Inner City Revitalisation in a nutshell

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Part 1

Getting the link between

Inner city revitalisation and sustainable urban development
1

Understanding the Shift in Paradigm

The economics of cities
Bottlenecks impeding well-functioning of the city

OBSTACLES

- Deficiencies in infrastructure
- Weakness of Public Sector and Municipal Institutions
- Obsolete Norms Regulating Real Estate Market and Land Occupation
- Lack of Financial Resources
- Informal Urbanisation

consequences

Local Development Opportunities NOT realised.
Effects on Policies and City Development Strategies

OBSTACLES

Uncertainties in Context

- Globalisation
- Concentration of Population
- Social-spatial Stratification
- "Informalisation"
- Urban Poverty
- Environmental Deterioration

Change in Paradigms

Policies of Public Sector Intervention

- Urban Revitalisation and Renewal of Urban Structures
- Improvement of Urban Services and Infrastructure
- Projects of Physical, Social and Economic Integration

City Envisioning

CDS

Urban Revitalisation and Renewal of Urban Structures

Improvement of Urban Services and Infrastructure

Projects of Physical, Social and Economic Integration

Envisioning CDS

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Improvement of Urban Services and Infrastructure

Projects of Physical, Social and Economic Integration

Envisioning CDS
Understanding the Shift in Paradigm

Searching efficiencies in city form: compactness X sprawl
GLOBALIZATION

Development Impacts

Competition

Changes

Cities

Size
Function
Physical Form
LARGE CITIES
Increases water usage per capita
Loss of agricultural lands
Negative environmental changes

THE SIZE

SMALL CITIES
Increase costs of urbanization
Inefficiencies in scale

INADEQUATE PLANNING & MANAGEMENT TOOLS
To control?
To guide?
To Contain?

HIGH DENSITY
Compact cities
Upward growth
In-filling growth

THE INTERNAL ORGANIZATION & PHYSICAL FORM

LOW DENSITY
urban sprawl
satellite cities / new towns
peripheral growth areas
CIAM typologies
Density of Cities

- Population density
  - inhab./ha
  - inhab/km²

- Housing density
  - dwellings /ha

- Building density
  - sq m/ha

Social, Political, Institutional and Legislative Aspects

- Planning regulations
  - Size, shape & dimensions of plots
  - Roads and infrastructure
  - Public facilities

Technical Aspects

- Design
  - Settlement layout
  - Housing typology
  - Size and shape of dwellings

- Standards

High and Low Densities are associated to Problems and Opportunities

Compact City advantages?

**High Density**
- Social integration & vitality
- Public transport viable
- Economic viability
- Cost-effective infrastructure
- Reduced car dependency
- Quality of life ‘urban values’
- Congestion
- Crowded public transport
- Air and noise pollution
- Loss of open space

**Low Density**
- Less congestion
- Less pollution
- Green spaces
- Quality of Life ‘rural values’
- High cost of infrastructure
- Social isolation & exclusion
- Public transport uneconomic
- Loss of agricultural land
- Car dependency

The compact city

• A well known urban form?
  – High density built form
  – Mixture of uses
  – The city is ‘contained’
  – Diverse, in terms of social and economic activities

Source: Compact Cities and Urban Forms, Mike Jenks.
Amsterdam - an archetypal compact city?
Claims for the Compact City

The compact city is claimed to be:
  – Spatially sustainable
  – Environmentally sound
  – Efficient for transport
  – Socially beneficial
  – Economically viable

• The claims are not all proven

Source: Compact Cities and Urban Forms, Mike Jenks.
Spatially sustainable

- Urban containment, reduces urban sprawl
- Protects and preserves the countryside
- Uses existing urban land efficiently: regeneration and re-use encouraged

Source: Compact Cities and Urban Forms, Mike Jenks.
Environmentally sound

• Compact urban forms - less need to travel
• Reduced harmful emissions of greenhouse gases
• Energy conservation through higher densities

Source: Compact Cities and Urban Forms, Mike Jenks.
Efficient for transport

- Close proximity of work, home and leisure helps reduce car use
- Higher density living makes public transport viable
- Urban forms encourage public transport use, cycling and walking

Source: Compact Cities and Urban Forms, Mike Jenks.
Economically viable

- High densities of people support the provision of services and viability of businesses
- High intensity of economic activity can support local supply chains
- Infrastructure can be provided at lower unit cost

Source: Compact Cities and Urban Forms, Mike Jenks.
Environment and transport

- High densities alone are not sufficient to ensure good public transport
- High density + investment + strong government promotes good public transport
- High density + poverty will lead to ‘sustainable’ modes of travel - but is socially unsustainable

Source: Compact Cities and Urban Forms, Mike Jenks.
From dispersed urban forms.....
…to compact & sustainable forms

Source: Compact Cities and Urban Forms, Mike Jenks.
3

The Opportunities found in Inner Cities.

*How to reverse adverse trends threatening its potentials?*
If cities are considered the motor of development, the inner cities should be regarded as a pivotal constituent of this engine.
Inner City Development Policies

1. Reversal of peripheral & suburban development
2. Emphasizes urban consolidation & maximisation of public investments
3. Sustainable Urban Development
4. Property investments and local economic development
5. Inseparable part of city regeneration programmes
6. Supports job creation
7. New housing opportunities
8. Revival of historical tourism and urban entertainment
9. Strengthening traffic and transport planning
# São Paulo’s inner city: facts and figures

<table>
<thead>
<tr>
<th>São Paulo’s Inner City</th>
<th>1980</th>
<th>1991</th>
<th>2000</th>
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<tbody>
<tr>
<td>Resident Population</td>
<td>751,874</td>
<td>651,185</td>
<td>526,600</td>
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<tr>
<td>São Paulo’s inner city</td>
<td>-1.30 %</td>
<td>-2.33 %</td>
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<tr>
<td>Municipality of São Paulo</td>
<td>+1.16 %</td>
<td>+0.85%</td>
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<th>São Paulo all</th>
<th>Inner City</th>
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<tr>
<td>Rented Housing</td>
<td>28.8 %</td>
<td>51.0 %</td>
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<tr>
<td>Empty/Vacant Housing</td>
<td>11.8 %</td>
<td>17.5 %</td>
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<tr>
<td>Employment per hectare</td>
<td>51 jobs/ha</td>
<td>216 jobs/ha</td>
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DEFINITIONS BY MUNICIPAL GOVERNMENT

INNER CITY:
- 10 districts:
  - Sé, República, Bom Retiro, Santa Cecília, Consolação, Bela Vista, Liberdade e Cambuci, Brás e Pari

INNER CITY CORE:
- 02 districts:
  - Sé e República.

INSTITUTIONAL INNER CITY:
Jurisdictional boundaries of the submunicipality “Sé”
- 08 districts:
  - República, Bom Retiro, Santa Cecília, Consolação, Bela Vista, Liberdade e Cambuci

Source: EMURB, Nadia Somek
São Paulo’s inner city

- Provides 11% of the employment opportunities of the entire city;
- Up to 25,000 people employed in the banking sector actually work in São Paulo’s inner city.
- 2.5 million people circulate daily through the inner city from which only 0.5 million resides there.
- Stock exchange market (BOVESPA) and Commodities Exchange Market (BM & F) with headquarters situated in the heart of the inner city mobilise US $ 25 billion/day and generate 11,000 jobs alone.
- 284 bus lines, 2 railroad stations and 2 underground metro lines with 7 stations are situated in São Paulo’s inner city
INNER CITY CORE: Districts Sé & République

Source: EMURB, Nadia Somek
INNER CITY CORE: Districts Sé & Replubica

Total Area: 4.4 km²
Population: 69,977 inhab (0.7% total)
50% resident population in economic active age
65% of population earns 10 minimum salaries
17% of population above 40 years
30% of population homeless – living on streets (10,500 persons)
Final Destination of 29% public transport
Fluctuating population: 2 million/day
8% formal employment of Municipality
57 public buildings and 910 buildings under preservation law
I. O QUE É O CENTRO

ACCESSIBILITY

Source: EMURB, Nadja Somek
VOLUME OF MUNICIPAL BUS TRAFFIC (morning peak)

Source: EMURB, Nadia Somek
São Paulo
I. O QUE É O CENTRO PEDESTRIAN ROADS

Source: EMURB, Nadia Somek

PEDESTRIAN ROADS
Source: EMURB, Nadia Somek
Part 2

Getting the right approaches
BUT can problems be transformed into opportunities?
### OPPORTUNITIES

**Redevelopment**: reuse of real estate/buildings/land  
**City image**: openings for ‘flagship’ projects  
**Funding**: sensitiveness for resource mobilisation  
**Attractiveness**: visual impact once intervention is successful  
Interest for cultural identity by investors/private sector  
Range of accessibility alternatives

### STRENGTHS

- **Location**: central, heart of city; accessibility  
- **Physical identity**: character, urban & architectural heritage  
- **Real Estate**: vacant properties as potential for restructuring/reuse  
- **Economic basis**: traditional retail/commerce, employment & shopping  
- **Market**: opportunities to reposition/restructure derelict land & obsolete building

### WEAKNESSES

- **Market**: Lack of market demand  
- **Costs**: High costs in infrastructure renewal / modernisation  
- **Growth restriction**: Lack of expansion outlet (only densification)  
- **Services**: Congestion & lack of parking places  
- **Land**: Small plots impeding prompt development  
- **Ownership**: Fragmented land ownership  
- **Finance**: Disinvestment  
- **Business development**: Less attractive for new business location

### THREATS

- **Suburbanisation**: trend to peripheral growth and condominium outside city core  
- **Sub-centra development**: creation of new areas of commerce and job opportunities outside city core  
- **Flight**: headquarters of large enterprises moving out  
- **Poverty**: continuous pauperisation of residents (downgrading)  
- **Policies of growth**: urban policies geared to areas outside city core

Source: Claudio Acioly, IHS, 1999.
What do we know that we don’t know?

The practice of more than 50 years in urban revitalisation teaches us a number of lessons!
The Experience of Urban Renewal in Europe

**Up to mid 1960’s**
- Eviction
- Demolition
- Redevelopment

**From end 1960’s onwards**
- Conservation
- Rehabilitation
- Adaptation

**The 1990’s**
- Economic Revitalization
- Social Renewal
- Institutional Management
- Anti-poverty and Social Policies
- Urban Competitiveness

Interventions of great economic and social impacts and institutional complexity, capacity building of actors and supporting processes to reverse social exclusion
Different Generations of Urban Revitalisation Projects

**First Generation**
- Enphasis on new neighbourhood & housing typologies
- Sanitarist discourse
- Sector vision

**Second Generation**
- Enphasis on physical typology & physical plan
- Community Discourse
- Project Coordination Group
- Neighbourhood vision & housing policies

**Third Generation**
- Enphasis on integrated plan
- Integration and social inclusion vision
- Institutional and organisational frameworks
- Programme vision
- Strategic discourse

Project

New barrios and urban expansion

Housing Improvement

Renewal / Preservation

Empowerment and barrio improvement

INTEGRATION / strategic plan

Governance and civil society
First Generation
- Demolition
- Emphasis on physical rehabilitation
- Dominance of public sector
- Peripheral Redevelopment
- New Barrios
- Collective housing – blocks
- Motto: modernization and “slum clearance”

Second Generation
- Improvement and Preservation
- Participatory discourse
- Broad programmes
- Social Projects
- Urban Regeneration
- Unisector
- INTEGRATED PROJECT
- COORDINATION AGENCY

Third Generation
- Revitalization
- Inner-city
- Low prices of land and properties in the inner city
- Yuppies y Dinkies
- Self-managed projects
- PPP / PPI in economic revitalisation
- Economic Regeneration
- ECONOMIC DEVELOPMENT PROGRAMME
Retrospective of Urban Revitalisation: GLASGOW, Scotland

RENEWAL
1955 – 1970

REHABILITATION
1968 - 1989

REGENERATION
1975 – 1985

REINVESTMENT
1985 - actual
# Retrospective of Urban Revitalisation: GLASGOW, Scotland

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<td>5/1/68: LowQ hurricane</td>
<td>SDA_Scotish Develop Agency</td>
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<td>Master Plan (54,60)</td>
<td>Destruction of private</td>
<td>1. Financing</td>
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<td>Transport Plan (67)</td>
<td>tenement housing</td>
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<td>Demolition and</td>
<td>Action private housing</td>
<td>3. Continuity Inercity</td>
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<td>eradication of slums</td>
<td>Social housing policy</td>
<td>4. Change image</td>
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<td>Renewal inner city</td>
<td>and legislation (housing act)</td>
<td>5. Build confidence</td>
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<td>Public housing in</td>
<td>Areas for Housing Action</td>
<td>6. Urban Marketing</td>
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<td>periphery</td>
<td>CBHA-Community</td>
<td>7. Labour Party</td>
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<td>GEAR: £70 million (86)</td>
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<td>Housing estates in high</td>
<td>self-help, cooperation</td>
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Urban Renewal in the USA

1950 - 1960

Poverty Erradication

Radical changes in the physical structure of precarious neighbourhoods, eviction of residents and demolition of precarious buildings.

Urban Renewal synonymous of new neighbourhoods and housing

1960 - 1980

1960 - 1980

Local Economic Development

Public-private-community Partnerships in actions with zone or neighbourhood character. Reversing economic decline.

Urban Regeneration

1980 - 1990

1980 - 1990

New Privatism

Development Agencies and Quasi-private companies parallel to local governments.

Urban Redevelopment y Reconversion

Anos 90

Empowerment Agenda

Competition for federal funds and strategic programmes for the physical, social and economic regeneration, with high level of community participation.

Clinton Government
Urban Revitalisation in Detroit, EUA

Change the image & reverse economic decline & social exclusion

- Establishment of Committee New Detroit (1967)
- Establishment of “Detroit Renaissance Inc. (1970): businessmen leaders of major companies to lead process of physical and economic revitalisation
- New image of the city through the development of a prestigious inner city.
- Results: Detroit Renaissance Center - “Ren Cen” (1977)

- DEGC-Detroit Economic Growth Corporation (1978) creating an agenda of economic development
- Oportunistic projects, incentives, tax exemption, subsidies.
- Plan “Moving Detroit Forward” with support from Federal Gov.
- National campaign to improve the image of the city
- Local Government starts research to support the economic basis of the city
- Empowerment Zone Transition Office (1995)
The rationale of Urban Revitalisation

The potentials of current structures
Different approaches to Urban Revitalisation

CONSERVATION  REHABILITATION  REDEVELOPMENT

Source: Claudio Acioly, IHS, 1999.
Different approaches to Urban Revitalisation

**CONSERVATION**
Meeting the social & economic needs without significant alteration in the urban fabric

**REHABILITATION**
Changes may be introduced in order to fit the new urban environment as part of a conservation effort

**REDEVELOPMENT**
Demolition of obsolete structures, new uses and functions to meet actual social & economic needs of the city

Source: Claudio Acioly, IHS, 1999.

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**Urban Regeneration**
Gradual and Incremental Changes

**URBAN REVITALISATION**
Changing the personality of the site and creating a new profile (future view)

**Urban Revitalisation**
Keeping the personality and uniqueness of the site
Urban revitalisation defined as an approach to reverse ongoing physical & social deterioration and economic decline that excludes urban areas and their inhabitants from the city-wide urban development process. It recaptures the social and cultural heritage, derelict land, obsolete buildings, the built-up space, local economies, infrastructure and services by integrating them into the local urban physical, economic, administrative, juridical, social and political systems in place.

Source: Claudio Acioly, IHS, 1999.
Law on Urban Renewal, 1971

• The law aims at strengthening the economic functions of urban centers and villages.

• To eliminate the backwardness/deficit/decay in urban planning through the demolition of buildings and restructuring of inner cities.

• Demolition is not longer utilised.
PRIORITIES FROM 1984 ONWARDS

1. Renewal, reconstruction and relocation of buildings (residential)
2. Revitalisation of apartment buildings dated from the end of 60’s
3. Reorganisation of traffic in inner cities;
4. Environmental protection, decontamination of soil, water, sewage;
5. Supply of energy (heating);
6. Improvement of infrastructure to respond to the needs of various types and modern businesses.
Urban renewal has many facets.
No single legislation covering all spectrum of urban renewal (physical, social, economic, community, etc)
No single definition of “urban renewal”

Local Government Grants Act (1969)
Inner Urban Areas Act (1978)
Local Government Panning and Land Act (1980)

Trend: concentrate on process of decay of inner cities of large and mid-sized industrial centers.

Building & renovation of housing in social and private sectors;
Promotion of economic activities;
Direct intervention to halt urban decay;
Incentives to businesses of medium and small scale;
Employment and training plus social infrastructure.
White paper for Inner Cities 1977;  Action for Cities, 1988;

Priorities of the Programme “Actions for Cities”
1. FOCUS: improve economic, social and environmental conditions of inner cities.
2. Tackle problems of structural economic decline of old English cities;
3. Revitalisation Programme
4. Encourage businesses and entrepreneurial initiatives;
5. Improve or demolish industrial and residential areas in process of decay.
6. Prepare the soil/ground for reconstruction & improve housing conditions.
Since 1958: systematic policy of urban renewal

**FIRST**: option for demolition + eviction + resettlement

1962 *(Malraux law)*: preservation of buildings & urban space of historical and cultural value

1975: the eviction policy is abandoned.

**EMPHASIS**: improve residential buildings, maintenance, refurbishments;

**SLOGAN**: “reconquete urbaine”, revitalize the city via cautious urban renewal

**From 50’s**: building contractors & investors working together in the process of urban renewal, incipient forms of PPP (1930’s)

The first mixed economy enterprises
Up to 1975:

*Urban renewal means a series of procedures meant to launch a systematic demolition of old neighborhoods/districts and/or urban areas in poor state of conservation, classified as SLUMS / BIDONVILLES.*
DEFINITION, “urban & village renewal act, 1985”. A systematic effort in the field of urban planning and construction as well as in the standard of social, economic, cultural and environmental life in order to preserve, repair, improve, restructure or demolish (clearance) built-up areas in the communities.
CHANGE IN LEGISLATION, 1981 = new definition

An intensive adaptation of the urban environment in general (residential and employment zones and productive areas built before 1970), and areas in process of decay,

To

The wishes and current standards,

For the benefit of those who live, work and perform their commercial activity.

Maintenance and management are excluded *(this will change in the 90’s).*
THE TYPICAL CYCLE OF URBAN REVITALISATION PROGRAMMES

1. Consensus about urban decay & degradation of inner city core
2. Determine responsibilities & mandate on policies of action
3. Selection of Strategic & Target areas
4. Mobilisation of broad-based support & private sector participation
5. Mobilisation of Financial Resources
6. Preparation of Area-based Action Plans
7. Preparation of implementation plan(s)
8. Project Implementation and Area-based Activities

Population
Civil Society
NGO’s / CSO’s
THE PROCESS OF DETERIORATION AND URBAN DECAY

Services & Infrastructure become inefficient
Social conditions and welfare of residents deteriorate
The building stock is in process of decay
Economic conditions are declining rapidly
Poor management and administrative incompetence
Public safety is affected

Demand for ACTION

Relevance and Contemporary
Obsolete
Financial Resources
Legal and institutional basis for PLANS and ACTIONS
WHAT TO CONSIDER WHEN TACKLING URBAN DECAY?

1. Age of buildings and constructions
2. Physical conditions of structures
3. Nature & quality of roads and accesses
4. Nature, quality and quantity of services & infrastructure
5. Densities of population and housing
6. Land Use
7. Conditions of the urban environment
8. Cultural and social dimensions
9. Economic and productive basis of the place
10. Existing relations with neighbouring barrios
11. Legal and Juridical aspects of constructions and land use
12. Local organisational capacity
13. Institutional arrangements

INTERVENTION INITIATED BY THE GOVERNMENT
Demand for ACTIONS
Revitalise the city

APPROACHES
PLAN OF ACTION
RENEWAL
REDEVELOPMENT
PRESERVATION
CONSERVATION
REHABILITATION
GRADUAL IMPROVEMENT
GRADUAL URBANIZATION

ELEMENTS
CAPITAL $$$
URBAN LAND
BUILDINGS
SERVICES
INFRASTRUCTURE
PEOPLE
BUSINESSES
ENTERPRISES
HOUSING
URBAN REVITALISATION

Requires specific instruments, techniques, methods, and specialised project tactics that foster popular support, political acceptance, financial sustainability and administrative strengthening.

- Conditions in the built-up space and building stock
- Function of the locality within the city-wide development context
- Financial resources of Municipal government
- Financial capacity of inhabitants / end-users
- Population density and housing densities
- Circulation, traffic, transportation needs
- Public services and infrastructure
- Potentials for local economic development
Actors

Instruments

Inner City Development

Finance

Urban Planning

Transport

Economic Development

Infrastructure

Employment

Environment
Enabling Instruments

- PPP
- PPCP
- Land Readjustment
- Transfer of Development Rights
- Enterprise Zones
- Area-based management
- Strategic Planning
- Local Agenda 21
- Other land use and participatory planning instruments…
APPROACHES

ELEMENTS & ISSUES

INSTRUMENTS

Revitalization
Part 3

Getting to know the PROBLEMS
7.

SIMILAR PROBLEMS ??

BUT what type of problems are we talking about in inner city contexts?
Glasgow
The Decline of GLASGOW, Scotland
The Decline of GLASGOW, Scotland

• Disappearance of the manufacturing and industrial basis (boats, trains, arcs, textile, iron)

• Complete loss of industrial basis (71-83) with loss of industrial employment up to 45%

• Dramatic population decline: - 33% or 1.12 million (1939) to 725,000 (1986)

• Housing in very precarious conditions and poverty;

• Perverse effects in the inner city: vacant & derelict land and obsolete buildings

• Flight from the inner city by middle income population

• Empowerishment of the population & slums (visible in inner city)
Baltimore
Decline of the industrial basis

Dramatic loss of population: 950,000 (50) to 750,000 (1999)

Dramatic reduction in total employment: 47,000 (1970-1987)

Desappearance of the PORT and rapid degradation of the built-up space

Change in the profile of population: 65% white in 1960 to more than 60% non-white in 90.

Complete deterioration of the inner city: 1920-50 there was no private investment in the building stock

2 Million of ft² of storage space (warehouses) vacant

Migration of middle & high income groups towards suburbs
Minsk
The territory of Minsk Inner City (the zone of light yellow color)

Source: Marharyta Yahorava, UMC 2003.
Administrative division of the city of Minsk. There are nine Rayon Administrations.

Source: Marharyta Yahorava, UMC 2003
City map with marked area
Problems of Minsk’ inner city

- Inefficient land use
- Lack of public investments into historical core revitalization and development
- Transport
- Environment protection
- Decline of engineering infrastructure
- Loss of identity
- Investments attraction
- Ineffective system of management on the local level
- Contradictions among sectors

Source: Alena Kasyananka, 2003
Svisloch river in the city center. Prospect Francisk Skorina (Skorina Avenue) is the main axis of Minsk Inner City and Minsk-City at whole. All central city squares are arranging on the it. Prospect Francisk Skorina is 8.6 km long. The elements of green-and-blue diameter in the structure of Minsk Inner City. Troitskoye suburb is a small part of old Minsk which has survived with its lay-out and some architectural monuments. This small, but stylistically integral area is the last unique town-building and architectural monument of the XVI-XVII centuries in the capital. Source: Marharyta Yahorava, UMC 2003.
Szczecin
Szczecin

Area: 301km²
Population: 418 000

DISTANCES

Berlin  150 km
Warsaw  530 km
Poznan  230 km
Baltic Sea  100 km
German border  10 km
INNER CITY DEVELOPMENT OBSTACLES

- deterioration of historical city housing stock
- lack of central commercial / cultural pedestrian zone
- large commercial centres damaging urban structure of the inner city
- public gardens – frozen areas, informal settlement
- low security
- bureaucracy, ending validity of allocation plans
- not efficient land investment
- NOT EFFICIENT ACCESSIBILITY, lack of efficient infrastructure network connecting city with strategic external centers

NOT ATTRACTIVE FOR INVESTORS
Jerusalem

Source: Hadasa Lev, UMC 2003
Jerusalem – Inner City

• Population of Jerusalem – 633,700. 68% Jewish, 32% Arab

• Jerusalem is socially divided to east and west:
  – The west is mainly occupied by Jews, and the East mainly by Arabs.

• Jerusalem is also divided into religious and secular Jews

• The inner city as three centers:
  – The old city – religious center
  – The city center (west)
  – The east center (east)

Source: Hadasa Lev, UMC 2003
Jerusalem – The holy center
For three religions
Jews, Muslims, Christians

Different philosophical outlooks about the
Meaning of a Jewish state

Lack of Vision
Lack of master plan for Jerusalem

Young and skilled human resources
especially secular Jews
leaving the inner city and the city

Congestion,
Old buildings,
Not many place to go out.

Conflicting views over
Conservation verses Redevelopment

Political tensions over land

Historical tensions over land

Lack of Security

Distrust of citizens
In government

Lack of an integrated
And participatory approach
For developing the city

Mismatch between
Economic development needs
and the development of the city

Source: Hadasa Lev, UMC 2003
Lusaka
Lusaka’s population (2002): 1,103,413.

Source: Linus Mwela Kunda

THE INNER CITY

• It represents only a smaller part of the City but contains all Services.
• It has not changed much in size from the time it was founded.
• It is mainly a business center and has very few housing stock.
• It is congested from 07:00hrs to 19:00hrs and is empty at night.
Problems of Lusaka’s inner city

Source: Linus Mwela Kunda

- Reduced funding from the Central Government to the Lusaka City Council
- Traffic congestion due to the increased number of people buying Motor vehicles. This is due to the unreliable Public Transport System.
- Increased number of People in informal Employment. Most if not all do not pay tax at all.
- Increased levels of Vandalism of Public Property etc.
- Increased number of Street Vendor taking up the circulation space within town this has worsened garbage collection system.
- Most Buildings exhibit a decline in occupancy due to the cost of Rent resulting from high Ground Rates, Tax on Property etc. The unfavourable conditions existing within the Inner City discourage people from passing time here and only go to do the necessary.
- There are a number of uncompleted buildings which make the Inner City unattractive and dangerous to the People.
- The illegal constructions also make the city Ugly.
Sao Paulo
VACANT LAND & BUILDINGS

Source: EMURB, Nadia Somek
Buildings partly empty

Source: EMURB, Nadia Somek

BUILDINGS
PARTIALLY EMPTY
SERVICES
Source: EMURB, Nadia Somek
INSTITUTIONAL BUILDINGS & BUILDINGS UNDER PRESERVATION LAW

Source: EMURB, Nadia Somek
I. O QUE É O CENTRO

BOUNDARIES

AREA-BASED

INTERVENTIONS

Source: EMURB, Nadia Somek
Inner city problems?

Whose problems?

Why are they a problem?
Problem Areas Identified by Municipal Government

- Devaluation of real estate property
- Change in economic profile
- Loss of Residential Use
- Environmental Degradation
- Obsolete legislation & lack of instruments

HOUSING ASSESSMENT

- Predominantly low income population residing in inner city districts
- Greater percentage of women household heads than in other regions
- Predominance of aged population
- Continuous loss of resident population
- Incidence of large scale rental housing
- Large number of vacant buildings and residential units
- Concentration of employment
Housing problems in São Paulo’s inner city

- Tenement / slums
- Opportunities
- Precarious bldgs
- Future expropriation
- Interventions
Results & Findings of a Stakeholders Consultation on Inner City Problems
BUSINESS SECTOR

• The city center is abandoned by the municipal government
• The center is now without an identity
• The center is confused
• There is a lack of private investment
• The flight of the elite who used to live here
• Decrease in residential use
• Overlapping of public agencies
• Lack of planning vision in the government
• Lack of parking space
• Zoning law obsolete (1972)
• Metro is a main reason to deterioration of inner city
• Population is not educated
• Lack of commercial and touristic attractions
• Transfer of resources to other “centralities”
• Excessive incentives to invest in other localities in the city.

Source: EMURB, Nadia Somek
POPULAR MOVEMENTS AND CBO’s

- Lack of social housing
- Complete disorder between vehicles, street vendors and pedestrians
- Discrimination by municipal government in handling the conflict of interests and uses
- Gradual eviction of low income population during the last 30 years
- Absence of movement of people / pedestrians during the night
- Vacancy & abandonment in residential sector – buildings are empty and abandoned
- Inner city has complete infrastructure but low quality of urbanity/housing
- Absence of public awareness/education on handling garbage
- Many buildings are covered with graphities

Source: EMURB, Nadia Somek
MUNICIPAL GOVERNMENT

- Loss of identity of the center
- Loss of cultural value
- Utilisation of downtown was not programmed
- Inner city has lost its basic flagship character
- Downtown is dirty
- There is sub-employment
- A sense of insecurity and lack of safety for citizens
- It is the destination of illegal products
- There are gangs formed (street vendors)
- Quality of residential life is bad
- Loss of population
- Preserved buildings & artifacts are underutilised or not used at all
- Absense of state in planning & public space mangement
- No integration between public and private domains
- Lots of public space invaded by private actors
- Low mobility
- Excessive accessibility to the center

Source: EMURB, Nadia Somek
Common Opinion

• Absence of a strategic and multidisciplinary project for the inner city
• Lack of articulation between the various municipal agencies
• There is no institutional framework to deal with the matrix-based actions of the municipal government
• Weak pro-poor policies in the inner city
• Absence of a land use policy towards the inner city
• Lack of an effective policy towards urban & architectural heritage preservation

Source: EMURB, Nadia Somek
Rio de Janeiro ?
EVOLUÇÃO DA SUPERFÍCIE EDIFICADA
OPPORTUNITIES

- Re-use of real state, buildings, empty spaces;
- Re-furbish and restoration of housing and business units;
- Interest of cultural and tourism investments;
- Funding resources mobilisation;
- Attractiveness: visual impact once intervention is successful;

STRENGTHS

- Easy accessibility;
- Central location;
- Physical identity: natural and architectural heritage;
- Protection policies;
- Existing infrastructure;
- Real State: CBD, high land value;
- Economy: retail commerce, business sector, cultural industries;
- Congestion, lack of parking places;
- De-investment of public and private sectors;
- Depopulated;
-Obsolete and deteriorated properties;
- Vacant properties;
- Lack of market demand;
- Real estate moving to other areas;

WEAKNESSES

- City growth to other areas;
- Sub-centres competing with city core;
- Flight: enterprises moving out to other areas and other cities (as Sao Paulo);
- Poverty of local residents;
- Lack of local government interest to the inner city core;
- No policy priority;

THREATS

Source: Marcia Wajsenzon, IHS, 2002
Problem Tree of Rio de Janeiro’s inner city

Effects

- Insecurity
- Poverty in inner city
- Vacant bldgs and lots
- Economic decline

Problem

De-population

Causes

- Resid. use prohibited 1975-94
- Lack of investment in city centre
- Economic crisis
- Physical segregation
- Stimulation of growth outside
- Land-use change in inner city

Source: Marcia Wajzenzon, IHS, 2002
THE PROCESS OF DETERIORATION AND DEGENERATION

- Services & Infrastructure become inefficient
- Social conditions deteriorate
- Building stock is in process of deterioration
- Economic conditions are in decline
- Management & administration are inadequate vis-à-vis the problems

Demand for Actions

Relevance and Contemporary
Obsolescence
Financial Resources
Legal & Institutional basis for plans and actions
Participation of social, economic and political stakeholders
We need to think profoundly in the pre-requisites if one wants to accomplish the objectives of revitalisation!
PRE-REQUISITES FOR THE SUCCESS OF THE URBAN REVITALISATION POLICY: government intervention

INTEGRATED APPROACH
Physical, social, economic revitalisation

COORDINATION
Sector & institutional linking resources, actors and expertise

FINANCIAL SUSTAINABILITY
Contribution of the different sectors, private, community, business

INSTITUTIONAL BASIS
Legal institutional basis with technical, management and policy autonomy

TECHNICAL VIABILITY
Executable solutions with the available means, instruments, technologies and finance.

SOCIO-POLITIC BASIS
Legitimacy & credibility in the community

PARTICIPATION

ACTION PLANS

Rotterdam
SUCCESS CRITERIA:
inner city revitalisation

1. Strategic and Action Orientated Planning
2. Participatory techniques and approaches
3. Project Management System
4. Financial Plan and Resource mobilisation Strategy
5. Project Communication Strategy
6. Institution & Capacity Building Strategy
7. Political Lobbying

REQUIREMENTS
Dimensions & Factors to Consider

City and built-up Form

Government Structure & Public Management

Consumption Patterns

Urban Management Systems

Decision Making Processes

Public Policies

Waste Management

Action PLAN

Public Institutions

Civil Society Stakeholders

Government Structure

Residents

Planning and Management Methods & Instruments

Public Institutions

Civil Society Stakeholders

Sustainable City

Execution and Monitoring Techniques

Interest Groups & Private Firms

Residents

Public Institutions

Sustainable City
The need to design a multi sector, multi agency integrated approach requires:

<table>
<thead>
<tr>
<th>Requirement</th>
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<tbody>
<tr>
<td>A good understanding of the building stock and its potentials</td>
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<tr>
<td>A good understanding of the local economy: the role of different local</td>
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<tr>
<td>business sectors and enterprises within the global city development</td>
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<tr>
<td>A stakeholders analysis to build synergies and partnerships</td>
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<td>The design of good strategy for resources mobilisation and financial support</td>
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<td>of Local governments and private parties</td>
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<tr>
<td>The setting up of a conductive institutional arrangement and organisational</td>
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<td>management mechanisms</td>
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<tr>
<td>A market survey to identify trends in real estate, land and housing markets</td>
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<tr>
<td>Knowledge about the willingness and ability to pay of local residents</td>
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<tr>
<td>A holistic view regarding circulation of people and goods, traffic and public transport</td>
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REVITALIZATION POLICY

RESOURCES

LOCAL CAPACITY

MANAGEMENT & CONTROL SYSTEMS

INFORMATION SYSTEMS

RESULTS

DESIRABLE CHANGES

PRECONDITIONS

ORGANISATIONAL STRUCTURE

DECISION PROCESS

POLITICAL WILL

Facilitating Legal, Institutional & Organisation frameworks

REQUIREMENTS
10.

THE END!