Dealing with segregation

Improving livability in a segregated neighborhood

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Introduction

• The problem of segregation emerged as a side effect of industrial society and is still a threat for the contemporary city.

• Socio-economic and ethnic segregation happens in many cities around the globe but ethnic segregation is more noticeable in western cities.

• Cities by definition consist of different neighborhoods with different characteristics- undivided city is a myth.

Slums near stade de france in Paris. (Image source: Flicker- image credit: Nicolas Oran)
Disadvantaged/segregated areas impose various negative effects:

- Negative impacts on neighborhoods’ inhabitants’ life opportunities (Theory of neighborhood effects by Wilson).
- High residential mobility, inequality and exclusion.
- Stigmatization - Represents images of poverty and deprivation and thus discourage new inhabitants from residing in such areas.
- Barrier for integration of the marginalized population into the mainstream society.

If not taken care of, these deprived areas will fall more and more into spiral of decline which means becoming a concentration of problematic groups suffering from a mixture of socio-spatial and socio-economic problems.

The aim of this project is to improve livability in the Carnisse which is a segregated neighborhood.
Research

- **Urban Regeneration**
  - Most suitable approach to deal with segregation - integrated and multi-disciplinary.
  - Sustainable approach resulting in lasting improvements.

- **Deprivation**
  - Inability to compete for: housing, employment and education.

- **Exclusion**
  - Socio-spatial: The built environment can affect social dynamics - spatial exclusion.
  - Socio-economic: Labor market – housing market
  - Public space is an important issue in segregated areas - this is where different socio-economic groups represent themselves.
Research

• **Livability**
  - perceived livability - individual’s appreciation of his or her environment.
  - Presumed livability - the degree to which the living environment meets the presumed conditions for livability.

• **Tackling segregation**
  - The main problem of segregated areas is exclusion.
  - Physical improvements cannot solve the problem of socio-economic exclusion – can improve inhabitants’ opinion - visible to inhabitants and can represent the process of positive change.
  - Enhancing public life is crucial to reduce segregation.
  - Spatial integration is not the ultimate solution - provides the possibility for people from different socio-economic classes to interact, confirming each other’s position as equal member of society.
### Criteria for indicating segregation

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<th>Category</th>
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| **Spatial** | - Quantity and quality of public space  
- Functionality/misuse of public space  
- Housing stock composition - monotonous/ diverse  
- Quality of built environment  
- Flexibility of housing stock to suit wide range of lifestyles and households  
- Accessibility/ public transport  
- Vandalism  
- Property ownerships - maintenance of buildings  
- Reflection of socio-economic divisions in spatial pattern (concentration) |
| **Social** | - Low public safety, high crime rate  
- Stigmatization and negative image of the neighborhood  
- Exclusion in neighborhood/ city level, social inequalities (E.g. redlining as a form of place-based exclusion)  
- Areas with sub-cultures which are different and in contrast with the mainstream society  
- Low social cohesion  
- High rate of residential mobility  
- Formation of closed/introvert communities |
| **Economic** | - Homogenous composition in terms of income  
- Concentration of unemployed and jobseekers  
- Vacancy of shops/ business premises  
- Decrease in property values in long term |
Exploring Carnisse

• In order to understand how segregation and exclusion developed in the Carnisse neighborhood, I focused two main categories:
  
  • **Socio-spatial**
  • Historic development - historic context and the relation between spatial and socio-economic developments.
  • Connectivity and accessibility.
  • Exclusion from housing market - Residential mobility.
  • Characteristics of the housing stock - building conditions/maintenance/typologies.
  
  • **Socio-economic**
  • Unemployment
  • Level of income and education
  • Redlining
  • Stigmatization

Location of Carnisse marked in Rotterdam city context
Divisions in Carnisse

Potential Problematic areas based on: length of residence, property value per room, vacancy, cheap private rental housing, overcrowding, welfare recipients, unemployed job seekers, new Dutch citizens, mobility and the reports of disturbances and violence.

divisions in Carnisse - this map represents how socio-economic divisions are reflected spatially.
## Indicators of segregation

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| **Economic** | - Homogenous composition in terms of income (concentration of low income)  
- Concentration of unemployed and jobseekers  
- Vacancy of shops/ business premises  
- Decrease in property values in long term |
• **Conclusions** – Plan definition

Residents in Carnisse suffer from socio-spatial and socio-economic exclusion. Socio-spatial exclusion was caused partly by the characteristics of built environment.

• Carnisse is not a neighborhood to stay. This is a part of its nature and current identity.

• Stigma of the Carnisse neighborhood plays a role in socio-economic exclusion of the inhabitants.

• Socio-economic exclusion formed the foundation for segregation in Carnisse- tackling this issue is highly important but is not a task of urbanism.

• Both perceived and presumed livability should be improved.

• The key issue is to diminish socio-spatial exclusion by enhancing public life- encourage divided communities to interact.
Design objectives

- **Enhance public life**
  - Important to reduce segregation - integrating the marginalized population (in segregated neighborhoods) into the society is the means to avoid further segregation.

- **Reduce residential mobility**
  - Opportunities should be provided for social climbers and nuclear families to stay longer in the neighborhood - high residential mobility means reduction in social cohesion.

- **Reduce stigmatization**
  - One reason behind high residential mobility - Stigmatization is an obstacle for investments in the neighborhood - Physical improvements are the key to reduce stigma of a neighborhood and also to improve residents’ opinion regarding their neighborhood (perceived livability) because they are visible to residents.
Strategies

- **Enhance public life**
  - Introduce more public space.
  - Enhance the overall public and green space structure in the area.
  - Improve the two aspects of public life; places of activity, connections.

- **Reduce residential mobility**
  - Interventions in housing stock - demolish/ redevelop housing blocks where necessary.
  - Defragmentation of property ownership, interventions in housing tenure (to involve housing associations to re-purchase dwellings).
  - Introduce variety (in terms of building typology and dwelling size) in housing stock to respond to different lifestyles.

- **Reduce stigmatization**
  - Physical improvements (redevelopment of building blocks and upgrading the public space) can improve image of the neighborhood for both residents and outsiders since they are visible.
Design principles

• **Demolition and redevelopment**
  - Maintenance and modernization are more suitable for buildings with architectural value.
  - Construction of new housing blocks can improve the image of the neighborhood - indicates process of positive transformation.
  - Construction of new housing blocks would help to improve both presumed and perceived livability.

• **Gentrification or redevelopment**
  - Gentrification requires certain conditions such as displacement, transformation of the neighborhood’s social climate and change in housing tenure from rented to privately owned.
  - the built environment must have architectural value.
  - The area must have high flow of pedestrian and users.
  - Carnisse does not meet the requirements for gentrification.

• **Change in housing tenure and ownership**
  - Because of inability of private owners to agree and finance maintenance.
  - Lack of maintenance leads to decay of built environment and further decrease in property values - investors would not be willing to invest in such a neighborhood.
  - Fragmented ownership makes it almost impossible for any future interventions.
General master plan – proposed interventions
Public space – Existing routes
**Interventions in public space** – Existing and potential routes and nodes (Phase I)
Interventions in housing stock—phase II, III and IV
1. De Punt

The building cluster blocks the connection from Maas haven with the Zuid Park.
A meeting point for several routes

De Punt - preliminary sketches
Introducing a new node in De Punt
Existing functions and vacancies

Source: Carnisse Verboden, Hartman, 2012)
Existing and proposed situation- De Punt

Proposal

Existing situation
Bird-eye view- proposed design
New functions for De Punt area

Mixed use redevelopment will replace the existing vacant building

Temporary co-working space - shipping container construction
Reference projects - Mixed-use Redevelopment – De Punt

- New structure coexist with old structure.
- Parasitic architecture

Shoreham street by project orange

Umicore hoboken by conix architects

Las palmas parasite
Reference project - Co-working space – De Punt

- Reference project - Sugoroku office by daiken met architects / nawakenji-m
Reference project - Redevelopment of an existing block – De Punt

- Reference project - Hoogambacht / Locus Architecten
Introduction of a new tram stop - De Punt

Existing situation

Proposal
The underground passage is a barrier to pedestrian flux. Therefore, improving the pedestrian accessibility is necessary.
2. Vogelbuurt Noord

These two building blocks are in poor conditions and will be redeveloped as a part of interventions in housing stock.
Existing and proposed situation – Vogelbuurt Noord
Proposed block – Vogelbuurt Noord
Proposed block typology – Vogelbuurt Noord

Indoor parking space with common space on the roof

Residential

Commercial/retail on ground floor
3. Eilandenbuurt

- Redevelopment of new housing blocks
- Improvement in quality of pedestrian connection
- A new bridge to improve connection with Zuid Park
Existing and proposed situation
Change in street profile - Eilandenbuurt

Proposed street profiles

Existing situation
Improvement in pedestrian accessibility and quality - Eilandenbuurt
Proposed block typology – Eilandenuurt
Providing a better connection with Zuidplein - Eilandenbuurt

This block is a barrier between the Carnisse and the Zuid plein.
Existing and proposed situation—Eilandenbuurt
Proposed situation
Bird eye view - Proposed situation
Phase I

- Interventions in public space
- Change in tenure (ownership)
- Demolition- Redevelopment
Phase II

Phase III

- Introduction
- Research
- Analysis
- Design principles
- Objectives
- Strategies
- Design proposals

Phasing
Phase IV

Phasing
Time plan after P4

- Complete graduation report
  • Finalize and add the design part into the graduation report.
  • Finalize research part.
Thank You!