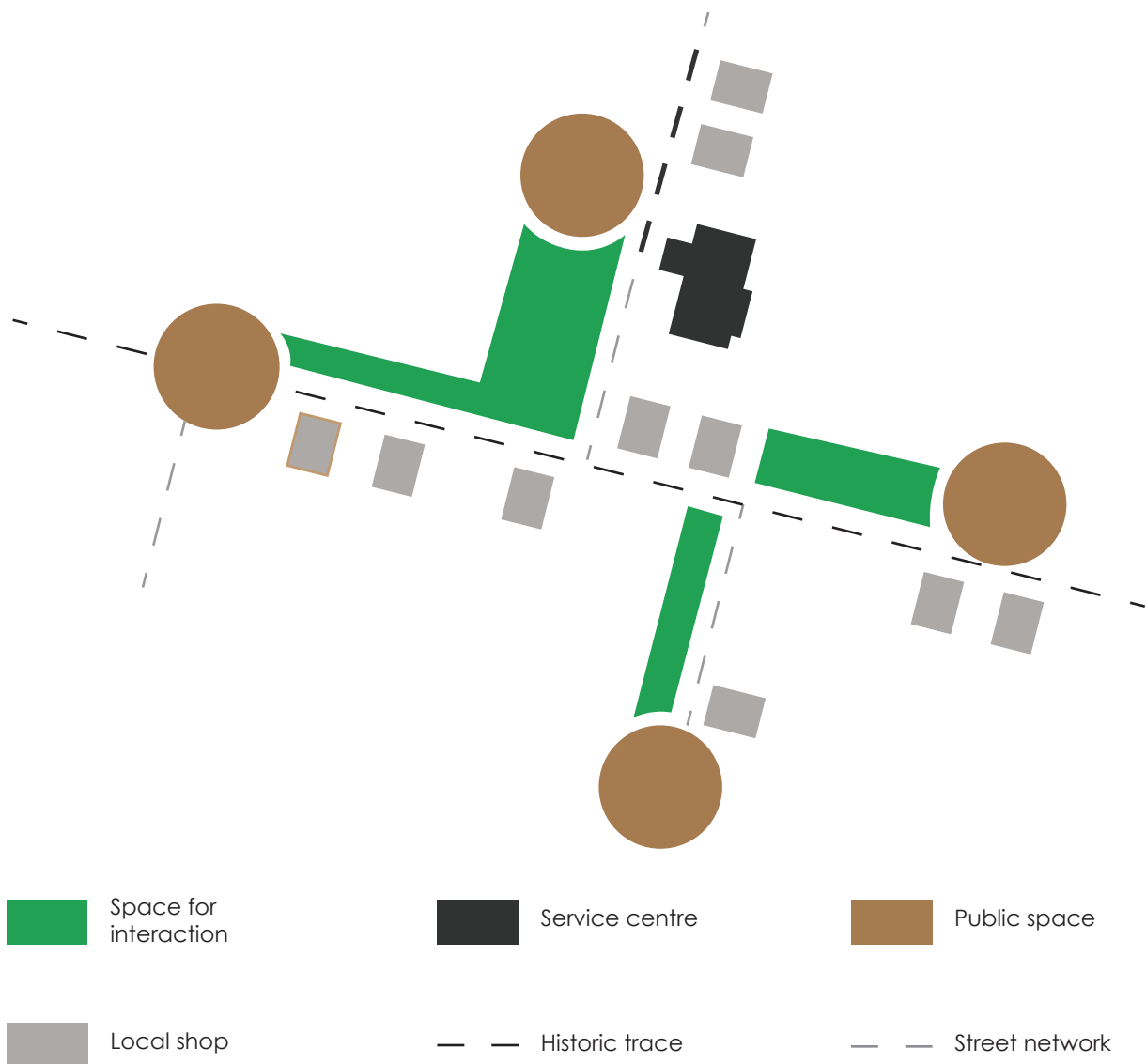|	Local shop		— —	Historic trace		— —	Street network

figure 46: Vision concept (own image)

VISION
8.1. The elements

Spatial

Increasing place attachment is one of the key elements of the project. Place attachment (or 'sense of belonging') has a positive effect on stress and the well-being of immigrants (Choenarom et al, 2005). The public space in Charlois will be transformed in order to generate activity, interaction and place attachment.

Economic

According to Saunders (2018), a city should encourage local entrepreneurship by immigrants. By focussing the spatial design for Charlois around the local shops (mostly owned by people with a migration background), the role of immigrants in the end result will be very important and effective for Charlois as a whole.

Historical Traces

The cultural identity relates to the common history of a place (Assmann, 2011). The common history of all these different types of immigrants (170 nationalities) is embedded in the space of Rotterdam South. Strengthening its historical traces should have a positive effect on to what extent immigrants feel attached to the place.

Services for immigrants

Being in a new living environment can result in stress and a decrease of well-being of immigrants (Jasinskaja-Lahti, Liebkind, Jaakkola and Reuter, 2006). As a result, immigrants have a chance to close off from society and are less able to participate in a society (Barnes, 2001; Korac, 2003). In order to help the immigrants to become attached to their new living environments, services with regard to coaching and training are of huge importance.

spatial

economic
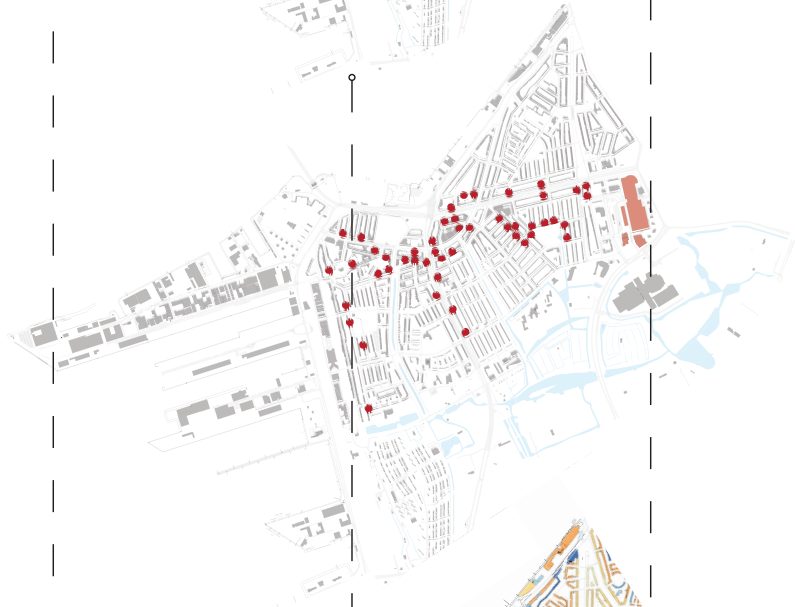
historical traces

services

figure 47: vision layers (own image)

VISION
8.2. National, regional and municipal goals

In 2040, Rotterdam Charlois will be a vibrant living area in which immigrants and home grown people feel home. Charlois will be renewed on the base of the Arrival City principles. In spatial and economic terms Charlois will be a healthy and welcoming place for newcomers, rooted on its rich historical structure that are embedded within the site.

People will feel attached to the place because of the amount of services, ethnic shops, and space for interaction and meeting.

The figure below shows the concept of the new situation. The toolbox and thus the design will focus on combining the four principles, in order to generate the highest effect.

MUNICIPAL (ROTTERDAM)

From municipal perspective, the city of Rotterdam should be welcoming towards people with a migration background. Over the last years, different cultural groups have experienced stress a lack of well-being.

The urban context should provide enough space and opportunities for people with a migration background to integrate in the best possible way.

It should encourage place attachment among immigrants by four objectives:
- Providing space to meet and interact
- Promoting local entrepreneurship
- Strengthening historical and cultural values
- Providing services for immigrants to be able to integrate in a good way.

REGIONAL (RANDSTAD)

From regional perspective, the cities of Amsterdam, Rotterdam, Utrecht and The Hague (Randstad) should be frontrunners in terms of Arrival City development. Regional planners, urbanists, policy makers and politicians should work with the same policies in all municipalities. These policies should encourage foreign people to integrate in a better way in each city, without having great differences between cities in terms of integration. An example of such a policy could be the freedom for local entrepreneurs to start their business

NATIONAL

From national perspective, the national government should collabourate with other surrounding countries in order to divide and regulate the streams of refugees arriving in Europe. Germany for example already has a very good refugee policy. However, because of the increase of refugees there has emerged a high pressure on the national government (NOS, 2017). In order to keep the policy working, it is necessary to collabourate with countries such as the Netherlands.

VISION
8.3. Goals for the neighbourhood scale

The neighbouhood is the city level that people with a migration background become the most attached to according to Lewicka (2016). It is thus important that newcomers arriving in the city are able to know their way around within a small amount of time in order to make them better attached to the place. They should know their way around in the public space.

By adding functions in the neighbourhood, by creating more pace for immigrants to meet and interact, and by transforming public space typologies according to the arrival city principles, immigrants will become better attached to the space they live in. Space will become a place where both native people and people with a migration background can act.

changes in street sections: more space for interaction

service centres for immigrants

new functions in public space

focus on slow traffic

local entrepreneurship

figure 48: New functions in the public realm (own image)

VISION
8.4. The district of Charlois in 2040

In 2040, Charlois will be a neighbourhood in which both native and foreign people will live in a vibrant and good living environment.

By then, several places in Charlois will have been transformed according to the four objectives.

Also, public space typologies will have been transformed according to the Arrival City principles. This new network of public spaces will encourage immigrants to become well attached to the place.

Space will become place by adding new functions, tailor made for the needs of people in the area, and by integrating foreign cultures in a very subtle way (for example by pavement and material use).

four objectives:
- Providing space to meet and interact
- Promoting local entrepreneurship
- Strengthening historical and cultural values
- Providing services for immigrants to be able to integrate in a good way.
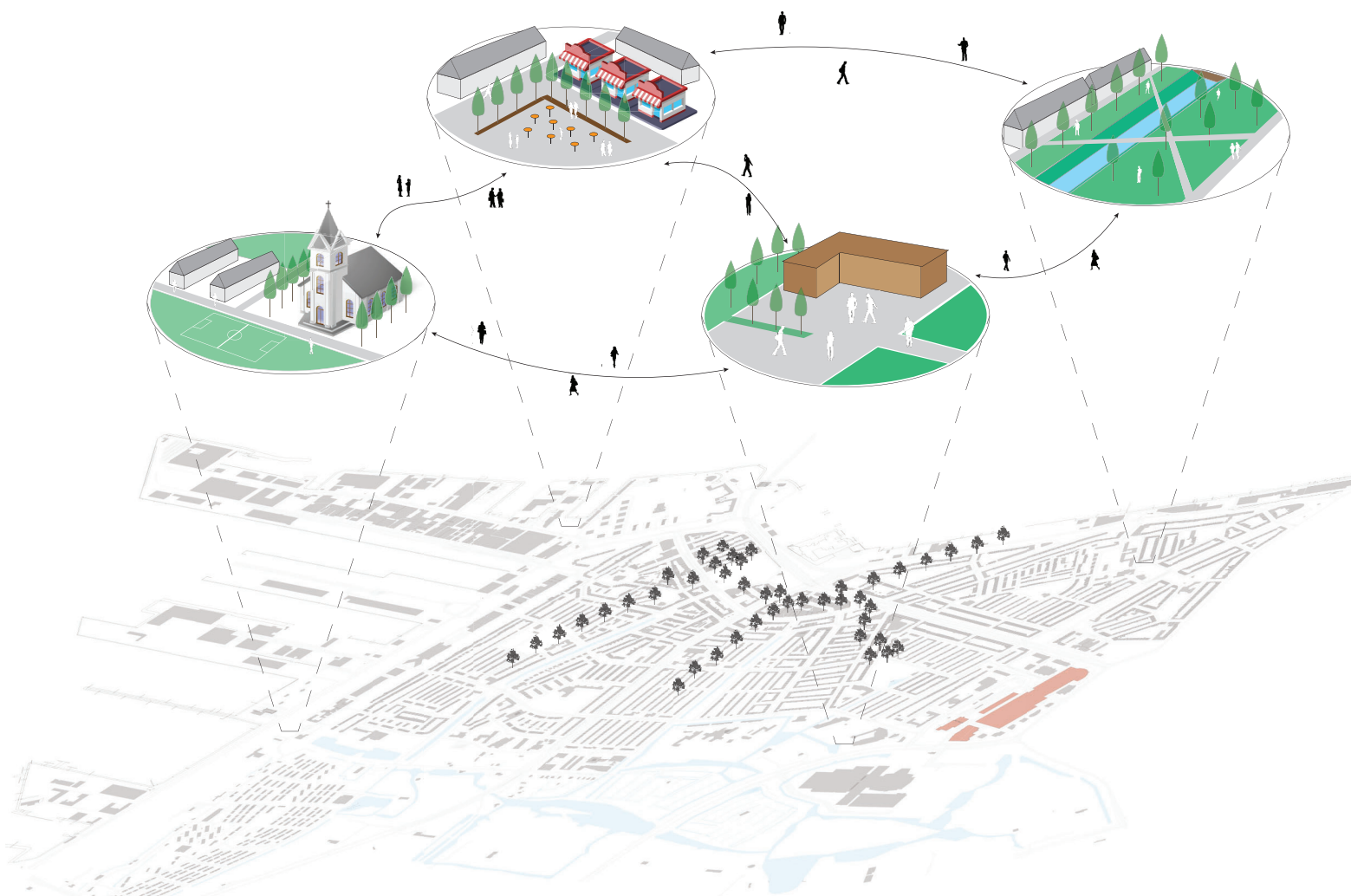

figure 49: Vision for Charlois in 2045 (own image)

Figure 50: providing space to meet and interact (own image)

Figure 51 : local entrepreneurship (own image)

Figure 52: services for immigrants (own image)

VISION
8.5. The city of Rotterdam in 2040

In 2040, Rotterdam will have a well-connected network of immigration centers where foreign people can go for help with regard to labour opportunities, linguistic courses and coaching.

The organizations will have a larger effect on the surrounding area than nowadays, because of the fact that they collabourate more effectively. This improves the way immigrants are able to find their own way in city life. The public space around these buildings will be transformed according to the four main objectives for Arrival City development.

Because of the fact that in 'South' only two of these locations are present at the moment, two more immigrant centres will be placed in Oud-Charlois and Tarwewijk.

LEGENDA
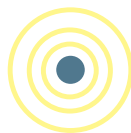
○ new location   ○ existing immigrant centre
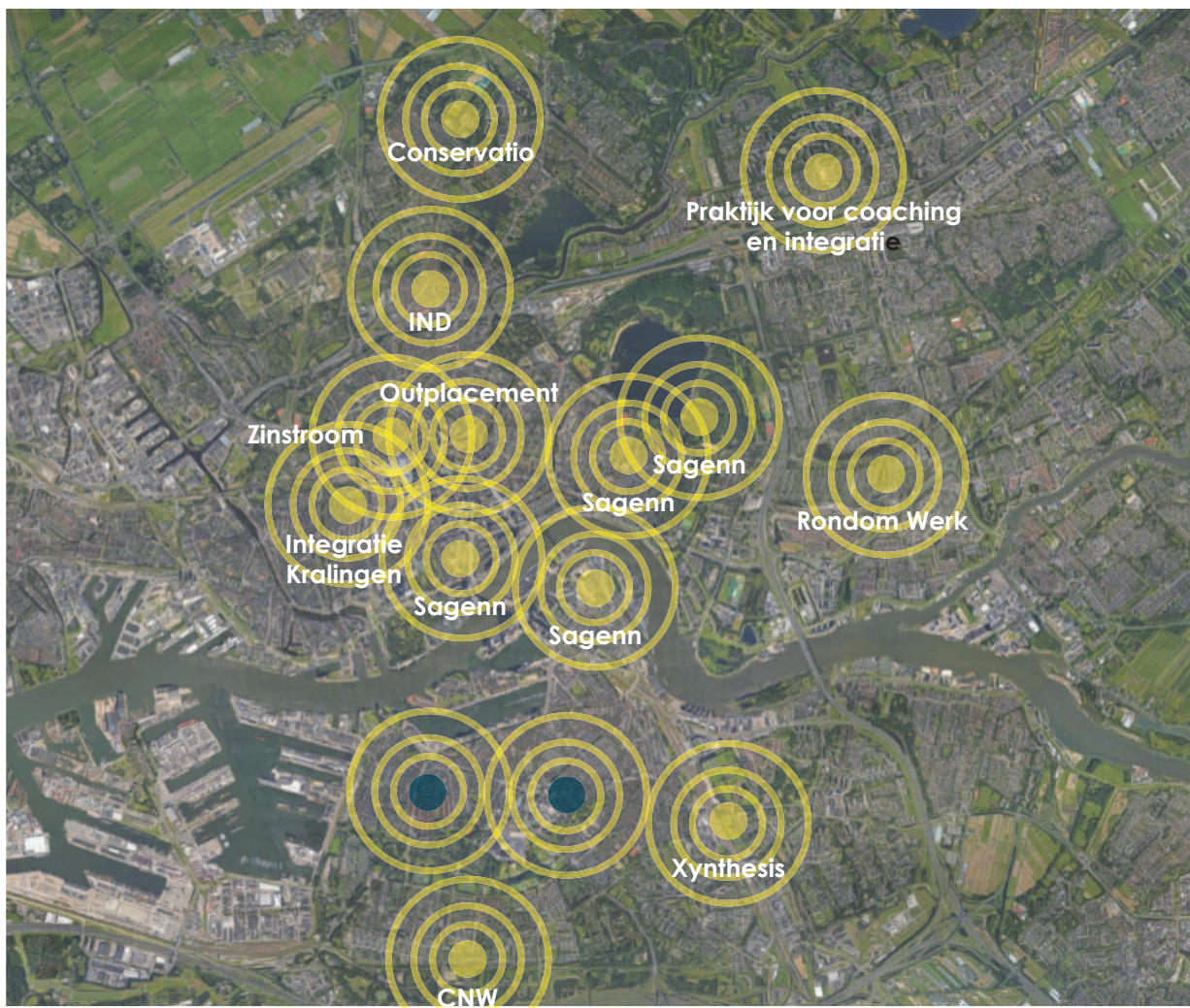
figure 53: The network of immigrant centers in 2040 (own image, base map retrieved from google maps, 2019))

Besides Rotterdam Charlois, many other neighbourhoods in Rotterdam have the same Arrival City characteristics.

In 2040, these neighbourhoods will have transformed according to the Arrival City development principles that were firstly implemented in Rotterdam Charlois. This district will serve as an example for other neighbourhoods in Rotterdam. Not only in Rotterdam South, but also on the North bank of the river (around the city centre and the northern districts) transformations will take place. These neighbourhoods share some characteristics: there are many inhabitants with a migration background, there is much local entrepreneurship by this group of people, and the overall living quality is regarded as insufficient.

figure 54: The Arrival City neighbourhoods in 2040. (own image, base map retrieved from google maps, 2019)

VISION
8.6. Regional perspective

By 2045, the population in the four largest cities (the Randstad) will have increased with 12%. The population in other urban areas will increase with a total amount of 5%, while the population in rural parts of the country will decrease with 2% (De Beer, Ekamper & Van der Gaag, 2018).

Besides the new amount of existing Dutch citizens, the amount of immigrants also keeps rising. In order to create a better place for new and existing people with a migration background, some neighbourhoods in the four largest cities will be redeveloped.

The transformations in Rotterdam South will be used as an example for developments in other parts of the Randstad, since many neighbourhoods in the four largest cities have the same characteristics. Despite the fact that Utrecht and The Hague are no harbour cities, the lack of living quality and the large amount of people with a migration background are themes that occur in these cities as well.

The map beneath shows the neighbourhoods that have the same characteristics as Rotterdam South. These should be transformed according to the same tools that the toolbox provides.

Randstad

Better collabouration between municipalities on the improvement of well-being of immigrants

Use the four objectives to create better living environments for immigrants
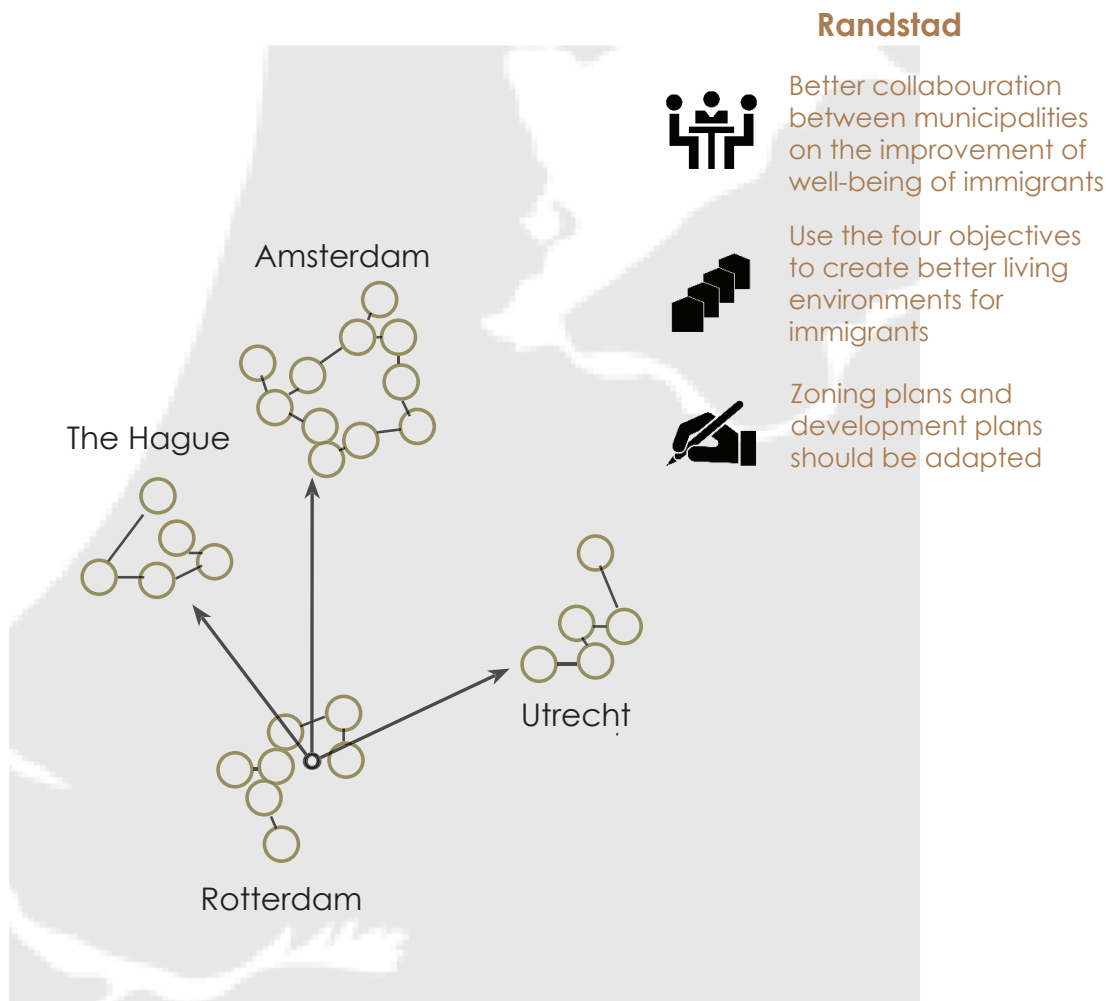
Zoning plans and development plans should be adapted

figure 55: The impact of the design in Rotterdam on other identical neighbourhoods in other large cities in the Randstad (own image)

VISION
8.7. National perspective

In the coming 25 years, the population in the Netherlands will have undergone several changes. By 2040, the population in the four largest cities (the Randstad) will have increased with 12%. The population in other urban areas will increase with a total amount of 5%, while the population in rural parts of the country will decrease with 2% (De Beer, Ekamper & Van der Gaag, 2018).

Besides, immigrants will settle themselves in the large urban areas, and in the Randstad (Kooiman et al, 2016). Labour opportunities plays an important role in this trend, but also the presence of other people with a similar origin (chain migration) is an important factor in this future trend.

During these major transformation processes, the four largest cities will be open towards foreign newcomers. They will be an example for other urban areas in the Netherlands. Spatial development strategies should incorporate the needs and wishes from immigrants in order to create a society in which both groups (native and those with a migration background) can flourish.

Randstad

Better collabouration between municipalities on the improvement of well-being of immigrants

Use the four objectives to create better living environments for immigrants

Zoning plans and development plans should be adapted

Urban Areas

Small municipalities in urban regions should collabourate to generate the best

Follow the steps of larger municipalities and learn from them

Rural Areas

Small municipalities should direct immigrants to larger urban areas
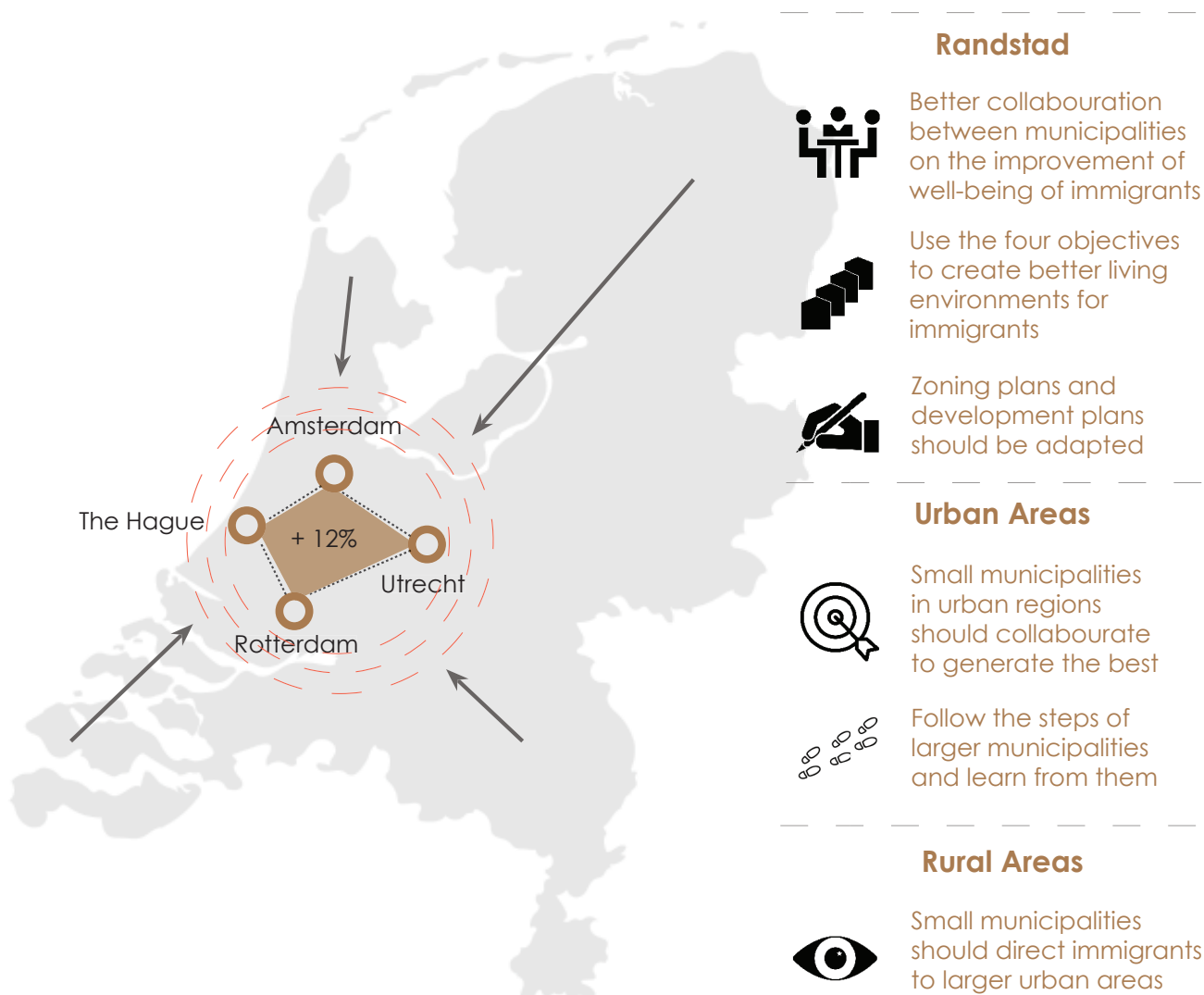
figure 56: The requirements for a good system in terms of the development of sufficient immigrant neighbourhoods (own image)

VISION
8.8. Intended outcome of the project

The outcome of the thesis is **a toolbox for Arrival City development.** This toolbox will mainly focus on the development and change of the public space and the position of services and other important facilities for existing and future immigrants that arrive in this part of the city. Three themes are important: The involvement, the spatial interventions, and the maintenance after the transformation is completed.

The toolbox will be adapted to a specific site in Rotterdam South, where the four principle designs overlap. This location is the Lepelaarsingel.

The spatial designs will be flexible, so that local immigrant stakeholders and inhabitants can shape the neighbourhood in such a way that they become attached to it.

flexible spatial design

Toolbox
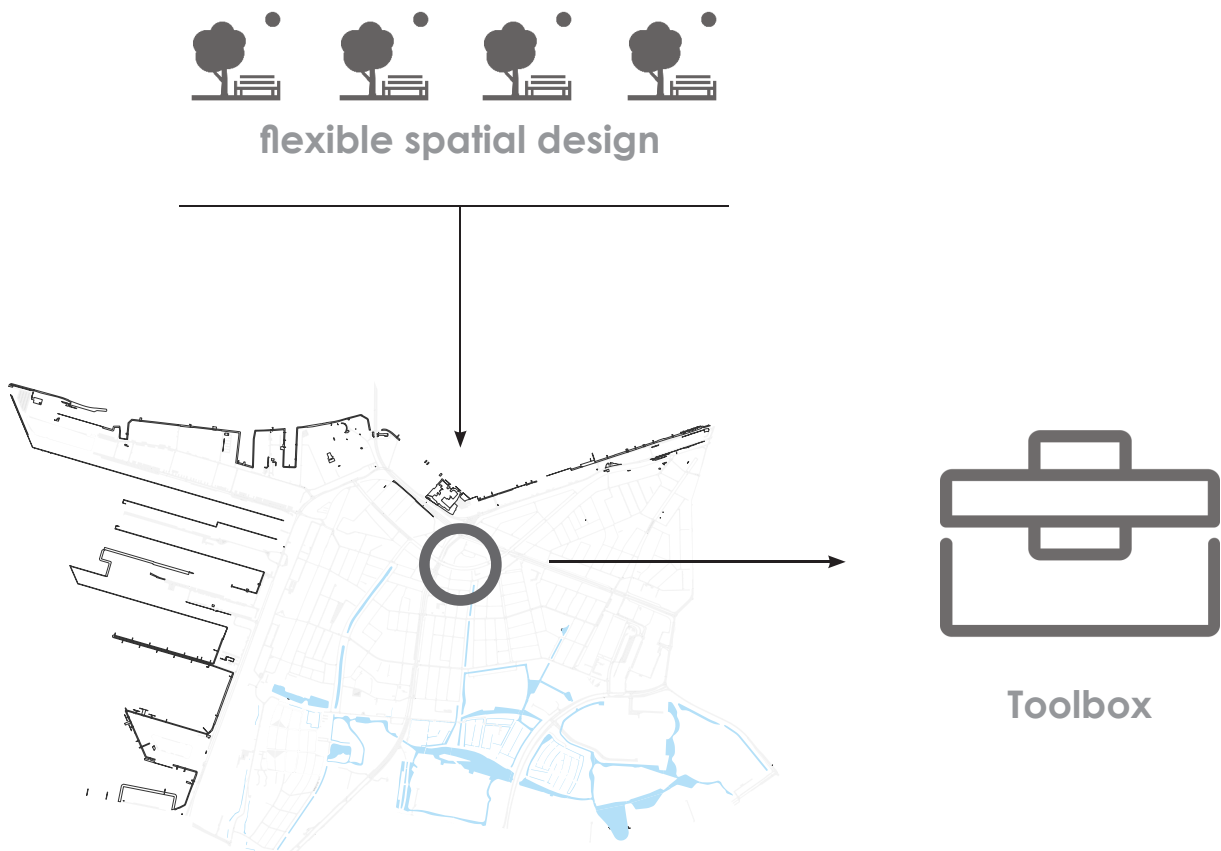
figure 57: intended outcome (own image)

Collage 1: New ways of using the public space in Charlois. In this example the unused space next to the road is used as a community garden (example of a place for meeting and interacting).

Collage 2: Stimulating local entrepreneurship and collaborations add quality to the public life in Charlois (This is being done by adding vegetation and functions).

Figure 58: Community garden (own image)

Figure 59: Expanding space for entrepreneurs (own image)

09. DESIGN

The outcome of the thesis exists out of three components:
- A set of small principle designs for the four main public space typologies in Charlois
- A spatial design for an area in Charlois where these four typologies collide
- A toolbox on how to increase place attachment in Arrival Cities with spatial interventions.

According to Silai and Vitkova (2019), public spaces are a mirror to the city culture. Historical, cultural and social conditions play an important role of resident identification with public spaces.

In Charlois, people with different personal histories and cultures live in the same living environment. Thus, historical, cultural and social conditions are all values that are regarded differently by many groups of people.

The focus of the design lays on the public spaces of Charlois. For each of the four public space typologies a principle design is proposed that focuses on place attachment in an Arrival City context.

Next, a spatial design is proposed for an area in Charlois near the Karel de Stouteplein, where these four typologies collide.

To conclude, a toolbox is developed with tools on how to increase place attachment in Arrival Cities, and on how to strengthen Arrival City principles in our multicultural cities nowadays.

Cultural aspects of place attachment relates to issues of changes in urban neighbourhoods (Altman & Low, 1992).

An immigrant arriving in a new city and thus a new living environment defines his new cultural identity based on how he acts within group processes, meanings and values. It also involves shared and consensual meanings among groups of individuals (Altman & Low, 1992). The better this process, the more one attaches himself to the place he acts in.

The public space is the ultimate place for people with different cultural backgrounds to meet and interact. As the previous paragraph explains, processes of newcomers have an influence on their level of place attachment. The public space should encourage people to take part in these processes in their neighbourhood.

TOOLBOX

↓

SPATAL DESIGN

PRINCIPLE DESIGN FOR PUBLIC SPACE TYPOLOGIES
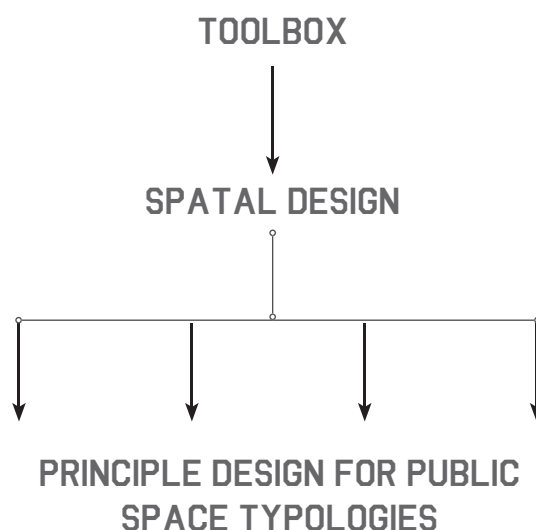
Design of public space typologies
9.1.1. The shopping street

''*Shopping centers depend on access: they need locations near major traffic arteries. However, the shoppers themselves do not benefit from traffic: they need quiet, comfort and convenience, and*
access from the pedestrian paths in the surrounding area'' (Alexander, 1977, p. 175)

According to Alexander (1977), the shops should be arranged along a street, itself pedestrian, but opening off a traffic artery with cars behind, to keep the cars from isolating the shops from surrounding areas.

Local shopping streets should be encouraged to grow in the form of small pedestrian streets, at right angles to major roads with parking behind the shops.

''Cars are dangerous to pedestrians; yet activities occur where cars and pedestrians meet'' (Alexander, 1977. p. 271)

OLD SITUATION

NEW SITUATION: SECTION AA'
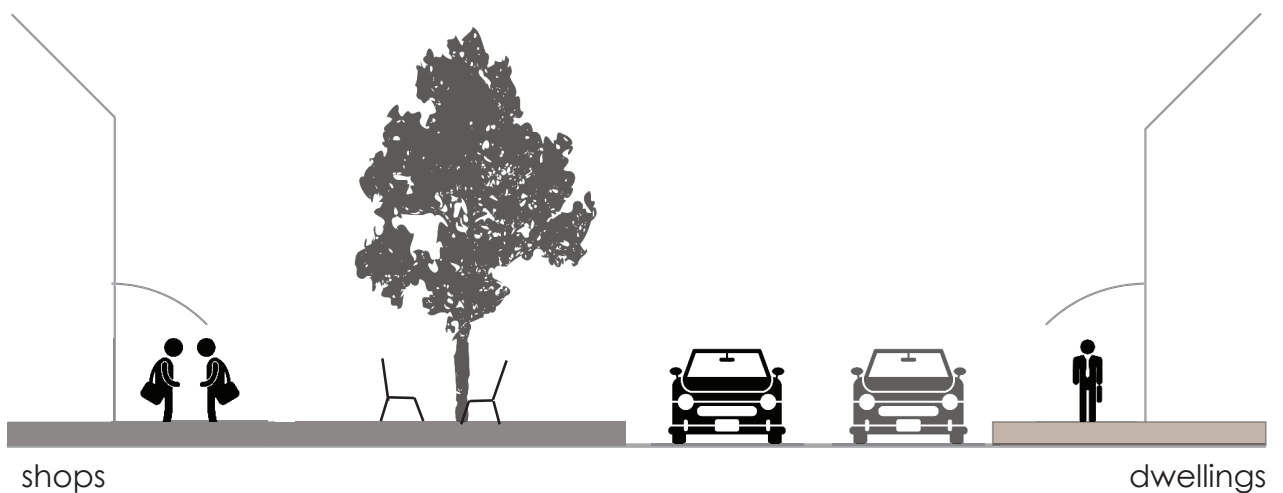

shops

dwellings

figure 60: New situation of the Katendrechtse Lagendijk (own image)

Design of public space typologies
9.1.2. Street with green / blue grids

According to Alexander (1977), it is important to set up processes in a street that encourage different groups of people to come together. Morphologically, the important things are:
1. Private realms for the groups and individuals (such as gardens)
2. Common space for shared functions (communal space outdoors)

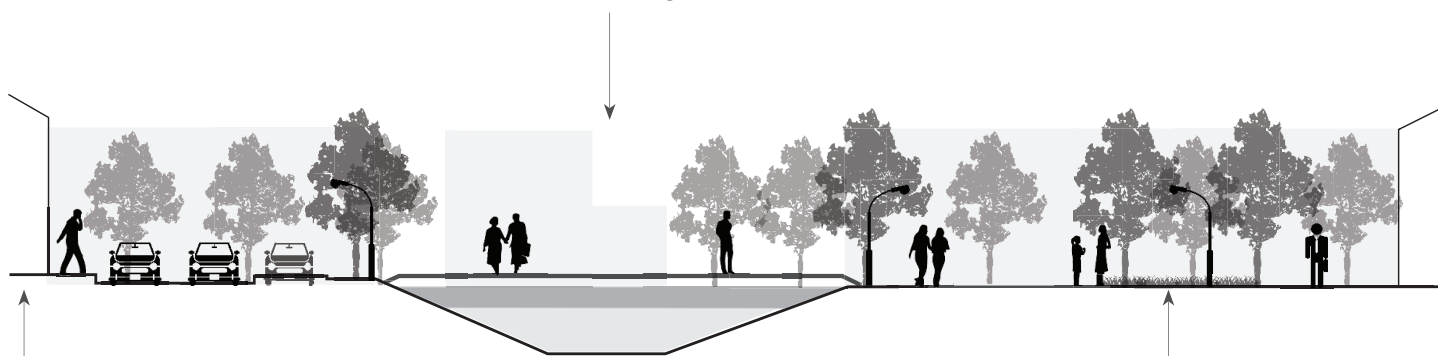3. At the crossroads of the site, a place where people can meet and sit together.

These guidelines should encourage people with different backgrounds to meet and interact

OLD SITUATION

NEW SITUATION: SECTION BB'

3. Meeting point at the crossroad between building blocks

1. Private gardens for each household

2. Communal space outdoor with shared functions

figure 61: New situation of the Lepelaarsingel (own image)

Design of public space typologies
9.1.3. The waterfront

According to Alexander (1977), water fronts are very popular places for inhabitants to visit in a dense city. This is because of the view over the water. It takes inhabitants away from the dense and busy city life and creates a feeling of freedom and rest.

In order to attract people to these places, the public space should facilitate interaction by creating several meeting points and communal places where people can go.

This is the same in the urban park, a very popular urban form for people to interact in according to the theory paper (page 31).

OLD SITUATION

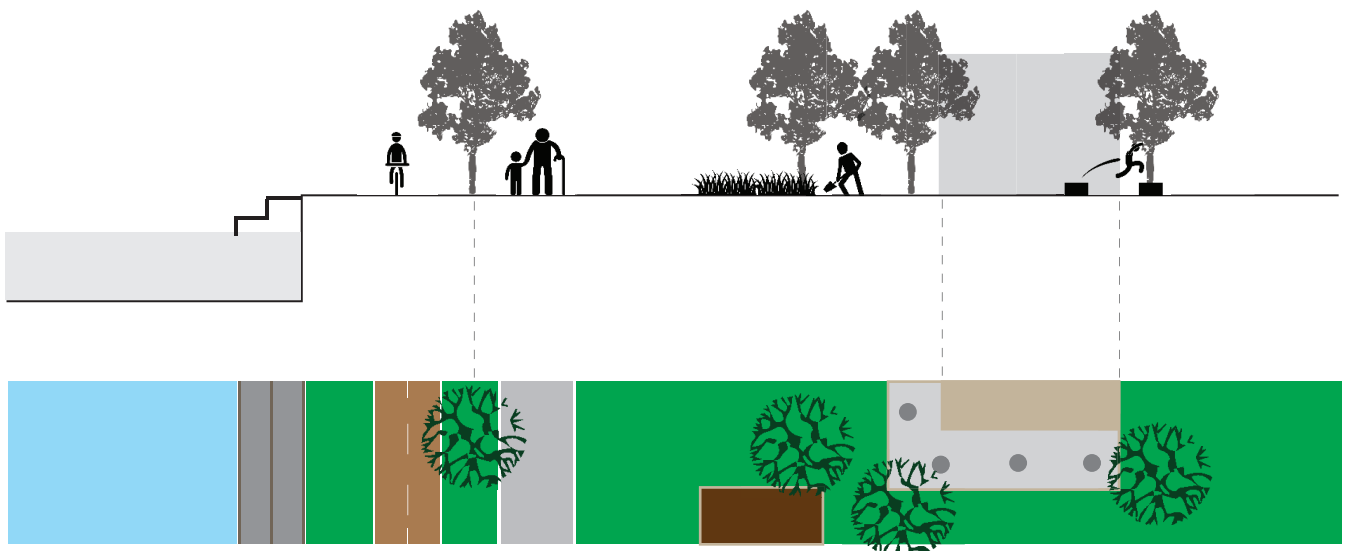**NEW SITUATION: SECTION CC'**

figure 62: New situation of the waterfront in Charlois (own image)

Design of public space typologies
9.1.4. The shopping street

According to Zhang & Lawson (2009), a public transport hub is one of the most important reasons for people to leave their comfortable homes and be active in the public realm.

In ''*Life between Buildings*'' (1987), Jan Gehl, there are three types of activities in outdoor space: necessary activities, optional activities and social activities. A public transport hub causes a necessary activity (walking to the stop). The public space around should encourage and facilitate the other types of activities.

In Arrival City terms, optional and social activities should evolve around places where people with different cultural backgrounds meet. The best scale for this is the neighbourhood scale, for this is the urban form that people feel most attached to (Lewicka et al, 2014).

OLD SITUATION

NEW SITUATION: SECTION DD'

functions   functions
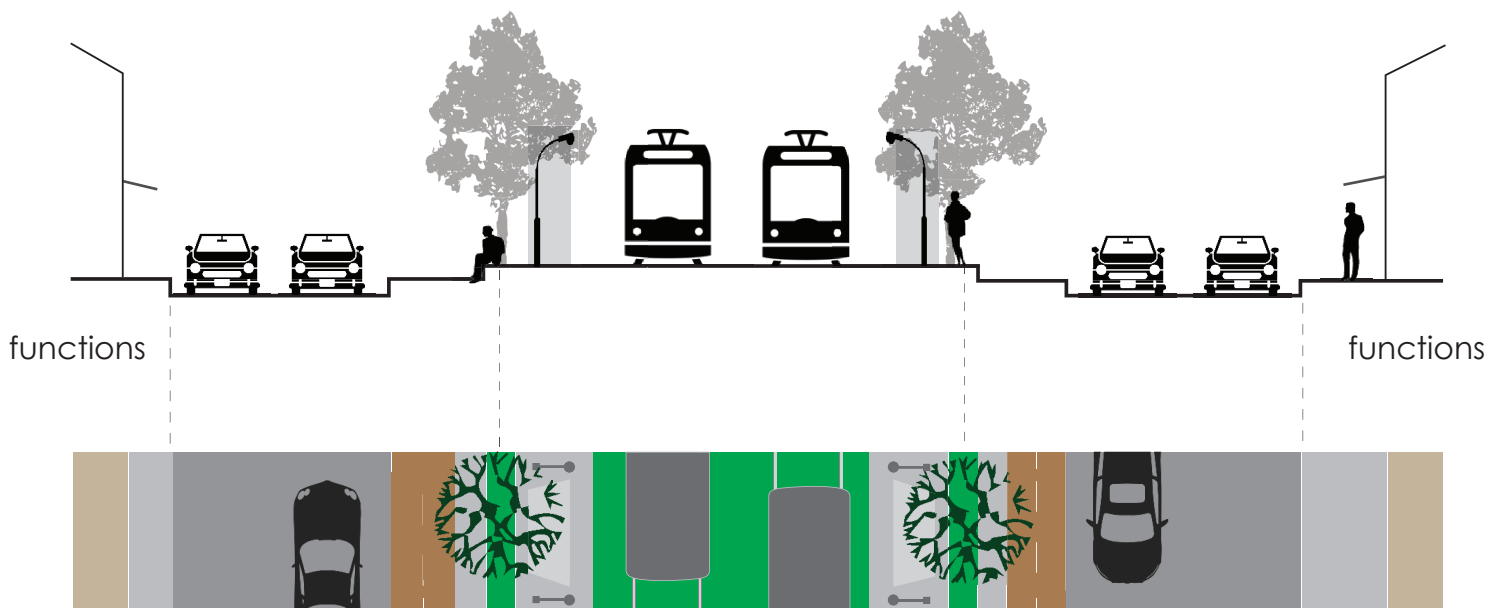
figure 63: New situation of the Wolphaertsbocht (own image)

SPATIAL DESIGN
9.2.1. Design principles

The toolbox, containing several design principles as described in the next collumn, is applied on the crossing of the Katendrechtse Lagendijk and the Lepelaarsingel. The principles are based on the literature studies and the empirical study (pattern languages). This design translates the vision objectives into a spatial design for the Lepelaarsingel in Carnisse.

The crossing from the Lepelaarsingel with the Katendrechtse Lagendijk is known for the presence of many shops with owners with a migration background. Besides, the large amount of non-used public space forms an opportunity for new development.

Design principles:

1. Create space for local entrepreneurs to expose their stores

2. Relate to the common history of inhabitants by developing around historical traces. In this case the Katendrechtse Lagendijk (see historical analysis).

3. Create more communal functions in between the Wolphaertsbocht and the Katendrechtse Lagendijk (this is where most people cross in order to go to public transport stops).

4. Integrate more public functions that people from other cultures are willing to take part in (for example community gardening or a local market)

5. Integrate materials from different cultures (for example Moroccan tiles)

6. Create a central building that serves as a community centre, where people can go for services and help.

7. Reduce the use of the car in the streets

8. Place more lighting posts in order to enhance control and visuality in the public space.

9. Place attachment s around a feeling of membership and shared values. By creating several places with a shared responsibility (such as the maintenance of green space and community gardens), place attachment will be increased.

more focus on pedestrians

public functions: sports, market, internet cafe

stimulate local entrepreneurship

4

3

1

2

1

2

2

6

5

4

5

crossing over the water canal

flexible public functions

figure 64: Design of the public space in Carnisse at the crossing of Lepelaarsingel and Katendrechtse Lagendijk (own image)

SPATIAL DESIGN
9.2.2. Lepelaarsingel

The design of Lepelaarsingel is based on the literature studies and the empirical study (pattern languages). This design translates the vision objectives into a spatial design for the Lepelaarsingel in Carnisse.

The crossing from the Lepelaarsingel with the Katendrechtse Lagendijk is known for the presence of many shops with owners with a migration background. Besides, the large amount of non-used public space forms an opportunity for new development.

Central building with services and help

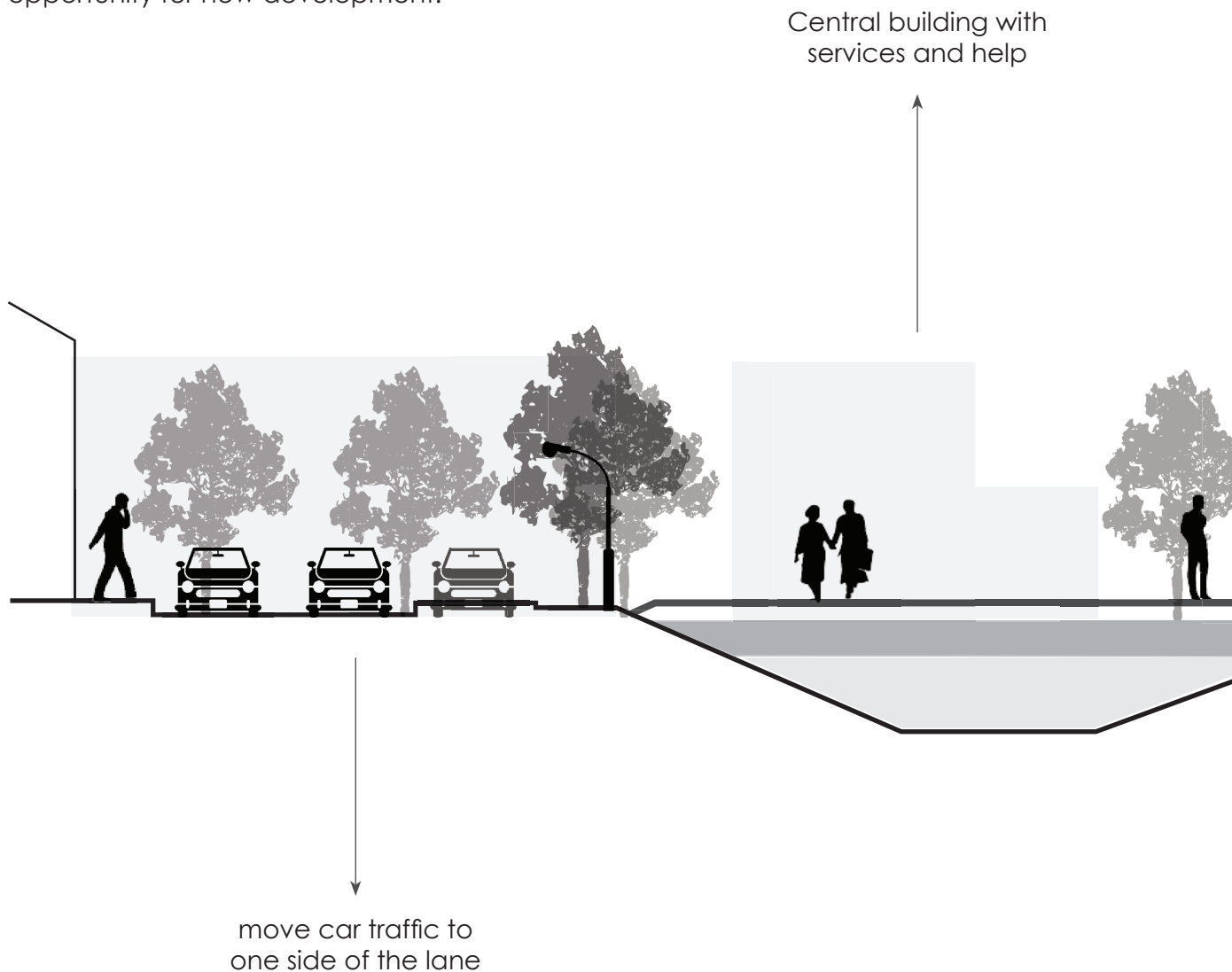move car traffic to one side of the lane

figure 65: Cross section of Lepelaarsingel in the design (own image)

Widen the green space
on the east side

Increase the visibility
of the public space

integrate public
functions

SPATIAL DESIGN
9.2.3. Community centre

The community centre is located in the middle of the neighbourhood. It can thus be easily found by newcomers, and people with a migration background who have lived in Charlois for years. The centre provides help and services for people with a migration background with regard to the way they can integrate in the urban life.

Possible examples of help are the linguistic courses, help with finding a job in the city, or information about the public functions in the neighbourhood that they can join in.

figure 66: Community centre as central place in Carnisse (own image)

SPATIAL DESIGN
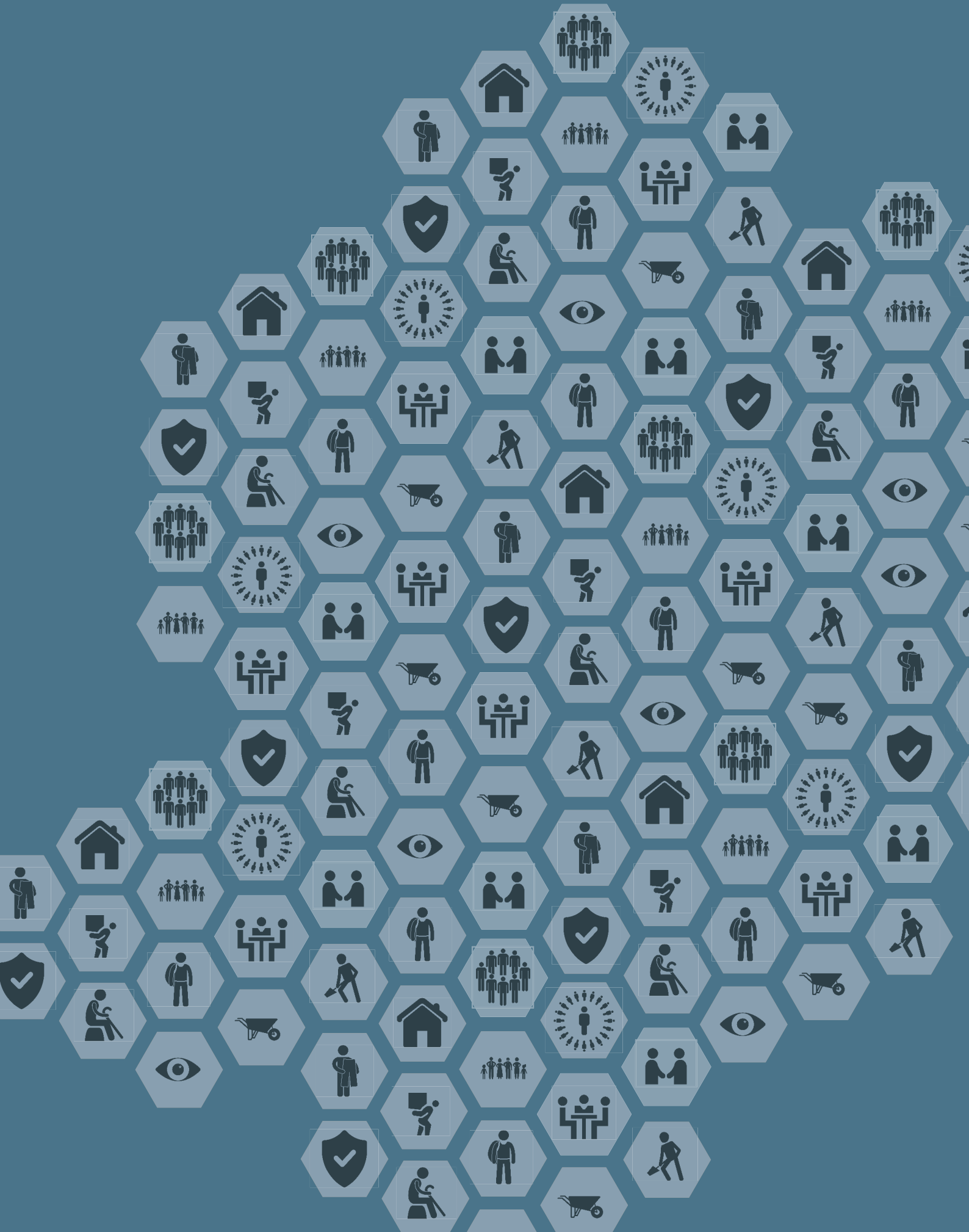## 9.2.4. Katendrechtse Lagendijk

Local entrepreneurs in Charlois are given more space to expose their stores, and to use part of the (widened) public space . By doing so, local entrepreneurship is being stimulated. People with a migration background are already willing to go to these places (see pattern language analysis). By improving the public space, they will become attached to the place even more.

Both native and non-native entrepreneurs will be involved in these transformations of the public space in front of their stores. By doing so, collaboration between native and non-native entrepreneurs is being stimulated.

figure 67: Expand space for pedestrians and local entrepreneurs (own image)

SPATIAL DESIGN
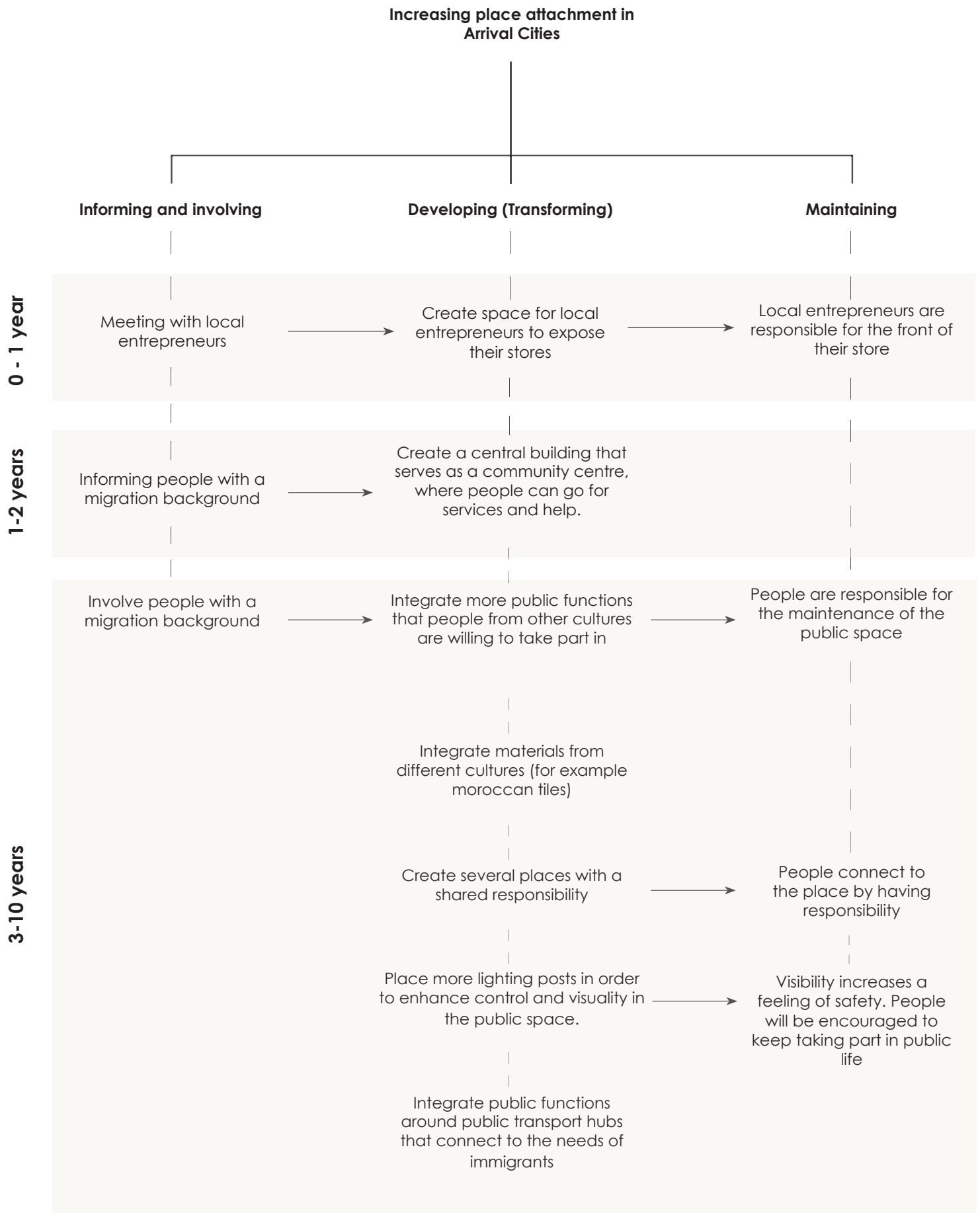The Toolbox

TOOLBOX
9.3. Toolbox description

Increasing place attachment in Arrival Cities

	Informing and involving	Developing (Transforming)	Maintaining
0 - 1 year	Meeting with local entrepreneurs	Create space for local entrepreneurs to expose their stores	Local entrepreneurs are responsible for the front of their store
1-2 years	Informing people with a migration background	Create a central building that serves as a community centre, where people can go for services and help.	
3-10 years	Involve people with a migration background	Integrate more public functions that people from other cultures are willing to take part in	People are responsible for the maintenance of the public space
		Integrate materials from different cultures (for example moroccan tiles)	
		Create several places with a shared responsibility	People connect to the place by having responsibility
		Place more lighting posts in order to enhance control and visuality in the public space.	Visibility increases a feeling of safety. People will be encouraged to keep taking part in public life
		Integrate public functions around public transport hubs that connect to the needs of immigrants	

figure 68: Toolbox for Arrival City development (own image)

Meeting with local entrepreneurs

A shared goal should be created among local entrepreneurs in order to encourage them to start and expand their local stores. This would be a boost in the transformation of Rotterdam South towards an 'Arrival City' kind of neighbourhood. In order to provide them with knowledge and skills about how to do this, local entrepreneurs should be trained (Desidero, 2014):
- Support in development of business plans, courses on accountancy and Dutch marketing.
- Counseling for complying tax regulations and law.
- Legal advice
- Mentoring and support in accessing business networks
- Help in raising start-up capital

Both municipality and local immigrant centres should provide these types of help for local entrepreneurs (both native and non-native). In the toolbox, this is one of the crucial first steps to take in order to create a basis for the rest of the development of a neighbourhood.

Every six months, the local entrepreneurs will gather in order to exchange knowledge and experiences about the development thus far.

Informing people with a migration background

In order to inform newcomers in the neighbourhood with a non-native background, local community centres (the first spatial development tool) play a crucial role. Here these groups of people should be informed about the different activities in the public space, public transport connections to other parts in the city, and other elements that make them feel attached to the place as good as possible.

Involving people with a migration background

According to the multicultural model in Barcelona (see theory paper), people who are involved in organising activities feel better connected to their new surroundings (Castaneda, 2018). In order to create a similar kind of integration model on a local scale, newcomers are actively involved in the development of the neighbourhood, by having responsibility for the maintenance of places such as public space and functions such as community gardens.

TOOLBOX
9.3.1. Informing and involving

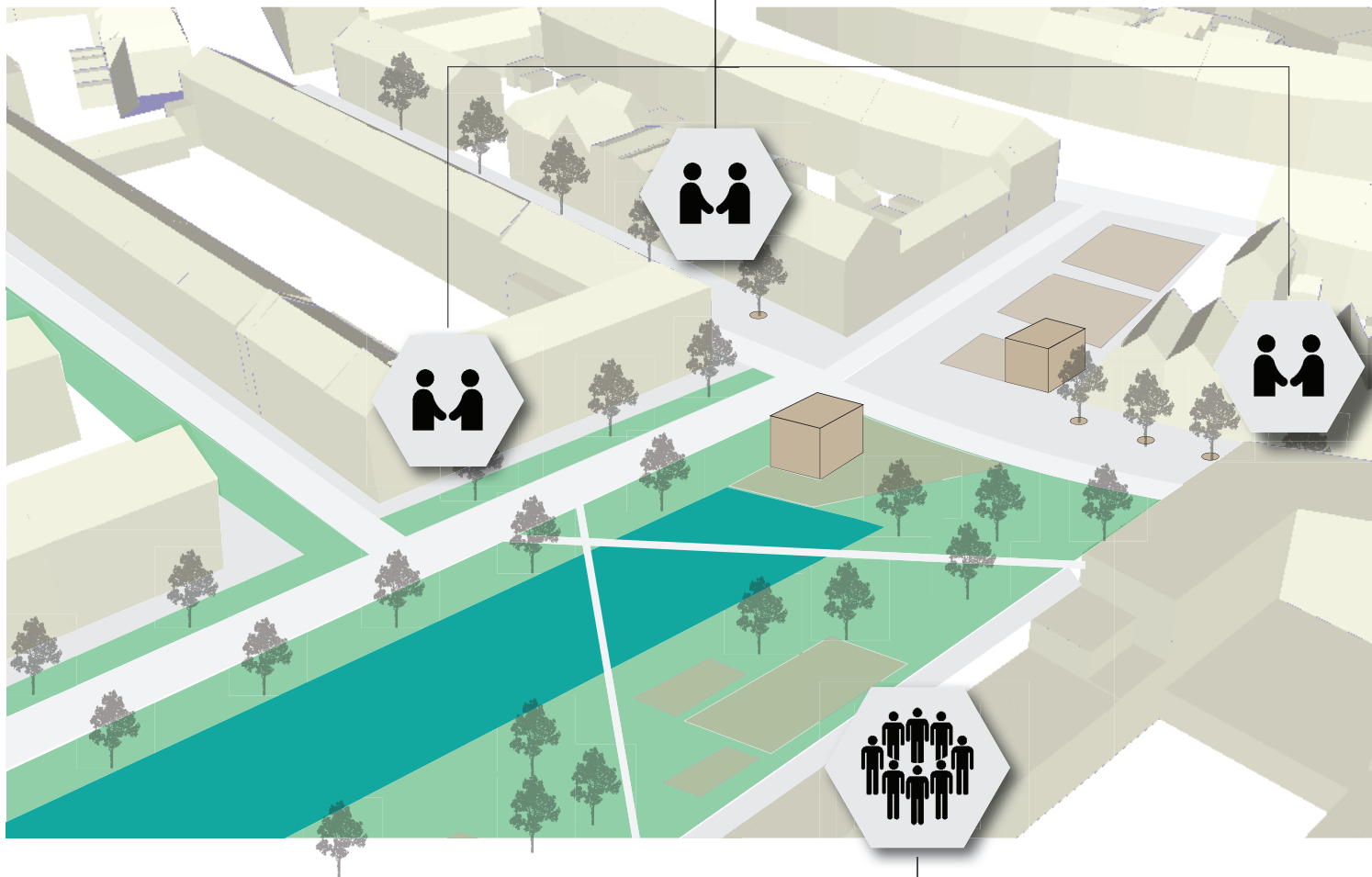Meeting with local
entrepreneurs

Involve people with a
migration background

Informing people with a
migration background

Meeting local entrepreneurs at the
Katendrechtse Lagendijk

Involve people in public
activities

figure 69: Involvement tools (own image)

TOOLBOX
9.3.2. Developing (Transforming)

Tools	Elements		Impact
	 Reduce of car space	 Policies for expansion	A more vibrant public space where people can meet and interact
	 Community centre	 Clear routing	Clearity for newcomers in terms of routing, and where to go for help
	 Activities in public space		A variety of functions in which people can take part. They become actively involved
	 Variety of materials		Bringing forth various cultures in materials strengthens the different histories and stories of inhabitants
	 Functions in public space		A feeling of place attachment by having a feeling of membership and shared responsibility
	 Adding light posts	 Security cameras (hidden)	A feeling of safety among the entire neighbourhood.
	 Variety in private/public		A variety of public and more private spaces

figure 70: Elements and impact per development tool (own image)

TOOLBOX
9.3.2. Developing (Transforming)

Create space for local entrepreneurs to expose their stores

Create several places with a shared responsibility

Create a central building that serves as a community centre, where people can go for services and help.

Place more lighting posts in order to enhance control and visuality in the public space.

Expand pedestrian space and give entrepreneurs space for expansion

One main community centre, and an internet cafe
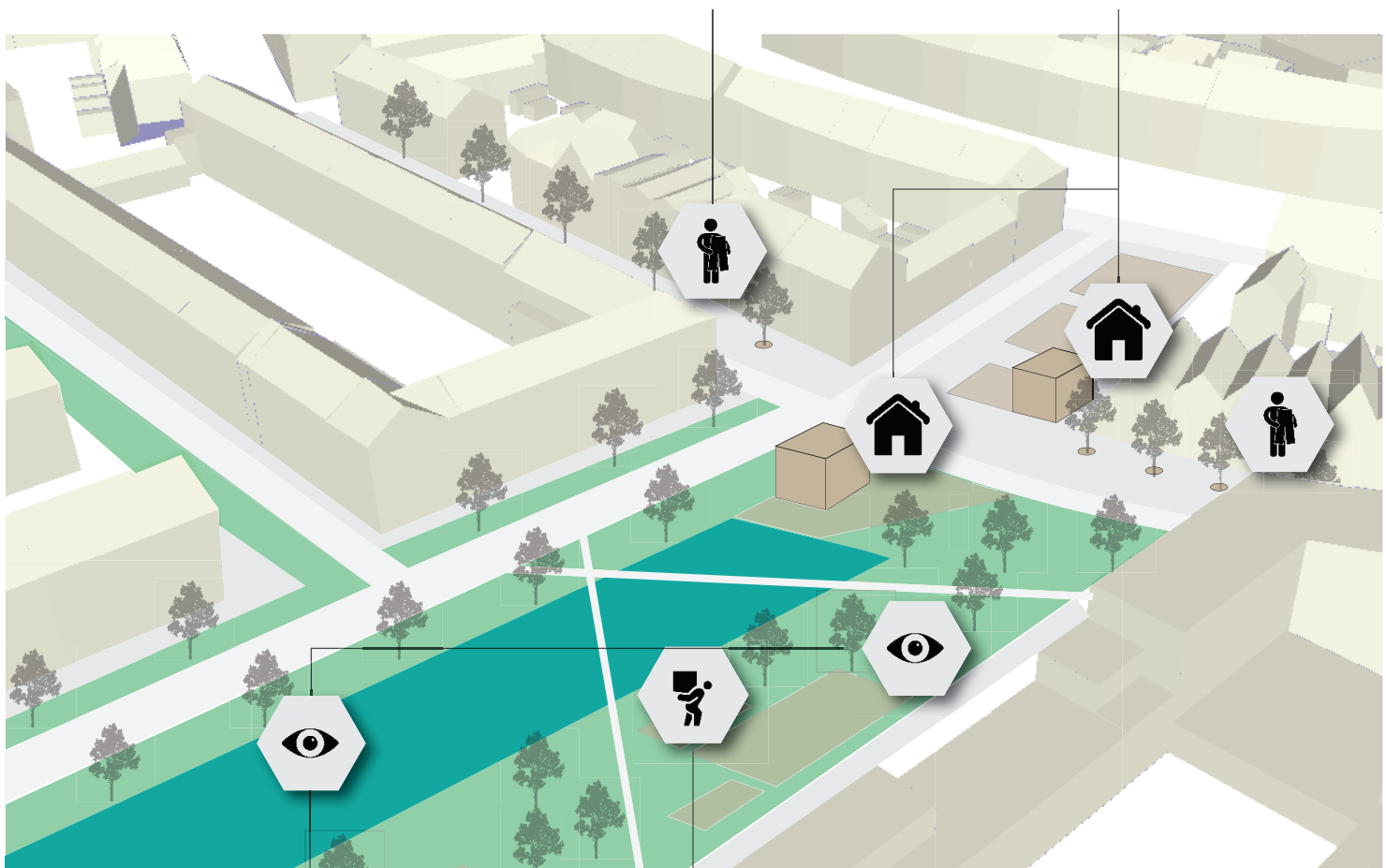
Light posts and hidden cameras are placed to enhance safety

Inhabitants are responsible for the created public functions

figure 71: Development tools (own image)

Integrate more public functions that people from other cultures are willing to take part in

Create private places for people to sit and relax in the public realm, also closeby public transport connections

Integrate materials from different cultures (for example moroccan tiles)

Public functions: local market, community garden, football cage
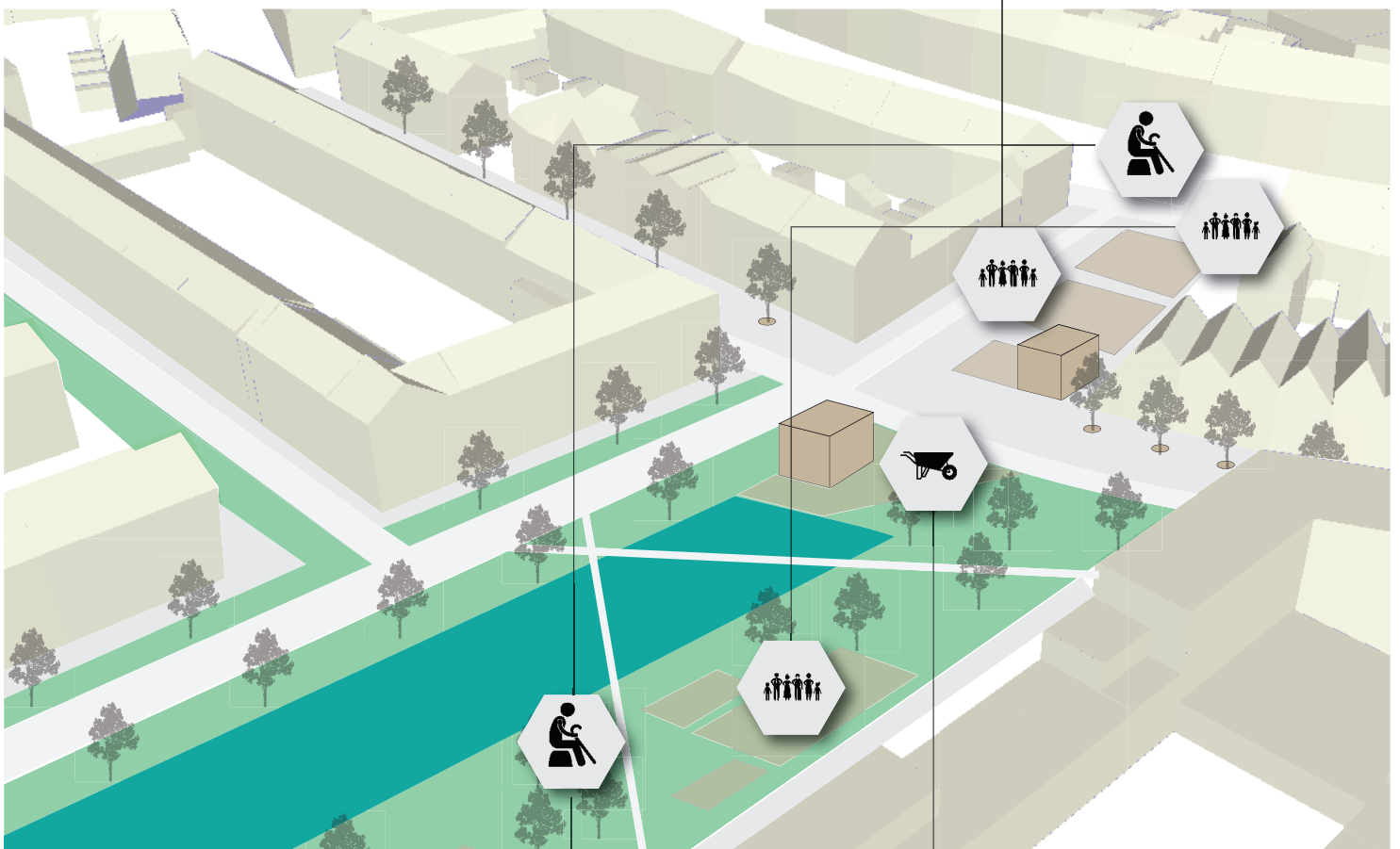
Create a variety of public / private places next to functions

Example of material integration: moroccan hexagon tiles

figure 72: Development tools (own image)

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TOOLBOX
9.3.3. Maintaining

Local entrepreneurs are responsible for the front of their store

People connect to the place by having responsibility

People are responsible for the maintenance of the public space

Visibility increases a feeling of safety. People will be encouraged to keep taking part in public life

Shops owners are responsible for the front of their stores

Inhabitants are responsible for maintaining the public functions
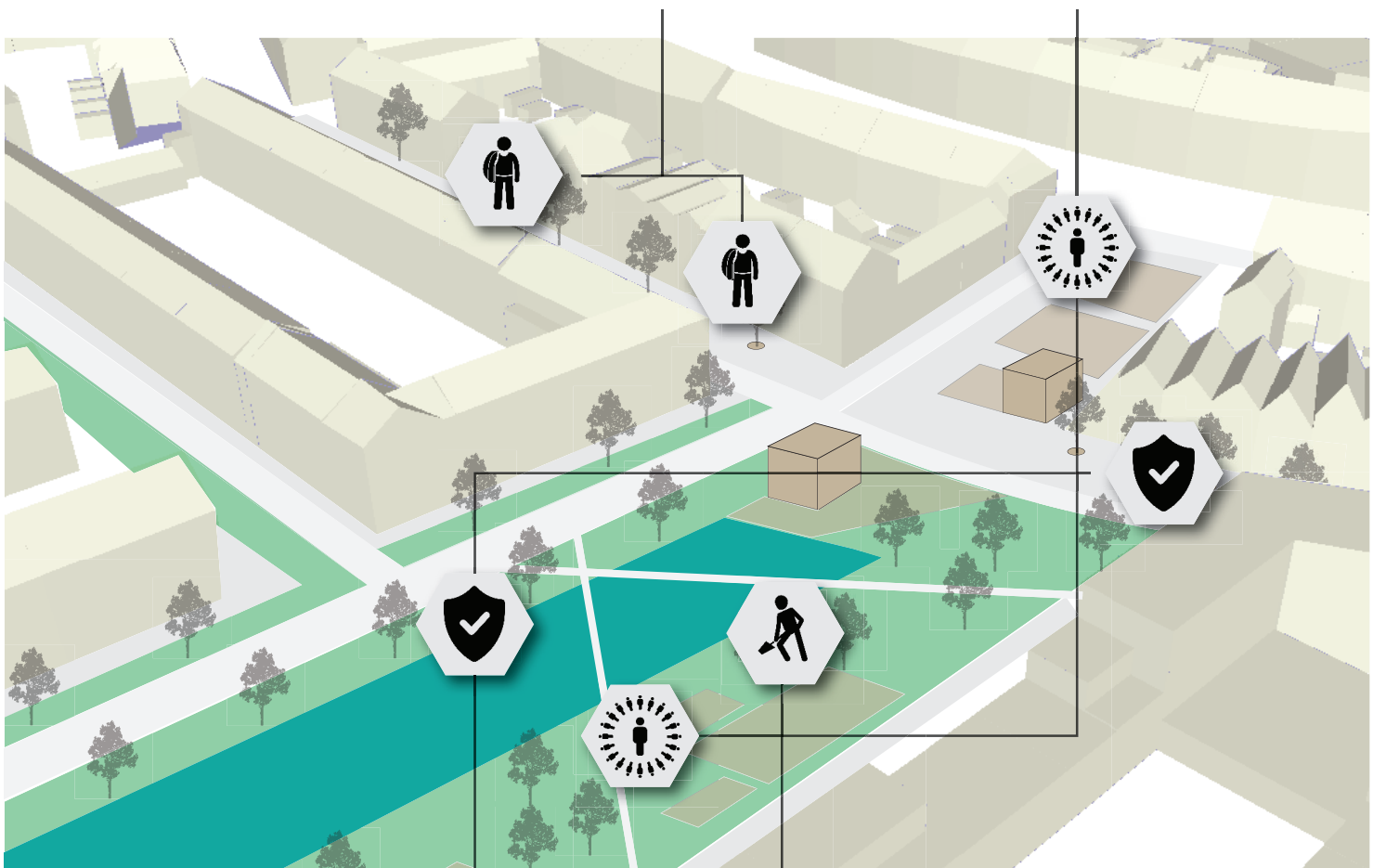
Safety is increased by creating more open spaces and placing light posts

Inhabitants should keep the public space clean

figure 73: Maintenance tools (own image)

TOOLBOX
9.3.4. Creating the tools

As the figure below shows, four different types of study have had influence on the development of the toolbox. The outcomes of these studies have been used as input for creating the tools in the toolbox. The figure also points out that the reference project (El Cabanyal, Barcelona) and the Pattern Language analysis have been major sources of input for the toolbox and thus the spatial design.

On the right, an overview is given of which tools were derived from which type of study. It shows in a compact way how the Arrival City idea, which was used as a starting point for the thesis, is .... with other techniques and research in order to translate this concept into a design toolbox for city planners and urbanists.

The Arrival City

Place Attachment

Reference Project

Pattern Languages
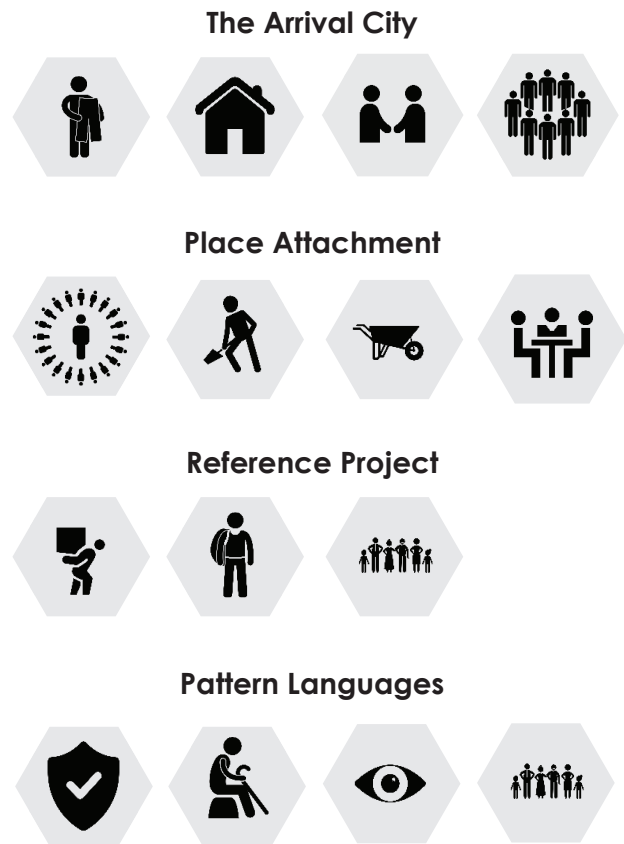
figure 70: Tools per type of research (own image)

''The Arrival City''
Written by a journalist, more from a
sociologial point of view

''Place Attachment''
requirements for making a non-native
person feel attached to his environment

Site analysis
How do these Arrival City principles occur
in Rotterdam (South)?

Reference project
Connection between place attachment
and spatial development in harbour areas

Pattern Languages
The actual needs of people with a
migration background in Charlois

Vision
How immigrant neighbourhood are
transformed in the coming years

Toolbox
How to transform immigrant
neighbourhoods

Design
Spatial design for a place in Rotterdam
South, Carnisse.

figure 74: The relation between research and design (own image)

TOOLBOX
9.4. Implementation: Katendrechtse Lagendijk

Figure 75: The planned reboot of a beleaguered south London shopping centre in Elephant and Castle bodes well
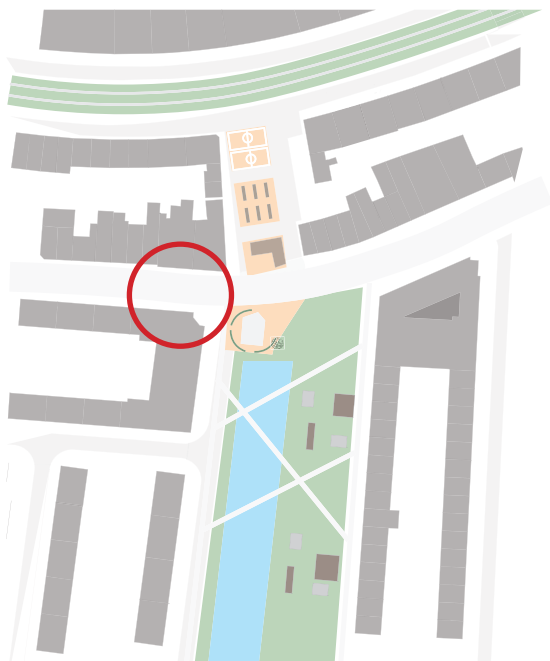
Meeting with local entrepreneurs

Create space for local entrepreneurs to expose their stores

Local entrepreneurs are responsible for the front of their store

figure 76: Visualisation of the Lepelaarsingel (own image)
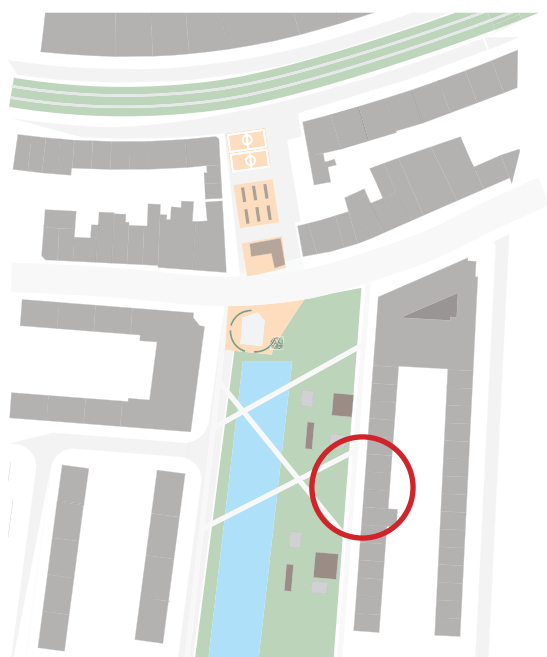
People connect to the place by having responsibility

People are responsible for the maintenance of the public space

Visibility increases a feeling of safety. People will be encouraged to keep taking part in public life

TOOLBOX
9.4. Implementation: Internet Cafe / Public func-

figure 77: Visualisation of the Katendrechtse Lagendijk crossing (own image)
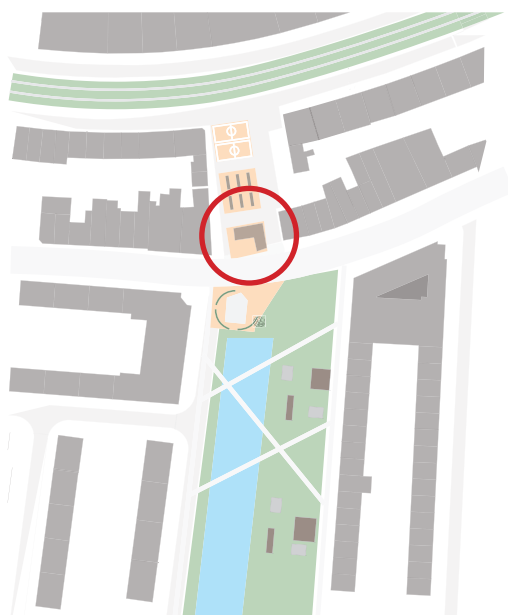
Create a central building that serves as a community centre, where people can go for services and help.

Integrate public functions around public transport hubs that connect to the needs of immigrants

TOOLBOX
9.4. Implementation: Community Centre

figure 78: Visualisation of the community centre (own image)
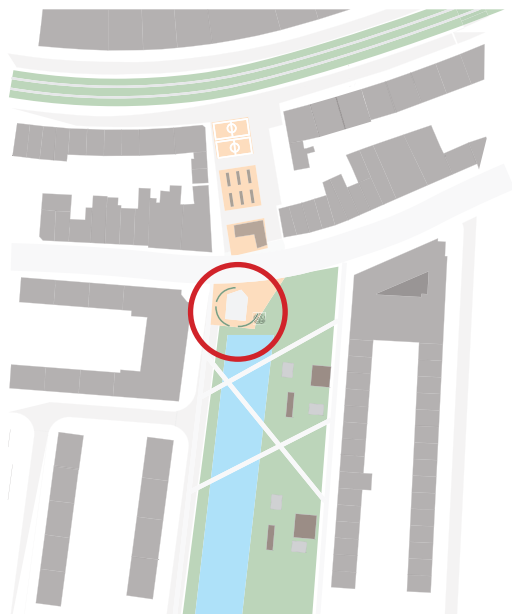
Create a central building that serves as a community centre, where people can go for services and help.

Informing people with a migration background

Integrate materials from different cultures (for example moroccan tiles)

TOOLBOX
9.4. Implementation: Public/Private Hierarchy

According to the Pattern Language theory (Alexander, 1977), outdoors, people always try to find a place where they have their backs protected, having a view towards a large open space, beyond the space that is immediately in front of them.

In the Arrival City development, this phenomenon also plays an important role, for there should be a variety of public and more private public space. When placing themselves in more private settings in the public space, people have time to observe the surrounding activities, before taking part in these activities (Alexander, 1977).

The figure on the right shows the locations in the site where these kind of places will be created. On the right page, these spaces are visualized.

figure 79: The locations (dashed) of the private/public spaces.

figure x: concept of public/ private hierarchy (own image)

Integrate more public functions that people from other cultures are willing to take part in

Integrate public functions around public transport hubs that connect to the needs of immigrants

TOOLBOX
9.4. Implementation: Public / Private Hierarchy

Figure 80: private, semi-public and public space (own image)

In order to create this hierarchy, three kind of places should be created (see figure above):
1. A private place with protected backs
2. A semi-public space right in front with a view towards the open space.
3. The open, public space.

The image above illustrates the hierarchy of public, semi-public and private places in the public realm. The bench is the private space, having a protected back (by the trees near the water).

The space right in front of the bench is semi-public, formed by the surrounding trees.

Last, these two spaces provide a view towards the public realm, where the activities take place (in this case community gardening).

10. REFLECTION

The graduation thesis, titled 'Arriving Home: Increasing place attachment among immigrant neighbourhoods in Arrival Cities' is part of the History and Heritage Vector. This belongs to the Urbanism Master Track within the faculty of Architecture at the TU Delft.

The aim of the project is to provide a toolbox for Arrival City development in Charlois, Rotterdam, in order to achieve an increase of place attachment among the people with a migration background. Charlois is a typical immigrant district, for almost 80% of its inhabitants has a non-western origin. Despite the fact that their living quality and opportunities seem poor, their families were vital for the city in the past with regard to regenerations and reconstructions after dark periods, such as economic downfalls or the second world war. This makes this group of people an important part of Rotterdam's history and heritage. Because of the historic value of the site, and the variety of cultures, Charlois was the ultimate case study to adapt the toolbox for Arrival City development.

The starting point for the thesis was the theory of the Arrival City from Doug Saunders. However, this literature work is mainly written from a journalistic and sociologic perspective. In order to translate this 'Arrival City' concept into a design toolbox for urbanists and urban planners, the concept was connected to relevant themes with regard to people with a migration background (such as place attachment) and site-specific studies (the pattern language analysis).

The relationship between research and design.

In order to achieve place attachment in an Arrival City, research contributes to the design in two different ways, consisting of 'research for design' and 'research by design'

First, the research for design part consists of the research question, the problem statement, the theoretical analysis, the project site analysis, and analysis with regard to the history of Rotterdam as being an important harbour (or Arrival) city. This part forms a strong backbone for the design, for all the elements of the design are argumented by the outcome of the research. The reason why this part existed out of 'research for design' was that I wanted the framework (the backbone of the project) as strong as possible before taking any further steps. By doing so I could always derive my steps during the project from the framework.

Second, the research by design part consists out of the field trip analysis and pattern language analysis. After doing these two types of analyses, design steps were made. While making these small designs (for example cross sections based on the outcome of pattern language analysis), the designs were researched in order to find out how to use them in order to increase place attachment in this Arrival City neighbourhood. The toolbox is thus based on two relationships between research and design. The design principles are more based on the 'research for design', whereas the actual design interventions are more derived from 'research by design'. The research substantiates the choice for typologies in the pattern language analysis.

In the later stage of the project, research by design became important, in order to link all the design steps with the analysis done in previous stages.

Relationship between the theme of the graduation lab, the Urbanism Track and the subject chosen by the student within this framework.

Rotterdam might not be the first location that would be coming to an urbanists' mind when thinking about actual history. Of course the city is one of the oldest in the Netherlands, but it was completely destroyed after the bombing during the second world war. However, the great amount of people with different nationalities that came to the city over time have formed a unique kind of heritage. A clear identity of the city has derived from the past.

These people are part of the identity of the city, and have formed a unique cultural landscape over time. This makes the project perfectly suitable for the History and Heritage Vector, for the heritage (the groups of people living in the Arrival City) form a vital part of the thesis.

Besides, the topic of Arrival Cities is rather new. In 2018, Doug Saunders, an American journalist, was praised by newspapers such as the Guardian and Evening Standard for writing such a 'powerful and provocative masterpiece'. By using his work as a basis for the thesis, this rather new topic which is important in the broad field of Urbanism was incorporated.

The Arrival City is mainly a concept studied from a sociological point of view. The main aim of the project was to translate this work into an actual design toolbox for urbanists. This is why a toolbox is the final outcome of the project.

The topic of place attachment is not rather new. However, in relationship to the Arrival City topic, place attachment did not turn out to be the same as in 'normal' kinds of cities. By doing research on place attachment in Arrival Cities, I aimed to shed a new light on the topic. By translating this

concept into an actual design toolbox for immigrant neighbourhoods, the thesis contributes to the current body of knowledge on the topic of Arrival Cities.

During the process, the fact that the topic is rather new became very clear, regarding the few amount of reference projects that have been done according to the (in Saunders' book) described Arrival City principles. This made it a challenge to come up with development tools (in the toolbox) of which was proven that it would work in the end.

Elabouration on research method and approach chosen by the student in relation to the methodical line of inquiry, reflecting thereby upon the scientific relevance of the project.

This thesis exists out of several research methods. In general, three methods have turned out to be most important during the process. Firstly, literature review was vital in the beginning of the project. By doing research on the existing knowledge on Arrival Cities and place attachment, and on the broader context of problems in Dutch harbour cities such as Rotterdam, a strong basis was conducted on which the thesis could be built. During this research, several other theories were also compared with the Arrival City concept. However, only the theories that could possibly cope with the Arrival City concept, were further researched. Out of this list, the concept of place attachment stood out. Secondly, mapping and spatial analysis was an important method in order to get a grasp on the project site, and the context of the project. Several sets of data were made in order to get a clear view on the current opportunities and spatial values within the site. This was important in order to get a clear view on the current

issues and challenges in this immigrant neighbourhood, also comparing it with other neighbourhoods in the city. Additionally, for social dimension, observation was an important research method. Fieldtrips provided insights on the behaviour and needs of people with a migration background in Charlois. For this fieldtrip, the Pattern Language method was important. On different time slots of the day, the patterns of people in the neighbourhood were tracked. However, it should be mentioned that the outcome of this fieldtrip is not scientific. That would require much more countings and comparisons of data.

The three methods were all used in order to make the design an evidence-based design. All design steps come forth out of research that was done according to each of these methods. The first part of the thesis has therefore a more analytical approach, whereas the second part of the thesis (the vision and design) has a more descriptive approach; by describing a possible future for Charlois, a design toolbox was made that fits in this future perspective. The research methods are all scientifically relevant. The used literature and analysis tools are all scientific and form a strong basis for the design. However, one piece of the analysis would need more elaborated work in order to regard it as being scientific: the pattern language analysis. Due to the tight time schedule, the theory from Christopher Alexander (1977), was only adapted on the site in order to give a view on the current patterns in the neighbourhood.

Elabouration on the relationship between the graduation project and the wider social, professional and scientific framework, touching upon the transferability of the project result.

In the wider social context, Rotterdam South has always been regarded as being a rather poor area, with low quality of public life, and a lack of opportunities for its inhabitants (as the analysis points out). This makes the project perfectly suitable for this area. It could actually have a positive effect on the living quality.

By focussing on place attachment, new arriving immigrants and existing groups of people with a migration background of Rotterdam South, in particular Charlois, are encouraged to become more attached to the place. This is one of the major problems nowadays, also in the larger Dutch context. The debate on immigrants and the critique on the refugee distributions have generated a negative effect on the way this group of people is able to settle themselves.

Rotterdam is a typical Arrival City, for many groups of people with different nationalities live in the city. This is a direct result and typical characteristic of a harbour city. By touching upon the Arrival City context, the project is suitable and applicable for poor immigrant areas in different types of Arrival Cities. The toolbox forms an important element in this transferability, because in different cities, different tools might be more effective. Because of the lack of reference projects, the effect of tools in different international settings is different and thus not included in the thesis.

In a wider professional and scientific framework, the thesis contributes to the rather new topic of Arrival Cities, thereby touching upon place attachment. By connecting

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the two concepts, I aim to translate the concept of Arrival Cities (which is more written from a sociologic point of view) into an actual design toolbox, consisting out of a toolbox and section designs for public spae typologies. Specially the topic of place attachment is regarded as difficult in the professional field nowadays, for many projects aim to increase place attachment, often without any effect. Since in this thesis the requirements for place attachment is based on several principles, coming from both literature and pattern language analysis, I aim to shed a new light on this topic, and thus contribute to the larger scientific field. Although the toolbox is partly made based on data generated in Charlois, Rotterdam, it obtains principles that could be used in international immigrant neighbourhoods as well, such as the incorporation of shop owners, or the development of public space based on daily activities.

Discuss the ethical issues and dilemmas you may have encountered in doing the research, elabourating the design and potential applications of the result in practice.

The thesis provides a design proposal and a toolbox to increase place attachment among new arriving and existing people with a migration background in Arrival Cities. Choosing Arrival Cities as a topic creates ethical issues directly. Most people in Rotterdam South who have a migration background also obtain a Dutch nationality. This makes them Dutch by law, instead of an immigrant. However, their origin can be found in mostly non-western countries such as Morocco, Turkey or Suriname. That is why in this thesis, they are named 'people with a migration background', despite the fact that they might actually have a Dutch nationality.

Another reason for naming this group of people 'people with a migration background' is because of the fact that there are different generations in this group of people. Some came here by themselves (being the first generation), others might be born and raised here (being a second or third generation), and others might have just arrived (immigrants still are likely to settle themselves in harbour cities such as Rotterdam).

By not putting a mark on these groups of people by naming them 'immigrants' or 'foreign people' I hope to avoid possible negative associations. On the other hand, by naming them 'people with a migration background' I simply describe what they are, while at the same time having respect for their Dutch nationality.
Furthermore, this project might seem as a project specifically done for people with a migration background in the Arrival City. By doing a project in Rotterdam South, some native Dutch people might feel discriminated, for they might not feel as related to the design as people with a migration background. However, the design interventions are very subtle, and generate a better living environment for both groups of people. By doing some very specific and subtle design interventions, place attachment for people with a migration background will increase, whereas native people can also take part in the new developed area. New functions in buildings and public space are also created for them.

It is important to notice that possible applications of the thesis, thus carrying out the toolbox and spatial interventions has a limitation. The pattern language analysis (which was an important input for the design of the public space typologies) was done in a specific Dutch context. So, maybe

in other countries, the outcome of this research could be different. This makes the design toolbox a framework which is not automatically applicable in every kind of immigrant neighbourhood in different kinds of harbour cities. However, the toolbox exists out of design principles that would make a human being with a migration background feel better connected to his spatial environment, thus having his own, typical role in the urban life.

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Appendix 1: Theory Paper

Arriving Home

Increasing place attachment among immigrants in Arrival Cities

AR3U023 Theories of urban planning and design
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Abstract – The city of Rotterdam is one of the most important arrival cities in Europe. Immigration is part of its DNA and has played an important role in the history of the city. Despite, immigrants nowadays experience discrimination and stress. As a result, immigrants have a chance to close off from society and they are less able to participate in it. Place attachment (or 'sense of belonging') has a positive effect on stress and the well-being of immigrants (Choenarom et al, 2005). There is a need to integrate the increase of place attachment in both public space and in integration models from municipalities in order to generate effect in Arrival Cities. The paper provides requirements for increasing place attachment on spatial level based on literature studies. Besides, it provides a new integration model for Arrival Cities such as Rotterdam based on the evaluation of integration models in other large arrival cities: New York, Paris and Barcelona. It proposes an adapted version of the integration models of Barcelona and New York City, supplemented with spatial requirements, that meets the demands of how a good Arrival City should work according to Doug Sanders (2018).

Key words: Arrival City, Rotterdam, place attachment, immigration, integration model

Introduction

In the rich history of the Netherlands, the city of Rotterdam was among the most important harbour cities in Europe. In the beginning of the 20th century, Antwerp, Rotterdam, Bremen and Hamburg were the four largest harbour cities of the continent (Von Beckerath, 1923). Especially their connections and strategic locations gave these harbour cities a huge advantage in comparison with other harbour cities.

The good connections and high ranking of these harbour cities attracted a variety of immigrants over time. In Rotterdam specifically, there was a large increase of foreign inhabitants at the end of the 19th century and the beginning of the 20th century (Lucassen & Laarman, 2009). Large amounts of immigrants from Turkey, Morocco and Germany settled themselves in the harbour city near the river Maas. They had strong ambitions: making a career in the industrial harbour of the city, creating future opportunities for their families and generations after them. According to Lucassen & Laarman (2009), Turkish and Moroccan families even stimulated the young family members to marry native Dutch people, in order to integrate in a better way in Dutch society.

Migration is part of every harbour city' DNA (Keunen, 2018). This is why harbour cities can also be regarded as Arrival Cities. An Arrival City is a city (or part of a city) in which immigrants can arrive and from there find their way in the society of a city (Doug Sanders, 2018). Arrival Cities are known by many names, for example favelas, urban villages, slums ethnic districts, ''banlieues difficiles'' and immigrant neighbourhoods. The Arrival City is a place where different cultures should meet and strengthen each other, and in which should be a place for everyone.

The city of Rotterdam is an example of such an Arrival City, for immigration has been an important part of the identity of the city. More than 50% of the cities' population exists out of European and non-European immigrants (Gemeente Rotterdam, 2018). However, most of these people live in the Southern part of the city, which is also regarded as the more vulnerable part.

Districts such as Charlois, Carnisse, Tarwewijk and Zuidplein have scored low on livability, potentials and employment for years (Gemeente Rotterdam, 2018), despite financial investments from local and national government (Rijksoverheid, 2017). Besides, political parties and growing tensions between immigrant groups and autochthonous groups of people increase the experience of discrimination and stress among immigrants. The named factors above, together with the demand of getting to know new cultures can result in stress and a decrease of well-being of immigrants (Jasinskaja-Lahti, Liebkind, Jaakkola and Reuter, 2006). As a result, immigrants have a chance to close off from society and they are less able to participate in a society (Barnes, 2001; Korac, 2003), which is exactly a key characteristic of life in an Arrival City according to Sanders (2018).

In order to create better living environments in Arrival Cities such as Rotterdam, the well-being of immigrants is a vital element to improve. Place attachment (or 'sense of belonging') has a positive effect on stress and the well-being of immigrants (Choenarom et al, 2005), and is thus one of the key principles to focus on in future developments in Rotterdam South. The research question of this paper is:

How can place attachment among immigrants in Arrival Cities such as Rotterdam be increased?

To understand the relevance of place attachment among immigrants, first the situation with regard to this topic in Rotterdam in the past will be explained. Next, the requirements for place attachment on spatial level in arrival cities will be explored. Thereafter, the integration models of arrival cities with regard to immigrants will be analysed according to the models in three large arrival cities: New York City, Barcelona and Paris. This paper will propose an approach based on theories for how to increase place attachment among immigrants in the city of Rotterdam.

1. Place attachment in Rotterdam: Regulations in the past

Immigration has always played an important role in city life in Rotterdam. Because of its harbour industries, the city was always a place of arriving and departing for temporary guest workers and other groups of immigrants. There were periods in which the amount of immigrants increased heavily:

The city of Rotterdam grew rapidly in the time period after the Second World War. In order to rebuild the city as fast as possible, the municipality attracted many guest workers from other countries. Around 300.000 guest workers from former Dutch colonies, Turkey and Morocco came to the Netherlands, of which a large amount settled themselves in Rotterdam. Between 1975 and 1990, the immigration started to increase due to the family reunion movement; most guest workers brought their families and started living in Rotterdam South (CGM, 2018).

This movement was followed by the immigration of thousands of people from Suriname, after the country was declared independent in 1975. The timing of these immigration movements was rather poor, because of the fact that the Netherlands had a weak economy, and high numbers of unemployment. This resulted in the fact that immigrants settled themselves in the rather poorer areas of the city, thus Rotterdam South.

During these immigrations processes, especially the processes with regard to immigrants from Suriname, the municipality of Rotterdam came up with 'spreading regulations'. Agreements between the municipality and housing associations lead to a housing plan for immigrants, in which some neighborhoods were excluded for immigrants to live in. Besides, for every neighborhood there was determined a maximum amount of immigrants that could find a home (Jansen, 2006). For immigrants, there were three criteria for having an opportunity to find a house at a housing corporation: social cohesion, being employed and having a declaration of good behavior. This created a feeling of being second rank civilians among the immigrants. Formally 'Social Engineering' was not allowed, but the way the municipality planned the inclusion of immigrants in the city was exactly this (Jansen, 2006). The municipality spread the immigrants over the city according to its own checklist and demands for the newcomers.

Because of the protests and the negative effects that the municipal plans had on the neighborhoods in the city, Rotterdam introduced a new housing model around 1990 (Jansen, 2006): The supply model (aanbodmodel). It decreased discrimination of immigrant house hunters. At the evaluation meeting with the municipality and housing associations, it turned out that the chances of success with regard to finding a house increased among immigrants. The chance of success was almost equal to the chance of success among autochthonous house hunters (Kullberg, 1996).

The different housing models in Rotterdam had an effect on the place attachment of immigrants in the city. Before the first model (spreading regulations) immigrants did not feel attached to the place where they lived at all (Hondius, 1999). They felt as if they did not belong in the Netherlands. They had the experience that they were different. Exemplary was the experience of an Indian man that was refused by a housing corporation to rent a house, except if he would never cook Indian food, or would pay visits to his family back home.

Fortunately, the later housing models increased place attachment among immigrants in Rotterdam. Contributing to this was the cancelling of the spreading regulations that allowed immigrants to live near people with an identical origin or culture. Nowadays, this effect is still visible in some neighborhoods in Rotterdam South, such as Afrikaanderwijk (where there is a strong concentration of people from Suriname) (Gemeente Rotterdam, 2018).

As discussed, only way the municipality tried to make immigrants feel more at home was by putting forward some regulations with regard to housing. In order to know what else could be done in order to increase place attachment, first the interventions on spatial level are explored. Thereafter, a new integration model will be explained by evaluating three main

integration models in other large Arrival Cities.

2. Increasing place attachment on spatial level in Arrival Cities

The 'sense of belonging' or sense of being attached to a place is multidimensional and can be defined in many ways (Manzo & Perkins, 2006). The greatest consensus revolves around a feeling of membership within a group, including emotional connections based on a shared history (Perkins and Long, 2002). Manzo and Perkins (2006) give an example of how to work with immigrants' wishes when designing a part of the city: In a visioning project in Nashville, Tennessee, people from the city took place in a design workshop. They drew their general ideas, visions and preferences and all worked together toward consensus. Even social, economic and political aspects were considered. The only thing they all had in common was a vital part of their history: they were immigrants.

In order to know how to increase place attachment on spatial level in Rotterdam, which is a typical arrival city, first the definition of an arrival city should be clear. The arrival city according to Doug Sanders (2018) has a few key characteristics:

1. The municipality should be open towards newcomers. They should not be treated as temporary guest workers, but as civilians with their own wishes and potentials. Integration and emancipation will be improved when there is a possibility for marriage migrations and family reunions. He explains that a lone immigrant can hardly settle himself in the large city and is thus more tended to choose the wrong path.
2. The ideal arrival district is a dense one, close to the center, with good connections and a diversity of functions and stores. Many of these stores should be on the ground floor. The high density of the place and the central location will make the place a place for meeting and ethnic entrepreneurship. Planned

communities in the distant outskirts are cut off from everything and will probably fail.
3. The labor market in the arrival city should connect to the wishes, needs and opportunities of the newcomers. Besides the amount of small and affordable working places for entrepreneurs, there should be enough policy space for being an entrepreneur as well.
4. The cities who do not pay attention to low education and do not invest in good education for young people are doomed to fail.
5. In order to keep order on streets and public spaces, and at the same time connect to the people in the neighborhood, it is required to appoint a police officer for each neighborhood that was raised in the same neighborhood. They speak the so called 'language of the street' and can connect with the locals.

The named characteristics of Arrival Cities are either spatial or have to deal with policies and regulations. In spatial terms, the arrival city is characterized as being a dense one, with good connections to other city parts, places for meeting and a diversity of functions and stores. This copes with regard to place attachment: Along with the increase in place scale people feel increasingly less familiar and less secure (Lewicka, 2009). In other words, people feel most safe in their own neighborhood, and the higher the scale (district, city, metropolitan area) the less they can attach to the place. Having many facilities, meeting points and connections in the neighborhood is thus key for place attachment, for people will not leave their own neighborhood that quick.

For immigrants specifically, place attachment increases when the environment they live in provides places where everyday experiences can be negotiated with a variety of people (Peters et al, 2010). The design of a place, the location within the city, together with cultural characteristics of various ethnic groups (the immigrants) inform the opportunities for intercultural interactions within urban space. Urban parks are an example of a type of urban space that can

promote social cohesion, which makes people feel more attached to the place they live in (Peters et al, 2010).

Immigrants can adapt better to new cultures when they can negotiate between different cultural entities in a city. Cultural knowledge, the length of stay in the new culture and linguistic competence have all got a strong influence on the integration process (Miglietta & Tartaglia, 2009). These factors could increase the way people feel connected to a community or culture, and thus improves place attachment.

To conclude, especially around meeting points within neighborhoods there should be enough facilities for immigrants to meet, interact, and share experiences. This increases the feeling of being connected to a certain place within the arrival city. Besides, mixing cultures within a neighborhood seems to improve place attachment due to intercultural interactions.

Despite the fact that urban parks are named as an effective type of urban space for this, I think increasing place attachment should be facilitated in every type of urban space. Already between two buildings, meetings and interactions between various people can develop social processes in the city (Gehl, 2011).

3. The integration model that increases place attachment in an Arrival City

As discussed in previous chapters, a wide range of cultures is a key characteristic of an Arrival City. In order to increase place attachment among immigrants within an Arrival City, municipalities should adapt their integration models. As discussed in the case of Rotterdam, the municipality struggled with this, resulting in the fact that immigrants felt as if they did not belong here.

Paris, New York City (NYC) and Barcelona are three of the largest Arrival Cities in the world, regarding the amount of different cultures within these cities. Their integration models differ from each other, and will be used as an evaluation tool in order to know which type of integration

model stimulates place attachment among immigrants.

Paris: The Assimilationist Model'
In the past, France was described as a ''dissolving sugar cube''. Immigration was seen as the only way to populate the country and avoiding the country to become one of ''empty places''. Also, immigrants were seen just as a way to have a large enough labour force (Heckmann & Schnapper, 2003). France has long embraced the idea of itself as a homogeneous secular society. This secular idea makes it hard for French society to address the ways that immigrants are different than the native-born French (Castaneda, 2018a). Parisians expect the immigrants to assimilate, to abandon their home and become ''French''.

In Paris, there is no support for ethnic and race-based organisations. As a result, immigrants just practice their own religion in private settings, which isolates them from neighbours. Besides, native-born French are thus prevented from learning about these newcomers. Immigrants in Paris feel unwelcome, do not experience any openness to identity based groups, and experience no religious tolerance (Castaneda, 2018b).

The Parisian model is one which does not at all cope with the Arrival City principles.

New York: The Laissez-faire Model
Immigrants play an important role in New York City's society and economy. According to the New York State Comptroller's Office (2018), 43 percent of the city's workforce are people with an immigration background. Many industries draw on a talent pool of immigrants to maintain their top position in the world.

Besides, the municipality and other corporations fund cultural events within the city (Castaneda, 2018b) that celebrate the presence of immigrants. They promote solidarity with immigrants and their descendants.

In contrast to the situation in France, immigrants in New York are allowed to maintain their own identity while adapting to life in the city and attaching to the place. They are even stimulated to keep their

identity. This is also visible in the many different immigration organizations in the city that also aim to elect immigrants into political office and community leadership positions.

Barcelona: The Multicultural Model
Barcelona too depended on immigrant labor in the past in order to grow its economy. The larger amount of immigrants came from Latin America and Morocco. Nowadays in Barcelona, less than 50 percent of the immigrants feel part of the community.

The municipality of Barcelona also cooperates with immigrant organizations in order to make immigrants feel more welcome in the city. They provide resources on how to obtain legal status, and education, employment and housing services (Castaneda, 2018).

As discussed, place attachment evolves around a feeling of membership within a group, including emotional connections based on a shared history. These criteria are embedded within the Laissez-faire model from New York. Membership within a community is stimulated by organising specific cultural events, and by having an important role within the city's workforce. The shared history of immigrants is visible in the city's life. Several immigrant organizations stimulate foreign-born people to keep their identity and thus their history, and even stimulate them to take part in important institutes.

The named criteria for a new integration model also suit the Arrival City principles that were made by Sanders (2018). According to him, and matching with the ideas discussed in this section, the municipality should be open towards newcomers and provide them with tools in order to find their way in the city's society. Besides, the municipality should stimulate immigrants to take part in the workforce of the city, by either working at a company or by new entrepreneurships.

Conclusions

Place attachment evolves around a feeling of membership within a group, including emotional connections based on a shared history. In spatial terms, this feeling of membership is put forward when intercultural conversations are facilitated in public space. They should be able to share their everyday experiences. Public spaces like these should be situated in parts of the city where many different cultures assemble. This does not only include urban parks, but also other different types of public space. Interaction should be stimulated in every type, for it contributes to social processes within a city (Gehl, 2011).

Besides, there should be facilities for immigrants in their own neighbourhood. This makes them feel more attached to the place according to Lewicka (2009), and makes them feel more connected to their living area. The neighbourhood scale is the urban form that immigrants know best and feel most secure in. The larger the scale, the less secure immigrants feel.

The integration model of the city of Rotterdam should become like the one in New York City and Barcelona, in which there is enough freedom for immigrants to keep their own identity and play an important role in society. By organizing specific cultural events, and by facilitating immigrants with education, housing services and employment they feel more welcome in the city. They will feel more attached to the place because they will feel as if they are appreciated members within the large group of inhabitants. Such a model fits well with the demands of Sanders (2018) of how a good Arrival City should act towards immigrants. It should be open, facilities should be nearby, and there should be enough opportunities for immigrants on the labor market. As long as we are open towards immigrants, and stimulate them to take active part in our society, they can color our society with new cultures and ideas. The world has always been one of immigrants, and we were all strangers once too.

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