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PARTICIPATORY APPROACHES AND URBAN
DEVELOPMENT:

A CASE STUDY OF AMSTERDAM

Master's Thesis

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Hereby I declare that I worked out this thesis independently, using only the listed resources and literature, and I did not present it to obtain another academic degree.

Prague, 14 Aug 2021

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Abstract in English

Amsterdam is a unique combination of hydraulic engineering and built environment, urban design and city image, multiculturalism and neoliberalism, toleration and integration, commerce and business, culture and identity, individualism, and public decision-making among European cities. This thesis tries to explore Amsterdam's urban development in the contexts of urban planning, decision making, institutional policies and public participation. Moreover, this research studies the image of Amsterdam as a UNESCO world heritage site, the history of its urban development, its demography and immigrant population, and its municipal structure.

The municipality of Amsterdam as the main actor of urban planning and development policies is studied for answering the research question: How does the municipality involve citizens in its urban development projects? To answer this question, of the seven districts of Amsterdam, the youngest district with the highest number of urban renewal projects is chosen: The Nieuw-West district, which is also the greenest and second-largest district of Amsterdam.

By using content analysis from the municipality's website project information and Arnstein's ladder of participation in the methodology, the public participation framework and function is studied. The urban development projects of the Nieuw-West district are introduced, analyzed, and typologically studied. These projects are divided in two categories: area projects and urban renewal projects. Each category is introduced and explained through its projects and the measures of municipality. In the end, the type of participation and function of projects are analyzed. In conclusion, the implications of the research and suggestions for further studies are proposed.

Keywords:

urban development, urban planning, Arnstein's ladder of participation, public participation, Amsterdam, Nieuw-West district

Abstrakt v českém jazyce

Amsterdam je unikátní kombinací vodního inženýrství, zastavěného prostředí, urbanistického obrazu města, multikulturalismu a neoliberalismu, tolerance a integrace, obchodu a podnikání, kultury a identity, individualismu a veřejného rozhodování mezi evropskými městy. V této práci zkusím vysvětlit amsterdamský městský rozvoj ve světle městského plánování a rozhodování institucionální politiky za účasti veřejnosti. Tento výzkum navíc studuje obraz Amsterdamu jako místa světového dědictví UNESCO, historii jeho městského rozvoje, jeho demografii a imigrační populace, a jeho městskou strukturu.

Město Amsterdam, jako hlavní aktér politiky městského plánování a rozvoje, se zabývalo zodpovězením výzkumné otázky: Jak město zapojuje své občany do projektů rozvoje měst? K zodpovězení této otázky je ze sedmi městských čtvrtí Amsterdamu vybrána nejmladší čtvrť s nejvyšším počtem projektů obnovy měst a to je čtvrť Nieuw-West, která je zároveň nejzelenější a druhou největší čtvrtí Amsterdamu.

Pomocí analýzy obsahu z informací o projektu z webových stránek města a Arsteinin žebříčku účasti v metodice, se studuje rámec a funkce účasti veřejnosti. Projekty městského rozvoje okresu Nieuw-West jsou představeny, analyzovány a typologicky studovány. Tyto projekty jsou rozděleny do dvou kategorií: územní projekty a projekty obnovy měst. Každá kategorie je představena a vysvětlena prostřednictvím jejích projektů a kroků města. Nakonec se prostřednictvím analyzuje typ účasti a funkce projektů. Na závěr jsou navrženy implikace výzkumu a návrhy pro další výzkum.

Klíčová slova:

městský rozvoj, strategický plán rozvoje, Arsteinin žebříček účasti, účast veřejnosti, Amsterdam, čtvrť Nieuw-West

چکیده به فارسی

شهر آمستردام ترکیبی منحصر به فرد از مهندسی هیدرولیک و محیط انسان ساخت، طراحی شهری و تصویر شهری، چند فرهنگی بودن و نئولیبرالیسم، تحمل و یکپارچگی، بازرگانی و تجارت، فرهنگ و هویت، فردگرایی و تصمیم گیری عمومی در بین شهرهای اروپایی است. این پایان نامه سعی دارد توسعه شهری آمستردام را در زمینه برنامه ریزی شهری، تصمیم گیری، سیاست های نهادی و مشارکت عمومی بررسی کند. علاوه بر این، این تحقیق تصویر آمستردام به عنوان میراث جهانی یونسکو، تاریخ توسعه شهری، جمعیت شناسی، جمعیت مهاجران و ساختار شهرداری این شهر را مورد مطالعه قرار می دهد.

شهرداری آمستردام به عنوان بازیگر اصلی سیاست های برنامه ریزی و توسعه شهری برای پاسخ به این سؤال مورد مطالعه قرار گرفته است: شهرداری چگونه شهروندان را در پروژه های توسعه شهری خود مشارکت می دهد؟ برای پاسخ به این سؤال، از میان هفت منطقه شهری آمستردام، جوانترین منطقه با بیشترین تعداد پروژه های نوسازی شهری انتخاب شده است: منطقه نیو وست، که سبزترین و دومین منطقه بزرگ آمستردام نیز به شمار می رود.

با استفاده از تجزیه و تحلیل محتوا از اطلاعات پروژه ها در وب سایت شهرداری آمستردام و به کار بردن نردبان مشارکت آرنشتاین در روش شناسی، چارچوب و عملکرد مشارکت عمومی بررسی شده است. پروژه های توسعه شهری منطقه نیو وست معرفی و تجزیه و تحلیل شده و از لحاظ گونه شناسی مورد مطالعه قرار گرفته است. این پروژه ها به دو دسته پروژه های ناحیه ای و پروژه های نوسازی شهری تقسیم شده است. هر دسته از طریق پروژه هایش و اقدامات شهرداری برای آن معرفی و توضیح داده شده است. در پایان، سطح مشارکت بر اساس نوع پروژه ها بررسی شده و مورد تجزیه و تحلیل قرار گرفته است. در فصل نتیجه گیری، موانع تحقیق و پیشنهادات برای مطالعات بیشتر پیشنهاد شده است.

کلید واژه ها:

توسعه شهری، برنامه ریزی شهری، نردبان مشارکت آرنشتاین، مشارکت عمومی، آمستردام، منطقه نیو وست

“[About citizen participation] It is the strategy by which the have-nots join in determining how information is shared, goals and policies are set, tax resources are allocated, programs are operated, and benefits like contracts and patronage are parcelled out.”

Sherry R. Arnstein, 1969

“[...] public participation at its best operates in synergy with representation and administration to yield more desirable practices and outcomes of collective decision making and action.”

Archon Fung, 2006

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Abbreviations used

AUP	<i>Algemeen Uitbreidingsplan</i> [General Expansion Plan]
BCP	Big Cities Policy
B&W	<i>College van Burgemeester en Wethouders</i> (Council of mayor and alderpersons)
CBD	Central Business District
CIAM	Congrès International d'Architecture Moderne
EU	European Union
GR	<i>Gemeenteraad</i> [the Dutch municipal council]
HUL	Historic Urban landscape
ICOMOS	The International Council on Monuments and Sites
ILO	International Labour Organization
NUP	National Urban Policy
OUV	Outstanding Universal Value
WHC	World Heritage List
UNESCO	United Nations Educational, Scientific and Cultural Organization

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1. Introduction

“Amsterdam can be imagined in many different ways, thus becoming a ‘city of the mind’, an immaterial city, one ‘not of roads, houses and walls, but of thoughts, images and representations.’”¹ The Netherlands, a long-established democratic system, and Amsterdam, as the historic embodiment of this system have been very interesting cases to explore. During the courses of my master program, various topics regarding identity and culture were discussed. In my opinion, while the maintenance and preservation of the heritage of the past are vital, it is important how the approach towards the future would be. How does a city with a historic background grow and is developed? Development has been a top-down approach, but in the recent decades there have been new concepts of governance, democracy, and empowerment, leading to the definition of public participation as a bottom-up approach to maintain democracy. Relevant policies are defined and case studies are explained.

The topic of this research is “Participatory Approaches and Urban Development: A Case Study of Amsterdam” and the research question is: how does the municipality involve the citizens in its urban development projects? The aim of the research is to understand how a city with a remarkable architectural past and urban heritage has developed and would be developing in the future, how a long held democratic government system based on citizen participation in decision making would use or benefit from the participatory planning approach. In this research the following chapters try to explore why Amsterdam is valuable as a European city, why participation matters and why the municipality as the lowest governmental body with executive power which also has legislative power, has the distinctive duty of Amsterdam’s urban development. With the power and means to decide what to construct and where to construct it, the municipality not only has the role of implementer of the projects, but also acts as a connecting agent between the citizens and the government, well-being and built environment, Amsterdammers and Amsterdam, and finally present, past and future. Although the upstream policies are made by the government, it is the municipality that is responsible for the spatial aspects of the city, and health, security, safety and well-being of its residents. By considering public participation as a tool to monitor the municipality’s tasks in the field of urban development, physical space of the city, the Nieuw-West district is chosen as the case study

¹ Ed Taverne, Irmin Visser, and Open Universiteit (Heerlen, Netherlands), eds., *Stedebouw: De Geschiedenis van de Stad in de Nederlanden van 1500 Tot Heden* (Nijmegen: SUN, 1993), 330.

and the approaches used by municipality for involving the residents in its projects, the participation type and the typology of the projects are studied in this thesis.

This research has the following structure: Chapter 1 is the introduction to the research, research questions, reflections on the literature, research context and research methodology. Chapter 2 gives the context of urban planning, urban development, and public participation through literature. Chapter 3 is about the context of Amsterdam, its urban development in different historic phases (medieval, the golden age, modern and contemporary); its population; its image and status as HUL and a UNESCO World Heritage site; its municipality structure, responsibilities and funding; and the institutional policies regarding participation. There are insights to the urban development policies of Amsterdam, and neighborhood approach is introduced as a participatory approach in urban development. Chapter 4 introduces the Nieuw-West district, its population, its development plan, its disadvantages, its problems, and its urban renewal plans. The projects of the Nieuw-West district are introduced in two categories: area projects and urban renewal projects. An introduction of the Nieuw-West district's neighborhoods, area-oriented work and area plans is given. It is followed by describing the area plans of each neighborhood, their agendas and municipality activities. The urban renewal projects are introduced. Since these projects have different urban scales, duration and function, therefore they are described with more detail in appendix 1 and reformulated in categories in appendix 2. Based on the municipality's participation framework and Arnstein's ladder, the participation type for the projects are studied and described. The thesis carries out the typology and presents an analysis from the case studies at the end of Chapter 4. Chapter 5 draws a conclusion and answers to the research questions. Moreover, this chapter gives some suggestions for further research on participation-oriented urban planning.

1.1 Research question and topics involved

Regarding this research, considering the previous academic background of the researcher in architectural engineering, the best approach toward a social science topic can be something that is both related to people and construction. Another issue that was considerable for the researcher is the importance of the future in heritage studies. When talking about identity, culture and heritage, the audience is repeatedly referred to the past and present, and little is discussed about the future. The research topic and research question are chosen as the outcome of this mentality, and the research's aim is to discover the role of people in the future

of their living environment, and in this case, urban fabric. The decisions for the future of a city are made in the municipality and it is the executive arm of the government in urban development.

How does the municipality involve people in its projects? Why should the municipality involve people in the first hands, if urban planning is a professional task? Although municipalities are the lowest governmental bodies, they are the link between people and government in view of spatial aspects of the city. Additionally, the municipality of Amsterdam has a special position among the Dutch municipalities, because of the importance of Amsterdam with its superdiversity, as a city of cultural, historical encounters made by hydraulic genius can be a very interesting case study for every urban planner. The attractions of Amsterdam have drawn people from about 180 nations and this is an ongoing trend, making Amsterdam the world's top metropolis in terms of the diversity of countries represented among its residents.² In the 16th century, the spatial expansion of Amsterdam was decided by a limited number of professionals and implemented by experienced architects and urban planners, but this strategy is no longer applicable. A growing city needs urban policies in line with national and institutional policies for its urban development; however, urban development is a top-down approach. In recent decades, public participation has been gaining attention as an approach to involve citizens in the decisions made by civil servants. The municipality of Amsterdam is no exception, initiating participation based urban planning in its project. This research tries to understand how the municipality acquires participation in its urban renewal projects, in which phase of the project, what methods are used and how many projects have had participation. In order to answer these questions, the research reflects on the contexts of urban planning, urban development, and public participation in Chapter 2.

Another interesting aspect of Amsterdam is the social integration of its residents despite their different backgrounds. The municipality deals with the well-being of Amsterdammers and seeks their involvement in the ideas on urban development. The case study of the research, the Nieuw-West district, formed after the second World War, is the youngest and greenest district of Amsterdam, has the largest number of urban renewal projects and a high concentration of immigrants. All these factors have turned the Nieuw-West district into a multi-faceted case study and in this research only some aspects of it are explored, mostly the physical and spatial

² Ceren Sezer, "Public Life, Immigrant Amenities and Socio-Cultural Inclusion: The Presence and Changes of Turkish Amenities in Amsterdam," *Journal of Urban Design* 23, no. 6 (November 2, 2018): 823, <https://doi.org/10.1080/13574809.2018.1475221>.

aspects with some introduction to its social aspects. Apart from urban renewal projects, the Nieuw-West district has some area projects which belong to the neighborhoods, mostly defined by the residents through area-oriented work, another initiative of the municipality for attracting public participation. The area agendas show the recurring issues of the neighborhoods. This approach is the neighborhood approach, which is explained in Chapter 3.6.2.

Urban planning can have social, economical and physical aspects. In this research, the physical dimensions of urban renewal programs are studied. Therefore the municipality projects that are “interventions in the physical environment”, as long as they are part of broader urban development initiatives, are considered. Urban renewal is a subcategory on urban development, and because urban development is a more progressive term, the projects are considered in this context. Many European cities have gone through urban renewal schemes and Amsterdam is no exception.

Public participation, as a recent recurring topic in the agenda for urban and regional planners, is thought to create better understanding between citizens and government, social coherence and improvement of living environment.³ International trends have turned into an outside-in, instead of inside-out focus in urban development.⁴ However, public participation is still a broad concept and can result in different degrees of participation, based on the layers of population present in decision-making, level of participation and the urban planning process. Therefore, the focus of this research is on the process of public participation and urban planning. However, the quantity of participants or the effectiveness of the outcomes of the participation are not studied.

1.2 Reflection on theoretical literature

This part and the next chapter deal with the theoretical framework used in this thesis and show what is already known and discussed on urban planning, governance, decision making, urban development and participation. Moreover, the existing literature has been studied to define a correlation between these topics. In order to describe urban planning, planning in general is defined, then components of urban planning, urban planning process and

³ Beitske Boonstra and Luuk Boelens, “Self-Organization in Urban Development: Towards a New Perspective on Spatial Planning,” *Urban Research & Practice* 4, no. 2 (July 2011): 100, <https://doi.org/10.1080/17535069.2011.579767>.

⁴ Boonstra and Boelens, “Self-Organization in Urban Development,” 99.

the role of the urban planners are described. Urban planning is connected with urban development, community development and gentrification, and these topics are also reflected. Then, public participation is regarded through the ladder of participation and its rungs understood from the urban planning view.

The literature which is reviewed and studied is mostly academic articles. There are many articles on participation, estate housing and urban development which create a strong body of literature, however the existing English literature on contemporary urban development of Amsterdam is not enough, and some doctoral and master dissertations with similar topics are also used. Moreover, Amsterdam's and the Netherland's urban policies and regulations on urban development are all in Dutch, which creates some hindrance during the reviews.

Participation in such a context has a close relationship with governance and decision making. Public participation is regarded in two dimensions, the role of the citizens and democratic qualities. Then, the arguments in favor or against public participation, in the subchapter of limits and disadvantages of participation are described. The second chapter ends with an explanation to the design of a public participation. The literature on these topics has been abundant, and it has been attempted to reflect on most of their aspects.

1.2.1 Urban planning

Whenever there is a talk of decision making, we have urban planning. Different scholars have given various definitions for urban planning. For example, in view of Abraham Kaplan, urban planning is “a matter of logical analysis and clarification of alternatives; of empirical survey of relevant data; of scientific elaboration of causal laws or generalizations governing interconnections; and of systematic and comprehensive assessment in the light of broad policies under which the decision falls.”⁵ In the literature, planning and urban planning are used interchangeably, and in many a literature while the term “planning” is used, in fact it is “urban planning”.

According to Melvin M. Webber, urban planning refers to “a special way of designing and acting”⁶ and he calls it a “rational approach to accomplishing explicit purposes”⁷ which

⁵ Abraham Kaplan, “On the Strategy of Social Planning,” *Policy Sciences* 4, no. 1 (1973): 45.

⁶ Melvin M. Webber, “Planning in an Environment of Change: Part II: Permissive Planning,” *The Town Planning Review* 39, no. 4 (1969): 278.

⁷ Webber, “Planning in an Environment of Change,” 290.

has emerged in post-industrial age, influenced by the growing diversity of publics with a growing diversity of expectations and a growing involvement in political affairs.⁸ Urban planning is defined as a method for deciding the best course of action in the future by making a series of decisions⁹ and should be viewed as a logical problem-solving method used in a certain social and institutional setting. As a result, advocacy planning has been mentioned as an important development occurring at the time and in the area from which this reader primarily draws, rather than participation in general.¹⁰

Webber believes the output framework and each public are fundamentally oriented to urban planning. The clear objectives basis, the assessment of possible futures and alternative future courses of action, and the focus on input of results and pay-offs are the distinguishing marks of the urban planning approach to decision and action. Inherently, urban planning is focused on outputs; it considers inputs, such as public services and infrastructure, as assets with measurable returns for clients. As a result, urban planning is basically an economizing approach to the future, continuously weighing trade-offs between various investment strategies in pursuit of the optimal welfare returns. It's clear that this is a highly idealized view of the urban planning process. It is unattainable as a target. But it's an ideal worth following because we profit when we get closer to it. At this point in history, urban planning has only taken a small step toward this ideal.¹¹

1.2.2 Participatory approaches

By “participation”, we expect something that concerns the citizens and involvement in urban development plans.¹² In recent decades, public participation has gained much scholarly attention, used interchangeably in similar concepts: “public participation”, “public engagement”, “public involvement”, “citizen participation”, “citizen control”.¹³ These synonyms have created uncertainty regarding the definition of public participation. and

⁸ Webber, “Planning in an Environment of Change,” 295.

⁹ Paul Davidoff and Thomas A. Reiner, “A Choice Theory of Planning,” in *A Reader in Planning Theory*, ed. Andreas Faludi, 1st ed., vol. 5 (Oxford: Pergamon, 1973), 11, <https://www.elsevier.com/books/a-reader-in-planning-theory/faludi/978-0-08-017066-4>.

¹⁰ Davidoff and Reiner, “A Choice Theory of Planning,” 18.

¹¹ Webber, “Planning in an Environment of Change,” 278–79.

¹² Tomas Postema, “Citizen Participation in an Urban Renewal Project: A Case Study of the Amsterdam Bijlmermeer” (Bachelor, Amsterdam, University of Amsterdam, 2012), 10, <https://scripties.uba.uva.nl/download?fid=522609>.

¹³ The term “public” seems more comprehensive than the term “citizen”.

equivalents There are arguments on the definition of public participation, but few would argue that the practice of incorporating the general public in the agenda-setting, decision-making, and policy-forming activities of organizations/institutions responsible for policy creation is a broad definition of public participation.¹⁴ This definition of participation, on the other hand, is potentially overly wide, giving opportunity for multiple interpretations, because the public might be engaged (in policy formation, for example) in a variety of ways and at various levels.¹⁵

Erik van Marissing defines “citizen participation” as the extent to which citizens are engaged in their neighborhood, including involvement in policy making.¹⁶ According to Rowe and Frewer, there are three types of public involvement based on the direction of information flow between the public and the sponsor: public communication, public consultation, and public participation.¹⁷ The term “sponsor” refers to “the party commissioning the engagement initiative, which will usually-but not always-be a governmental or regulatory agency, although representatives of the public may sometimes be the sponsors.”¹⁸ The public is merely the recipient of information in public communication. The public's input is collected during public consultation, but it is not replied to. There is no official dialogue between individual members of the public and the sponsor, which is significant. Only in the case of public participation is there a formal dialog in which information is given and both sides participate in meaningful discussion.¹⁹

Used in different fields, such as engineering and construction, policy and management, sustainable built environment, urban planning and design, each field has analyzed participation in connection with its literature. In this thesis, public participation is regarded in the context of urban planning. Favoured from 1970 and promoted as a “necessary component of public service delivery” in the 1990s, rise of (citizen/public) participation to prominence in urban policy is more noticeable than in nearly any other field of public policy.²⁰

¹⁴ Gene Rowe and Lynn J. Frewer, “A Typology of Public Engagement Mechanisms,” *Science, Technology, & Human Values* 30, no. 2 (April 2005): 253, <https://doi.org/10.1177/0162243904271724>.

¹⁵ Rowe and Frewer, “A Typology of Public Engagement Mechanisms,” 254.

¹⁶ Erik van Marissing, *Buurtten bij beleidsmakers. Stedelijke beleidsprocessen, bewonersparticipatie en sociale cohesie in vroeg-na-oorlogse stadswijken in Nederland*, Netherlands Geographical Studies 377 (Utrecht University, Royal Dutch Geographical Society, 2008), <http://localhost/handle/1874/29792>.

¹⁷ Rowe and Frewer, “A Typology of Public Engagement Mechanisms,” 254.

¹⁸ Rowe and Frewer, “A Typology of Public Engagement Mechanisms,” 254.

¹⁹ Rowe and Frewer, “A Typology of Public Engagement Mechanisms,” 254-255.

²⁰ Iain Docherty, Robina Goodlad, and Ronan Paddison, “Civic Culture, Community and Citizen Participation in Contrasting Neighbourhoods,” *Urban Studies* 38, no. 12 (2001): 2225–50.

For a variety of reasons, encouraging citizen participation is critical. Participation is important for local democracy, according to John Friedman.²¹ Participation boosts the effectiveness of policy processes, according to Ellen Van Beckhoven and colleagues.²² Citizen participation is the goal of participatory programs. Furthermore, participatory democracy, deliberative democracy, and social capital theories claim that citizen participation has a range of good democratic consequences in terms of inclusion, civic skills and values, deliberation, and legitimacy.²³ Despite the fact that citizens do not assume a significant role in policymaking, our research shows that citizen participation has a favorable impact on democratic elements. Citizen participation in policymaking enhances public engagement by making people “feel more responsible” for public issues.²⁴

In designing a public participation process, three critical steps should be done: 1) doing a scenario assessment, 2) defining the level of participation, and 3) finding the suitable tool.²⁵ Of the many scholars who have written about public participation, Sherry R. Arnstein has introduced the participation ladder.²⁶ The ladder has been updated by other scholars ever since, yet its main concept is the defining of levels of participation. According to Arnstein, a hollow ritual of participation is not the same as having the capacity to influence the result of a process. Participation without transfer of power is a futile process for the underprivileged. Power holders can argue that all viewpoints were considered, yet only a few of those parties gain from this. Status quo is maintained. In essence, it is what has been done in the past.²⁷ It may be helpful to analyze this difficult situation using a typology of eight different degrees of participation. They are placed in ladder form for illustration reasons, with each rung

²¹ John Friedmann, *Empowerment: The Politics of Alternative Development* (Cambridge, MA: Blackwell, 1992), vii–viii.

²² Ellen van Beckhoven et al., “Local Participation in Spain and the Netherlands,” in *Restructuring Large Housing Estates in Europe: Restructuring and Resistance inside the Welfare Industry*, ed. Ronald van Kempen, Karien Dekker, and Stephen Hall, 1st ed. (Bristol University Press, 2005), 234, <https://doi.org/10.2307/j.ctt9qgmvx.17>.

²³ Ank Michels and Laurens De Graaf, “Examining Citizen Participation: Local Participatory Policy Making and Democracy,” *Local Government Studies* 36, no. 4 (August 2010): 488, <https://doi.org/10.1080/03003930.2010.494101>.

²⁴ Michels and De Graaf, “Examining Citizen Participation,” 489.

²⁵ Flora Bai, “Online Interactive Public Participation for the Built Environment” (Master thesis, Delft University of Technology, 2019), 24, <https://repository.tudelft.nl/islandora/object/uuid%3Aa4d15e43-6d2f-4545-b114-a0f387a80b99>.

²⁶ Sherry R. Arnstein, “A Ladder of Citizen Participation,” *Journal of the American Institute of Planners* 35, no. 4 (July 1969): 217, <https://doi.org/10.1080/01944366908977225>.

²⁷ Sherry R. Arnstein, “A Ladder Of Citizen Participation,” *Journal of the American Institute of Planners* 35, no. 4 (July 1969): 216, <https://doi.org/10.1080/01944366908977225>.

representing the amount of people's ability to determine the final output, from non-participation to citizen control.²⁸ The ladder of participation is further discussed in chapter 2.4.1.

1.3 Methodological framework

This chapter includes a brief introduction on the steps taken for conducting the research. This research has used content analysis to evaluate the community projects defined by the Nieuw-West district's municipality. A case study analysis is made to check this evaluation. Content analysis and the participation ladder of Arnstein are the methodologies used in this research for viewing the case study, its analysis, making the typology and conclusion. Assessing the quality of public participation, their meaning and the satisfaction of the public from the participation can be suggested for future research in this case.

The main aim of the research is to understand the connection between the urban development of Amsterdam and the people. The research question has evolved during the course of research. At first, the research was to explore the link between architectural institutions and people, and Arcam, Architecture Center of Amsterdam, was chosen as a case study. The research question was the role of Arcam in participatory planning in the urban development of Amsterdam. However, the connection with this institution was not established, one of the reasons was the unfamiliarity of the researcher with the Dutch language. This approach did not seem to move any further, therefore the research question needed to be changed. The context of participatory planning was kept as the main context of the research, because it gives people a voice and provides them with the tools to affect the future of their living space.

There were two choices ahead of the research, either conducting the research on Prague or staying with Amsterdam. It was decided not to change the location of the research because of the availability of previously gathered literature on Amsterdam, the abundance of digital online databases about the urban development of Amsterdam, the uncertainty of availability of online secondary sources about Prague's urban development in English, and the limited time for conducting the research.

After it was decided to keep Amsterdam as the location of the research, it was not possible to travel personally to Amsterdam because of limitations of mobility in the EU as a

²⁸ Arnstein, "A Ladder Of Citizen Participation," 217.

result of the pandemic. Therefore, data gathering by observation, fieldwork or offline interview was not possible. It was decided to proceed with the research through desk research and online interviews obtained through email correspondence.

First, it was decided to study public participation and participatory approaches in the new public projects of the municipality of Amsterdam. For this goal, it was necessary to receive some information from the municipality. Despite various efforts, the required connections with the municipality were not made, and this approach proved to be ineffective. It was suggested by the municipality to use its online archive of reports and documents in PDF format in Dutch which is searchable by governmental institution, date and topic.²⁹ However, this online database could not be used because of some technical issues.

Afterwards, instead of asking the municipality for their project, it was decided to choose three recent, landmark public projects in Amsterdam as case studies and analyze the participatory approaches during their construction. These projects were: 1) Silodam by MVRDV,³⁰ 2) Elicium RAI by Benthem Crouwel Architecten,³¹ and 3) OBA, Public Library Amsterdam by Jo Coenen Architects.³² Both the municipality and the architectural designer companies were contacted via email separately. Apart from explaining the purpose of the research, the correspondences were requiring more detailed information on the projects, including participatory approaches used for and during the construction of the projects, asking for online or digital information, video, interview, database, and archive in their company's records or being introduced to someone with whom it can be interviewed. It was expected that such international architectural design companies would have improved their digital infrastructure and online services. However, the connection with these companies was not made in the end.

Since this approach seemed to have no useful results, it was decided to study public participation in one of the districts of Amsterdam and study the trend of public participation in the projects of the past 10 years in a chosen district. The municipality was contacted again and it was suggested to use the available content on the municipality's website, which was only on

²⁹ "Archiefweb," Gemeente Amsterdam (Gemeente Amsterdam, March 2, 2021), <https://amsterdam.archiefweb.eu/#archive>.

³⁰ "Silodam," MVRDV, accessed February 4, 2021, <https://www.mvrdv.com/projects/163/silodam>.

³¹ "RAI Elicium," Benthem Crouwel Architects (Benthem Crouwel Architects), accessed January 3, 2021, <https://www.benthemcrouwel.com/projects/rai-elicium#>.

³² "OBA Public Library Amsterdam," Jo Coenen Architecten, accessed February 3, 2021, <https://www.jocoenen.com/cv/pages/oba/index.html>.

the ongoing projects, not the past projects. Therefore, the available data could not be used to study the past trends. Additionally, two professionals working with the municipality were introduced to be interviewed and introductory correspondence was made; however, a proper and useful connection was not established.

In such a situation, since all of the previous approaches failed, the most logical method was to rely only on the online data of the municipality of Amsterdam on its projects, by choosing one district as a case study and gathering the available information on its urban development projects. For the chosen district it was decided to study the participatory approaches in the projects, make a typology of the projects, specify the type of participation in the projects and any apparent relationship between the type of the project and the type of participation.

Since all of the districts of Amsterdam were previously contacted and studied, the best choice was the Nieuw-West district. The Noord is geographically separated from the city by the river IJ. The Centrum is surrounded from all directions, and large parts of it are WHL property, not much urban development is expected to happen there. The West was not considered, because not only it is surrounded by existing urban fabric, but also it does not have an independent urban identity. The Oost has less spatial potential than the Nieuw-West. The Zuid is more a business zone than a residential area. The Zuidoost is also geographically separated from the city. Based on the large number of the construction and traffic projects of Nieuw-West district, it was concluded that the direction of urban development in Amsterdam is toward the west, and that is why Nieuw-West was chosen as the case study of the research.

The theoretical framework used in this research is utilized to understand the activities of the municipality, the connection between the municipality, urban planning, urban development, community development and public participation, discussed in Chapter 2. The subchapters provide insight into each context, and the subchapters explain the independent but related themes for each context. The study of the urban development phases of Amsterdam has given insight to the urban evolution of Amsterdam, that the reason for its uniformity as a whole is the result of the existence of a coherent urban view during its history, although it was defined by individuals at first and later by urban planning concepts and paradigms.

Finally, in order to analyze the type of participation in the urban development projects of the Nieuw-West district, the ladder of Arnstein and its definitions are used as well as the participation policy framework of the municipality.

2. Urban planning, urban development and participatory approaches

According to Melvin M. Webber, a key aspect of this concept is that it is feasible to know where greater well-being resides, and how to move towards that position. Thus, it is feasible to identify one's desires and, subsequently, meet those desires. We may also say, alternatively, that it is possible to consciously create and design the future by influencing future conditions.³³

This chapter examines the evolving role of public participation in urban planning. As the official role of people has transformed, so have urban and regional planning concepts and philosophies.³⁴ Besides, The following subchapters aim to illustrate the function of public participation for urban planning, the role of urban planners, community development, and public participation. It shows how public participation is primarily dictated by the nature of the urban planning undertaking, following the associated changes in public participation and urban planning.³⁵ The chapter also relates the models of urban planning with participation based on Sherry R. Arnstein's ladder of participation and ends with the role of citizens in participation and design of a participation process.

Defining the challenge of urban planning, the sort of information utilized in urban planning practice and designing the urban planning and decision-making contexts are key factors in the scope of public participation. A study by Marcus B. Lane in 2005 shows how it was not generally acknowledged in literature how important the urban planning practice is to the sort and character of public participation. According to the study, there was previously no comprehensive review of the relationship between epistemological urban planning and public participation, although public participation has been acknowledged to "serve explicit management purposes."³⁶

³³ Melvin M Webber, "The Myth of Rationality: Development Planning Reconsidered," *Environment and Planning B: Planning and Design* 10, no. 1 (March 1, 1983): 90, <https://doi.org/10.1068/b100089>. Webber, "The Myth of Rationality," 90.

³⁴ For further information, see Leonie Sandercock, *Towards Cosmopolis: Planning for Multicultural Cities* (Chichester, England ; New York: J. Wiley, 1998).

³⁵ Marcus B. Lane, "Public Participation in Planning: An Intellectual History," *Australian Geographer* 36, no. 3 (November 2005): 284, <https://doi.org/10.1080/00049180500325694>.

³⁶ Lane, "Public Participation in Planning," 284.

2.1 The context of urban planning

In order to deal with market insufficiencies, urban planners first used civil engineering approaches rather than economic ones. They were incredibly resourceful in their approach. Their main social innovations were the technological norm, which established minimum acceptable quality standards, the master plan, which outlined overall system architecture, and land-use regulation, which restricted individual establishments' locational decisions. The breakthrough was in translating the language of engineering instructions and contracts-and-specifications into regulatory norms.³⁷

For urban planners, the community plays an important role. Three underlying concepts in the standards-regulations approach must therefore be reconsidered: 1) that there is a meaningful community, comprised of all residents of a city or conurbation, who adhere to and are bound together by a coherent value system; 2) that technical requirements and standards can be discovered that conform to and further those value systems; and 3) that we can conceive a system-wrapped approach.³⁸ Webber had foreseen the future of urban planning by saying it would be likely to become a common mode of decision-making and action in a wide range of societal affairs in the coming decades.³⁹

In order to understand the link between public participation and urban planning models, a systematic review of major urban planning models is necessary.⁴⁰ The figure below shows how different urban planning methods contribute to the Arnstein typology. It categorizes urban planning into three levels (tradition, school, and model) and compares them to the steps on Arnstein's ladder (Fig.1).

³⁷ Webber, "Planning in an Environment of Change," 284.

³⁸ Webber, "Planning in an Environment of Change," 284.

³⁹ Webber, "Planning in an Environment of Change," 295.

⁴⁰ Marcus B. Lane, "Public Participation in Planning: An Intellectual History," *Australian Geographer* 36, no. 3 (November 2005): 284, <https://doi.org/10.1080/00049180500325694>.

Level of participation	Planning tradition	Planning school	Planning models
<ul style="list-style-type: none"> ● Citizen control ● Delegated power ● Partnership 	Societal transformation	Pluralism	<ul style="list-style-type: none"> ● Communicative ● Bargaining ● Marxist ● Advocacy ● Transactive
<ul style="list-style-type: none"> ● Placation ● Consultation ● Informing 	Societal guidance	Synoptic	<ul style="list-style-type: none"> ● Mixed scanning ● Incrementalism ● Synoptic planing
<ul style="list-style-type: none"> ● Therapy ● Manipulation 	Societal guidance	Blueprint	<ul style="list-style-type: none"> ● Blueprint planning ● Geddes, Howard ● Precinct planners

Source: Compiled by the author from Arnstein (1969), Friedmann (1987), and Hall (1992).

Fig. 1: Table of conceptions of urban planning and the role of public participation

Retrieved from: Lane, "Public Participation in Planning," 286.

This figure shows there are three levels of resolution. In the first level of resolution, it distinguishes between two urban planning traditions at the highest degree of resolution. According to Marcus B. Lane, John Friedmann devised this philosophical classification of the history of urban planning thought, which distinguishes between two contrasting traditions of urban planning: urban planning as a means of social guidance, in which the state plays a central part, and urban planning as "societal transformation", in which the state and other structures must be changed in order to improve the circumstances of others. For the second level of resolution, the urban planning schools are distinguished. The word "school" is used to describe an urban planning strategy that has a single, broad conceptual base from which individual urban planning approaches or models are derived. The schools in question are blueprint planning, systems or synoptic planning, and, more recently, theoretical pluralism.⁴¹

The urban planning model is the final and lowest resolution standard in Table 1. An urban planning model is a set of concepts and expectations regarding the urban planning process that serve as the framework for urban planning activity. The styles considered here are: 1) the blueprint school's founders, Ebenezer Howard and Patrick Geddes, as well as the Blueprint paradigm itself, 2) the synoptic method and its variants (incrementalism, and mixed

⁴¹ Lane, "Public Participation in Planning," 287.

scanning), and 3) the contemporary era's variety of approaches: activism, transactive, Marxist, negotiation, and communicative preparation.⁴²

Blueprint planning

Blueprint planning approach is defined by Andreas Faludi who describes it as “a strategy in which an urban planning organization is running a scheme that is confident of its goals”. The blueprint mode is about making fixed state plans. The ends will be taken up by the urban planner and the art and science of urban planning will work for both ends. The inability of the planners to even understand the ends of society was a source of continuing criticism.⁴³ Although blueprint planning was left aside by the early 1960s, two significant elements are still important for contemporary planning activity: in both theory and practice, the apolitical ethic of urban planning and the idea of a united collective interest.⁴⁴

Howard and Geddes are considered two of the earliest and most prominent urban planning thinkers. Because of his time in the rapidly-growing city of London, Howard created the idea of a garden city. His idea was to move industry from the city and build a new town around the decentralised factory. Thus, Howard advocated creating a safe environment for jobs and combined town and country life. Of all the early theorists, Geddes was probably the most influential. His efforts, which have been both significant and consistent, have dealt with the scale and approach of preparation. In terms of scale, Geddes proposed that urban planning should be achieved after a detailed review of settlement patterns.⁴⁵ He concluded that such an approach indicated that preparation could stretch beyond the town to the “natural area.” It was then that the idea of regional planning was born. In terms of process, Peter Hall argues that Geddes created the survey-analysis-plan series of urban planning to give it a logical structure.⁴⁶ The urban planning process follows this procedure, which, as we'll see, is the foundation of the logical systematic approach: a survey of the area, review of the survey, and then creation of the plan.⁴⁷

⁴² Lane, “Public Participation in Planning,” 287.

⁴³ Lane, “Public Participation in Planning,” 287.

⁴⁴ M J Kiernan, “Ideology, Politics, and Planning: Reflections on the Theory and Practice of Urban Planning,” *Environment and Planning B: Planning and Design* 10, no. 1 (1983): 73, <https://doi.org/10.1068/b100071>.

⁴⁵ Peter Hall, “The Anglo-American Connection: Rival Rationalities in Planning Theory and Practice, 1955 - 1980,” *Environment and Planning B: Planning and Design* 10, no. 1 (1983): 49, <https://doi.org/10.1068/b100041>.

⁴⁶ Hall, “The Anglo-American Connection,” 59.

⁴⁷ Lane, “Public Participation in Planning,” 287.

Howard, Geddes, and others made important contributions to blueprint planning. The drastic problems faced by rapid urbanisation and industrialisation between the wars, as well as the need for urban restoration after the second World War, necessitated codification and the development of post-war urban planning. Many of what we now take for granted as the urban planning apparatus of contemporary western governments was founded on the codification of these blueprint concepts.⁴⁸

Urban Synoptic planning

The core elements of the original synoptic concept model include: 1) an increased emphasis on setting priorities and aims; 2) a focus on theoretical research and environmental prediction; 3) an interest in finding and evaluating potential policy options; and 4) an appraisal of approaches toward ends. Synoptic planning, which dominated urban planning in the 1960s, was basically a changed extension of the rational-comprehensive model. Importantly, in terms of the aims of this article, synoptic planning acted as a springboard for more realistic urban planning models (notably incrementalism and mixed scanning) that called for greater public engagement. In terms of engagement, the two most notable changes during the synoptic planning era were 1) the institutionalization of a restricted role for public comment in urban planning and 2) the incorporation of participants from beyond the traditional policy-making arena in the gradual planning mode. Both of these reflect major shifts in the urban planning model. With the implementation of systems planning, citizen engagement has become a regular aspect of the urban planning process.⁴⁹

Despite these significant intellectual shifts from past interpretations of urban planning, the objective holistic paradigm's two core principles of urban planning as distinct from politics and the unitary public interest model remained deeply rooted in urban planning practice. These ideas, according to Matthew J Kiernan, have endured amid shifts in theoretical debate. Because of the prevalence of antipolitical development philosophies and the unitary collective interest paradigm, the synoptic and incrementalist approaches did not usher in new possibilities for public engagement until the 1970s.⁵⁰

⁴⁸ Lane, "Public Participation in Planning," 288.

⁴⁹ Lane, "Public Participation in Planning," 292.

⁵⁰ Lane, "Public Participation in Planning," 292.

2.1.1 Urban planning components

In order to understand urban planning, here are some elements that are attributed to planning which characterize it and distinguish it from other forms of behavior. These elements are as below: ⁵¹

- 1) The accomplishment of a goal. Our definition of planning includes the idea of a purposeful process that leads to chosen, well-ordered outcomes. Directions or rates of change, as well as terminal states, are examples of such ends. Means are proposed as tools to achieve these goals, not as ends in themselves. The goals aren't set in stone and can't be changed, but they can be analyzed.
- 2) "Exercise of choice". Urban planning is a behavior that involves the formulation of values, the establishment of means, and the selection of alternatives at multiple levels. As a defining intellectual act of urban planning, we emphasize the exercise of choice.
- 3) A focus on the future. Time is a valuable and finite resource that must be used to achieve any goal. As a result, urban planning, as an end-directed activity, is focused on the future. Each of urban planning's ultimate goals entails a requirement for information about the future in the present. Estimates of future states are also essential because of what they imply for current behavior; as a result, moments where management is required to attain goals are identified. Furthermore, urban planning entails allocating costs to delayed goal fulfillment and losses resulting from postponed actions. The operation of determining interest rates thus includes urban planning implicitly.
- 4) Taking action. To achieve desired outcomes, urban planning is used. It's a link in a chain of ends and methods that leads to the desired result.
- 5) "Comprehensiveness". The purpose of urban planning is to connect the many components of a system. The planner must adequately outline the repercussions of ideas in order to assist decision-makers to choose logically among different programs. This demand must be reconciled with the imperative of action in a world of imperfect knowledge.⁵²

⁵¹ Davidoff and A. Reiner, "A Choice Theory of Planning," 17–18.

⁵² Davidoff and Reiner, "A Choice Theory of Planning," 18.

2.1.2 Urban planning process

In general, planning seeks to make decisions easier and more sensible. It makes things easier for them by making options and choices more tangible. It rationalizes decisions by giving them a more rational foundation, not in the psychoanalytic sense. It accomplishes this in two ways. First, it makes valuations realistic by confronting values with facts. It grounds values in reality by stating the valuations that are operative in the decision and comparing them to the factual conditions and consequences of actualizing our valuations. Second, it makes decisions consistent by confronting decision-specific values with other values implicated in the decision.⁵³

Every urban planner is engaged in the process of urban planning which is made up of three basic components: “value formulation, means identification, and effectuation.” There are the steps that make up urban planning, and they are both required and sufficient.⁵⁴ Regarding the value formation, the philosophical distinction between truth and value serves as the foundation for the examination of the value-formulation process and the planner's responsibilities in dealing with values. A fact is a statement that includes definitions and postulates, as well as a relationship. It's a declaration of the relationship's truth. A factual statement with the form "X is Y" is one of the most common. Values can be represented as moral statements, preference statements, criteria statements, or end statements, more specifically objectives.⁵⁵

The terminology that can be used to assess the relationship between goals and objectives In the narrow sense, is referred to as values. They are the dimensions along which goals can be stated in the process of producing objectives, or the set of variables by which we may assess whether objectives lead to certain goals. A target can be thought of as a region in a value space, with each value supposed to have been organized or, in certain cases, metricized. As a result, a goal is a point in such a space (and an ideal perhaps a collection of points at infinity). The values represent the numerous ways that goals and objectives can be defined.⁵⁶

According to Paul Davidoff and Thomas A. Reiner, any non definitional utterance would fall into one of two categories: facts or values, and that every conversation may be

⁵³ Kaplan, “On the Strategy of Social Planning,” 44–45.

⁵⁴ Davidoff and Reiner, “A Choice Theory of Planning,” 18.

⁵⁵ Davidoff and Reiner, “A Choice Theory of Planning,” 19.

⁵⁶ Kaplan, “On the Strategy of Social Planning,” 58.

separated in this way. On the one hand, there are applications, tests, and criticisms that are uniquely suited to values, and on the other, there are those that are uniquely relevant to facts. However, fact and value are inextricably linked. Separating fact from value necessitates certain assumptions and, in some cases, defiance of reason's commands.⁵⁷ Although we can sometimes focus on individual goals, the numerous goals within a system of values can be evaluated in terms of their interrelationships.⁵⁸

Nevertheless, verifying facts and verifying values have different methods. A fact is a statement that can be proven false. Additionally, facts are probabilistic. There are no facts of which we can be completely confident. We may be able to view the multiple objectives and purposes of a system in relation to each other. By considering analytic implications to an analytic goal, one objective may appear to satisfy a system-wide objective when weighed against another. The following implies that goals are comparable in both intrinsic and instrumental value. There is a hierarchy for values. The hierarchical relationship of values allows for any type of value checking that is conceivable. By identifying lower level values and comparing them to other lower level values as a method to reach values of a higher level, a value can be tested. A value can be considered as both “a means and an end.”⁵⁹

2.1.3 The role of urban planners

The urban planner's job is to help them grasp the scope of what is conceivable in the future and to uncover open options. He accomplishes this in two ways: one using facts, and the other using values. To foresee the nature of the future, the planner works with data. Such forecasts take into account a number of environmental elements as well as the potential consequences of various interventions. Such projections allow for comparison with desired conditions. Gaps between intended and projected circumstances may indicate the type of further controls required.⁶⁰

The urban planner works with values to determine which future situations are currently desired and which future clients may desire. In the first instance, the planned future environment is merely a matter of values. There is nothing on the factual side of the planner's

⁵⁷ Davidoff and Reiner, “A Choice Theory of Planning,” 19.

⁵⁸ Davidoff and Reiner, “A Choice Theory of Planning,” 20.

⁵⁹ Davidoff and Reiner, “A Choice Theory of Planning,” 20.

⁶⁰ Davidoff and Reiner, “A Choice Theory of Planning,” 21.

work that can convey to him the desired nature of the future in the first place. However, after a collection of future values has been proposed, knowledge of facts is required to assess the proportional weight of each value. For example, value X may be chosen at first, but further knowledge of the expenses of achieving X may lead to a greater evaluation of a different value.⁶¹

If one of the ultimate goals of urban planning is to increase choice and the ability to select, then the planner must refrain from arbitrarily limiting options. If the ultimate goal of urban planning is effectiveness, the urban planner cannot afford to dismiss any set of means early. An analysis of the current target-setting processes reveals that most planners fail to expressly reject alternatives that are not included in their final urban plans. As a result, a suggested master plan includes a list of goals and not a list of goals that have been rejected. Furthermore, such urban plans rarely explain why the acceptable objectives were chosen. If the planner is allowed to reject alternatives, it must be because he possesses some knowledge or skill that allows him to do so rationally. Only the clients' values may provide this foundation. Our argument is based on the premise that goals are value statements, that value statements are not objectively verifiable, and that the planner cannot reasonably accept or reject public goals on his own. This is critical: neither the planner's technical expertise nor his wisdom entitle him to assign or impose values to his immediate or ultimate clients, according to us. This viewpoint is consistent with the democratic precept that public decision-making and action should represent the client's will; a concept that denies the belief that planners or other technicians have the power to divine either the client's or the public's will.⁶²

It is not the planner's responsibility to make the final decision on how to translate values into policy commitments. His job is to figure out how people's values are distributed and how they are balanced against one another. To do so, the planner must first identify the appropriate client groups. There are two types of clients: immediate clients, or the planner's employer, and ultimate clients, or those who are affected by the urban plans.⁶³

The values sought are those of the clients; we reject the idea that individuals represent an institution's values, or what is known as an organismic perspective of the public interest. Values are human; institutions do not have values, and claims of institutional will cannot be

⁶¹ Davidoff and Reiner, "A Choice Theory of Planning," 21.

⁶² Davidoff and Reiner, "A Choice Theory of Planning," 22.

⁶³ Davidoff and Reiner, "A Choice Theory of Planning," 22.

proven or disproven. Humans are responsible for what they can overcome and govern; otherwise, an institution does not have a will independent from that of its members. Institutions exist to assist people. Because of the significance of our stance for the urban planning process we describe, it is vital to declare it explicitly.⁶⁴

As a result, the planner must take a preparatory step: identifying his clientele. Frequently, the reference group for the planner's activity is dictated by the terms of employment. However, identifying clients in public planning is a challenging undertaking that is frequently avoided due to the intervening administrative and legislative layers. Many of the present problems with the urban renewal program can be traced back to an inability to fully identify relevant clientele.⁶⁵

Although empirical evidence cannot be used to verify a value statement, it can be compared to other value statements in the hierarchy. Furthermore, the implications of values might be elaborated on in order to better comprehend their meanings. The act of making a value clear also illustrates how that value might be converted into an objective.⁶⁶

Alternative groups of objectively achievable objectives and criteria should be the final result of the value formulation phase of planning. The use of objective measures comes first because they reduce the likelihood of abuse through arbitrary decision-making. Second, since the goal of action planning is to achieve goals, the goals chosen must be attainable. Because of their generality, vagueness, or ambiguity, some goals may be unreachable. We do not claim that such objectives are unimportant in value formulation; nonetheless, if a precise direction is to be given to urban planning means, an objectively measurable end must be determined from them. Criteria are used to determine the optimal method for achieving stated goals. Alternative ways may only be reliably compared when criteria are specified in objective language, ensuring that the methods chosen are aimed toward the same aims.⁶⁷

2.1.4 Efficiency against redistribution in urban planning

Every public policy has both efficiency and redistribution consequences. Engineers have long been aware of the former, such as the impact of highway alignment on travel costs,

⁶⁴ Davidoff and Reiner, "A Choice Theory of Planning," 23.

⁶⁵ Davidoff and Reiner, "A Choice Theory of Planning," 23.

⁶⁶ Davidoff and Reiner, "A Choice Theory of Planning," 26.

⁶⁷ Davidoff and Reiner, "A Choice Theory of Planning," 27.

the impact of building materials on construction costs, and the impact of separating sanitary and storm sewers on sewage treatment plant operating costs. Internal to the operation of the subsystems being constructed, these efficiency effects exist.⁶⁸

Other external efficiency impacts include control projects or highway projects on city-wide planning technology. Our internal and external efficiency might be improved by determining what amenities match well with spatial residence-based activities. Transportation planners, land planners, and educators are all striving to enhance investment tracing the external impacts on the economy. Action not only improves workability but also alters population benefit distribution. These intended redistributive subsystems will have varying effects. Recently, there has been a lot of focus on community, whether it is a new highway box or a new “metropolitan community” goal. But it is about who gets to see government action. It is a waste of time and money. A project cannot be appraised in a complex urban culture since there are so many conflicting value scales.⁶⁹

There may be several impacted groups. Assuming that we can make group-specific assessments regarding among the various groups, we are valuing outcomes that matter most. There has been a significant rise in the sophistication of mental activities. These aggregative analyses ignore community pluralism. They justify projects whose positive effects outweigh their costs but cause significant suffering on some people. As a result, such research may be detrimental. Some studies that track costs and benefits are more appealing for those who can predict who will benefit and who will suffer.⁷⁰

Moreover, even if we could correctly anticipate the costs and benefits of various courses of action to specific individuals or areas, how could public policy makers choose the optimum allocation of benefits and costs? Our technical analytical history fails us here; it gives no basis for distributing benefits. There is no economic logic that allows us to declare that individual A should get more than individual B. Value judgements must somehow be grafted onto economic data. In the absence of economic theory, we have traditionally dealt with these issues politically. Many overt government activities now deliberately aim to redistribute advantages and expenses. They are overtly political. Elderly people who cannot benefit from public education for children are nevertheless obligated to pay state school taxes. The poor receive

⁶⁸ Webber, “Planning in an Environment of Change,” 285.

⁶⁹ Webber, “Planning in an Environment of Change,” 286.

⁷⁰ Webber, “Planning in an Environment of Change,” 286.

assistance from general tax funds. Webber asks a question here: what would the proposed transportation project accomplish for the poor? To urban planners, redistribution criteria are nothing new.⁷¹ However, the engineer's notion of standards is a short-circuiting of the distributional aims. What would be the benefit of the urban renewal projects for the unprivileged? Public participation can show how poor neighborhoods think about urban development plans on transportation and business hubs within the district.

2.2 The context of urban development

According to Webber, “[d]evelopment is essentially a process of accumulating complexity. In that process, the network of interconnections and interdependencies is woven into increasingly intricate webs. Once started on the development path, more things get causally connected to more other things, such that a change in any one sector reverberates throughout the societal system to generate repercussions in all other sectors.”⁷² Those who want to speed up moving on that development route must prepare for everything at once. Consequently, in every country, attempts are made to create comprehensive urban development plans that are geared towards coordination and greater efficiency.⁷³

Urban development and urban planning are both connected to the portrayal of the future. It is interesting how for Webber in the absence of a consensus on objectives, the classical urban planning model, which mirrors the classical engineering model, will not function. Since the urban planning notion is being realized in most nations, “portraits of desired future conditions” are being prepared in and between the many sectors of society and the economy.⁷⁴

Webber argues how integrated schemes for development, where all components are well-adapted, will likely fail; since it will likely bring the entire plan structure down if one component fails. When all components fail. Experience with classical, centralized national projects and integrated national schemes indicates that the promises have not been made in huge countries such as the USSR and China or in small countries such as Ethiopia and Malaysia.⁷⁵ He believes the classical-rational urban planning model is inherently faulty, largely

⁷¹ Webber, “Planning in an Environment of Change,” 287.

⁷² Webber, “The Myth of Rationality,” 92.

⁷³ Webber, “The Myth of Rationality,” 91.

⁷⁴ Webber, “The Myth of Rationality,” 91.

⁷⁵ Webber, “The Myth of Rationality,” 94.

because it “assumes rationality and certainty where neither is possible.” All of the predictive capacity, inter-systemic information and comprehension of developmental dynamics are far more primitive than the model presumes.⁷⁶

In order to solve the problem in the development, Webber suggests an urban planning style which does not seek a single set of plans or policies, which does not encourage a single view of the public interest, and which pretends to be fundamentally political, not primarily technical. It promotes all interested parties to promote and implement their own chosen initiatives, however diverse and conflicting, instead of pursuing integrated urban plans and programmes. It does not rely on a central urban planning agency and a central design and development command post. It promotes all agencies, private or public, to perform detailed technical analyzes and to develop their own plans, each essentially independent of others, within restrictions of available resources.⁷⁷

It should also be considered that sometimes the progress made from the “development path” is not the result of comprehensive planning. The problem is that as these societies grow in complexity, interconnectivity, and interdependency, so do the urban planning requirements. It is one thing to think that everything is interconnected, but quite another to comprehend the causal relationships among them. Thus, development planners are perpetually perplexed. As they succeed in encouraging development, their ability to do so diminishes. Today’s social theory puts development planners in the same position as physicians before Pasteur. Despite their best efforts, big resources, and hard labor, they are unable to heal their ailments or achieve their desired outcomes. The world still lacks a good social transformation theory. Economists argue that even in developed countries with abundant intellectual and data resources, economics is inadequate to guide economic stability.⁷⁸

Landscape and neighborhood

Landscape and ecological studies show how the neighborhood is affected by the landscape. The quality of lived experience is higher in a natural environment in comparison to a built environment. In a holistic ecological study, the satisfaction of inhabitants from their

⁷⁶ Webber, “The Myth of Rationality,” 96.

⁷⁷ Webber, “The Myth of Rationality,” 96.

⁷⁸ Webber, “The Myth of Rationality,” 92.

landscape was more when the neighborhood scale increased.⁷⁹ In urban planning activities, in order to avoid the creation of an adverse environment and neighborhood for humans and other ecosystems, ecological studies need to be considered by managers and planners.⁸⁰

2.3 The context of community development

The concept of public engagement in decision-making is not new. It first appeared during the Greek City-States, when it was thought that every 'citizen' should be permitted to contribute to decision-making.⁸¹ Public participation has made a comeback in the 2000s. Whereas the literature was full of complaints about insufficient resources for public involvement in the 1990s, participation has now become a central feature of policy formulation and implementation. Undoubtedly, governance has taken the place of government,⁸² as Jason Van Driesche and Marcus Lane have stated: "The world has become too complex and our leaders too fallible for anything approaching a universal good even to exist, let alone be reliably located. The new political culture no longer places much faith in solutions imposed from above, increasingly relying instead on a network of decision-making relationships that link government and civil society across many scales."⁸³

We will now see a range of "new governance innovations," such as governance by societies, "Third Way" approaches, decentralization of governance to civil society, and public-private partnerships. Although these approaches vary, they are all united by the need to actively and centrally involve individuals, non-governmental institutions, and social movements in the formulation and management of policy. Much as citizens' formal responsibilities have evolved, so have urban and regional planning principles and theories. The role that planners and policymakers play in the lives of non-planners shows a lot about how they identify their profession and approach their work. The degree of public participation is determined by the

⁷⁹ Sang Woo Lee et al., "Relationship between Landscape Structure and Neighborhood Satisfaction in Urbanized Areas," *Landscape and Urban Planning* 85, no. 1 (March 21, 2008): 61, <https://doi.org/10.1016/j.landurbplan.2007.09.013>.

⁸⁰ Lee et al., "Relationship between Landscape Structure," 68.

⁸¹ Mohamed Salah Eddin Elzein, "The Participation of Informal Settlement Communities in City-Level Policy-Making Processes in Johannesburg" (PhD Thesis, Johannesburg, University of the Witwatersrand, 2009), 11, <http://wiredspace.wits.ac.za/handle/10539/7955>.

⁸² Lane, "Public Participation in Planning," 284.

⁸³ Jason Van Driesche and Marcus Lane, "Conservation through Conversation: Collaborative Planning for Reuse of a Former Military Property in Sauk County, Wisconsin, USA," *Planning Theory & Practice* 3, no. 2 (January 2002): 237, <https://doi.org/10.1080/14649350220150062>.

understanding of the urban planning issue, the types of expertise used in urban planning practice, and the conceptualization of the urban planning and decision-making context.⁸⁴

Community has different definitions, but for the purpose of this research the following definition is chosen which seems more suitable: community is a group of people that live in a geographical area and have access to certain resources through specific processes. The field of community development is a multidisciplinary field with multifaceted nature, that finds solutions for communities that face development processes. Human ecology, systems theory, and field theory are three common approaches that enable the study of community. A community usually has “resources” (physical or nonphysical) and “interactions.” Stakeholders are different players in a community that affects its decisions, such as, families, government, businesses, and volunteers. Community development is a process that “entails organization, facilitation, and action, which allows people to establish ways to create the community they want to live in. It is a process that provides vision, planning, direction, and coordinated action towards desired goals associated with the promotion of efforts aimed at improving the conditions in which local resources operate.”⁸⁵

Many changes in understanding of the idea of participation have occurred as a result of the recent rebirth of public engagement. They have been reflected in part by a “changing rationale for participation within the United Nations system.”⁸⁶ The United Nations declared community participation and community development to be synonymous in 1955.⁸⁷ After two decades, the International Labour Organization (ILO) emphasized the importance of community participation in meeting basic requirements and boosting efficiency and self-reliance. Moser believes that basic human needs like health, education, and water can only be met successfully via public efforts, emphasizing the importance of non-material fundamental needs as a method of meeting material needs.⁸⁸

⁸⁴ Lane, “Public Participation in Planning,” 283-84.

⁸⁵ David Matarrita-Cascante and Mark A. Brennan, “Conceptualizing Community Development in the Twenty-First Century,” *Community Development* 43, no. 3 (July 2012): 297, <https://doi.org/10.1080/15575330.2011.593267>.

⁸⁶ Caroline O.N. Moser, “Community Participation in Urban Projects in the Third World,” *Progress in Planning* 32 (January 1989): 81, [https://doi.org/10.1016/0305-9006\(89\)90010-X](https://doi.org/10.1016/0305-9006(89)90010-X).

⁸⁷ John Abbott, *Sharing the City: Community Participation in Urban Management*, 1996, 5, <http://site.ebrary.com/id/10798632>.

⁸⁸ Salah Eddin Elzein, “Participation of Informal Settlement Communities,” 26.

2.4 The context of public participation

Until recently, before the 1970s, inhabitants of a city, locals and the community were considered as “subjects” or “beneficiaries” who did not need a voice. But research and developers showed the locals’ contribution into a project can be valid, because of their experience and knowledge. Today, participatory approaches are used in social contexts, and their influence is regional, national and global. Participatory approaches are a way toward a modernist, civil society, in which the voice of the low-income inhabitants is not covered by the wills of higher-level society players and powerful institutions. These approaches provide “flexible and process-oriented methodologies.” Through guideline principles and other techniques, community participation in development programs reaches a high level, and local people will have better control on the development process.⁸⁹

Participatory approaches have their own specific methodology, which results in Participatory Action Research (PAR), an approach for doing research in communities that emphasizes participation and action together. These strategies are complemented by development practitioners, who began to utilize these approaches when they found out that active community involvement would result in “the identification of correct development interventions”. This type of involvement is vital because only the inhabitants can provide good insight into the local, political, social and economic dynamics of their district. Without it, the efforts of the urban planners can be “wasted” or “captured” by the interest of groups with higher-income.⁹⁰

What makes public participation meaningful? “[T]here is a critical difference between going through the empty ritual of participation and having the real power needed to affect the outcomes of the process.”⁹¹ That is why some scholars have criticized the call for public participation as “populist red herring”, citing the failure of public participation to produce social change and the supremacy of the “haves” rather than the “have nots” in urban planning.⁹² Power is a “central variable” and participation is mostly concerned with “therapy” and

⁸⁹ Diana Mitlin and John Thompson, “Participatory Approaches in Urban Areas: Strengthening Civil Society or Reinforcing the Status Quo?,” *Environment and Urbanization* 7, no. 1 (April 1995): 235, <https://doi.org/10.1177/095624789500700113>.

⁹⁰ Mitlin and Thompson, “Participatory Approaches in Urban Areas,” 239.

⁹¹ Arnstein, “A Ladder Of Citizen Participation,” 216.

⁹² Lane, “Public Participation in Planning,” 284.

“manipulation” of participants until people have a legitimate opportunity to influence outcomes.⁹³ Since power imbalances generate recurrent patterns of “unequal access”, the integrity of a given process is determined by the distribution of power. According to Amy, if powerful organizations are able to transfer their political and economic strength into benefits in negotiations, mediation is more efficient than other approaches. Whether someone gets the upper hand in negotiations can be dependent on the distribution of power. Among the advantages that powerful organizations enjoy in mediation is “greater access to expertise.”⁹⁴

The opportunities offered to relevant publics are often referred to as "consultation" by decision-making agencies. For several years, the most common tool used by government agencies to solicit public input on draft proposals has been consultation. Since it grants no real power, consultation is often dismissed as a tokenistic exercise by some scholars, like Arnstein, whose research is focused on participant power.⁹⁵

However, there are some critics of this model by some scholars. Martin Painter dismisses this argument for two reasons. First, he believes that these models have a distorted view of power, associating the terms “power” and “powers.” He believes that the distinction between potential and real power is critical. Although institutional decision-makers may hold the established and final decision-making “power” in a consultative process, considering this as tokenistic means dismissing the fact that if participants’ “exercise of influence” is successful, then formal power is an “empty shell.”⁹⁶ The second critique Painter makes of these studies is that they believe policy and urban planning decisions are made at a single, final point along the way. Such a blunder, which is aided by the conflation of engagement and authority, ignores the fact that policy-making seldom has a single recognizable “point of decision.”⁹⁷

Painter believes “decisive events and contributions might come at any point... in policy-making, from setting the agenda, defining problems, collecting information and analysing it, identifying and selecting possible options, legitimising the preferred option by a formal decision, through to implementation and evaluating outcomes.”⁹⁸

⁹³ Lane, “Public Participation in Planning,” 284.

⁹⁴ Douglas J. Amy, “The Politics of Environmental Mediation,” *Ecology Law Quarterly* 11, no. 1 (1983): 9.

⁹⁵ Lane, “Public Participation in Planning,” 285.

⁹⁶ Lane, “Public Participation in Planning,” 285.

⁹⁷ Martin Painter, “Participation and Power,” in *Citizen Participation in Government*, ed. Margaret Munro-Clark (Sydney, NSW: Hale & Iremonger, 1992), 23.

⁹⁸ Painter, “Participation and Power,” 24.

Only as a result, claiming that true participation can only be accomplished by decision-making authority lacks the number of advantages that can be connected with being consulted at various stages of policy programs and projects. Arnstein considers dialogue and knowledge sharing to be tokenistic, thus pre-judging the result of such interactions.⁹⁹

In this context, the key advantage of this discussion is that it shows that any study of public participation in urban planning must consider both formal and informal policy-making arenas. It also highlights how both formal and informal influence can be used to participate in urban planning. Moreover, it implies that the applications of public engagement are dependent on the essence of the decision-making processes to which they are intended to contribute. Therefore, the urban planning models should be reviewed. The urban planning model, which includes conceptualizations of the urban planner's mission and the essence of the planning environment plays a critical role in defining the importance of public participation.¹⁰⁰ Also, the function of the non-planners is largely reflected in how urban planners and decision-makers define their fields of activity as well as approach their job.¹⁰¹

2.4.1 Arnstein's ladder of participation

In 1969, Sherry R. Arnstein presented her famous model of the hierarchy of power and citizen participation. The ladder depicts many forms of citizen participation, with citizen power at the summit of the ladder (citizen control, delegated power and partnership). During the urban planning phase, this ladder can be used to analyze specific processes. Citizen participation, according to Arnstein, is a type of citizen power because "it is the redistribution of power that enables the have-not citizens to be deliberately included in the future."¹⁰²

The ladder has eight rungs and represents various levels of engagement. Beginning with "non-participation," manipulation and therapy prevent people from participating in program development while allowing power holders to "teach" the participants. The rungs of "tokenism" allow people to know what is yet to occur and to have a say through informing and consultation, yet they have no assurance that their opinions will be used or partially used by those in power. Placation, the fifth rung, permits the participant to offer advice while leaving

⁹⁹ Lane, "Public Participation in Planning," 286.

¹⁰⁰ Lane, "Public Participation in Planning," 286.

¹⁰¹ Lane, "Public Participation in Planning," 286.

¹⁰² Arnstein, "A Ladder of Citizen Participation," 216.

decision-making to the authority holders. Citizens can negotiate with traditional power holders (through a partnership) on the sixth rung, and citizens can acquire the majority of decision-making votes or full management powers on the second and third rungs, respectively.¹⁰³ The figure depicts Arnstein's typology (Fig. 2).

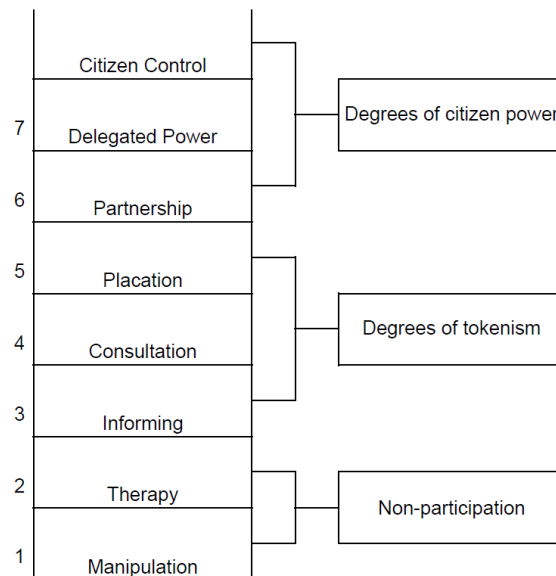


Fig. 2: Arnstein's ladder of participation

Retrieved from: Lane, "Public Participation in Planning," 285.

Arnstein's concept is of vital importance, albeit very basic. Where participants can control or change the outcome by their participation, it is graded regarding the degree of power or control that may be used by participants. In Arnstein's typology (step 4) consultation is considered to be "tokenistic." The top of the ladder is "partnership," where participants may exercise a high degree of influence and authority, negotiate and deal with power holders. The rungs in a ladder remind one that people who ask the public to engage might bring out the terms: "educate" (step 2), "inform" (step 3), and "consult" (step 4), or delegate authority via "partnership" (step 6) and other methods.¹⁰⁴

However, Arnstein's ladder has been criticized for not addressing the topic of power in poor countries comprehensively. According to Abbott, Arnstein's ladder only describes one

¹⁰³ Postema, "Citizen Participation in an Urban Renewal Project," 11.

¹⁰⁴ Lane, "Public Participation in Planning," 285.

component of power: the government's willingness to include individuals in decision-making processes.¹⁰⁵

2.4.2 Participation and governance

National governments have not supported citizen participation in all policy areas equally. It has been particularly popular since the 1970s for assisting in the discovery or resolution of contentious urban planning issues, as well as for addressing the complicated challenges of urban decline, poverty, and dereliction in deprived neighborhoods. It was touted as a crucial component of local government service delivery in the 1990s, with models ranging from customer complaints procedures to "consultation to consumer control of services."¹⁰⁶

According to Docherthy and colleagues, citizen participation attracts a wide range of "constituencies" and can be divided into four categories. First, it is supported equally by the right and left, as they move away from postwar ideas of the welfare state led by professionals in collaboration with elite policymakers. Second, citizen participation is perceived as a reaction to local electoral mandates and established local government practices being questioned. Third, citizen participation is also employed as a response to concerns about emerging non-elected municipal institutions' lack of accountability. Finally, consumerist engagement fits into the critique of self-serving bureaucracy that attracted some professionals to private-sector management principles in the first place. Consumer participation has thus ironically been merged into enhanced administrative control as a result of changes in public sector administration.¹⁰⁷

According to Marissing, "residents might be thought of as experts as well as consumers."¹⁰⁸ The neighborhood has served as a testing ground for new types of local participatory democracy aimed at furthering state democratization as well as coordinated attacks against urban decay and degeneration. Residents' groups and non-profit organizations, as well as individual people, play an important part in neighborhood regeneration policy.¹⁰⁹

¹⁰⁵ Abbot, *Sharing the City*, 35.

¹⁰⁶ Docherty, Goodlad, and Paddison, "Civic Culture, Community and Citizen Participation," 2226.

¹⁰⁷ Docherty, Goodlad, and Paddison, "Civic Culture, Community and Citizen Participation," 2225–26.

¹⁰⁸ Marissing, *Buurten bij beleidsmakers*, 199.

¹⁰⁹ Docherty, Goodlad, and Paddison, "Civic Culture, Community and Citizen Participation," 2227.

2.4.3 Citizens in the participation process

As Friedmann mentioned in his book “Empowerment: the politics of alternative development” discusses, mainstream economic doctrine-led development strategies have little prospect of better life for the masses of the excluded. An alternative development model based on empowerment policies is suggested theoretically. Autonomy in decision-making, local self-reliance as well as direct democracy and social learning is emphasized by the empowerment method. One of the conditions of social, political and psychological disempowerment is poverty and it is seen in relation to the access of the household to social power fundamentals. Strengthening the impoverished is a key to overcoming widespread poverty. This alternative development strategy is aimed at restoring the initiative to disadvantaged groups, communities and individuals.¹¹⁰

Citizens, decision making and democracy

Delegation of decision-making power, according to participatory democrats, leads to citizens’ disengagement from politics. Citizen participation, they believe, is critical to democracy. The origins of this viewpoint may be traced back to Rousseau, whose belief that each citizen’s participation in political decision-making is critical to the state’s functioning provided the groundwork for ideas on participatory democracy. Modern participatory democracy thinkers do not believe that involvement should be limited to political decision-making, but rather that it should extend to the workplace and local communities.¹¹¹

Local involvement is “collective action” and involves “influencing, planning, managing, and working in local activities and services.”¹¹² The most essential element of citizen participation appears to be a lack of power and influence on government decisions. The development of civic skills, increasing public involvement, and meeting and discussing neighborhood issues and problems are more critical parts of democratic citizenship.¹¹³ Networks of civic participation increase citizens’ capability. Voluntary associations are democracy schools where civic skills and civic duties are learned. Participants learn to argue

¹¹⁰ Friedmann, “Abstract” in *Empowerment*.

¹¹¹ Michels and De Graaf, “Examining Citizen Participation,” 479.

¹¹² Beckhoven et al., “Restructuring Large Housing Estates,” 235.

¹¹³ Michels and De Graaf, “Examining Citizen Participation,” 489.

public topics and to give speeches in public. And, people grow familiarized with civic qualities, such as civic participation, trust, and collaboration.¹¹⁴

Decision-making agencies typically characterize “consultation” to possibilities and opportunities offered for the involvement of the public. It has been the main method adopted by government bodies to collect public opinion on draft ideas for many years. Consultation is typically disregarded for those, such as Arnstein whose analysis is based on participants’ powers, since it gives little “real power.”¹¹⁵

Citizens, political culture and civic culture

Far more effort has been invested in studying the best ways to promote or assist participation at the local level in governance structures, and less to the political culture of the society, city or neighbourhood, at a more local level.¹¹⁶ Despite a protracted debate among political scientists and economists concerning the nature of the link between, on the one hand, different cultural elements in national or regional populations -dubbed “civic culture”¹¹⁷ after the book of the same name by Gabriel A. Almond and Sidney Verba- and, on the other hand, democratic efficacy and economic competitiveness, this neglect continues.¹¹⁸

A civic culture is defined as “substantial consensus on the legitimacy of political institutions and the direction and content of public policy, widespread tolerance of a plurality of interests and belief in their reconcilability, and a widely distributed sense of civic responsibility.”¹¹⁹ Citizens’ impressions of their connections with government institutions as well as other citizens are affected by the values and attitudes that serve to sustain a civic culture: a democratic political culture should consist of a number of beliefs, attitudes, norms, perceptions, and the like that foster participation.¹²⁰

The primary source of evidence to support the presence of a civic culture has been attitudes toward fellow citizens and the government. However, the nature of civil society and

¹¹⁴ Michels and De Graaf, “Examining Citizen Participation,” 480.

¹¹⁵ Lane, “Public Participation in Planning,” 285.

¹¹⁶ Docherty, Goodlad, and Paddison, “Civic Culture, Community and Citizen Participation,” 2227.

¹¹⁷ Gabriel A. Almond and Sidney Verba, *The Civic Culture: Political Attitudes and Democracy in Five Nations* (Princeton University Press, 1963), <https://www.jstor.org/stable/j.ctt183pnr2>.

¹¹⁸ Docherty, Goodlad, and Paddison, “Civic Culture, Community and Citizen Participation,” 2227.

¹¹⁹ Gabriel A. Almond, and Sidney Verba, “The Intellectual History of Civic Culture Concept,” in *The Civic Culture Revisited: An Analytic Study*, ed. Gabriel A. Almond, The Little, Brown Series in Comparative Politics (Boston: Little, Brown, 1980), 4.

¹²⁰ Almond and Verba, *The Civic Culture*, 178.

other “intermediate institutions,” such as the family, as well as political behavior such as voting, are sometimes used to indicate whether a culture is otherwise suitable for political involvement. This conflates culture with the kinds of behaviors or institutions that certain cultures are believed to promote. Rather than political behavior, “political culture” might refer to attitudes, conventions, and ideas.¹²¹

A civic culture may be expected to do too much. Citizens are considered to be protected from excessive state authority by an active civil society, which also supports democracy, mitigates social evils, improves government performance, and improves quality of life. Furthermore, a civic culture is considered as promoting both “stable liberal democracy” and “economic competitiveness” in both “social science and public policy.”¹²²

2.4.4 Disadvantages and limits of participation

Citizen involvement should not be regarded as a magic cure for all the issues that governments face. First the issue of inactivity of certain groups is discussed. As Ank Michels and Laurens De Graaf mention, excluding particular groups may result in some quiet voices never being heard, which could decrease public trust in government and democracy. A second issue is the expectations of citizens. The findings demonstrate that most individuals participate in participatory policy-making programs with enthusiasm, because they believe they can help better their neighborhood. Expectations raised on the side of participants can result in a drop in participation, or residents choosing not to participate in future projects. The continued participation of citizens in participatory programs necessitates governments to make informed decisions about why and how they act.¹²³

Local participation also has disadvantages for the policy makers. For Beckhoven and colleagues, citizen participation is opposed by two distinct causes. The first is connected to “undemocratic representation” in the participation process. Various approaches to urban government are not open to all stakeholders, therefore governance can be restricted to those who are not involved. The second issue for policymakers to resist local participation is that they assume the participants’ requests will be unrealistic. Participants may not appreciate

¹²¹ Docherty, Goodlad, and Paddison, “Civic Culture, Community and Citizen Participation,” 2227.

¹²² Docherty, Goodlad, and Paddison, “Civic Culture, Community and Citizen Participation,” 2227.

¹²³ Michels and De Graaf, “Examining Citizen Participation,” 489.

technical problems and might not consider other sectors' viewpoints. Citizens' involvement lengthens the process, which delays policymaking.¹²⁴

According to van Beckhoven and colleagues, from the governance point of view, there are two factors for opposition to residents' involvement. The first is the possibility of undemocratic representation during the participation process. Many aspects of urban governance, including local engagement, are not accessible to all stakeholders. The second reason for policymakers' opposition to local participation is their belief that participants' requests will be unachievable. Participants may have no understanding of technological difficulties and may not heed the views of other industries. Involving citizens then takes too long and causes policymaking to be delayed. Policymakers, on the other hand, may be hesitant to offer residents a voice. The government's motivations for involving locals, as well as political desire to share power, result in various forms of local participation.¹²⁵

¹²⁴ Beckhoven et al., "Restructuring Large Housing Estates," 235.

¹²⁵ Beckhoven et al., "Restructuring Large Housing Estates," 235.

3. The context of Amsterdam

Amsterdam is the largest city in the Netherlands and its commercial capital while the seat of government is in the Hague. It is a medium-sized European city, compared to megacities such as Tokyo, Mumbai, New York, or Los Angeles; or closer to it; Istanbul, London and Paris with multi-million populations. In 2007, while Amsterdam had about 740,000 residents and the greater Amsterdam just about over a million; the greater Los Angeles, with an area about half of the Netherlands, had more inhabitants: 17,800,000 compared to 16,400,000.¹²⁶ Amsterdam is a multicultural city with a changing society. It has been facing a housing shortage, and more people are attracted to it, and move to it to live and work. Below is an image of Amsterdam canal houses (Fig. 3).



Fig. 3: A wide view of Amsterdam and its canal houses

Retrieved from: viator.com, 6 July 2021.

The establishment of the independent United Provinces¹²⁷ in 1581 drew affluent Jewish families, Antwerp tradesmen and French Huguenots in particular to Amsterdam, the biggest

¹²⁶ Liza Nell and Jan Rath, "Am I Amsterdam? Immigrant Integration and Urban Change," in *Ethnic Amsterdam: Immigrants and Urban Change in the Twentieth Century*, ed. Liza Nell and Jan Rath (Amsterdam University Press, 2009), 11, <https://www.jstor.org/stable/j.ctt46mtxt>.

¹²⁷ United Provinces as defined by ICOMOS: "with the accession of Charles V. in 1515 and after a period of wars and compromises, the seven provinces of the northern Netherlands formed the independent United Provinces in

city without a prince regent in this fragmented federation. It was a haven of sanctuary and freedom of thought. For two decades, there have been several military naval confrontations with Spain, but marine trade and warehousing operations rapidly grew.¹²⁸

“Amsterdam was one of the cradles of capitalism, but at the same time one of the most meticulously planned cities in the world.”¹²⁹ The establishment of the world’s first multinational company, the Dutch East India Company in Amsterdam in the early 17th century, turned Amsterdam into a “global hub, gave it a cosmopolitan outlook and brought glory, power and wealth at the expense of colonial subjects in Africa, Asia and Caribbean.”¹³⁰ It can be said that in order to connect with the Indian Ocean and with the Americas, the Dutch East India Company¹³¹ and the Dutch West India Company¹³² were formed. For the United Provinces, the 17th century was a particularly prosperous time, with the Treaty of Westphalia recognizing their independence, economic importance and cultural distinctiveness in 1648.¹³³ The Dutch East India Company was defunct in the early 19th century, but the cosmopolitan atmosphere of Amsterdam survived, and it was regarded as a “gateway to Europe.”¹³⁴

At that time, Amsterdam was the financial and cultural capital of the Netherlands and so is at the present. Many international and Dutch corporations and banks established their headquarters in it. A study in the 1990s on banking and globalization in the Netherlands saw the country becoming more globalized in banking and commercial services, including the fields of accounting, publishing, engineering consulting, computer services, trade shows and convention centers. Moreover, there has been a functional concentration at international level in the banking industry.¹³⁵ This study anticipated the vanishing of administrative jobs in “intermediate offices and middle management” and “a tight metropolitan labor market for

1581.” in ICOMOS, “The Canal Area of Amsterdam (Netherlands) No 1349” (World Heritage Center, July 31, 2011), 260, <https://whc.unesco.org/en/list/1349/>.

¹²⁸ ICOMOS, “Canal Area of Amsterdam,” 260.

¹²⁹ Jaap Evert Abrahamse, “Summary note” in *Metropolis in the Making: A Planning History of Amsterdam in the Dutch Golden Age*, Architectural Crossroads (ACSHA), vol. 6 (Turnhout, Belgium: Brepols, 2019).

¹³⁰ Erika Kuijpers, Maarten R. Prak, and Maarten R. Prak, “Gevestigden en buitenstaanders,” in *Geschiedenis van Amsterdam. Deel II-1: Centrum van de Wereld, 1578-1650*, ed. Willem Frijhoff (Amsterdam: SUN, 2004), 189–239, <https://research.vu.nl/en/publications/gevestigden-en-buitenstaanders>.

¹³¹ *Vereenigde Oost Indische Compagnie* or VOC, established in 1602.

¹³² *Geoctrooieerde Westindische Compagnie* or GWC, established in 1621.

¹³³ ICOMOS, “Canal Area of Amsterdam,” 260.

¹³⁴ Nell and Rath, “Am I Amsterdam?,” 12.

¹³⁵ Marc de Smidt et al., “Internationalization, Informatization, and Organizational Change: A Profile of Banking and Business Services in the Netherlands,” *The Netherlands Journal of Housing and Environmental Research* 5, no. 4 (1990): 333.

qualified jobs”¹³⁶ but the overall trend with the increase of the commercial services in Amsterdam has made its population increase. This professional and economical influx of prosperities has promoted the urban life of Amsterdam, but has encountered it with over-population at the same time.

3.1 Amsterdam’s urban development

In this chapter, the urban development of Amsterdam is studied in four periods: the medieval times, the golden age, the modern period and the present status. Historically, Amsterdam has four main phases of urban development. The first phase is after the formation of Amsterdam as a fishing village, explained in Chapter 3.1.1, the medieval Amsterdam. The second phase is from the 13th to 17th century. This phase is marked by the expansion of settlements along the dike, early growth and the spatial expansions of the Golden Age, explained in Chapter 3.1.2. In this phase, the central canal rings were built, and radial waterways connected the canals. As the city grew, the exterior city walls were demolished, canals were filled, and new streets were built. The third phase happened early to the mid-20th century after a period of 19th-century minor expansions. This phase is also marked by the name Plan Zuid.¹³⁷ In the second phase, a renowned architect, named Hendrik Petrus Berlage designed a specific urban plan for the city extensions. Another part of this phase is *Algemeen Uitbreidingsplan* [General Expansion Plan] or AUP, which was realized after the 1950s with a large demolition-and-reconstruction type of urban renewal. With the catastrophic results of the second World War, Amsterdam also faced recession and economic decline. The urban expansions of this phase are studied in Chapter 3.1.3, the modern Amsterdam. As for the current status of Amsterdam, Chapter 3.1.4 explains contemporary Amsterdam and the big cities policy (BCP). The global economic crisis of 2008 affected the finances of urban renewal projects, and careful planning and policy making helped the city get past this crisis.¹³⁸

¹³⁶ de Smidt et al., “Internationalization, Informatization, and Organizational Change,” 335.

¹³⁷ Hendrik Petrus Berlage (1856-1934) a prominent Dutch architect, was the founding father of modern Dutch architecture, who designed a characteristic urban planning for Plan Zuid (south) and Plan West of Amsterdam.

¹³⁸ “Amsterdam-a Short History,” architecture and urbanism Institution, Arcam (Arcam, 2019), <https://www.arcam.nl/en/amsterdam-een-korte-geschiedenis/>.

Apart from the hydraulic engineering of the canals, the unstable situation of the soil should also be considered when studying the urban development of Amsterdam: construction on peat. Below is a figure showing how it was done (Fig. 4). Since Amsterdam is located amid old marshlands, building construction is tricky and particularly difficult. The topsoil comprises typically many meters of insubstantial peat layers. The underside consists of clay, thin layers of sand and earlier compacted peat layers. A layer of sea sand 3 to 3.5 meters thick lies around 11 or 12 meters underneath the city. More clay layers and compacted peat are below. A second, thicker layer of sea sand lies about 18 or 19 meters below the surface. Heavy constructions, including town gates and cathedrals, were erected on foundations from the beginning of the 16th century. Initially, short wooden piles were utilized, having a wooden frame on top. The weak topsoil was pierced directly into the first layer of sand by Scandinavian pine trees. Later, since the second World War concrete piles have been used and pushed down to the second layer of sand for larger constructions.¹³⁹

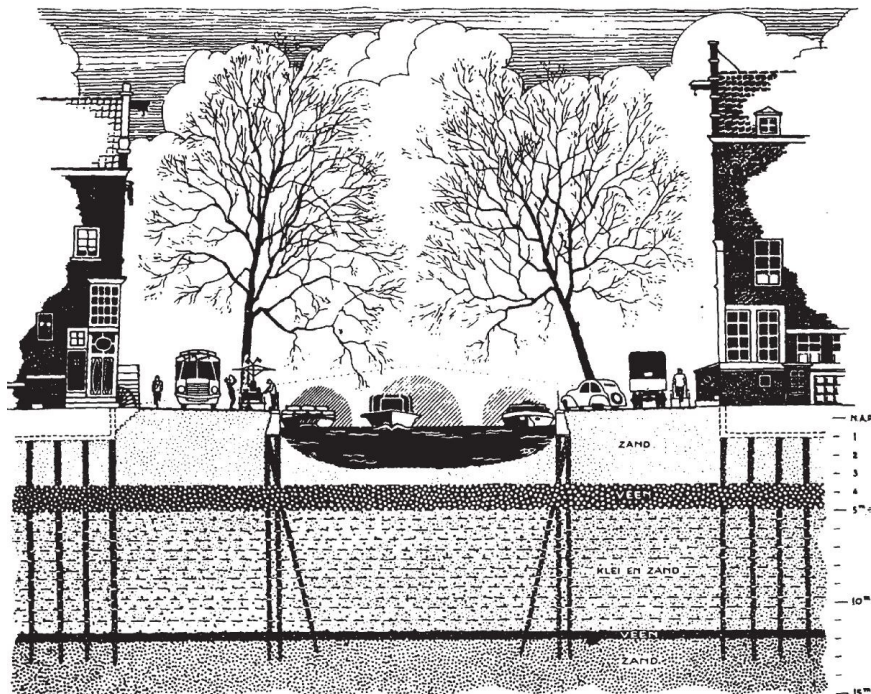


Fig. 4: Building on peat with wooden piles

Retrieved from: Kahn and van der Plas, "Amsterdam," 373.

¹³⁹ Dennis Kahn and Gerrit van der Plas, "Amsterdam," *Cities* 16, no. 5 (October 1999): 373, [https://doi.org/10.1016/S0264-2751\(99\)00019-0](https://doi.org/10.1016/S0264-2751(99)00019-0)

Therefore, Amsterdam has been the “mud model” for a long time. During excavations on Nieuwendijk of the remains of a blacksmith of the 13th century it was possible to trace in layers how the craftsman’s family had to lift their floors almost every two years as they sank into the waterlogged bogland. A similar problem still exists and the earth is changing continuously. Whenever a parking project or underground metro tunnel is under construction in Amsterdam, subterranean movement of the earth may happen in a distant location from the actual project site.¹⁴⁰

3.1.1 The medieval Amsterdam

There are few countries in which people have had a more formative impact than the Netherlands in influencing the landscape. More than half the country is vulnerable to flooding without dikes on the sea or river, and even higher sand soils are converted to agricultural land at the expense of a large and lengthy endeavor. The western seaside landscape is up to 7 meters below sea level. With its expansion up the main river valleys, the lower parts connect to the clay coasts of north and west. By the 13th century, the geographical contours and the land’s natural limitations were almost formed. In such a structure, urbanization started when the first residents of Dordrecht, Rotterdam, Delft, Leiden, Haarlem and Amsterdam arrived on the outside border of the inaccessible peat areas, although from around 1000 AD these peat areas were used for farming and livestock and then for cultivating turf, which was inexpensive and easy to carry for the shipbuilders.¹⁴¹

Amsterdam was a tiny fishing village in the 13th century on the banks of the river Amstel and its mouth on the river IJ, a part of Zuiderzee inlet¹⁴², where the river Amstel reaches the river IJ and IJmeer lake. *IJ* comes from an obsolete Dutch word, meaning “water”. Amsterdam is a shortened version of *Aemstelredamme* or *Amstelledamme* [dam in the river Amstel]. Most of the lands were low coastal bodies of saltwater, and in order to prepare and drain the lands, dikes were built. A dam was built between two dikes, and that is how the name “Amsteldam” was made. That dam’s location is now the Dam square. This dam became the central point of formation of Amsterdam.¹⁴³ The dike that was built to hold back the sea was also utilized to

¹⁴⁰ Geert Mak, “Amsterdam as the ‘Compleat Citie’: A City Plan Read in Five Episodes,” in *Amsterdam Human Capital*, ed. Sako Musterd and Willem Salet (Amsterdam University Press, 2003), 31, <https://www.jstor.org/stable/j.ctt46mv3p.5>.

¹⁴¹ Kahn and van der Plas, “Amsterdam,” 371.

¹⁴² ICOMOS, “Canal Area of Amsterdam,” 260.

¹⁴³ Geert Mak, *Amsterdam: a brief life of the city* (London: Vintage, 2001), 11.

transport traffic and was extended as a bridge over Amstel, which was decided to be made toll-free by the Count of Holland, Floris V. Amsterdam became an important maritime trading center in the north of Holland by the end of the Middle Ages, as its port grew and expanded at the mouth of the river IJ.¹⁴⁴ The Picture below shows the view of Amsterdam and its dike in 1651 (Fig. 5).



Fig. 5: A painting from the Breach in the Dike between Amsterdam and Diemen, drawn in 1651 Retrieved from: “The Netherlands Drawn from Life: An Introduction,” Journal of Historians of Netherlandish Art, accessed July 19, 2021, <https://jhna.org/articles/netherlands-drawn-life-introduction/>.

Mud model of Amsterdam

As a medieval city, Amsterdam had the necessities of the day: defense and money to fulfill military and economic needs, a town hall, and some churches. In the 13th century, it was a dike village by the Amstel river, no more than 25 meters wide and divided by a dam. Until

¹⁴⁴ ICOMOS, “Canal Area of Amsterdam,” 260.

the 14th century, Amsterdam was so small that it took only 5 minutes to walk its width and 15 minutes to walk its length. However, it was born from a battle between humans and nature. Unlike other cities on the mountains, beside rivers or the sea, it was built in the middle of a “peat bog”. Excavations of the ruins of a 13th century smithy on the Nieuwendijk showed how they had to lift their floors almost every two years as they began to sink into the muddy bog. Then, Amsterdam was nothing more than a row of simple huts along the Nieuwendijk and present day Kalverstraat.¹⁴⁵

In the autumn of 1564, a party of unhappy burghers made a petition for Margaret of Parma, the Spanish regent in Brussels, about flooding and the “foul stink” of the “*burgwal* canals”. On behalf of the regent, a group, made of members of the Great Council of Mechlin, and the Provincial Council of Holland, went on a city inspection trip. Their discoveries were carefully documented, such as: missing shorings on southern ends of the Oudezijds Voorburgwal and Oudezijds Achterburgwal, how the buildings stood close to the water on the swamped lands, how the city was crowded by the population, and how the rents, prices and inflation were constantly increasing.¹⁴⁶

The medieval city to the golden age

Around the year 1380, the first systematic expansion took place. The Oudezijds Achterburgwal and the Nieuwezijds Achterburgwal, now the Spuistraat, were dug along the city’s eastern and western flanks, respectively. At the same time, tens of thousands of cubic meters of clay were used to stabilize and boost the marshland between them. Further expansions were following. A new canal was cut out to the east in 1425, which would later become the Geldersekaade and the Kloveniersburgwal. On the western side, the Singel appeared in 1450. That time, Amsterdam had about 4000 inhabitants. The riverbanks became dikes, and the first quays, man-made canals and sluices for controlling the water level began to appear. In 1570 Amsterdam was not much bigger than 1450, but its population had surged sevenfold to about 30,000.¹⁴⁷

¹⁴⁵ Mak, “Amsterdam as the ‘Compleat Citie,’” 31.

¹⁴⁶ Mak, “Amsterdam as the ‘Compleat Citie,’” 32.

¹⁴⁷ Mak, “Amsterdam as the ‘Compleat Citie,’” 33.

During the 17th century the population had another unprecedented change, it tripled from 60,000 in 1600 to 200,000 in 1700.¹⁴⁸ The new inhabitants of Amsterdam were coming from the southern lowlands (current day Belgium), and the east, especially current Germany. As the accommodation prices were very high and not all of them could find residence inside the city, part of these inhabitants had to reside outside of the medieval city walls. From the end of the 16th century, the city was enlarged in phases. It is unbelievable that this rapid population growth did not create uncontrolled urban development. Despite the lack of a coherent master plan, a series of interconnected decisions resulted in a well-defined city plan that represented a strong vision of economic and social organization of urban life.¹⁴⁹

As a result, between 1600 and 1700, the city's area had more than tripled, thanks to four phases of expansion. The first took place between 1578 and 1585 east and west of the old city, with the main expansion project being the construction of a new city wall with modern bastions. The second began in 1595, on the east of the medieval city again, when several new islands were formed in former swampland between the river Amstel and the harbor, creating a region known as the Lastage.¹⁵⁰ From the IJ to the Amstel, along the line of what is now the Herengracht, a new fortification was dug around the city between 1578 and 1586. Between 1592 and 1610, several islands were built on the city's eastern outskirts, mainly for the shipbuilding industry: Kattenburg, Uilenburg, Marken, and Rapenburg in the IJ, and Vlooienburg—the site of the Stopera complex today. In the western IJ, three “working” islands were established: Bickerseiland, Realeneiland, and Prinseneiland. A large new district, later known as the Jordaan, was built adjacent to them, accommodating laborers, craftsmen, and small traders.¹⁵¹

In the third and fourth phases, the Herengracht, Keizersgracht, and Prinsengracht were created. The third phase began in 1613 on the city's western frontier and it continued toward the south. The triple semicircle was expanded on the south and east sides of the harbor in 1662, with additional islands added on the east side. The massive expansion slowed in the last decades

¹⁴⁸ Konrad A. Ottenheim, “Amsterdam 1700: Urban Space and Public Buildings,” *Studies in the History of Art* 66 (2005): 121.

¹⁴⁹ Ottenheim, “Amsterdam 1700,” 121.

¹⁵⁰ Ottenheim, “Amsterdam 1700,” 121.

¹⁵¹ Mak, “Amsterdam as the ‘Compleat Citie,’” 33.

of the 17th century, and the construction of the east side's new urban area was never completed. It was turned over to private gardens and the university's botanical gardens.¹⁵²

The belt of canals, the so-called *grachtengordel*, that would give the city its half-moon shape, was the most impressive part of the design. The canals were broad, opposite to the narrow streets, intended to be used as transportation axes. Markets and warehouses along them were easily accessible from the port by barge and lighter. Thus, the canals were the circulation infrastructure of Amsterdam.¹⁵³ The new ring of canals was planned to become a trendy residential area of expensive houses from the start of construction in 1613. The new wealthy mercantile class was targeted to afford the large, wide plots along the three new canals. The scale and geometry of canals, quays, streets, and building plots created a well-organized living environment. The broad left-over space between the ring of canals and the protective ramparts, on the other hand, was not regulated by aesthetics or geometry. In the new urban context, the land's original agricultural character, which was drained by a rectangular system of small ditches and canals, was preserved. Small independent craftsmen could purchase plots in the Jordaan, a modest zone allocated for crafts and industry.¹⁵⁴ The grid pattern originated from native Dutch tradition. While the merchants were having their own zone for building decorated residences, Jordaan was literally "tacked" onto the canal belt, with streets and canals that followed the original design of the polder's drainage ditches. This explains the oddly sharp street corners that run parallel to the Jordaan and the *grachtengordel*.¹⁵⁵

3.1.2 The Golden Age Amsterdam

Central canal area of Amsterdam represents a broad hydraulic, urban and social scheme. It was built at the peak of the United Provinces' political and economic might and was the greatest urban planning project of its day in Europe. The city was formed around its port and the canals conducting trade. It was divided into neighborhoods in which houses and warehouses alternate to represent the culture and traditions of maritime commerce.¹⁵⁶ The picture below shows a bird view of Amsterdam, facing south before the construction of semi-circular rings of canals. The narrow strip of land is surrounded by the IJ, the Singel in the west, and the

¹⁵² Ottenheim, "Amsterdam 1700," 121.

¹⁵³ Mak, "Amsterdam as the 'Compleat Citie,'" 33.

¹⁵⁴ Ottenheim, "Amsterdam 1700," 122.

¹⁵⁵ Mak, "Amsterdam as the 'Compleat Citie,'" 34.

¹⁵⁶ ICOMOS, "Canal Area of Amsterdam," 258–59.

Kloveniersburgwal/Gelderse Kade in the east. Damrak is the name of the waterway in the middle, connecting the Dam with the IJ. On the west bank of the Damrak, ships were unloaded.¹⁵⁷

The case of Amsterdam's development is a very interesting case, because its prosperity was shown in public buildings and civic services, not focused on imperial, royal or noble building projects. It was a republican city state, being governed by the States-General and without any king, who was the Dutch republic's main authority with limited power on foreign diplomacy and war. Amsterdam was an independent city-state in many aspects.¹⁵⁸

For centuries, without the superiority of nobility, Amsterdam was governed by a corporation of nearly two hundred families. The main administrative bodies of the city were recruited from the members of commerce leading families since the 14th century.¹⁵⁹ In the 17th century, this ruling group was from the wealthy class of businessmen, merchants and bankers, whose main interest was commerce, such as shipping and trade. Therefore, they viewed the task of city governance best performed by creating commerce opportunities, not only for them, but also the whole community.¹⁶⁰

The rise of Amsterdam as a trade center for commercial exchange triggered its uncommon growth in population and urban space. As the city grew larger, it needed new public buildings such as churches, social institutions, houses of correction, as well as commerce infrastructures, maritime workshops, and defenses. It was the duty of the city government to preserve the growing urban space orderly in all aspects. Amsterdam did not have a predefined masterplan or construction program, but its development stages show how well it turned out in the end.¹⁶¹ We can see a system in the design of these types of buildings in seemingly isolated initiatives. The city government and its dependent semi public organizations commissioned and developed them to establish a well-ordered mercantile society. The result was the

¹⁵⁷ Cornelis Anthonisz, *Bird View of Amsterdam*, Circa 1557, woodcut print, brush and color, Height: 107 cm (42.1 in); Width: 109 cm (42.9 in) , Circa 1557, Rijksmuseum, https://commons.wikimedia.org/wiki/File:Cornelis_anthonisz_vogelvluchtkaart_amsterdam.JPG.

¹⁵⁸ Ottenheim, "Amsterdam 1700," 119.

¹⁵⁹ Mak, "Amsterdam as the 'Compleat Citie,'" 35.

¹⁶⁰ Ottenheim, "Amsterdam 1700," 119.

¹⁶¹ Mak, "Amsterdam as the 'Compleat Citie,'" 34.

construction and development of various building types.¹⁶² The image in Fig. 6 shows painting of Amsterdam's bird view in 1544.



Fig. 6: Amsterdam in 1544, painted by Cornelis Anthonisz
Retrieved from: Anthonisz, *Bird View of Amsterdam*.

Aesthetics in the urban space

In the 17th century, aesthetics was regarded in connection with ethics, the beauty of the city related to its proper governance, as it was the true architecture formulated by Vitruvius in Antiquity.¹⁶³ The order in urban expansion plans, regulated architecture and character of newly built areas including streets, gardens, houses, and squares; should be achieved in their scale.

¹⁶² Ottenheim, "Amsterdam 1700," 119.

¹⁶³ Ottenheim, "Amsterdam 1700," 330.

The central ring of canals was supposed to have enough space for building residential houses for the merchant class. Noisy or smelly crafts and polluting trades had no location among the newly expanded zones, it was for gardens and residential buildings.¹⁶⁴

Although the canal houses were built separately, building regulations made sure they were uniform and unanimous in regularity and facades, to comply with the beauty principles of Holland in the seventeenth century. Moreover, the planting of trees along the canals and in squares in public spaces was commissioned by the city government.¹⁶⁵

Another way of maintaining the beauty of the city was through the design of public buildings. Utilitarian city buildings were symbols of city pride and civic authority.¹⁶⁶ Like other Dutch cities, Amsterdam had its own building composition. The company's finances were monitored by a member of the city council. A group of three tradesmen monitored design and construction: a stonemason, a carpenter, and a bricklayer.¹⁶⁷ They had dozens of employees and project workers. Although the facades were made from stone or bricks, the master carpenter was responsible for all the interiors, since most structural elements were wooden, such as: floors, ceilings, staircases, and roofs. In fact, the master carpenter was the technical engineer in this three-party group. The master bricklayer not only monitored the masonry of the buildings, but also of the bridges, miles, and miles of quays in new urban expansions. The master stonemason was more distinguished in architecture, he and his team cut and shaped all tone components, such as: portals, moldings, and sculptural decorations, therefore he had to be a professional sculptor. During the first decades of the 17th century, fancy and fantastic ornamentation dominated the façade architecture, and the master stonemason was responsible for its aesthetics and artistic look.¹⁶⁸

Public buildings

During the 17th century, many new city buildings were constructed. Societal institutions such as orphanages and homes for the elderly received strong support from the municipal government, because they had a semi public purpose. Three charities, the

¹⁶⁴ Mak, "Amsterdam as the 'Compleat Citie,'" 34.

¹⁶⁵ Ottenheim, "Amsterdam 1700," 120.

¹⁶⁶ Mak, "Amsterdam as the 'Compleat Citie,'" 35.

¹⁶⁷ Ruud Meischke, "Het Amsterdamse fabrieksambt van 1595-1625," *Bulletin KNOB*, June 1, 1994, 100-122 Pagina's, <https://doi.org/10.7480/KNOB.93.1994.3.446>, cited in Ottenheim, "Living as Befits a Knight," 120.

¹⁶⁸ Ottenheim, "Amsterdam 1700," 120.

Huiszittenmeesters, the Diakonie, and the Aalmoezeniers, were particularly significant in helping the poor, orphans, and the elderly. The Dam acted as the nucleus of the old city, which remained the political and economic base. The Stock Exchange, the Weigh House, and the Nieuwe Kerk, the city's main church, were all located there, as was the Town Hall. Until the middle of the 17th century, the new parts of the city were mostly built as areas of private residences of various sizes for various income classes, therefore public buildings were almost entirely absent in the new neighborhoods. Most of them were in the medieval zone, in former monasteries that had all been abandoned since the Protestant Reformation in 1578.¹⁶⁹

They were assigned to new public institutions such as orphanages, elderly housing, prisons, and universities in the late 16th and early 17th centuries. When such institutions needed more space to meet the needs of an expanding population in the second half of the 17th century, new buildings for many of them were constructed in the expansion zones. Since there was no urban plan to suggest where these structures should be built, they were erected on city-owned land that had been left empty by design. Within the new urban areas, only the new Protestant city churches were given assigned locations.¹⁷⁰ These new buildings, utilitarian and mostly built by bricks, designed by the city architects, with their architectural plans and well-preserved documentation showed “architectural expression of the city's authority” according to Italian classical principles.¹⁷¹

From the 17th to 19th century

Due to the building of the old city and operations beyond the walls, the city had to carry out a fairly substantial expansion in 1612.¹⁷² The two-stage expansion of 1612 produced the distinctive cityscape of Amsterdam. Moreover, the expansion in 1658 provided enough space within the walls for the next two hundred years. Realizing that a lot of building land would stay unoccupied, the municipal authorities created the Plantage, which might be termed the first city park in Amsterdam. The grounds were divided and leased out as gardens in 1682, according to a plan by Jan Bosch. For the next two centuries no considerable development happened in the city, and in the many maps that were produced during this period it can be seen how the city

¹⁶⁹ Ottenheim, “Amsterdam 1700,” 121-22.

¹⁷⁰ Ottenheim, “Amsterdam 1700,” 122.

¹⁷¹ Ottenheim, “Amsterdam 1700,” 135.

¹⁷² Francis F. Fraenkel, “Berlage's Amsterdamse Plan Zuid (1905-1917) En de Daaraan Voorafgaande 19de-Eeuwse Uitbreidingsplannen,” *Nederlands Kunsthistorisch Jaarboek (NKJ) / Netherlands Yearbook for History of Art* 25 (1974): 182.

remained almost until the middle of the 19th century.¹⁷³ During this time, many beautiful maps were created in the Netherlands, which was the world’s map-making capital (Fig. 7).¹⁷⁴

The city declined and became impoverished during the French era. Between 1622 and 1795, the population grew from 100,000 to 217,000. In 1815, the census counted just 180,000 people. Trade and manufacturing did not develop following the liberation in 1813, in part because the ancient structures had been dismantled. Otherwise, there was no connection with the East following the collapse of the East India Company. The Dutch colonization of the Indies was possible only with the establishment of the *Nederlandsche Handel-Maatschappij* in 1824. The contemporary industrial revolution has been a long time coming in the Netherlands and in particular in Amsterdam.¹⁷⁵



Fig. 7: Amsterdam’s city map produced in 1844

Retrieved from: “Harvard Map Collection,” Harvard Image Delivery Service (Harvard University), accessed July 29, 2021, <https://iif.lib.harvard.edu/manifests/view/ids:7878002>.

¹⁷³ Fraenkel, “Berlage’s Amsterdamse Plan Zuid,” 183.

¹⁷⁴ Hoitink, “Dutch Term – Kaart.”

¹⁷⁵ Fraenkel, “Berlage’s Amsterdamse Plan Zuid,” 183.

The anticipated revival was so protracted, that can be seen in population statistics. At the census of 1829, there were 202,000 people in the city, in 1840: 211,000, in 1850: 224,000, and in 1860: 243,000 (After 1860).¹⁷⁶ After 1870, the economic boom created activity in the building industry, among other things, which alleviated the labor market. The occupation intensity of the older structures in the city grew, leading the quality of the dwellings to decline significantly. The rising working-class proletariat had an urgent need for inexpensive workers' housing, which was almost entirely beyond the Singelgracht. Unlike the 17th century, expansion was the work of private individuals.¹⁷⁷

They were only partial expansions, and they were clearly not designed to meet the need for low-cost housing for workers. These expansions produced a scenario that Berlage had to account for in his urban development plans. For example, the design by Jacobus Gerhardus van Niftrik from 1867, the first to come up with a comprehensive plan after the 17th century, demonstrates that the municipal authorities were aware of the horrible living circumstances and planned to come up with a big expansion plan. Initiatives by private citizens to expand cities Construction began outside the ramparts in the 17th century. *Warmoezen*, who cultivated their vegetables near to the sales area and lived on small farms, and, of course, small industries, mainly sawmills, were all little country residences in gardens of people who could not afford the aristocrat's lavish country estates. The problem of what to do with the structures beyond the ramparts arose again in the second half of the 19th century, as it had in the 17th century with massive urban expansions.¹⁷⁸

Van Niftrik, who became City Engineer in 1864, was assigned to the project. In addition, based on unpublished memoirs of 1907, which include notes where he professes his abhorrence of slums, he was both professionally and socially driven. After the 17th century, no further urban plans for a total expansion had been completed, until 1934. On March 30, 1867, H. J. van Lennep submitted it before the Council. It planned for the expansion to be built on cleared ground that was elevated and had a canal on the outside.¹⁷⁹

Inside, the Singelgracht was to be rationalized, the ancient bulwarks and mills eliminated. When the land was prepared, it was split into five sections, with districts

¹⁷⁶ Fraenkel, "Berlage's Amsterdamse Plan Zuid," 183.

¹⁷⁷ Fraenkel, "Berlage's Amsterdamse Plan Zuid," 184.

¹⁷⁸ Fraenkel, "Berlage's Amsterdamse Plan Zuid," 184.

¹⁷⁹ Fraenkel, "Berlage's Amsterdamse Plan Zuid," 261.

corresponding to various socioeconomic groups. Behind the Jordaan was a working-class neighborhood, with a park located next to it. Parks were an essential part of the plan, and that is why there are also twelve radial roads that form a “circle marketplace” and a “villa” in the heart of a new “junction” train station. The primary artery of the expansion was to be a large, three-lined high street, nearly parallel with the shape of the ancient city. The Council rejected this plan: the linkages between the expansion and the city were thought to be inadequate, the parks were seen as vast and costly, and the roads and canals were deemed insufficient. It was agreed that one should not start building roads and canals until they fill up the gap between the roadways.¹⁸⁰

Attempts were undertaken to purchase territory outside the original borders of the city, the Singelgracht, which had remained unchanged since the 17th century. They eventually accomplished this in 1896. Extension, another new component, being a regulation passed in 1896, stating that Council-owned property could no longer be sold, but was to be leased (Note 30). Concerned over everything, the Council made the Public Works Department draft a new extension-building plan for the south. L.C.M. Lambrechtsen van Ritthem delivered it on January 16, 1899. Lambrechtsen believed any new construction should replicate the city’s historical expansion, which would have circular three-lined canals. A canal from the Amstel to the Schinkel, first envisaged in Van Niftrik’s design and resurrected in 1873 and 1891, would create the southern border. Along with this second canal, an avenue studded with villas runs parallel.¹⁸¹

3.1.3 The modern Amsterdam

If a hypothetical visitor went to early-20th-century Amsterdam, they would find it very different from today. For example, The area of present day arena built on pastureland in Bijlmermeer, was legally outside the city limits. The factories, diamond polishing mills, and shipyards that developed during the 19th century gave the city its status as the Netherlands’ financial hub, with several banks and exchanges. The spatial developments that had rarely been witnessed since the 17th century, were accompanied by many initiatives in and around Amsterdam in the late 19th century.¹⁸² Amsterdam’s industry, finance, and infrastructure

¹⁸⁰ Fraenkel, “Berlage’s Amsterdamse Plan Zuid,” 261.

¹⁸¹ Fraenkel, “Berlage’s Amsterdamse Plan Zuid,” 262-263.

¹⁸² Nicholas Piercey, *Four Histories about Early Dutch Football, 1910-1920*, 1st ed. (London: UCL Press, 2016), 37, <https://doi.org/10.2307/j.ctt1gxxpf7>.

developed so quickly in the late 19th and early 20th centuries that this period was dubbed "the small Golden Age." The city's spatial developments and flourishing future, combined with a huge flow of people from the Dutch countryside during the agricultural crisis of the 1870s, raised concerns about employment and housing opportunities in Amsterdam.¹⁸³

According to a 1910 guide book, the circular canals of Amsterdam were "flanked by avenues of elms", the core districts could no longer meet the city demands. After 1870, expanding neighborhoods beyond the Singelgracht allowed more dwellings to be erected for the growing population. Newly built districts arose in Dapperbuurt, de Pijp, de Klinkerbuurt, and Staatsliedenbuurt areas. In 1896 the municipality's limits were widened, allowing for new expansion. Nonetheless, the new districts of Diemen, Nieuwer-Amstel, and Sloten faced the shortage of housing.¹⁸⁴

Regarding the transportation, Amsterdam gained a direct and readily navigable access to the North Sea at IJmuiden in 1876. During the next two decades the Merwedekanaal allowed more efficient commerce between the city and the booming Ruhr industry. The Suez Canal extension in 1869 also reduced travel time between Amsterdam and the Dutch East Indies. While digging canals inside and around the city changed its waterways, trains and stations helped define its new topography. In 1889, a new station connected the city's east and the countryside. The Central Station, located north of the historic Dam Square between the piers, became the first man-made barrier between the center of Amsterdam and the river IJ and its big ships and received much criticism and controversy. Finally, the municipality acknowledged the necessity for a new station in the city center in 1869, and construction began in 1882.¹⁸⁵

As more individuals moved to Amsterdam, the poorest residents found it more difficult to secure housing. Housing in the new neighborhoods was primarily financed privately and rented at a premium, which meant that many of Amsterdam's poorest citizens lived in dismal, overcrowded conditions, which undoubtedly contributed to the spread of a cholera outbreak in 1866. According to an 1893 study by the Health Commission, one in every thirteen city dwellers lived in subterranean housing, significantly leading to the improvement of epidemics and health problems. In the second part of the 19th century, a rising hygiene movement arose,

¹⁸³ Piercey, *Four Histories*, 38.

¹⁸⁴ Piercey, *Four Histories*, 38.

¹⁸⁵ Piercey, *Four Histories*, 38.

which was crucial in ensuring that Amsterdam and other Dutch towns benefited from sewage and fresh water systems.¹⁸⁶

In 1901, the *Gezondheidswet* [Public Health Law] and the *Woningwet* [Public Housing Law] tried to address the Netherlands' health and housing concerns by enacting a set of rules aimed at preventing poor housing and enhancing urban planning. The *Woningwet* mandated that any city over 10,000 inhabitants or with a five-year growth rate of more than 20% develop an *Uitbreidingsplan* [Expansion Plan]. As a result of the *Gezondheidswet*, towns must create health committees composed of physicians, architects and urban planners. Thus, the role of space and urban planning in power politics grew, as Foucault predicted. The city was viewed as a microcosm of the state and an example of logical government. If the city can be planned and organized effectively, then the state and its citizens can as well.¹⁸⁷

After 1900, the municipality of Amsterdam enacted legislation. In 1902, Amsterdam became the first Dutch city to legislate minimum housing criteria; however, lack of public finance meant that housing was mostly built by private businesses, and thus beyond the reach of the poor. In spite of the increase in charities and organisations committed to these concerns, home building remained inadequate. These philanthropic societies and charities were part of the rapid expansion of voluntary organizations in the Netherlands between 1870 and 1900, a "paternalistic civilization offensive."¹⁸⁸

Until the 1930s, Amsterdam's housing strategy was purposefully urban. After the renowned *Woningwet*'s establishment in 1901, new districts, notably those consisting of social housing, were built as extensions of a cohesive urban fabric.¹⁸⁹

Berlage's plan zuid

At a private meeting of Amsterdam's city council on 8 March 1900, it was agreed to rebuild Van Niftrik's urban plan in order to better fulfill hygienic and aesthetic requirements, and then, largely for aesthetic reasons, it was decided to hire Hendrik Petrus Berlage. This was Berlage's first big town-planning project. He also planned up a design for an area in East Amsterdam to replace one that had been declined by the Council. In his original concept for

¹⁸⁶ Piercey, *Four Histories*, 39.

¹⁸⁷ Piercey, *Four Histories*, 39.

¹⁸⁸ Piercey, *Four Histories*, 39.

¹⁸⁹ Piercey, *Four Histories*, 39.

South Amsterdam, Schumacher rejected Lambrechtsen's proposal for an expansion due to the risk of producing a bland impression. His canals were laid out with rather random courses, but he took up the canals that were planned by Lambrechtsen on the west side of the Boerenwetering as well as the north and center connecting canals to the east of it. Southern connecting canal, however, was the major component of the entire design. Both Lambrechtsen and Berlage envisioned various social classes living in different areas of the expansion, but their extension plans were polar opposites. Berlage's city layout included two squares, which served as focal areas for public buildings. Camillo Sitte's influence can plainly be seen here. He also specified the exact character of these public structures. Class-oriented designates the structures to be found in affluent neighborhoods, whereas income-oriented designates those in working-class neighborhoods.¹⁹⁰ The image in Fig. 8 shows a map of Amsterdam in 1927.



Fig. 8: Detailed historical map of Amsterdam in 1927.

Retrieved from: "Amsterdam City Map, 1927 (1928)," Avenza Maps (Avenza Systems), accessed July 29, 2021, <https://www.avenzamaps.com/maps/91093/amsterdam-city-map-1927-1928>.

¹⁹⁰ Fraenkel, "Berlage's Amsterdamse Plan Zuid," 263.

The general expansion plan (AUP)

As Amsterdam was growing, new insights for its expansion plan were needed. Between 1934 and 1958, the General Expansion Plan called the *Algemeen Uitbreidingsplan* (AUP), was established. The implementation of the plan was delayed by the Second World War. It quickly gained international recognition as the first comprehensive and research-based strategy of its kind. Cornelis van Eesteren created a scale model of the entire city in the City Hall's attic. For him, it was no longer a work of art, but a complex machine for living and working, with three key functions: living, working, and pleasure. Transport connected the first three functions. The functions were clearly divided. Residential areas were separated from work centers by recreational spaces. New were the “strips” of functional dwelling blocks: elegant iron, concrete, glass, and light constructions. Living was stressed in the block interiors, light in the living areas, and functionalism in the kitchens.¹⁹¹

This was about a new style of living. At the same time, new concepts like “holidays” and “free time” began to enter Amsterdammers' minds. So for the first time, the AUP's authors took leisure seriously. The proposal featured a new “forest park,” the *Amsterdamse Bos*. The new residential zones were to be centered around an artificial lake, the Sloterpas, which would also provide an inexpensive source of sand to tame the mud. However, none of it came true. First, the second World War began, and then a severe housing crisis led to numerous low-quality dwellings being built in a hurry. Nonetheless, the AUP remained the major driving force for planners until the 1960s.¹⁹²

Therefore, Van Eesteren and his colleagues' imprint on the Amsterdam map is remarkable. His designs as vast residential zones, mostly box-like flat buildings, are noticeable. Their connection with the green belt around the city is intriguing. In the AUP, nature is not washed away as an adversary, but rather welcomed back into the city, in the form of a huge wedge. Patrick Geddes proposed in his book “*Cities in Evolution*,” a city plan in which the countryside might continue to intrude into the built region, a “finger city” or “lobe city”. The AUP has continuously followed this idea in reality, keeping the coastal landscape accessible to most city inhabitants.

¹⁹¹ Mak, “Amsterdam as the ‘Compleat Citie,’” 2003, 45.

¹⁹² Mak, “Amsterdam as the ‘Compleat Citie,’” 2003, 45.

The AUP planners definitely had a mechanical vision of the city, as Kevin Lynch put it. The city was now free to build the ultimate paradise; the “city of the future,” when they built The Bijlmer, designed in the 1960s, both the peak and tragedy of this concept. Amsterdammers had bought fresh territory on the Bijlmermeer polder. It would provide, following Le Corbusier's lead, big, sunny high-rise houses for a pleasant family life among a green, park-like setting where to rest and play. Finally, Marxist socialism at action. They hoped to build on its international reputation for urban design, from Berlage to Van Eesteren.¹⁹³ Little did they know of the future.

The honeycomb design of ten-storey ribbons looked fantastic and futuristic on the scale models and on the Amsterdam map. But the “city of the future” looked entirely different. There were issues from the start, in 1970. This was partly attributable to the fact that cities evolve quicker than expected. For example, groups arrived that were not anticipated. The new residents were mostly immigrants, with few from the previous working-class neighborhoods, and many were impoverished and unemployed. The comparatively secure 1960s parking garages and long, austere pathways had become breeding grounds for crime by the turn of the decade.¹⁹⁴ Further to this topic is elaborated in Chapter 4.1.1.

3.1.4 The contemporary Amsterdam

The Netherlands has developed urban policies to tackle urban challenges for a long time and Amsterdam has also been affected. Large parts of Amsterdam were in decline after 1970. The urban renewals in the Netherlands 1970-1990 were large-scale slum clearance projects.¹⁹⁵ The focus on urban concerns was mostly defined by its area-based approach. In general, it could be stated that after a phase when the formation of the Central Business District (CBD) was considered to be important, attention has been focused on three approaches: 1) physical urban renovations and renovations; 2) economic and urban policy; and 3) approaches that focus on the most important policies of social problems, typically taken recently. Over time, focus has been transferred from one area to another and different viewpoints within each field have also been shown. The Netherlands government presented its policies in integrated approaches

¹⁹³ Mak, “Amsterdam as the ‘Compleat Citie,’” 2003, 45-6.

¹⁹⁴ Mak, “Amsterdam as the ‘Compleat Citie,’” 2003, 46.

¹⁹⁵ Herman de Liagre Böhl, “Steden in de steigers – Stadsvernieuwing in Nederland 1970-1990,” Herman de Liagre Böhl (blog), March 6, 2018, <https://hermandeliagrebohl.com/2018/03/06/steden-in-de-steigers-stadsvernieuwing-in-nederland-1970-1990/>.

named Big Cities Policy I, II, III and Big Cities Policy+, recommending that the physical, economic and social (and security) areas be combined.¹⁹⁶ The picture below shows these urban policies, their main goal, orientation and slogan (Fig. 9).

Name of policy	Main goal	Period	Orientation	Slogan
Creating CBDs	Stronger urban economy	To 1970	Efficiency	New jobs
Urban renewal	Improving urban housing	1970–1980	Social justice	New housing for neighbourhood
City renewal	Stronger urban economy	1980–1990	Efficiency	Stop urban degradation
Multiple-problem	Help disadvantaged neighbourhoods	1985–1990	Social justice	Stop cumulating problems
Social renewal	More social cohesion	1990–1994	Social justice	Higher participation
Big Cities Policy I	Mixed neighbourhoods	1994–1998	Social justice	Immigration of high incomes
Big Cities Policy II	Stable neighbourhoods	1998–2004	Social justice	Prevent leaving neighbourhood
Big Cities Policy III	Stronger neighbourhoods	2004–2009	Efficiency	Powerful cities
Big Cities Policy+	Integrated neighbourhoods	From 2007	Social justice	Prevent parallel societies

Fig. 9: Netherland's urban policies

Retrieved from: Musterd and Ostendorf, "Integrated Urban Renewal," 79.

Amsterdam is a city with a well-defined political involvement. Social policy, economic well being, and physical planning take priority. For general urban planning and development strategy, the central governing council uses the official Structure Plan. Between 1974 and 1996, a series of post-war Structure Plans ensured physical modifications. 1990s urban development plans include a mechanism for tracking governmental and private construction spending. With national and significant subsidies to achieve development programs, the strategy was very beneficial.¹⁹⁷

These included funding national heritage in over 8500 listed buildings and streetscapes, urban regeneration initiatives in pre- and post-World War II regions, and future extensions. The independent district councils (thirteen, in the 1990s) worked closely with the central body on urban planning and building regulation. Efforts to increase public space and intensify land usage with urban purposes are ongoing. Denser buildings were concentrated at highway and transit junctions. These included multinational offices (such as ABN–AMRO Bank) and

¹⁹⁶ Sako Musterd and Wim Ostendorf, "Integrated Urban Renewal in The Netherlands: A Critical Appraisal," *Urban Research & Practice* 1, no. 1 (April 3, 2008): 79, <https://doi.org/10.1080/17535060701795389>.

¹⁹⁷ Kahn and van der Plas, "Amsterdam," 377.

international congresses and trade shows (such as the RAI¹⁹⁸). Development projects necessitated building on peat, reclaimed land, or man-made islands, which could take up to 30 years to accomplish due to their intricacy.¹⁹⁹

Regarding its urban fabric, Amsterdam is depicted as a “patchwork of large-scale development projects and infrastructural improvements,” a fertile environment for home renovation and a developing regional economy in a previous 1999 study by Kahn and Van der Plas. The primary policy issues in the city at the period were strengthened regional cooperation, the management of land development amid demographic expansion, the renovation of the city center and neighborhoods after the second World War and Amsterdam’s standing on the worldwide markets. Fifteen years later, in 2015 the city development model of Amsterdam showed continuity with its mid-1990s policies and certain unusual and unforeseen discontinuities, due to experimental urban, housing and regional development approaches.²⁰⁰

The global financial crisis in 2008 affected many urban policies in Europe and other countries, including the Netherlands. Amsterdam, as having some features of “neoliberal urbanism,” has become a battlefield, in which ancient policies appear to fail to achieve the original goals and the same policies are transformed into new models, backed by evolving political and social situations. Local geographies, road dependencies, and political cultures simultaneously lead the city into a distinctive and likely unstable condition of progressive neoliberalism.²⁰¹

The present day spatial status of Amsterdam can best be visualized and understood through the Building age map of the Netherlands by Parallel, a mapping database in which all 10 million buildings in the Netherlands are depicted in 3D according to their age, as shown in Fig. 10.²⁰²

¹⁹⁸ the RAI: a convention center with conference and exhibition halls in the Zuidas business district of Amsterdam

¹⁹⁹ Kahn and van der Plas, “Amsterdam,” 377–78.

²⁰⁰ Federico Savini et al., “Amsterdam in the 21st Century: Geography, Housing, Spatial Development and Politics,” *Cities* 52 (March 2016): 103, <https://doi.org/10.1016/j.cities.2015.11.017>.

²⁰¹ Savini et al., “Amsterdam in the 21st Century,” 103.

²⁰² Elijah Zarlin, “19 Amazing Maps from 2019,” Mapbox, January 29, 2020, <https://blog.mapbox.com/19-amazing-maps-from-2019-c2db8f2b6b9f>.



Fig. 10: Amsterdam’s building age map by “Parallel” company
Retrieved from: Zarlin, “19 Amazing Maps.”

Big cities policy (BCP) and urban renewal

Prior to the second World War, the strengthening of the CBD was the fundamental notion of urban plans, not only in the Netherlands but globally. According to classic economic geographic ideas, the city’s center should be stimulated economically and made accessible to everybody via various infrastructures. Older neighbourhoods were demolished to make way for businesses, banks, stores, and municipal organizations. Housing policies were subjected to this urban economic goal.²⁰³

This policy persisted during post-war reconstruction. But the issue of adequate housing gained in significance, for example, in the development of housing outside the city, in housing developments. This too was a trend witnessed across Western cities, especially where the state was heavily involved. In this context of rapidly growing earnings, the policy of expanding the CBD at the expense of residential neighborhoods quickly proved politically untenable. Decreased demand for office space in the CBD due to business and employment suburbanisation. The policy was renamed “urban renewal” (Dutch: *stadsvernieuwing*), which had to be understood in its historical context. In an era of massive migration from the inner city

²⁰³ Musterd and Ostendorf, “Integrated Urban Renewal,” 79.

to the suburbs, urban renewal focused on housing for the urban poor, rather than economic goals such as job preservation in the city.²⁰⁴

This changed in the 1980s when it became clear that the urban economy had been weakened by suburbanisation and a preoccupation with the poor and their housing needs. The goals were very different: not housing needs, but strengthening the urban economy, and development of the compact city had to provide a promising arena for international economic competition, where city-marketing would persuade multinationals to engage in public-private partnerships. At the end of the 1980s, it became clear that economic interests were hurting social cohesion. Policy focusing on problem-accumulating regions, which subsequently required social regeneration policy to restore. The Dutch government saw that a new social cohesive force was needed in an era of loosening ties (family, neighbourhood, church, job, and organizations), but that it could not supply it. Firms in particular have to be active as members of civic society. The goal of social renewal policy was to enhance involvement in society, both economically and socially. Because various sorts of social interactions might be located or stimulated in the neighbourhood, it was also regarded as an essential vehicle.²⁰⁵

This policy focused on “income communities”, a euphemism for regions with similar income levels. That is, the policy targeted metropolitan areas with a high population of low-income neighbourhoods. The policy intended to combat income segregation, since the emergence of social ghettos was predicted. Since low-cost housing had to be replaced and mixed with more costly dwellings in order to attract better-off people, the policy centered on neighbourhood-level restructuring. These concepts of changing housing stock to mix the population at the neighbourhood level seemed to be returning in subsequent programs.²⁰⁶

This was also true for Big Cities Policy II, but the goal shifted somewhat from attracting new better-off households to the neighbourhood, which proved to be somehow too far, to helping existing residents find housing for a housing-career inside the same neighbourhood, i.e. preventing the n Big Cities Policies III and III+ continued to encourage neighbourhood transformation. Both regimes address social and ethnic compositions of neighbourhoods, albeit in different “tones,” and both start with the assumption that disadvantaged neighbourhoods are segregated, which should be reversed. In Big Cities Policies III and III+, the prospect of a

²⁰⁴ Musterd and Ostendorf, “Integrated Urban Renewal,” 80.

²⁰⁵ Musterd and Ostendorf, “Integrated Urban Renewal,” 80.

²⁰⁶ Musterd and Ostendorf, “Integrated Urban Renewal,” 80.

growing separation between the poor and the rest is emphasized, threatening to isolate the poor from mainstream culture.²⁰⁷

Except for the era in which the creation of CBDs and major urban economic centres was the dominant policy, social concerns are clearly significant aspects of all subsequent policy regimes. But the term “social problem” shifted throughout time. Typical social policy actions have also altered. Table 2 combines the changes in these spheres. Since the 1970s, many societal concerns have dominated. A greater urban economy was sometimes anticipated to benefit the poor, either directly by providing new employment or indirectly by generating significant economic development. Previously, it was believed that physical deterioration created social isolation, that concentrated poverty increased social exclusion, and that specialized physical renewal programs reduced social exclusion.²⁰⁸

In order to cope with the economic, social and physical elements of cities, Dutch urban policy has merged knowledge, financial and human resources during the last decade or two while simultaneously moving resources and duties to decentralised levels of government. The initial goal was to build “the comprehensive city” which later evolved into “the powerful city,” or “the safe and liveable city,” with welcoming neighbourhoods, thriving economies, jobs for job seekers, pleasant living conditions, liveable neighbourhoods, safe streets, and communities that include everyone. Three or four types of policies were needed to achieve the complete city goal: economic, physical, social, and safety.²⁰⁹

All BCPs attempted to reduce the number of uneducated people, reduce crime and harmful conditions, reduce high unemployment, minimize middle class outmigration, and promote economic vibrancy. Moreover, regulations aimed at removing outdated housing and commercial buildings, weak infrastructures, and poor accessibility impede growth. Problems often develop and become concentrated in certain regions, with apparent connections. Large-scale, integrated, area-based responses to urban problems were launched in response to the dominating problem and the interconnection of numerous urban challenges. Integrated, area-based, and decentralised are key organisational principles.²¹⁰

²⁰⁷ Musterd and Ostendorf, “Integrated Urban Renewal,” 80-81.

²⁰⁸ Musterd and Ostendorf, “Integrated Urban Renewal,” 81.

²⁰⁹ Musterd and Ostendorf, “Integrated Urban Renewal,” 83.

²¹⁰ Musterd and Ostendorf, “Integrated Urban Renewal,” 83.

Several Western European nations and towns' policies are based on established ideologies that segregation and integration are mutually incompatible. A large amount of money is spent on reversing spatial inequalities, which are not necessarily as they appear. However, we might also give evidence for a different position on these topics. Even in the poorest neighbourhoods, there is a considerable middle-class presence, thus many impoverished neighbourhoods are already mixed. Moreover, area-based interventions may fail to meet social goals. That does not mean integrated policies cannot assist in solving some urban issues.²¹¹

Municipal divisions of Amsterdam

Currently, Amsterdam is divided into seven districts, each with their own district committee. Districts are responsible for doing municipal activities, such as work in public places and cleaning. Because each area has its unique requirements and challenges, they also modify the plans of the council of mayor and alderpersons and the municipal council. The districts of Amsterdam are: 1) *Centrum* [Center], 2) *Zuid* [South], 3) *Oost* [East], 4) *West* [West], 5) *Noord* [North], 6) *Nieuw-West* [New-West], and 7) *Zuidoost* [Southeast].²¹²

Each district is divided into neighbourhoods. There are a total of 26 distinct neighbourhoods in Amsterdam, each with its own unique personality. If citizens have questions, concerns or suggestions for their neighbourhood, they may contact the neighbourhood support staff. An area plan is prepared annually for each neighbourhood. This approach focuses on local concerns and needs and addresses them. Together with citizens, the business sector and organisations, the municipality develops and implements these strategies. "Area-based approach" is the term used to describe this method.²¹³

Gentrification

Gentrification began in the 1980s in Amsterdam's neighborhoods such as Jordaan and De Oude Pijp and spread to the majority of neighborhoods within the orbital A10 highway in the late 1990s. The continued gentrification of previously middle-class or gentrified regions

²¹¹ Musterd and Ostendorf, "Integrated Urban Renewal," 90.

²¹² "Districts and Neighbourhoods," Amsterdam.nl (Amsterdam.nl), accessed July 27, 2021, <https://www.amsterdam.nl/en/districts/>.

²¹³ "Districts and Neighbourhoods."

has elevated these places to some of the most expensive residential neighborhoods in the country.²¹⁴

The city nevertheless has a fairly diversified population in the class and ethnic fields, and fairly minor levels of segregation, despite extensive and intense gentrification. Most gentrification regions in the city and even in the country were classified among the most disadvantaged areas, where the research shows mostly immigrants reside. Initially, the improvement of those regions leads to an even larger social mix and a rather equal distribution of low incomes across urban spaces. However, policymakers and researchers are increasingly worried about what they call a “growing polarization between the haves and have-nots.” This prospect for inequality is also being developed geographically in combination with worries over divergent living opportunities amongst social groupings in the city.²¹⁵

The notable A10 ring road, which separates the urban fabrics of prewar and postwar Amsterdam, is increasingly viewed as a physical and mental obstacle which divides the gentrifying city center from western garden cities neighborhoods of the Nieuw-West district at the west of Amsterdam.²¹⁶ As a result, the most current policy plan stresses the need to expand gentrification tendencies and improve in these regions, starting from the areas surrounding the A10 ring road.

The pattern of gentrification is in a way that while inner-city neighborhoods are gentrifying, the suburban regions are getting more “differentiated” in “class, ethnicity and household composition.” Moreover, some of the earlier areas of the post-war period currently face downgrading processes. While many pre-war suburban places preserve the traditional location of their destination for middle-class families, demographic stagnation has recently emerged in the oldest sections of New Towns like Almere, formerly a destination for many middle class groups coming from the city. The suburbs of Amsterdam are increasingly becoming the sole realm of family homes. These opposing tendencies undermine established suburban and urban dichotomies to some degree.²¹⁷

²¹⁴ Cody Hochstenbach and Wouter PC van Gent, “An Anatomy of Gentrification Processes: Variegating Causes of Neighbourhood Change,” *Environment and Planning A: Economy and Space* 47, no. 7 (July 2015): 1480–1501, <https://doi.org/10.1177/0308518X15595771>; in Savini et al., “Amsterdam in the 21st Century,” 107.

²¹⁵ Savini et al., “Amsterdam in the 21st Century,” 107.

²¹⁶ Savini et al., “Amsterdam in the 21st Century,” 107.

²¹⁷ Savini et al., “Amsterdam in the 21st Century,” 108.

In recent decades in Amsterdam, these transitions have been reflected in wider worldwide trends that increase diversity and gentrification in the urban heart and variegated suburbanization processes owing to social mobility and changes in peripheral and core interconnections. In the highly regulated setting of the Netherlands, the relationship between these transitions and institutional transformation, in particular the vital function of housing, is essential.²¹⁸

3.2 Demography of Amsterdam

In the recent decades, the social geography of Amsterdam has seen significant changes. The period is marked by three main trends: population growth, gentrification, and increased ethnic diversity. Although the last two trends have been going on for a long time, the significant population growth is a demographic phenomenon. The net migration with Amsterdam and the rest of the Netherlands was negative for decades, as was the situation in many western cities. Since the commencement of a large-scale suburbanization in the early 1960s, the city had lost nearly 20 percent of its population by mid 1980s. For decades, suburban suburbanization emptied the city of several reasonably rich households, generating a growing income.²¹⁹

With a population of currently nearly 875,000 people,²²⁰ Amsterdam is the largest city in the Netherlands. Amsterdam's population has grown in the last ten years, with no sign of slowing down. The population is expected to exceed one million people by 2030.²²¹ The figure below shows the Dutch, non-Dutch, Western, non-Western population in Amsterdam, divisions by continent and some nationalities with higher population rates.

²¹⁸ Savini et al., "Amsterdam in the 21st Century," 108

²¹⁹ Savini et al., "Amsterdam in the 21st Century," 104.

²²⁰ CBS, "Population; gender, age, nationality and region," CBS Statline, accessed August 12, 2021, <https://opendata.cbs.nl/#/CBS/nl/dataset/84727NED/table?ts=1628795167775>.

²²¹ Statista Research Department, "Total Population of Amsterdam from 2009 to 2019" (Statista, March 4, 2020), <https://www.statista.com/statistics/753235/total-population-of-amsterdam/>.

In order to have an overview of the population of Amsterdam, it is better to consider it in a time period. A report published in 2010 by Open Society Foundations analyzes the population and gives an overview of Amsterdam's population and demographic figures, including its age structure and ethnic diversity. It shows Amsterdam, as the largest city in the Netherlands, had a population of 747,290 in 2008.²²² In this report the population of Amsterdam based on age group is shown in Fig. 11.

Age group	No. of people
0–4 years	45,288
5–19 years	110,148
20–34 years	195,934
35–49 years	186,552
50–64 years	125,758
Over 65 years	83610

Fig. 11: Population of Amsterdam according to age group, 1 January 2008
Retrieved from: Open Society Foundations, 2010, p 28.

The same report shows the groups of origin in the population of Amsterdam, for ethnic minorities, comprising the first and second generation of immigrants. The figure below shows between non-Western ethnic minorities, the Antilleans, Morroccans and Turks create considerable minorities (Fig. 12). This is further discussed in chapter 3.2.1.

Group of origin	No. of people
Antilleans	11,440
Dutch	381,374
Moroccans	67,153
Other non-western ethnic minorities	72,175
Surinamese	68,813
Total non-western ethnic minorities	258,494
Turks	38,913
Western ethnic minorities	107,422

Fig. 12: Population of Amsterdam according to group of origin, 1 January 2008
Retrieved from: Open Society Foundations, 2010, p 29.

²²² Open Society Foundations. *Muslims in Amsterdam*. Report. (Open Society Foundations, 2010). 28, Accessed April 4, 2021. <http://www.jstor.org/stable/resrep27171.9>.

3.2.1 Immigration to Amsterdam

The increased migration from rising nations such as India, China, and Brazil reflects the changing economic status of Amsterdam. More than the country has developed during the last twenty years, the city has experienced rising growth. Despite its modest size, Amsterdam is deeply connected in global networks and the city's economy is strongly driven by service-oriented sectors. Foreign corporations with global or regional headquarters in the city bring in or recruit temporary or long-term foreign employees. Spatial concentration of "expat" population also influences the nature of core districts, playing a part in gentrification processes that exist in the city.²²³ The pattern of the population of a district is affected by the national majorities that live there.

In addition to differentiated demographic change, the second generation of immigrants' suburbanization also enhances their ethnic heterogeneity. While most of the suburban sites are still relatively homogeneously white, middle-class (and some of the working class), with non-Dutch origins, now live in especially cheap post-war neighborhoods. For example, roughly 30% of all people have a non-West ancestry in the heart of Almere.²²⁴

Around the year 1700, the end of the Dutch Golden Age, 40% of the population of Amsterdam were born abroad. The wealth of Amsterdam was mainly arisen by Antwerp Protestants, French Huguenots and Portuguese Jews.²²⁵ The percentage of immigrants gradually decreased in the following centuries, until the second half of the 20th century when the economy of the Netherlands started to flourish again and there was an influx of migrants. Now, 1/4 of the population of Amsterdam is foreign-born. If the children of this portion of population is also included, it appears that about half of the population of Amsterdam is from a first or second generation of immigrants. The difference between this time and the 17th century is that these immigrants are not from European countries, but belong to all around the

²²³ Savini et al., "Amsterdam in the 21st Century," 107.

²²⁴ Savini et al., "Amsterdam in the 21st Century," 108.

²²⁵ Han Entzinger, "A Tale of Two Cities: Rotterdam, Amsterdam and Their Immigrants," in *Coming to Terms with Superdiversity*, ed. Peter Scholten, Maurice Crul, and Paul van de Laar (Cham: Springer International Publishing, 2019), 174, https://doi.org/10.1007/978-3-319-96041-8_9.

world. That makes Amsterdam a global city. Considering the proportion of immigrants to the main population of the city, Amsterdam is equal to Los Angeles or Sydney.²²⁶

Although these immigrants are frowned upon, their hard work, entrepreneurships, capitals and dedications has contributed to the urban and economic progress of Amsterdam. The 1973 oil crisis led to economic change and deindustrialization of the Netherlands. The low-educated migrants lost their industrial jobs because of the “steady decline of manufacturing”, and they were discriminated against by the employers’ preference to use Dutch native workers. At the same time, service industries were growing: ICT, IT, finance, insurance, real estate, media and tourism. A range of multiple interrelated factors, from the expansion of “personal and producer services, the fragmentation of consumer tastes, changes in the international division of labor, the increased mobility of capital and labor” as well as other factors, made the emerging economy of the Netherlands become “deindustrialized and global,” prioritizing knowledge and information technology.²²⁷

Knowledge economy is associated with international migration. Amsterdam’s multiculturalism is a result of the knowledge economy which has brought skilled workers, managers, students, asylum seekers, and family members and turned it into an international migrant destination. Thus, the migrants are not allocated only in the lower levels of the labor market, but also in the middle and top. This trend is reflected in “composition of the labor force within key industries of the knowledge economy.”²²⁸

First- and second-generation immigrants together account for almost half the population. This shows how Amsterdam has been a “world city” for more than half a millennium. There is some criticism among the authors against the scholars who ignore the role of immigration and prefer economic criteria in the ranking of global cities. Amsterdam is now high-ranked in such a list. Instead, by creating an alternative ranking, considering immigration as an important example of “immigration from below,” Amsterdam ranks third in the list of global cities, after Dubai and Miami; and ahead of many global cities such as Toronto,

²²⁶ Liza Nell and Jan Rath, “Am I Amsterdam? Immigrant Integration and Urban Change.,” in *Ethnic Amsterdam: Immigrants and Urban Change in the Twentieth Century* (Amsterdam: Amsterdam University Press, 2009), 13, <https://www.jstor.org/stable/j.ctt46mtxt>.

²²⁷ Nell and Rath, “Am I Amsterdam?,” 14.

²²⁸ Nell and Rath, “Am I Amsterdam?,” 15.

Vancouver, Auckland, New York, Los Angeles, San Francisco, Sydney, Tokyo, London and Paris. Their argument is “non-economic factors are central to the rise of global cities.”²²⁹

For the first half of the 20th century, people from the former colonies of the Netherlands in the Caribbean (Surinam and the Netherlands’ Antilles) formed the city’s largest post-war immigrant groups. In the 1960s and 1970s, guest worker schemes brought many labor migrants (predominantly male) from Mediterranean countries like Spain, Yugoslavia, Turkey and Morocco to Amsterdam. These migrants were recruited through “labor recruitment programs” as unskilled workers, who came directly from rural areas or cities after passing there in search of work.²³⁰ Migrants from Surinam, the Antilles, Turkey and Morocco are regarded as “the four classical migrant groups” and make about a quarter of Amsterdam’s population. These unskilled workers were “allocated to low-wage, dangerous, dirty and dull positions in the labour market, the positions vacated by native Dutch workers able to move up the social ladder.” This was mainly in old industries such as garment, shipbuilding, car assembling and tobacco.²³¹

Now, with a population of about one million, about half of which is migrants or with migrant origins, and from 180 countries of the world, in a way that its municipality calls it “a melting pot of cultures.” Based on the Statistic Netherlands data, the ethnic minorities of Amsterdam make about 51% of its population.²³² Fig. 13 shows the composition of the population in Amsterdam in 2007, when approximately 28% of its inhabitants were first-generation immigrants.

²²⁹ Nell and Rath, “Am I Amsterdam?,” 12.

²³⁰ Nell and Rath, “Am I Amsterdam?,” 13.

²³¹ Nell and Rath, “Am I Amsterdam?,” 14.

²³² Sezer, “Public Life, Immigrant Amenities and Socio-Cultural Inclusion,” 283.

Groups of origin	Absolute number				Percentage			
	first	second	native	total	first	second	native	total
	generation	generation			generation	generation		
Surinamese	40,684	28,194		68,878	59.1%	40.9%		100.0%
Antilleans	7,015	4,275		11,290	62.1%	37.9%		100.0%
Turks	21,595	16,970		38,565	56.0%	44.0%		100.0%
Moroccans	34,599	31,657		66,256	52.2%	47.8%		100.0%
Other non-Dutch	103,976	72,035		176,011	59.1%	40.9%		100.0%
Dutch			382,104	382,104			100.0%	100.0%
Total	207,869	153,131	382,104	743,104	28.0%	20.6%		100.0%

Fig. 13: Population of Amsterdam's immigrants in 2007
Retrieved from: Nell and Rath, "Am I Amsterdam?," 13.

The statistics on the migrants in Amsterdam are somewhat conflicting, because some statistics only highlight the non-European groups. However, a great number of Germans live in the Netherlands, but are not shown separately in some of the charts. Fig. 14 gives a comparison from 1992 to 2015 on ethnic composition of Amsterdam.

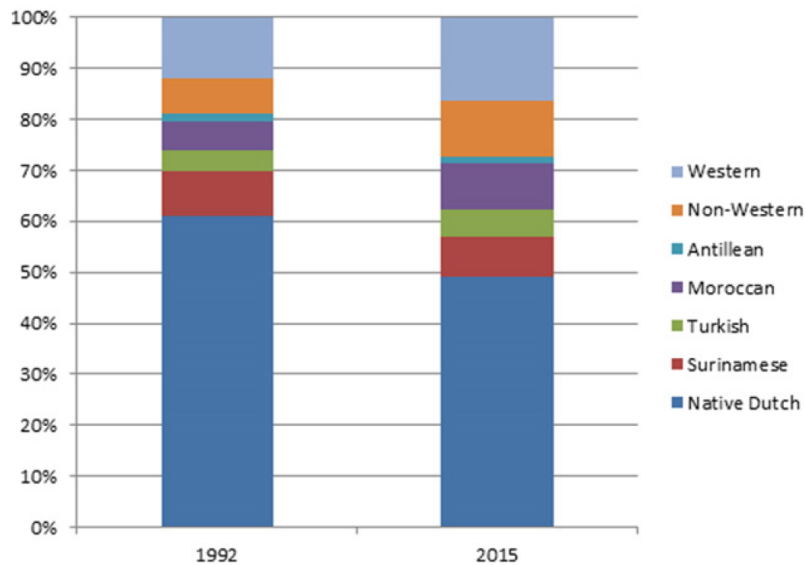


Fig. 14: Ethnic composition of Amsterdam in 2016

Retrieved from: Savini et al., "Amsterdam in the 21st Century," 104.

There are two concepts in the Netherlands for immigrant ethnic minorities:²³³

- 1) *Allochtonen* [emerging from another soil]: either when a person is not born in the Netherlands, or one or both parents are not born in the Netherlands. Therefore, this definition is only accountable for the first or second generation of immigrants
- 2) Ethnic minorities: non-ethnic Dutch groups that are targeted by national integration initiatives because of their socio-economic status. This term renders non-Western ethnic groups including Moluccans and a large number of immigrants from Eastern Europe and (former) Yugoslavia.

In order to give a better overview of working force immigration trends to Amsterdam in the 20th century, Turkish immigrants who have the highest percentage among ethnic minorities of Amsterdam are studied here. During the 1950s, the Netherlands had a quick economic growth, and faced labor shortage by the mid-1950s. Simultaneously, Turkey had an unemployment problem as well as low GNP (gross national product) and high population growth. Therefore, the import of labor from Turkey to the Netherlands solved these problems for both parties under the “guest labor” program. The first Turkish immigrants arrived in the Netherlands in the beginning of 1960s. In 1964 the Dutch government signed a recruitment agreement with Turkey. It was after this agreement that the number of Turkish immigrants in the Netherlands grew fast. These immigrants were the workers who traveled to the Netherlands to do works that Europeans were unable or unwilling to do. Mostly, they were uneducated Turkish citizens who brought their families to the Netherlands or married and formed their own family there. These people and their descendants who could speak European languages better than Turkish, were called *alamanca*, a derogatory word meaning someone belonging in Germany rather than Turkey. Therefore, they felt out of place if they returned to their homeland.²³⁴

The immigration of guest workers to the Netherlands stopped in the 1970s, then Turks began immigrating there through family reunification in the 1980s, and later through marrying a Turk in Turkey and bringing their spouse to the Netherlands in the 1990s (marriage

²³³ Jean N. Tillie and Boris Slijper, “Immigrant Political Integration and Ethnic Civic Communities in Amsterdam,” in *Identities, Affiliations, and Allegiances*, ed. Seyla Benhabib and Ian Shapiro (Immigrant political integration; repr., New York: Cambridge University Press, 2007), 211, <https://dare.uva.nl/search?identifier=aae0646d-91f7-47a4-a15a-1316bf9f3e87>.

²³⁴ Christine Ogan and Marisca Milikowski, “Television Helps to Define ‘Home’ for the Turkish Women of Amsterdam,” *Journal of the World Association for Christian Communication* 43, no. 3 (1998): 16, <https://dare.uva.nl/search?metis.record.id=146661>.

immigration). A research in 1998 showed more than 31,000 Turks were living in Amsterdam at the time of research. According to Statistics Netherlands the number of Turkish-Dutch reached to 410,000 people in 2019 from 270,000 in 1996. Ethnic Turks in the Netherlands are called Dutch Turks or Turkish-Dutch. As the largest ethnic minority group, they make 2.9% of the Netherlands population and a 2017 study shows that their population is about 40,000 people in Amsterdam.²³⁵

Education and employment of Immigrants

In 2008, for every three native Dutch with high education (bachelor or higher) was one native Dutch with a low education (48% versus 18%). But for non-Western immigrants, 41% had low education and 23% of them are highly educated. The low-educated/high-educated ratio was about two to one. But in the past two decades, the education level has increased. Within the main non-Western communities, the Turkish and the Moroccans have the lowest average level of education. The Surinamese, Antilleans and other groups are placed in intermediate positions between them and the native Dutch population.²³⁶

Because many immigrants were unskilled workers, their education level was low, resulting in the low-rate of education in statistics. But as the study shows, facing the “persistence of the educational gap,” there has been a significant increase in the “participation of immigrants in higher education,” and the number of highly educated immigrants is increasing. Usually there is no underrepresentation of immigrants in higher education studies, and the large number of low-educated immigrants is still overrepresented, as a result of new arrivals of the immigrants with low education levels. The gap between the native Dutch and non-Western immigrants has remained the same, since the native Dutch have increased their education level at the same speed.²³⁷

Patterns of Settlement and Segregation

It was discussed how the population of Amsterdam is divided into Western/non-Western. The Western population have higher education and income, and subsequently, live in better housing situations and more attractive zones of the city, such as the central parts. The

²³⁵ Ceren Sezer and Ana Maria Fernandez Maldonado, “Cultural Visibility and Urban Justice in Immigrant Neighbourhoods of Amsterdam,” *Built Environment* 43, no. 2 (June 25, 2017): 197, <https://doi.org/10.2148/benv.43.2.193>.

²³⁶ Entzinger, “A Tale of Two Cities,” 178.

²³⁷ Entzinger, “A Tale of Two Cities,” 178.

labor migrant wave of the 1950s, 1960s and 1970s, were housed in labor neighborhoods of Amsterdam, concentrated in social housing areas. Their choices are limited and they can choose according to their household number and budget. That is why the immigrants are concentrated in certain areas: Turkish and Moroccan immigrant communities are formed in the Amsterdam *Nieuw-West* and *Oost* districts. Turks are also gathered in the North-west district. Surinamese and Antilleans are generally concentrated in the south-east area.²³⁸

The 2019 research of Han Entzinger comparing immigrant populations (through segregation index) in Amsterdam and Rotterdam, shows that the strongest growth in non-Western urban population has happened in *Nieuw-West* (from 37% to 49%) and *Noord* (from 27% to 36%) districts, while it has declined in older boroughs, such as *West* (from 34% to 33%) and *Oost* (36% to 34%). However, in general, the non-Western population of Amsterdam increased (from 31% to 35%). The segregation index shows that certain population groups had to move to other parts of Amsterdam “to reach a perfectly proportional distribution of that population throughout the entire city”. For the native Dutch population, 27% of them had to move.²³⁹

3.2.2 Population and housing

The high price of housing in Amsterdam has created the current social climate of its immigrant-habitated neighborhoods. According to the 2010 report of Open Society Foundations, in several respects, the population of Amsterdam differs from that of the rest of the Netherlands. According to data from the municipality’s statistical service, 15% of Amsterdam’s population resided in a two-parent household with children (compared to 25% in the Netherlands overall), while 10% of households were headed by single parents with children (compared with 3% in the Netherlands). Simultaneously, in Amsterdam, half the population was single, up from 15% in the general population.²⁴⁰

Moreover, this report shows a significant proportion of Amsterdam’s population lived on a low income: about 20% of Amsterdam’s households survive on just 105% of their legal

²³⁸ Sezer and Maldonado, “Cultural Visibility and Urban Justice in Immigrant Neighbourhoods of Amsterdam,” 198.

²³⁹ Entzinger, “A Tale of Two Cities,” 177.

²⁴⁰ Open Society Foundations, *Muslims in Amsterdam*, 28.

social minimum, two times more expensive than the national average. Almost 75 percent of these households have had the minimum income for three consecutive years.²⁴¹

Following the 1960s and 1970s migration to the growth poles (suburban satellite towns), Amsterdam's population started to rise again in the 1990s, with a surge in growth starting in 2006. The city had an estimated population of 827,000 in 2015, according to Statistics Netherlands and the *Projectbureau voor het Leefmilieu* (project office for the living environment) show that development is continuing. In Amsterdam, on average, every day in 2014, there were 98 people moving from other parts of the Netherlands; 96 people leaving for other parts of the Netherlands; 80 people moving from other countries; 67 people leaving for other countries; 30 births; 14 deaths.²⁴²

The birth surplus and the surplus of people moving from other nations, the latter of which was also triggered by a rise in the number of asylum seekers, were the two most significant growth factors in that year. The housing stock, on the other hand, has not kept up with the population increase. The construction of urban housing is severely behind schedule. Between 2009 and 2013, a population growth of 65,926 people was matched by a net increase of 9,355 homes in the housing stock. After a long period of decline, the average home occupation (the number of individuals living in the same house) has risen again.²⁴³

The housing market works on the premise that there is enough supply for those with enough private funds to pay for a private-sector rental home or an owner-occupied house. At the end of August 2015, a search for a rental home (apartment or house) on the property website Funda.nl showed how for up to €1000 rent, only 42 dwellings were available, while with a higher than €2,000 budget, 427 dwellings were available (Fig. 15). Many of the homes that are rented are fully furnished, but it appears that having a good (double) income is a requirement for renting in this market. In the private rental sector, one must either have a large income or rent consumes a significant portion of one's income. Many newcomers begin their search for a home by renting an expensive property and then looking for an owner-occupied home. In the owner-occupied market, there is a similar scarcity of affordable housing.²⁴⁴

²⁴¹ Open Society Foundations, *Muslims in Amsterdam*, 28.

²⁴² Arie van Wijngaarden, "Welcome to Amsterdam! Well, Not Really: The Right to the City Requires a City in Balance," in *Urban Europe*, ed. Virginie Mamadouh and Anne van Wageningen (Amsterdam University Press, 2016), 267–68, <https://www.jstor.org/stable/j.ctvcszrh.36>.

²⁴³ van Wijngaarden, "Welcome to Amsterdam! Well, Not Really," 268.

²⁴⁴ van Wijngaarden, "Welcome to Amsterdam! Well, Not Really," 269.

Maximum rent limit	Number of dwellings on offer
Up to €1,000	46
Between €1,000 and €2,000	443
Higher than €2,000	427

Fig. 15: Rent limit and dwellings in Amsterdam in 2015
Retrieved from: van Wijngaarden, “Welcome to Amsterdam! Well, Not Really,” 269.

Newcomers to the city frequently struggle to find their place because there is often a division between existing and new residents. Known residents have an advantage over applicants in terms of housing availability as well as the price they would pay for it. In addition to having a greater understanding of the local economy, existing residents had an advantage in finding a home in the social housing sector until recently: residents of Amsterdam could have their period of residency taken into account when applying for such a rental home. Developed residents are favored over newcomers by the social indicators that give preference in the allocation of social rental housing (such as family condition or a fire in the previous home).²⁴⁵

The low mortgage interest rates are currently making more expensive owner-occupied homes more available. This offsets the recent tighter conditions imposed by mortgage lenders. However, the high debt level may persist, and interest rates will rise in the future. On the demand side, however, the social housing market supports a substantial number of home seekers. This sector is intended for households with an annual income of up to €35,000, according to current policy. However, the door was just slightly ajar there. In 2014, there were 11,000 social rented dwellings available, but only 4,000 were student apartments, and 2,700 were distributed directly to high-priority candidates or by institutions. The remaining availability of social rental housing amounted to 4,300 units, resulting in a surge in applications and wait times. In 2014, each of these residences had an average of 180 applicants. And for dwellings for which no application or residential time applies (as part of the stock distributed

²⁴⁵ van Wijngaarden, “Welcome to Amsterdam! Well, Not Really,” 268.

by lottery), the probability of being assigned a home was one in 865.²⁴⁶ Fig. 16 shows the price of the owner-occupied homes in Amsterdam in 2015.

Purchase price	Number of dwellings on offer
Up to €200,000	1,757
Between €200,000 and €400,000	2,201
Higher than €400,000	1,210

Fig. 16: Price of the owner-occupied homes in Amsterdam in 2015

Retrieved from: van Wijngaarden, “Welcome to Amsterdam! Well, Not Really,” 269.

3.3 Amsterdam as a Historic Urban Landscape (HUL)

The city exists as a conceptual structure that can take three basic modes: memory, imagination and fantasy, according to the architecture historian Nancy Stieber. Firstly, an image that emerges from physical interaction with the original urban fabric is the experienced space. As Kevin Lynch has said, local urban residents build their perceptive shape or “mental map” of the city to focus on their urban area while tourists build a map with a particular, exceptional and spectacular predominance.²⁴⁷ Thus, “Amsterdam can be imagined in many different ways, thus becoming a ‘city of the mind’, an immaterial city, one ‘not of roads, houses and walls, but of thoughts, images and representations.’”²⁴⁸

Considering the increasing number of cultural sites inscribed in the World Heritage List (WHL) of the United Nations Educational, Scientific and Cultural Organization (UNESCO),

²⁴⁶ van Wijngaarden, “Welcome to Amsterdam! Well, Not Really,” 269.

²⁴⁷ Freek Schmidt, “Amsterdam’s Architectural Image from Early-Modern Print Series to Global Heritage Discourse,” in *Imagining Global Amsterdam*, ed. Marco de Waard, History, Culture, and Geography in a World City (Amsterdam University Press, 2012), 220, <https://www.jstor.org/stable/j.ctt6wp77n.15>.

²⁴⁸ Ed Taverne and Irmin Visser, *Stedebouw: De Geschiedenis van de Stad in de Nederlanden van 1500 Tot Heden* (Amsterdam: Uitgeverij SUN, 1993), 330; Nancy Stieber, “De ‘City of the Mind,’” in *De Stad*, ed. Mieke Dings (Rotterdam: 010 Publishers, 2006), 249; cited in Schmidt, “Amsterdam’s Architectural Image from Early-Modern Print Series to Global Heritage Discourse,” 220.

and the importance of urban heritage conservation, UNESCO codified the new notion of Historic Urban Landscape (HUL) . Based on UNESCO’s recommendation concerning the Safeguarding and Contemporary Role of Historic Areas in 1976, and Vienna Memorandum on the Conservation of Historic Urban Landscapes HUL refers to “ensembles of any group of buildings, structures and open spaces, in their natural and ecological context, including archaeological and paleontological sites, constituting human settlements in an urban environment over a relevant period of time, the cohesion and value of which are recognized from the archaeological, architectural, prehistoric, historic, scientific, aesthetic, socio-cultural or ecological.”²⁴⁹ HUL is the urban area which bears the value of many levels of history and culture.²⁵⁰ Since HUL is related to urban development and management, recommended to be considered by all urban players, it is more than a category in preserving heritage, and it is regarded as an “approach” by its creators and proponents.²⁵¹ UNESCO’s goals to adopt HUL recommendation is to ensure that the cultural heritage preservation policies and management are integrated and are applicable to sustainable urban development.

UNESCO’s approach to safeguarding historic urban landscapes is comprehensive, incorporating the aims of urban heritage conservation and social and economic development. For the sake of this strategy, urban heritage is seen as a social, cultural, and economic asset that may be used to enhance city development. The HUL approach goes beyond the conservation of the physical environment and concentrates on the complete human environment, including both tangible and intangible aspects. Considering the existing built environment, intangible heritage, cultural variety, socio-economic and environmental variables, as well as local community values, it attempts to enhance the sustainability of urban planning and design interventions.²⁵²

Moreover, the HUL approach aims to preserve the integrity of the human environment while also improving the efficient and sustainable use of urban spaces, while also

²⁴⁹ UNESCO, “Vienna Memorandum on ‘World Heritage and Contemporary Architecture - Managing the Historic Urban Landscape’ and Decision 29 Com 5d” (Paris, 2005), 2, <https://whc.unesco.org/en/documents/5965/>.

²⁵⁰ UNESCO, “Recommendation on the Historic Urban Landscape, Including a Glossary of Definitions” (Paris: UNESCO World Heritage Centre, 2011), 2, http://portal.unesco.org/en/ev.php-URL_ID=48857&URL_DO=DO_TOPIC&URL_SECTION=201.html.

²⁵¹ Gábor Sonkoly, *Historical Urban Landscape* (Cham: Springer International Publishing, 2017), 1, <https://doi.org/10.1007/978-3-319-49166-0>.

²⁵² UNESCO World Heritage Centre, “Historic Urban Landscape Approach Explained,” UNESCO World Heritage Centre (UNESCO World Heritage Centre, June 14, 2013), <https://whc.unesco.org/en/news/1026/>.

acknowledging their complex nature and fostering social and functional diversity. It combines the preservation of urban heritage with the objectives of social and economic growth. It is founded on a healthy and long-term relationship between the urban and natural environments, as well as the needs of current and future generations and historical legacies.²⁵³

In order to achieve its goals to support the integration of historic urban area conservation, management and planning strategies into local development processes and urban planning, such as, contemporary architecture and infrastructure development,”²⁵⁴ UNESCO has defined some tools in the 2011 World Heritage Convention’s recommendation. The use of a variety of conventional and modern techniques tailored to local contexts is part of the solution focused on the historic urban landscape. In order to help bring about sustainable growth in the areas, apart from introduction, definition and policies, some tools will need to be created as part of the stakeholder engagement with those affected parties, which according to UNESCO are: 1) civic engagement tools, such as: empowerment of diverse stake-holders in identifying main values of urban areas; 2) knowledge and urban planning tools, that keep the integrity and authenticity of urban heritage, 3) regulatory systems, that should show local conditions, consisting of legislative and regulatory measures, and 4) financial tools that should consider building capacity and make HUL approach financially sustainable.²⁵⁵

3.4 Amsterdam as UNESCO World Heritage

“Amsterdam is much more than first meets the eye. From afar, Amsterdam seems to consist of only the scandalous Red Light District and the somber Anne Frank House. But up close, this often-underestimated Dutch haven presents art and experience in spades...[t]he inhabitants welcome international influence, and because of this, the town has become a melting pot of perspectives, preserved by an easygoing nature and inviting aura. Amsterdam offers something for everyone, from the traveling student to the serious artist. Its door is open to all-you only have to knock.”²⁵⁶

Different groups of enthusiasts may choose from a variety of itineraries in Amsterdam. Furthermore, the visitor’s gaze has evolved over time, intersecting with and adapting to other

²⁵³ UNESCO, “Recommendation on the Historic Urban Landscape,” 2011, 3.

²⁵⁴ UNESCO, “Recommendation on the Historic Urban Landscape,” 2011, 1.

²⁵⁵ UNESCO, “Recommendation on the Historic Urban Landscape,” 2011, 4.

²⁵⁶ Hickney, Taylor. “City Profile: Amsterdam.” *World Literature Today* 92, no. 4 (2018): 5. <https://doi.org/10.7588/worllitetoda.92.4.0005>.

forms of viewing.²⁵⁷ According to UNESCO, the historic urban ensemble of Amsterdam's canal district was an urban scheme created between the the end of the 16th century and the beginning of the 1700s for a new port city. The property consists of a network of canals to the west and south of the historic old town and of the medieval port which surrounded the old town with the fortified walls of the Singelgracht extending inland. This was an extension of the city to drain the swampland, by use of a system of canals in concentrated arches and the filling in the intervening areas, which created a coherent urban ensemble, with pathways, gabled houses and various monuments. It was considered the biggest and most homogenous urban expansion of its period. It was an example of large-scale urban design and until the 19th century it was a reference all across the world (Fig. 17).²⁵⁸

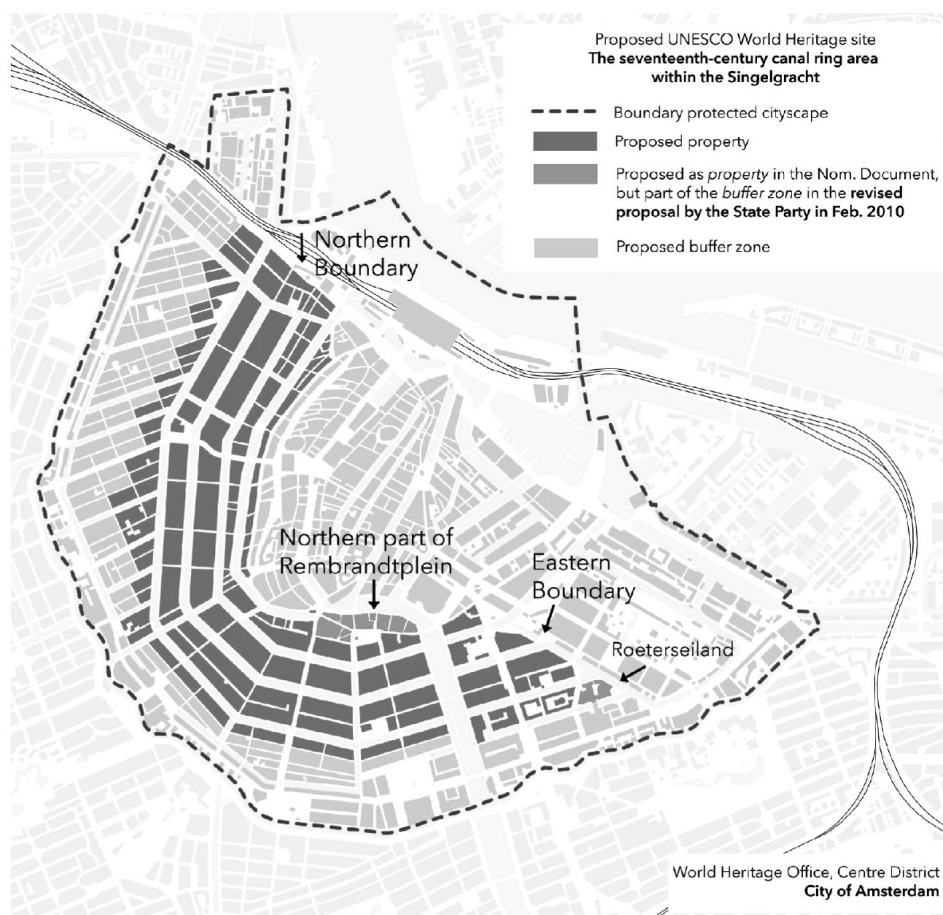


Fig. 17: Property and the buffer zone of the WHL site
Retrieved from: ICOMOS, "The Canal Area of Amsterdam," 273.

²⁵⁷ Freck Schmidt, "Amsterdam's Architectural Image," 219.

²⁵⁸ ICOMOS, "The Canal Area of Amsterdam," 258.

3.4.1 Amsterdam's image

In this chapter it is discussed how Amsterdam's current image is created and developed. It is considerable how the image of Amsterdam has served to present it as a masterpiece of urban planning. A city exists as a mental model which can take three fundamental forms: experience, imagination, and fantasy, according to architectural historian Nancy Stieber. First, the image of the experienced city develops out of direct interaction with the true urban fabric. As Kevin Lynch said, native cities build their perceptive form or mental map of the city to orient themselves around them, whereas tourists build a map with the singular, the unusual and the spectacular dominated by it.²⁵⁹ In this respect, we can see the Amsterdam's image, today, combines the "local or geographical image of the city and the tourist image," a reinforcement composition in which "the special characteristics of the city's pride, propaganda and self-promotion are combined with the features of the familiar, the sentiment and the trivial."²⁶⁰ This image of the city is strongly connected with the second category of the city, as the artists, architects, designers, authors, filmmakers and musicians have envisioned and portrayed, or in short, what Henri Lefebvre termed "conceived or conceptualized space."²⁶¹

When considering the architecture of Amsterdam, apart from Hendrik Petrus Berlage's plan zuid and modern Dutch architecture, another architectural attraction of this city is created by its historical center, including the 1610-1660 expansions built in two stages. Certainly, it is in a class of its own when compared to other European cities. To most tourists and historians, Amsterdam appears to be devoid of the architecture, major monuments, and curtain-like homogeneity of other great European towns.²⁶² However, reconsidering earlier expressions of interest in and appreciation for specific features of Amsterdam's architecture and urban design will clarify their meaning and appeal in the present, allowing us to place the recent elevation of the central canal area to UNESCO world heritage status in 2010 in a long-term perspective.²⁶³

How the representation of the canal ring area from the 18th century was a visual discourse? As Freek Schmidt mentions, it was not rare at some point for the people of

²⁵⁹ Schmidt, "Amsterdam's Architectural Image," 220.

²⁶⁰ Nancy Stieber, "De 'City of the Mind,'" in *De Stad*, ed. Mieke Dings (Rotterdam: Uitgeverij 010, 2006), 250.

²⁶¹ Schmidt, "Amsterdam's Architectural Image," 220.

²⁶² Schmidt, "Amsterdam's Architectural Image," 220.

²⁶³ Schmidt, "Amsterdam's Architectural Image," 219.

Amsterdam to hang their city on the wall of their homes: not in cityscapes, but as an abstract representation of the layout, with streets and canals in the form of a map. The delight offered by these views was to allow viewers to combine separate components into a composed image; in fact, in the abstract interplay of lines the map's viewer is able to detect some logic, discovering in it a reflection of environmental structure even when that structure is not perceptible within everyday life. The "mapping impulse" was a widespread hobby in Holland in the 17th century, according to Svetlana Alpers.²⁶⁴

Why did the maps become so popular? The prominent 17th century Dutch painting style would, according to Alpers, be able to represent the urban world far more accurately than written text could. The map reveals how the city is structured; something we cannot do on the streets, and that does not match the city's first, physical impression. The map helps the viewers to comprehend our city and to record our daily travels, which aids their comprehension of the world in which they live. It is done by "transposing" the textual description of the city's topography into a ground plan or iconography that is drawn to depict a city viewed from an unlimited number of viewpoints. In other words, for a city to create this visualization, many tools and techniques were used, such measurement, recording, and representation skills.²⁶⁵

A collection of prints published between 1766 and 1770 with the title *Verzaameling van alle de huizen en prachtige gebouwen langs de Keizers- en Heere-grachten der stad Amsteldam*, or *The Grachtenboek* (Canal Book) which is the other name for this book. Between the river Amstel and the Brouwersgracht, the *Grachtenboek* includes illustrations with small images of all the houses on the two most trendy and spacious canals, the *Herengracht* and the *Keizersgracht*. This was a unique way of presenting "streetscapes." Never has it been done before, except for a book, also printed in the 19th century about London, and another book, again about Amsterdam. The *Grachtenboek* is sometimes credited to Caspar Philips Jacobsz, who was really one of the draughtsmen and engravers and a friend of the true initiator, bookseller Bernardus van Mourik. Van Mourik anticipated the work would draw the attention of people from the building industries, book collectors, owners of depicted buildings, and residents who have a special interest in their city's architecture and image (Fig. 18).²⁶⁶

²⁶⁴ Schmidt, "Amsterdam's Architectural Image," 222.

²⁶⁵ Schmidt, "Amsterdam's Architectural Image," 222.

²⁶⁶ Schmidt, "Amsterdam's Architectural Image," 226.

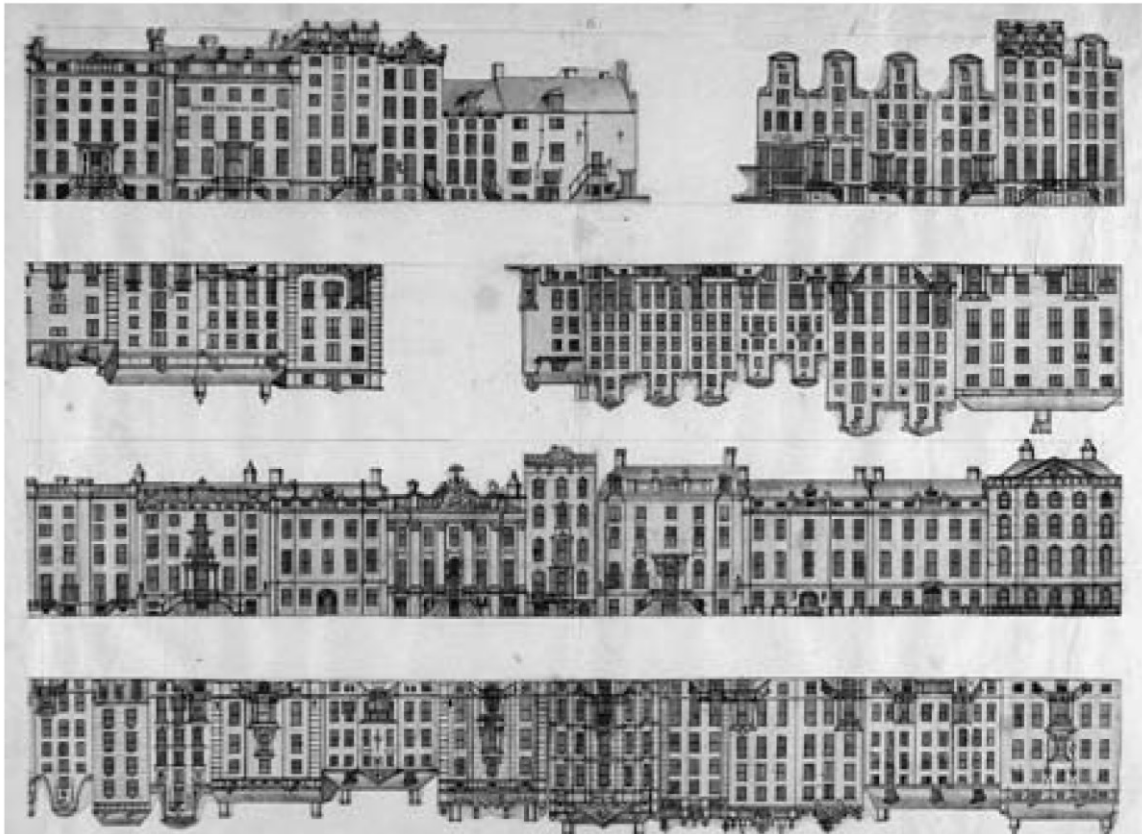


Fig. 18: Original drawing from the Grachtenboek
 The two upper rows show both sides
 of the *Keizersgracht*, the two bottom rows the *Herengracht*.

Retrieved from Schmidt, "Amsterdam's Architectural Image," 227.

The *Grachtenboek* received renewed interest in the 20th century, and it was often reprinted. Its re-discovery and future performance should be seen in the context of contemporary attempts to safeguard the historic core of the city. Eelke van Houten (1872-1970), a city surveyor who is also recognized for his so-called "Van Houten façades," which are the product of a method of restoring or completing degraded or destroyed street façades in their traditional form using old construction materials and other remnants retrieved from deteriorated houses.²⁶⁷

A new edition was printed in 1962 with architectural descriptions of the canal houses. It provided a simple, comprehensible image that was easy to "read" and understand by combining two separate methods of two-dimensional representation: cartography to map the

²⁶⁷ Vincent van Rossem and Bakker Martha, eds., *Amsterdam Maakt Geschiedenis: Vijftig Jaar Onderzoek Naar de Genius Loci* (Amsterdam: Bas Lubberhuizen, 2004), 25–26; cited in Schmidt, "Amsterdam's Architectural Image," 228.

city and expose the crescent-like shape of the 17th-century expansion, and detailed frontal street views to display the elevations of the houses constructed on the three main canals.²⁶⁸

The solidarity is conferred in retrospect by the Amsterdammers and their supporters; designers said they could legitimize their method by pointing out that they followed in the long tradition of city officials and the city architect. Moreover, imagining Amsterdam in light of a rational design, in the early 1900s, was a key event in the professionalization of urban design. The simplified version of the 17th century urban planning led to Amsterdam's modernity, and this in turn inspired Berlage's major urban planning achievement in 1917. The city's reluctance to accept any newer infrastructural innovations previously, such as the modernity of Paris and London, which was looked as a failure, turned into being distinguished. In this sense, the rediscovery of *Grachteneck* has given urban planners new direction and more up-to-date ideas for city growth.²⁶⁹

3.4.2 Inscription in the World Heritage List

On 31 July 2010, The World Heritage Committee meeting in Brasilia inscribed the 17th century canal ring area of Amsterdam inside the Singelgracht on UNESCO's World Heritage List, for having Outstanding Universal Value (OUV) following the following criteria:

Criterion (i): The Amsterdam Canal District is the design at the end of the 16th century and the construction in the 17th century of a new and entirely artificial 'port city.' It is a masterpiece of hydraulic engineering, town planning, and a rational programme of construction and bourgeois architecture. [...] Criterion (ii): The Amsterdam Canal District bears witness to an exchange of considerable influences over almost two centuries, in terms not only of civil engineering, town planning, and architecture, but also of a series of technical, maritime, and cultural fields. [...] Criterion (iv): The Amsterdam Canal District represents an outstanding example of a built urban ensemble that required and illustrates expertise in hydraulics, civil engineering, town planning, construction and architectural knowhow. In the 17th century, it established the model for the entirely artificial 'port city' as well as the type of Dutch single dwelling with its variety of façades and gables.²⁷⁰

UNESCO's brief synthesis of OUV of the canal ring expresses that the entire city of Amsterdam is used to create an impressive example of hydraulic and urban planning on a wide

²⁶⁸ Schmidt, "Amsterdam's Architectural Image," 228.

²⁶⁹ Schmidt, "Amsterdam's Architectural Image," 228-229.

²⁷⁰ UNESCO, "Seventeenth-Century Canal Ring Area of Amsterdam inside the Singelgracht," UNESCO World Heritage Center, 2010, accessed April 3, 2021, <https://whc.unesco.org/en/list/1349/>.

scale. The gabled buildings exemplify this middle-class ambience, and the cities both through their focus on seaborne trade and their emphasis on humanism and tolerance reflected in the reformed Calvinism. Throughout the 17th and 18th centuries, Amsterdam was widely regarded as the embodiment of the city that was to be reproduced in various city projects.²⁷¹

Moreover, most of the houses in the canal area are kept in good condition, and the urban context is alive and active. A large number of the canal buildings are in the list of national and municipal protected heritage. However, some streets have been widened, some hydraulic and civic mechanisms replaced, advertising style is visually aggressive, and some tall buildings affect the cityscape, specially at the northern part of the area. But “good awareness” is contributed by Amsterdam Central Borough to those responsible for protection procedures, and “the excesses of urban growth that were difficult in times” is being managed better recently.²⁷²

With the inscription of inner canal rings on the UNESCO World Heritage List, the image of Amsterdam has now been preserved and included, indicating that it is here to stay and will continue to affect how the municipality and commercial entities approach the inner city for many years.²⁷³

Regardless of one’s position on these topics, the characterizations of the canal ring area that appeared in the nomination and surfaced in the decision document are destined to become the headings under which Amsterdam would be listed and promoted around the world: as a “masterpiece” of urban planning or even “the realization of the ideal city” in modern history. These documents appear to emphasize the original urban planning objectives (design) and the state of the grachtengordel at the time of its “completion” in the 17th century, while downplaying its subsequent innovations and urban evolution, with appeals to the significant UNESCO categories of “integrity” and “authenticity.”²⁷⁴

²⁷¹ UNESCO, “Seventeenth-Century Canal Ring.”

²⁷² UNESCO, “Seventeenth-Century Canal Ring.”

²⁷³ Marleen Slooff, “Een Monument van Wereldformaat. De Grachtengordel Op de Unesco Werelderfgoedlijst,” in *Amsterdam: Monumenten & Archeologie. Jaarboek 10*, ed. Vincent van Rossem, Gabri van Tussenbroek, and Jorgen Veerkamp (Amsterdam: Bas Lubberhuizen, 2011), 11-21; cited in Schmidt, “Amsterdam’s Architectural Image,” 233.

²⁷⁴ Schmidt, “Amsterdam’s Architectural Image,” 234.

3.5 Municipal politics in Amsterdam

It is important to study the municipality of Amsterdam and elaborate its structure and function, since it is the executive arm of the government for implementing development policies. Municipal politics in the Netherlands is a significant component of the country's politics. Although the municipality is the lowest governmental body, it does not reflect the prominence of the authorities of Amsterdam and Rotterdam in Dutch politics. In the Netherlands, there are a total of 352 municipalities.²⁷⁵

The mayor, the municipal council, and the alderpersons are the three functions in municipal politics. They have joint legislative authority. Both the municipal council and the council of mayors and alderpersons are chaired by the mayor. The municipal government's executive power is exercised by the mayor and alderpersons council. Officially, the alderman and the municipal council have a dualistic relationship. That is, they each have their own set of obligations. Many larger municipalities also have a *Gemeentelijke Rekenkamer* [Municipal Chamber of Audit] that controls the municipality's finances. Furthermore, the two largest municipalities, Amsterdam and Rotterdam, were formerly separated into *deelgemeenten* [boroughs].²⁷⁶ Now, these divisions are called *Stadsdeel* [district] and each district has district committees and executive committees

The municipality of Amsterdam has nine council committees: 1) general affairs; 2) finance and economic affairs; 3) art, diversity and democratization; 4) mobility, air quality and water; 5) spatial planning; 6) living and building; 7) work, income and education; 8) care, youth care and sport; and 9) accounts committee.²⁷⁷

3.5.1 The structure of municipality

The municipality of Amsterdam has different governing parts. These are, the mayor, the municipal council, the alderpersons, and the districts' administrative system. Each part is explained below. The municipality has active presence in different social platforms, including twitter (@AmsterdamNL), Facebook (Gemeente Amsterdam), Instagram

²⁷⁵ "Governance and Organisation – Amsterdam City Hall," Gemeente Amsterdam (Amsterdam.nl), accessed June 27, 2021, <https://www.amsterdam.nl/en/governance/>.

²⁷⁶ "Governance and Organisation."

²⁷⁷ "Raadscommissies," Institutional web page, Amsterdam.nl (Amsterdam.nl), accessed July 27, 2021, <https://www.amsterdam.nl/bestuur-organisatie/gemeenteraad/raadscommissies/>.

(gemeenteamsterdam), LinkedIn (gemeente-amsterdam), and YouTube (Gemeente Amsterdam). Amsterdam's news or its various programs and activities are uploaded and presented on these platforms. Moreover, the municipality has a newsletter, by which weekly news items on Amsterdam.nl website will be sent to subscribers as a subscription. The citizens may choose to get news from one or more city districts by checking the related box while filling up the online subscription form.²⁷⁸

The mayor

Both the mayor and the alderman council, and the city council, are chaired by the mayor (Dutch: *burgemeester*). He has his own portfolio, mostly including safety and the civil security, and serves on the council of the mayor and the alderpersons. As head of the municipal government, the mayor also has a representative role. He is appointed for a renewable six-year period by the national government. The municipal council and the king's commissioner shall, in the event of a vacancy, show their choices to the Minister of the Interior and Kingdom Relations. In general, the Minister follows the municipal council's preferences. Almost every mayor is a national party member, but his office is expected to remain non-partisan.²⁷⁹

The municipal council

The municipal council (Dutch: *Gemeenteraad*, *GR*) (usually having between 9 to 45 members) is the elected ensemble of the municipality. It is mainly in charge of preparing the framework for council policy and performing oversight over the council's policy implementation. Every four years, the council is elected by the people. In many municipalities, multiple political parties participate in elections, including local parties. All of the major parties are represented in most of the major cities, but only the biggest parties and a local party are represented in smaller rural municipalities. All citizens and foreigners who have lived in a municipality of the Netherlands for at least four years have the right to vote, and almost anyone can be elected. However, members of the national government as well as municipal civil

²⁷⁸ "Nieuwsbrief Amsterdam," Amsterdam.nl (Amsterdam.nl), accessed August 4, 2021, <https://www.amsterdam.nl/nieuws/volg-de-gemeente/nieuwsbrief-amsterdam/>.

²⁷⁹ "The College of Mayor and Alderpersons," Gemeente Amsterdam, accessed June 27, 2021, <https://www.amsterdam.nl/en/governance/mayor-alderpersons/>.

servants are prevented from running in elections. The number of municipal council members depends on the population. After the elections, the states elect the alderpersons.²⁸⁰

The previous round of the council was 2014-2018 and the current council is for the round 2018-2022. Amsterdam's municipal council consists of 45 members. In the current council term, there are 14 political parties on the council. Parties with the highest seats are: 1) GroenLinks (10 seats), 2) D66 (8 seats) 3)VVD (6 seats), and 4) Labor Party (5 seats). The remaining 10 parties have 3 to 1 seats each.²⁸¹ The municipal council meets every three weeks on Wednesday at 13.00 in the council chamber of Amsterdam City Hall, situated at Amstel 1. The public are allowed to attend these meetings.²⁸²

The alderpersons

The aldermen²⁸³ (sometimes known as alderwomen or alderpersons; Dutch: *wethouders*) are members of the municipal executive body. Their responsibilities are similar to those of cabinet ministers and provincial executive deputies. Deputy mayors, vice mayors, and portfolio holders are other popular translations. Together with the mayor, portfolio holders run the municipality. They compose the municipal executive as a group.²⁸⁴

Council of mayor and alderpersons (*College van Burgemeester en Wethouders*, B&W) is made up of the alderpersons and the mayor. This is the municipal executive council, which is in charge of policy implementation. Each member of this council has their own portfolio, which includes preparing, coordinating, urban planning legislation and policy for the local council, as well as enacting laws. B&W has a responsibility to keep the local council up to date on all aspects of its policy. This council operates as a collegial body, with the majority of decisions made by consensus. If the municipal council passes a motion of no confidence against an alderman, they will lose their job. The municipal council elects the alderpersons. They are

²⁸⁰ "The College of Mayor and Alderpersons."

²⁸¹ "Raadsleden en fracties," Amsterdam.nl (Amsterdam.nl), accessed July 27, 2021, <https://www.amsterdam.nl/bestuur-organisatie/gemeenteraad/raadsleden-fracties/>.

²⁸² "Amsterdam's City Council," Amsterdam.nl (Amsterdam.nl), accessed May 28, 2021, <https://www.amsterdam.nl/en/governance/city-council/>.

²⁸³ In some sources "aldermen" is utilized, however, the author chose to use "alderpersons" for the purpose of gender discrimination in "aldermen."

²⁸⁴ "Tasks of Portfolio Holders," Government of the Netherlands (government.nl), accessed June 29, 2021, <https://www.government.nl/topics/municipalities/portfolio-holders/tasks-of-portfolio-holders>.

not permitted to serve on the municipal council, but many alderpersons have previously served on the council.²⁸⁵

The number of alderpersons cannot surpass 20% of the number of the municipal council's members. There must be at least two alderpersons, according to the Municipality Act (*Gemeentewet*). If a Dutch municipality has fewer than 18,000 residents, the office of alderman is a part-time job. The office is a full-time post in larger communities. However, in case the maximum number of alderpersons is 25% of the total number of municipal councillors, the municipal council can make one or more portfolios part-time.²⁸⁶

District's administrative system

Each district has their own executive boards and district committees. They are regarded as “eyes and ears” of municipal officials in each district, the link between the neighborhood and the municipality. The municipal executive appoints the three members of the executive board. The members of the executive board must be residents of the city of Amsterdam, although they do not have to live in the district where they sit on the executive board.²⁸⁷

Whenever the municipal executive is defining urban frameworks or making other choices that impact a district, it must consult the executive board of that district, if the day-to-day management is involved in implementing those frameworks. It is the duty of the district committee to submit advice requests, then it decides on what recommendations to offer and what to do about it. Each district has an elected district committee, which is made up of representatives from the local community and neighborhoods. They advise the executive committee and the municipal council on what is happening in the areas, or the future of a district or a neighborhood. The advice of a district committee carries weight, meaning if the executive board does not accept the advice, it must be prepared to justify its decision in a clear and concise manner.²⁸⁸

The district committee members are elected every four years, at the same time as the municipal elections. District committee members must be 18 years of age or older. The district

²⁸⁵ “The College of Mayor and Alderpersons.”

²⁸⁶ “Portfolio Holders,” Government of the Netherlands ([government.nl](https://www.government.nl)), accessed June 29, 2021, <https://www.government.nl/topics/municipalities/portfolio-holders>.

²⁸⁷ “Bestuurlijk stelsel,” [Amsterdam.nl](https://www.amsterdam.nl) ([Amsterdam.nl](https://www.amsterdam.nl)), accessed July 27, 2021, <https://www.amsterdam.nl/bestuur-organisatie/bestuurlijk-stelsel/>.

²⁸⁸ “Bestuurlijk stelsel.”

committee is composed of members that are elected by their respective districts. The number of members of the district committee depends on the number of residents of a particular area. Minimum four and maximum six residents per district make up a district committee. The current district committees have the following number of members: 1) Centrum, 8 members; 2) Zuid, 15 members; 3) Oost, 16 members; 4) West, 14 members; 5) Noord, 12 members; 6) Nieuw-West, 16 members; and 7) Zuidoost, 12 members.²⁸⁹

3.5.2 Municipal responsibilities and funding

Municipalities in the Netherlands lack a well defined set of responsibilities. Municipalities have an executive function in most competences, enforcing policies set at the national or provincial level. Municipalities have an “open household” legal status, which means they can take on any responsibility they want as long as they do not infringe national policy or constitutional boundaries. The following are some of the municipal responsibilities, which are frequently shared with the national and provincial governments: land management, specifically local zoning laws, urban development, transport and local infrastructure, social affairs, employment and welfare, economy and the environment, and education.²⁹⁰

The federal government provides the majority of funding to municipalities. Partly through the municipal fund, which receives a portion of the national government’s tax revenue. The funds are distributed equitably to the municipalities, who can use them as they see appropriate. Municipalities also get allocated money from the federal government, which they can use to handle certain responsibilities like social security. Municipalities have the authority to impose their own taxes as well. The *onroerendzaakbelasting* [house and building ownership tax] is the most well-known. Tourists and dog owners are also charged a fee. Citizens who want certain services, such as environmental permits, can also pay administrative fees to municipalities.²⁹¹

²⁸⁹ “Bestuurlijk stelsel.”

²⁹⁰ “Governance and Organisation.”

²⁹¹ “Municipal Executive,” The Hague (denhaag.nl), accessed June 29, 2021, <https://www.denhaag.nl/en/municipality-of-the-hague/municipal-executive.htm>.

3.6 Institutional policy on public participation

Although the municipality of Amsterdam has dependence on some of its policies, it should comply with upstream policies in its activities. The urban renewal projects were happening county-wide. The post-World War II reconstruction of Dutch neighborhoods was a significant task for the Dutch government and its difficulties have been thoroughly explored. Many academics have studied the effectiveness of urban restructuring strategies in terms of housing, public spaces, education, job development, and social cohesion. The majority of these studies are evaluative in nature and focus on policy effects.²⁹²

The growing prominence of the concept of “urban governance” has piqued interest in policy procedures. In international literature, this idea is used to define policy processes; “governance” is thought to be a better phrase for contemporary urban policy than “government,” a more traditional term.²⁹³

Horizontal, vertical, and institutional cohesion are the three types of social cohesion that policymakers can differentiate. This distinction shows the wide range of participants. We employ institutional cohesion to identify relationships between urban restructuring professionals. Vertical cohesion refers to the relationships that exist between professionals and the citizens. As in many other studies, horizontal cohesion refers to mutual relationships among residents.²⁹⁴

Civil society and local participation have grown more essential in public policy, particularly estate regeneration policy, as a result of governments’ shifting roles across Europe. Local participation is playing a more visible and organized role in regeneration programs, which is certainly becoming more widespread. Nonetheless, in everyday politics in western cultures, local engagement is more the exception than the rule,²⁹⁵ implying that the concepts of

²⁹² Erik van Marissing, *Buurten bij beleidsmakers: stedelijke beleidsprocessen, bewonersparticipatie en sociale cohesie in vroeg-naoorlogse stadswijken in Nederland*, Nederlandse geografische studies / Netherlands geographical studies 377 (Utrecht: Koninklijk Nederlands Aardrijkskundig Genootschap: Faculteit Geowetenschappen Universiteit Utrecht, 2008), 195.

²⁹³ Marissing, *Buurten bij beleidsmakers*, 195.

²⁹⁴ Marissing, *Buurten bij beleidsmakers*, 195.

²⁹⁵ Joan Font, “Local Participation in Spain: Beyond Associative Democracy” (Barcelona: Institut de Ciències Polítiques i Socials (ICPS), Universitat Autònoma de Barcelona, 2002), 7, https://www.researchgate.net/publication/36729606_Local_participation_in_Spain_beyond_associative_democracy.

“place making” and “collaborative planning” are still normative ideals rather than actual realities.²⁹⁶

Local participation in regeneration policies has been boosted in the Netherlands, an old democracy system, through the central government’s Big Cities Policy.²⁹⁷ On the other hand, urban policy and local involvement in the Netherlands are less influenced by politics. This leads to a more stable environment for participation practices.²⁹⁸

Area development

The municipality of Amsterdam actively seeks out space for circular area development in new buildings and promotes bottom-up initiatives. The current term of city council is from 2018 to 2022 and they have set out their goals for the city in the Coalition Agreement 2018-2022, called *een nieuwe lente en een nieuw geluid*, “a new spring and a new sound.”²⁹⁹ The City of Amsterdam will make every effort to put the Environment and Planning Act into effect. The procedures must be set up in such a way that citizens and entrepreneurs in Amsterdam have complete control. In addition, the same should happen for the energy transition and the housing job.³⁰⁰

The municipality of Amsterdam has a framework for public participation in which it clarifies how it allows the residents to participate. According to the new environment act, participation must exist in all the projects. Thus, in all future projects the participation processes should be considered and planned accordingly.

Public participation framework

In a booklet on Dutch political system, it is mentioned how educational events are planned to entice individuals to participate.³⁰¹ Public hearings and meetings of the council and committees are held to allow all interested parties to voice their thoughts. Alderpersons discuss the municipality’s intentions at hearings or public participation sessions, which are held by the

²⁹⁶ Beckhoven et al., “Restructuring Large Housing Estates,” 231.

²⁹⁷ Beckhoven et al., “Restructuring Large Housing Estates,” 238.

²⁹⁸ Beckhoven et al., “Restructuring Large Housing Estates,” 241.

²⁹⁹ City of Amsterdam, “A new Spring and a new sound-Coalition agreement Amsterdam 2018-2022” (Amsterdam: City of Amsterdam, May 2018), 19, <https://www.amsterdam.nl/bestuur-organisatie/volg-beleid/coalitieakkoord-uitvoeringsagenda/>.

³⁰⁰ City of Amsterdam, “Coalition agreement 2018-2022,” 19.

³⁰¹ “The Dutch Political System in a Nutshell” (Instituut voor Publiek en Politiek (IPP), 2008), 66, <https://nimd.org/wp-content/uploads/2015/02/Dutch-Political-System.pdf>.

municipal executive in an effort to include residents more fully in the decision-making process. Local residents can ask inquiries or provide feedback. Council committee sessions are also open to public participation. In recent years, municipal referendums have become more prevalent. These allow the public to accept or reject a decision made by the city council by public vote. Considering that a referendum's results are only recommendations for consideration by the council, they are not legally binding.³⁰²

The municipality has a policy framework on participation³⁰³ (Dutch: Beleidskader Participatie) updated in June 2021 and a citizen participation guide³⁰⁴ (Dutch: Leidraad burgerparticipatie). In the participation policy framework the assumptions, guidelines, definitions, and participation types are explained. According to article 5 of this framework, the municipality is obliged to involve citizens in its projects. Regardless of size or impact, the principles extracted from the assessments apply to all forms of participation in Amsterdam. As a guideline, the municipality considers the following principles: 1) the extent of participation and the manner of decision-making affects the citizens, 2) a tailored strategy on involving a certain population should be considered, 3) the degree of control and influence is measured by a policy room; 4) participation cannot replace representative democracy, and 5) time and money are reasonable -but not sufficient- factors in making a wise decision in participation.³⁰⁵

The municipality has also defined the levels of participation in the participation policy framework. Four levels are distinguished, with informing as the lowest level: 1) participating in decision-making, in which the citizens help to decide on the policy or the project by being a part of a municipal project team or the controlling group; 2) collaborating (co-creation), where Amsterdammers participate in the policy or project; 3) thinking along (consulting and advising), in which Amsterdammers can give the municipality ideas or suggestions; and 4) informing, where citizens need or receive information.³⁰⁶ It should be noticed that this hierarchy is opposite to the Arnstein's ladder, in which lower levels have lower numbers. This notion is considered in chapter 4.3.1, which is on the type of participation and its analysis.

³⁰² "The Dutch Political System," 66.

³⁰³ Gemeente Amsterdam, "Beleidskader Participatie" (Gemeente Amsterdam, June 1, 2021), <https://www.amsterdam.nl/bestuur-organisatie/beleidskader-participatie/#hd8f807bd-fb24-4332-b5df-fbd70b5a4844>.

³⁰⁴ "Leidraad burgerparticipatie" (Gemeente Amsterdam, 2018), <https://www.amsterdam.nl/bestuur-organisatie/beleidskader-participatie/#hd8f807bd-fb24-4332-b5df-fbd70b5a4844>.

³⁰⁵ Gemeente Amsterdam, "Beleidskader Participatie," 8–9.

³⁰⁶ Gemeente Amsterdam, "Beleidskader Participatie," 10.

In the citizen participation guide, the process of participation is explained in the form of a one-page catalog. Some questions are posed, including 1) legal space: does the ambition fit within existing legislation and regulations? 2) policy space: does the existing policy allow this room for participation? (If not, it can administratively be waived. If that willingness or policy space is not there, then a different level of participation must be chosen); 3) participation: is there sufficient knowledge, experience and/or involvement of the participants in the participation? And 4) resources: is there sufficient time, money, resources and official capacity? Moreover, the phases of the project are formulated in two stages for better understanding the participation process: 1) preliminary stage, including agenda setting and policy making; and 2) post-process stage, including performance and evaluation.³⁰⁷

The participation policy framework serves as a guide for the period ahead. Most importantly for all Amsterdammers, but also for civil servants and administrators. At the same time, it is a preliminary step toward a universally binding regulation. During the 2022-2026 administration period, a new council will present a participation regulation to the municipal council, in part based on the insights gained through the implementation of the current participation policy framework.³⁰⁸

3.6.1 The new environment and planning act

Amsterdam “combines a long tradition of social democracy and strong statehood, with entrepreneurial policy trends.”³⁰⁹ Defined to make construction projects easier to be executed on all aspects, a number of legislations make up the new Environmental and Planning Act (*Omgevingswet*) of the Netherlands. There are 26 current acts including built environment, crisis and recovery, housing, infrastructure, environment, nature and water which are covered together in the new Act. Among its advantages are: 1) quicker, cheaper decision-making, better social solutions; 2) a more transparent decision-making process for initiators and recipients; and 3) more flexibility and better adaptation to the real circumstances. The Act follows European environmental directives. As a result of the new environment and planning act, the

³⁰⁷ Gemeente Amsterdam, “Leidraad burgerparticipatie.”

³⁰⁸ “Beleidskader Participatie,” Amsterdam.nl (Amsterdam.nl), accessed July 12, 2021, <https://www.amsterdam.nl/bestuur-en-organisatie/beleidskader-participatie/>.

³⁰⁹ Savini et al., “Amsterdam in the 21st Century,” 103.

Netherlands will implement this new legislation that was supposed to take effect in 2021, but its effective date is delayed until 1 July 2022.³¹⁰

For the first time, citizen participation in Dutch urban planning procedures at an early stage will be a legal obligation under the new law. “A fresh spring and a new sound” is the slogan of the current city council term (2018-2022) has defined new area plans and area-oriented works. The policy framework for active participation includes suggestions concerning the principles and rules that the city would want to adopt in order to shape active participation in public life. A consultation session will run from June to July 2021, and people are encouraged to express their thoughts on the matter throughout that time.³¹¹

As discussed in chapter 3.3, the population of Amsterdam is expected to rise, therefore relative measures are considered in future urban development policies of Amsterdam, including Koers 2025, the Public Space Vision, Amsterdam 2040 Structural Vision, and Amsterdam 2050 Environmental Vision. The emphasis is on sustainable development for creating liveability and affordability; and rather than merely growing outward, Amsterdam densifies and transforms existing built-up areas in order to accommodate future expansion.³¹²

In this regard, the construction activities are taken that match the development vision. For example, the Public Space Vision is a first step towards increased control over development, design, and administration of public space at the municipal scale. Amsterdam’s public space is where urban life thrives. Densification will put more strain on public space. This necessitates careful urban planning of streets, squares, parks, and quays. Large sections of the ring road will also be safer for pedestrians and bicycles.³¹³

3.6.2 The neighborhood approach

Regarding the changing role of government to governance, new approaches have arisen in urban development. Neighborhood approach, neighborhood and area work are words on the same scale. This neighborhood guide has been distinguished by its co-creators: Platform 31.

³¹⁰ “Introduction of the Environmental and Planning Act (Omgevingswet),” Government information for entrepreneurs (business.gov.nl), accessed July 19, 2021, <https://business.gov.nl/amendment/introduction-environmental-and-planning-act-omgevingswet/>.

³¹¹ Amsterdam.nl, “Coalitieakkoord en Uitvoeringsagenda,” webpagina, Amsterdam.nl, accessed July 19, 2021, <https://www.amsterdam.nl/bestuur-organisatie/volg-beleid/coalitieakkoord-uitvoeringsagenda/>.

³¹² “Volg het beleid: stedelijke ontwikkeling,” Amsterdam.nl (Amsterdam.nl), accessed July 28, 2021, <https://www.amsterdam.nl/bestuur-organisatie/volg-beleid/stedelijke-ontwikkeling/>.

³¹³ “Volg het beleid.”

Platform 31 is an independent institution based in the Hague for organization of information and networks on urban and regional trends where they combine policy, practice, and research around contemporary challenges to develop a practical solution. The results benefit everybody.³¹⁴ Moreover, Platform 31 participates closely as a national urban policy (NUP) with URBACT³¹⁵ which is a European Knowledge Exchange Programme financed by the European Commission. The focus of the program is on sustainable urban development since they play a crucial part in our society's complicated developments.

Area- and/or district-oriented working is a method of working in which we approach policy and execution from the outside: society, area, neighborhood, the civil service organisation. The authors of this neighborhood guide encourage this method of looking at possibilities and challenges in a neighborhood, area, or geographical whole. Local or district-based working may be used everywhere and has many benefits. Beyond the outside-in aspect, area-oriented working involves a coherent approach to social, economic and physical challenges as well as opportunities, plenty of room for residents (agenda setting, participation, implementation), and constructive cooperation between all interested parties, both inside and outside the municipality.³¹⁶

In the policy and implementation phase, opportunities and challenges are looked at and addressed from the outside (society, area, district) to the inside (official organization). Residents have lots of space and a cohesive approach to social, economic, and physical duties (setting the agenda, participation, implementation and responsibility). The middle class, business community, health insurers, schools, housing organizations, police, and finances all work together constructively within and beyond the municipalities.³¹⁷

Internal municipality shifting appears to be an increasingly essential success factor. A neighborhood approach is by definition a neighborhood/area-oriented approach, but it also includes general and particular financial agreements with a variety of private and governmental, complementary, or just more efficient.³¹⁸

³¹⁴ "Over Platform31," Platform31 (Platform31), accessed July 18, 2021, <https://www.platform31.nl/over-platform31>.

³¹⁵ a European exchange and learning programme promoting sustainable urban development.

³¹⁶ "1.7 Wijkaanpak versus Wijk-/Gebiedsgericht Werken," Platform 31 (Platform 31), accessed July 18, 2021, <https://www.platform31.nl/wijkengids/1-vooraf/1-7-wijkaanpak-versus-wijk-gebiedsgericht-werken>.

³¹⁷ "1.7 Wijkaanpak ."

³¹⁸ "1.7 Wijkaanpak ."

The term district(s) approach refers exclusively to the Vogelaar approach, Prachtwijkaanpak, Problemwijkenaanpak, Krachtwijkaanpak, attention district approach, or neighborhood approach. The resident is at the center of the neighborhood approach, which is by definition cohesive and area-oriented. In addition, general and specialized financial agreements are formed with a variety of commercial and public entities. Over time, concrete, quantifiable outcomes are expected.²⁹⁸

Some possibilities and issues in a neighborhood, however, cannot be capitalized on or addressed at the neighborhood scale. Diverse approaches are always required, complementary, or just more efficient. A neighborhood approach as a specific type of neighborhood or area-oriented work does not just appear out of nowhere. The awareness that a neighborhood has slid so far that a neighborhood approach is required starts slowly and gets stronger as the signals become stronger and several stakeholders indicate that something needs to be done.. Still, increased attention for a particular neighborhood, district, or location is not suddenly on the agenda.. On track 1, the first chapter reveals the experiences, lessons, and insights regarding recognizing and obtaining understanding into neighborhood challenges and possibilities.³¹⁹

How to identify problems? Knowledge is accessed that helps assess if the neighborhood is in danger. Alarms can be raised by several people or organizations Corporations, non-profits, and residents. In the end, it is all about gathering and analyzing data. Recent studies have looked into “tipping points.” The study of tipping points is still in its infancy. Researchers predict more discoveries in the following years.³²⁰

The next step is to explore the nature and scope of the issues. If there are obvious indicators that the neighborhood is deteriorating, it is vital to analyze both the neighborhood knowledge and the data and think about how to address it. Identifying possibilities and issues with and through residents’ perspectives is valuable learning. Another lesson is that it should not start based on random numbers. It should be considered at how challenges and opportunities are arranged. In addition to residents, all partners with whom the neighborhood approach will be executed must have the same vision of the neighborhood. The assessment, evaluating progress, and safeguarding the approach and outcomes phase occurs once the neighborhood

³¹⁹ “3. Wat is er aan de hand?,” Platform 31, accessed July 18, 2021, <https://www.platform31.nl/wijkengids/3-wat-is-er-aan-de-hand>.

³²⁰ “3. Wat is er aan de hand?”

action initiatives are developed. Result measurement is required for adjustment, assessment and assurance. Many lessons gained and good examples in measuring can be accessed.³²¹

³²¹ “3. Wat is er aan de hand?”

4. Case study of Nieuw-West district

In this research, among the seven districts of Amsterdam, Nieuw-West is chosen to study: the largest and greenest neighborhood in Amsterdam. The neighborhood is diverse and expansive, encompassing post-World War II residential districts, culturally revitalized former business parks.³²² Although other districts of Amsterdam had the potential to be studied, considering the social climate, the number of urban development projects and the urban background of this district, made it a very interesting case study for further research. Fig. 19 shows a part of the Nieuw-West district, Andreas Ensemble.



Fig. 19: Andreas Ensemble in Amsterdam Nieuw-West

Retrieved from “Amsterdam Nieuw-West,” Wikipedia (Wikipedia), accessed June 27, 2021, https://en.wikipedia.org/wiki/Amsterdam_Nieuw-West.

³²² “5 Things to Do in Nieuw-West.”

4.1 The context of Nieuw-West district

Called “a super-diverse area”³²³ and “concentration neighborhoods”³²⁴ by the scholars, the largest and greenest neighborhood in Amsterdam is the district of *Nieuw-West* [New West]. The neighborhood is diverse and expansive, encompassing post-World War II residential neighborhoods, culturally revitalized former commercial parks, and the expansive Sloterpas lake and surrounding park.³²⁵ The residential neighborhoods of Nieuw-West district are also called the *Westelijke Tuinsteden* [Western garden cities]. The Sloterpas Lake, which is bordered by the Sloterpark, is located in the heart of this westernmost borough.³²⁶ In 2018, this district had about 156, 000 inhabitants.³²⁷ With its current urban renewal projects, Nieuw-West is going to turn into a more crowded district. Fig. 20 shows the location of Nieuw-West district in Amsterdam.

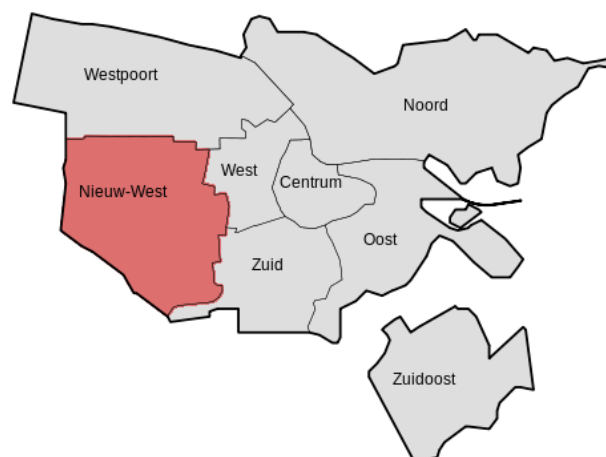


Fig. 20: Location of Nieuw-West district in Amsterdam

Retrieved from: “Amsterdam Nieuw-West,” Wikipedia (Wikipedia), accessed June 27, 2021, https://en.wikipedia.org/wiki/Amsterdam_Nieuw-West.

³²³ Paul Mepschen, “A Discourse of Displacement: Super-Diversity, Urban Citizenship, and the Politics of Autochthony in Amsterdam,” *Ethnic and Racial Studies* 42, no. 1 (January 2, 2019): 75, <https://doi.org/10.1080/01419870.2017.1406967>.

³²⁴ Mepschen, “A Discourse of Displacement,” 78.

³²⁵ “5 Things to Do in Nieuw-West,” I amsterdam (I amsterdam), accessed April 13, 2021, <https://www.i amsterdam.com:443/en/about-amsterdam/amsterdam-neighbourhoods/nieuw-west/top-things-to-do-nieuw-west>.

³²⁶ “Amsterdam Nieuw-West,” Amsterdam sights (Amsterdam sights), accessed June 26, 2021, <https://www.amsterdamsights.com/about/nieuw-west.html>.

³²⁷ “Amsterdam Nieuw-West.”

The Nieuw-West district is the youngest district of Amsterdam and formally is consisting of nine neighborhoods: Geuzenveld (including De Eendracht), Nieuw Sloten, Oostoever, Osdorp (including De Aker and Middelveldsche Akerpolder), Oud Osdorp, Overtoomse Veld, Sloten, Slotermeer, Slotervaart.³²⁸ It officially came into existence in 2010, as a merger of the former boroughs Osdorp, Geuzenveld-Slotermeer, and Slotervaart. Built during an expansion of Amsterdam’s western neighborhoods in the 1950s, Nieuw-West district has A10 and N200 highways as its urban borders at east and north, and *Nieuwe Meer* [New Lake] as natural border at its south, with Sloterplas lake and the surrounding Sloterpark in its center. The Lelylaan train station, bus, tram, and Metro lines provide easy access to the region from anywhere in the city.³²⁹ The figure below shows the neighborhoods of the Nieuw-West (Fig. 21).

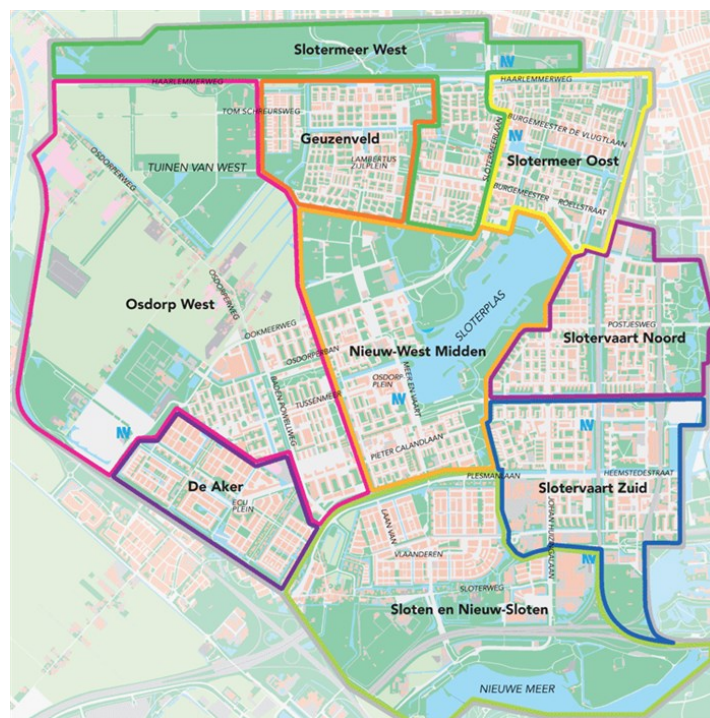


Fig. 21: Urban fabric of the Nieuw-West district and the neighborhoods

Retrieved from: Marjolein van Trigt, “Jaarverslag 2012 gebiedsarrangementen Amsterdam Nieuw-West | marjoleinvantrigt.nl,” October 13, 2013, <https://marjoleinvantrigt.nl/jaarverslag-2012-gebiedsarrangementen-amsterdam-nieuw-west/>.

³²⁸ “De 9 Wijken van Nieuw-West - Stadsdeel Nieuw-West,” Amsterdam.nl (Amsterdam.nl, November 23, 2012), https://web.archive.org/web/20121123054858/http://www.nieuwwest.amsterdam.nl/wonen_en/de-9-wijken-van/.

³²⁹ “Nieuw-West,” I amsterdam (I amsterdam), accessed June 26, 2021, <https://www.iamsterdam.com/en/about-amsterdam/amsterdam-neighborhoods/nieuw-west>.

This district has been undergoing substantial urban renovation efforts since 2001. Thousands of homes were demolished and replaced by new developments as part of the *Richting Parkstad* urban renewal plan. The original garden city concepts have been partially abandoned as a result of the renewal efforts. Minister of Housing, Ella Vogelaar designated the Bos en Lommer neighborhood, currently part of the borough of Amsterdam-West, as a disadvantaged district in 2007, making national urban regeneration money and programs available to the area. Following that, the city of Amsterdam decided to grant the same status to the northeast and southwest parts of Sloterveer, Geuzenveld, central Osdorp, and Slotervaart in Nieuw-West.³³⁰

As for the architecture, because of the dominance of the modern architecture paradigm in the 1950s and 60s, Nieuw-West district is built according to the garden city concepts. The architecture is practical and exceedingly somber, with continuously repeated identical dwellings, unlike the Amsterdam School. Van Eesteren, the architect, did not see this as a hindrance, but rather as an opportunity to create a pleasant and peaceful atmosphere.³³¹

An informative web page on Amsterdam mentions the Nieuw-West district as frequently named in the media as one of the most troubled in the Netherlands, with issues such as poverty, unemployment, juvenile gangs and crime.³³² However, on Reddit, a social news website, in answer to a question about buying property and living in it, many users have complimented Nieuw-West district for its suitable housing prices and safety, showing satisfaction for their neighborhood. A few users have mentioned their experience with robbery or not daring to run in the district's eastern park, Rembrandt park, at night time. Another user has mentioned the source of feeling unsafe in this district is because of its "non-Dutch" population.³³³

Attractions of the Nieuw-West

Apart from the iconic *Molen van Sloten* [Sloten Windmill], one of the last working mills in the Netherlands, which has turned into a museum. The Nieuw-West district has the

³³⁰ "Amsterdam Nieuw-West," Free Journal (Free Journal, May 16, 2020), <https://amp.freejournal.info/27829444/1/amsterdam-nieuw-west.html>.

³³¹ "Amsterdam Nieuw-West."

³³² "Amsterdam Nieuw-West."

³³³ "Amsterdam Nieuw-West Area Is It Good for Buying and Living?," r/Amsterdam (reddit, August 2020), https://www.reddit.com/r/Amsterdam/comments/hxk3wy/amsterdam_nieuwwest_area_is_it_good_for_buying_and/.

following attractions: Rembrandt park, Sloterpark, Sloterplas lake, Nieuwe Meer lake, Plein '40-'45 shopping market, *Van Eesteren Museum*, *De Meervaart theatre*, *De Opstandingskerk* [Revival Church] nicknamed *De Kolenkit* [coal scuttle].³³⁴ Fig. 22 shows the Sloten Windmill museum.



Fig. 22: Sloten Windmill museum

Retrieved from: “5 Things to Do in Nieuw-West.”

4.1.1 The Western garden cities

The Western garden cities (Dutch: Westelijke Tuinsteden), 1951-1965, is the most well known development of Amsterdam’s General Expansion Plan (Algemeen Uitbreidingsplan AUP). It consists of six neighborhoods with a specific spatial and functional design: Bos en Lommer, Slotermeer, Geuzenveld, Overtoomse Veld and Osdorp. These districts have been part of the Nieuw West District since 2010, with the exception of Bos en Lommer.³³⁵

³³⁴ “5 Things to Do in Nieuw-West,” I amsterdam (I amsterdam), accessed April 13, 2021, <https://www.iamsterdam.com:443/en/about-amsterdam/amsterdam-neighbourhoods/nieuw-west/top-things-to-do-nieuw-west>.

³³⁵ “Garden Cities,” Van Eesteren Museum (Van Eesteren Museum), accessed July 2, 2021, <https://vaneesterenmuseum.nl/en/garden-cities/western-city-gardens/>.

These neighborhoods are clustered around the Slotterplas lake, which was excavated for sand mining to construct the garden cities. Thus, at the center of the Western garden cities, the Slotterplas lake with the nearby Slotterpark are located. For extraction of sand the Nieuwe Sea was dug at a depth of around 30 metres.³³⁶ Fig. 23 shows an aerial view of Slotterplas and Slotterpark.

The ideas to revitalize areas of the Western garden cities originated throughout the 1990s. The Parkstad office was the urban renewal office for the cities of Western Garden in Amsterdam from 1999 to 2007. This renovation work is regarded to be one of the greatest in the world, with a proposed destruction of 13,000 houses and the planned building of 24,500 new ones.³³⁷



Fig. 23: Slotterplas lake with parts of the green Western garden cities

Retrieved from: “Green,” Van Eesteren Museum (Van Eesteren Museum), accessed July 19, 2021, <https://vaneesterenmuseum.nl/en/garden-cities/green/>.

³³⁶ “Garden Cities.”

³³⁷ Wouter Veldhuis, “Grass and Concrete: Regenerating Amsterdam’s Westelijke Tuinsteden,” *DO.CO.MO.MO*, no. 39 (2008): 65.

The Western Garden Cities were created following the utopian CIAM (Congrès International d'Architecture Moderne or International Congress of Modern Architecture) tradition after the second World War. CIAM was founded in 1928 and abolished in 1959. President of CIAM from 1930 to 1947 was Cornelis van Eesteren.³³⁸ After the second World War, he created the AUP and as part of this overall development strategy, the Western garden cities were built. Both the residences and the neighborhoods were designed with air, light, and space as the primary design elements. Design of the new suburbs of Amsterdam contrasted with the dense city center and small, gloomy dwellings of its residents. The many neighborhoods that were built were arranged in straight lines with green spaces in between or arranged around a central plaza. It was intended for businesses to be located in these center squares, while the green areas between the buildings were intended for relaxation.³³⁹ Families from the city center were drawn to these large neighborhoods because of their affordability and proximity to public transportation (Fig. 24).³⁴⁰

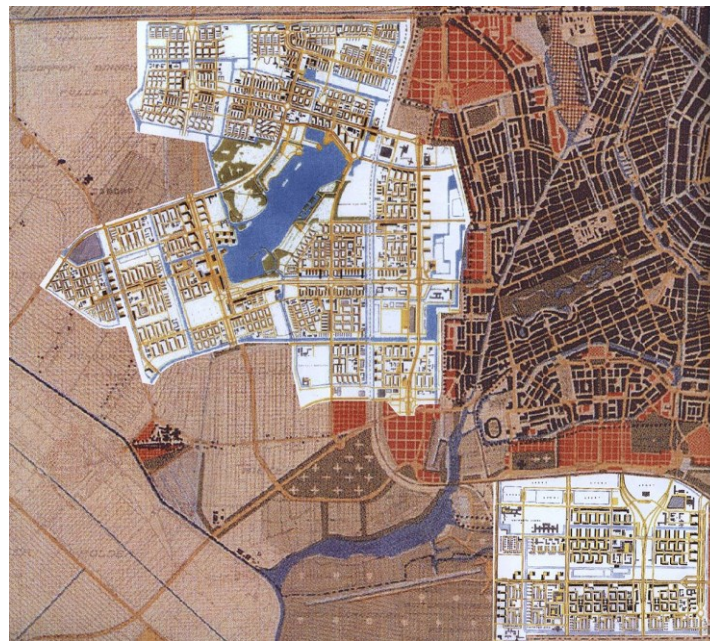


Fig. 24: Layout of the housing estates in the Western garden cities map

Retrieved from: "Extension Plan of Amsterdam," Arquiscopio (Arquiscopio), accessed July 2, 2021, <https://arquiscopio.com/archivo/2012/07/29/plan-de-extension-de-amsterdam/?lang=en>.

³³⁸ Dutch architect and urban planner, 1897-1988.

³³⁹ Lauwaert, "Serious Geographies of Play," 108.

³⁴⁰ Sezer and Maldonado, "Cultural Visibility and Urban Justice," 202.

The prestige of Amsterdam and other Western garden cities declined from the 1970s. They have transformed from “utopian and visionary living” places to neighborhoods plagued by social, economic, infrastructural, and reputational issues.³⁴¹ Until the 1970s, it was a desirable place to live, but as the demographic mix changed, so did its appeal. Families with middle-class incomes in the Netherlands left, while immigrant groups arrived and took over some neighborhoods as part of a major urban renewal demolition called *Richting Parkstad* [Towards Parkstad], including the demolition of 13,300 homes and construction of 28,000 new ones since 2000. Thus, the Nieuw-West district became a popular choice for young families, and the number of residents aged 25-39 increased.³⁴² Fig. 24 shows the list of development plans and their construction period in different neighborhoods of the Nieuw-West district.

	Plan development	Build
Slotermeer	1935 – 1939; 1949 – 1955	1951 – 1965
Geuzenveld	1951 – 1953	1953 – 1965
Slotervaart	1952 – 1954	1954 – 1965
Overtoomse Veld	1954	1955 – 1965
Osdorp	1955 – 1958	1957 – 1965

Fig. 25: Urban plan development and construction of Western garden cities’ neighborhoods
Retrieved from: “Garden Cities.”

Some neighborhoods of the Nieuw-West district faced more radical changes and some had the last phases of the urban renewal project with less change, such as *Slotermeer Noord*.³⁴³ Some neighborhoods were not affected by the transformations, for example, the old houses of *Burgemeester de Vlughtlaan* were acknowledged by the municipality as having historical and urban importance and were nominated as a “Municipal conservation site” in 2007. In 2010, a new museum was built and named after Cornelis van Eesteren. Residents in the area were against the demolition of their homes, and they persuaded the local administration to renovate

³⁴¹ Lauwaert, “Serious Geographies of Play,” 108.

³⁴² Sezer and Maldonado, “Cultural Visibility and Urban Justice,” 202.

³⁴³ Sezer and Maldonado, “Cultural Visibility and Urban Justice,” 202.

them, which was started in 2016. These initiatives have altered the neighbourhood's image and improved its cultural value.³⁴⁴

4.1.2 Residents of the Nieuw-West

2019 statistics show that the Nieuw-West district had about 155,700 residents, among which 33.6% are Dutch, 14.4% are expats and 52.0% are immigrants.³⁴⁵ Based on 2009-2011 ethnographic field work, the Nieuw-West district has evolved since the mid-1980s from a predominantly white working and middle class neighborhood to an ethnically diverse district with over half of residents having diverse, transnational, diasporic origins. The district shows the effects of fifty years of labor migration and postcolonial settlement.³⁴⁶ In order to present an outline of the Nieuw-West district's social climate, two of its neighborhoods are presented here, Slotervaart as the most problematic and Sloterveer³⁴⁷, the oldest neighborhood³⁴⁸ in the Nieuw-West district.

Based on an interview with Slotervaart's ward administrator, in this Nieuw-West district's neighborhood the majority of large families in western Amsterdam districts have been allocated apartments over the 1995-2010, as those apartments are reasonably spacious in accordance with the Netherland's norms. The primary immigrant families were big families.³⁴⁹

As a result, many big families of immigrants dwelled in the Western garden cities. These families had difficulty with it since there was a large proportion of unemployment in these families, first-generation immigrants felt alienated since they were unable to speak or write Dutch. So, many children and teens were outdoors, which added to the aforementioned dangerous emotions (so called "*hangjongeren*," loitering children and teens). Slotervaart is an ethnically diverse neighborhood, its 2009 statistics show a 43% population among 44,185 non-western immigrants, a 12% immigrant population from the West and a 44% non-immigrant population. 10% of the 43% of the immigrants from outside of the West were unemployed.

³⁴⁴ Sezer, "Public Life, Immigrant Amenities and Socio-Cultural Inclusion," 835.

³⁴⁵ "Amsterdam Residential District Profiles," *Expat INFO Holland* (blog), accessed August 14, 2021, <https://expatinfoholland.nl/help-guides/housing-property/amsterdam-residential-district-overview/>.

³⁴⁶ Paul Mepschen, "The Discourse of Displacement in Amsterdam New West. An Ethnographic Case Study into the Conditions of Emergence of Populism," in *Public Responses and Civic Resilience in Times of Crisis*, Panel 034 (Making Sense of Social Change: , University of Amsterdam, 2012), 4, https://www.europa-nu.nl/id/vix36bpksizt/agenda/populism_and_the_discourse_of?ctx=vh6ukzb3nnt0&tab=1.

³⁴⁷ Lauwaert, "Serious Geographies of Play," 109

³⁴⁸ Mepschen, "A Discourse of Displacement," 76.

³⁴⁹ Lauwaert, "Serious Geographies of Play," 109.

Turkish immigrants were the second largest group in Slotervaart, followed by immigrants from Suriname (7.4%) and Antilles (0.9%), the greatest immigrant population in the neighborhood being Moroccans (17% of the whole Slotervaart population).³⁵⁰

As for Sloterveer, the population of the white Dutch is 47.5%, Moroccan-Dutch is 9%, Turkish-Dutch is 5.1%, Surinamese-Dutch is 7.7% , and % Caribbean-Dutch is 1.5%.³⁵¹ In this neighborhood, many shopkeepers are immigrants³⁵², and in some parts, their amenities have considerable visibility, for example, Turkish facilities such as restaurants, cafés, mosques, and neighboring stores continue to play a significant part in day and night time street life.³⁵³ This cultural diversity has affected the Dutch residents, for example, Sloterveer, one of the neighborhoods of Nieuw-west, the large number of religious families is thus defined by others “a headscarfs neighborhood.”³⁵⁴

According to 2010 municipality reports, there is a lack of cohesion and tense interactions amongst resident groups. Despite great ethnic and social diversity, the neighborhood’s image is that of a city dominated by Muslim people, for example, the popular self-described “politically incorrect” blog *GeenStijl* frequently refers to the district as “New Gaza.” While talk of the potential improvement of the area is being made possible by the tight housing market in Amsterdam, the district remains firmly off the mental map.³⁵⁵

4.1.3 The Westas

The Westas (Dutch: *De Westas*) is a newly defined project and an economic collaboration considered for the west side of Amsterdam since 2015. By connecting Westen Amsterdam’s business hubs, as the initiators of this program have defined a new, circular economy to be built there. Such an initiative would improve the housing market in that zone, especially in the Nieuw-West district. Allowing for a circular economy involves changing how the space is utilized as well. Projects to realize acceleration must next be defined.³⁵⁶ Thus, the

³⁵⁰ Lauwaert, “Serious Geographies of Play,” 109.

³⁵¹ Hoekstra, “Placing Self and Other,” 3.

³⁵² Hoekstra, “Placing Self and Other,” 6.

³⁵³ Sezer, “Public Life, Immigrant Amenities and Socio-Cultural Inclusion,” 837.

³⁵⁴ Myrte Sophie Hoekstra, “Placing Self and Other: Imaginaries of Urban Diversity and Productive Discontent,” *Emotion, Space and Society* 33 (November 2019): 4, <https://doi.org/10.1016/j.emospa.2019.100629>.

³⁵⁵ Hoekstra, “Placing Self and Other,” 3.

³⁵⁶ “Westas: Acceleration of the Circular Economy on the West Side of Amsterdam,” *Vinu.*, accessed June 22, 2021, <https://vinu.nl/westas-versnelling-circulaire-economie-westzijde-amsterdam/>.

Nieuw-West district is part of an environmental vision of the province of Noord-Holland province, and is going to benefit from the Westas. The figure below location of the four hubs of the Westas (Fig.26).

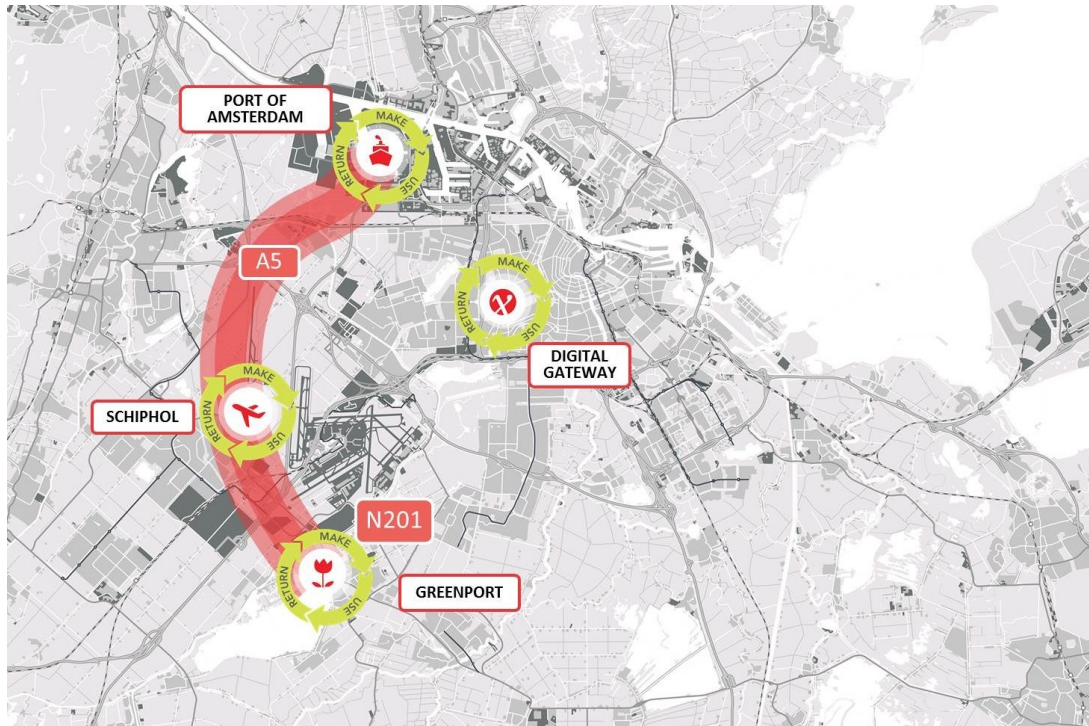


Fig. 26: The location of the four hubs of the Westas
Retrieved from: “Westas: Circular Economy.”

The parties have dubbed this areast “the Westas”, inspired from “Zuidas”, Amsterdam’s financial district, located in Amsterdam-Zuid. The Westas roughly covers the area of:³⁵⁷

- 1) Greenport Aalsmeer, the number one in flowers worldwide,
- 2) Schiphol Airport, number three in air freight in Europe,
- 3) Port of Amsterdam, the number four port in Europe,
- 4) Digital Gateway, the hub of underground data connections and data centers and the number two in Europe,

The first collaborative outcome is a report entitled “The circular Westas, shifting towards a new economy.” By doing research on the possibility of a circular economy, researchers discovered that the hubs and the work sites are interconnected. In cooperation with authorities, hubs will utilize their economic and social potential to execute innovative

³⁵⁷ “Westas: Circular Economy.”

initiatives for business and education faster.³⁵⁸ The transition paths listed below will be implemented as acceleration projects in the program:

- 1) Building materials: processing and exchange of construction materials,
- 2) Biomass: guarantee huge amounts (including imports) for processing biomass on a commercial scale,
- 3) Energy: new manufacturing clusters that utilise heat and CO₂,
- 4) Information: space and energy for data centers incorporating coupled to low-temperature heat sources,
- 5) Space: integrating circularity in the area development plans at existing sites through the arrangement of users and at future locations

The collaborators believe these paths share the need for a transition. In collaboration as well as in space usage. A field vision collects the (economic) geographical impacts, concepts and perhaps tangible agreements as input for the environmental vision for Noord-Holland among other things. The goals of the plan for a circular economy are to provide opportunity for economic growth, which requires the preservation of quality of life. The Westas initiative collaborates with the municipalities of Amsterdam, Haarlemmermeer, and Aalsmeer, the North Holland province and the Ministries of the Economy and IenM, Schiphol Airport, the Port of Amsterdam, Greenport Aalsmeer and the Digital Gateway of Amsterdam.

4.2 Implementation agenda and new projects

Ultimately, the municipality projects are defined in a way to realize the coalition agreement of the municipality council. The current council is in charge in the administrative period 2018-2022 and is acting upon the coalition agreement and implementation agenda prepared for this term, called “A new spring and a new sound”. The implementation agenda 2019 is the first formulation of these policies where B&W has outlined six goals for which the municipality is encouraged to offer suggestions. These goals, or “ambitions” as the municipality has called them, address the urban life of Amsterdam from different angles: 1) Equality of opportunity; 2) Open and tolerant city; 3) Nice neighborhoods, livable city; 4) Freedom and security; 5) Healthy and sustainable city; and 6) Participative and digital.³⁵⁹

³⁵⁸ “Westas: Circular Economy.”

³⁵⁹ Amsterdam.nl, “Coalitieakkoord en Uitvoeringsagenda.”

The first ambition encourages equal opportunity and helps those in need, combating educational inequalities.³⁶⁰ The second ambition focuses on inviting the public to experience culture, freedom, and prosperity by controlling the overcrowdedness of the inner city, misbehavior of tourists and, challenging consumption monoculture; for example, limiting vacation rentals will to 30 days per year, with the possibility of holiday rental bans in some neighborhoods.³⁶¹ The third ambition is about improving the city's public space and accessibility by making it more open and accessible. The residents of development neighbourhoods are involved in the implementation of their goals for a better community to regional and inner city transportation. The residents of development neighbourhoods are involved in the implementation of their desires for a better community.³⁶² Here is where the citizens are invited to take part in area projects, which are more described in chapter 4.2.1.

Of the three remaining ambitions, the sixth one has focused on participation, as well as the digital environment. In this ambition, the municipality emphasises on “standing side by side with residents and social partners rather than against each other” for “working together on the challenges they face.” By announcing that the city council removes barriers and provides support for the citizens yet it does not want to solve problems by its own; Amsterdammers are invited to join the municipality in decision-making and ultimately improving the city.³⁶³ In order to realize such goals, the municipality has introduced some measures, including: enhancing neighborhood voice and autonomy by launching two pilots with neighborhood rights and finances; improving Amsterdammers' capacity to monitor policy outcomes and give focused input by developing a website (AmsterdamNU) and establishing a forum for online and offline discussion with the city; developing a new working methods that will include Amsterdammers in policy development and execution; creating digital city agenda with Amsterdammers to shape their own environment and remove restrictions, and launching pilots to encourage cohesion and involvement in areas.³⁶⁴

³⁶⁰ “Kansengelijkheid,” Amsterdam.nl (Amsterdam.nl), accessed August 4, 2021, <https://www.amsterdam.nl/bestuur-organisatie/volg-beleid/coalitieakkoord-uitvoeringsagenda/kansengelijkheid/>.

³⁶¹ “Open en tolerante stad,” Amsterdam.nl (Amsterdam.nl), accessed August 4, 2021, <https://www.amsterdam.nl/bestuur-organisatie/volg-beleid/coalitieakkoord-uitvoeringsagenda/open-tolerante-stad/>.

³⁶² “Fijne buurten, leefbare stad,” Amsterdam.nl (Amsterdam.nl), accessed August 4, 2021, <https://www.amsterdam.nl/bestuur-organisatie/volg-beleid/coalitieakkoord-uitvoeringsagenda/fijne-buurten/>.

³⁶³ “Participatief en digitaal,” Amsterdam.nl (Amsterdam.nl), accessed August 4, 2021, <https://www.amsterdam.nl/bestuur-organisatie/volg-beleid/coalitieakkoord-uitvoeringsagenda/participatief/>.

³⁶⁴ “Participatief en digitaal.”

Altogether, the municipality is using a very organized framework for introducing its future urban development plans, its website is divided into subcategories and each category has a separate web page in Dutch, with descriptions and links to lower subcategories. The municipality of Nieuw-West district has two categories of projects: area projects and urban renewal projects. Below, each project category is described and all its projects are introduced.

4.2.1 Area projects

In all of the activities of the municipality of Amsterdam, the hierarchy is considered, and the design of the web site is very convenient for any online user. Altogether, Amsterdam has 22 areas and there are three terms related to their development: area plans (Dutch: *gebiedsplannen*), area cycle (Dutch: *gebiedscyclus*) and area-oriented work (Dutch: *gebiedsgericht werken*), explained in the different web pages in Dutch.³⁶⁵

Area projects of Amsterdam's districts are based on the neighborhood approach. According to the municipality, the Nieuw-West district is divided into 5 areas: 1) De Aker, Sloten, Nieuw-Sloten; 2) Geuzenveld, Sloterveer; 3) Osdorp; 4) Sloterdijken; and 5) Slotervaart; which have their own 2019-2022 cycle plan, with the 2021 area plan and 2020 agenda in separate web pages. These reports are available to download in PDF form and in Dutch language, explaining "focus tasks" for each area. Up to 6 focus tasks are defined for each area. In the area plan reports it is written how Covid-19 restriction measurements have also affected these programs.³⁶⁶

Area-oriented work

Many different neighbourhoods exist in Amsterdam, each with its own personality and style of living and entertainment. The municipality wants to frequently create an initiative to involve residents, business people and social groups who know the issues of their neighborhood, for example, the parked bicycles that are in the way, a playground that needs to be repaired or the nuisance from the loitering youth, or the desire to host a neighborhood party or to build a collective food garden. It is possible for the citizens to start or participate in a neighborhood movement, without the restrictions imposed by the government. The

³⁶⁵ "Gebiedsplannen 2021," webpagina, Amsterdam.nl (Amsterdam.nl), accessed March 28, 2021, <https://www.amsterdam.nl/bestuur-organisatie/stadsdelen/gebiedsgericht-werken/gebiedsplannen-2021/>.

³⁶⁶ "Gebiedsplannen 2021."

municipality wants to assist the citizens while it does not always have the funds to accomplish everything on its own.³⁶⁷

There is a set framework to area-oriented work: the area cycle. Analysis, agenda, plan, yearly report and monitor are the five tools that make up this system. In order to do this, the municipality is searching for more cooperation with citizens, enterprises, and social groups. What is essential to us in a certain area? What are the ideas and efforts that have been put forward? But also, which rules still stand in the way of the creative process? Area-oriented is the name given to this new method of functioning. The municipality regards it as “working together on what the city needs.” Therefore, in addition to routine work, the area-oriented strategy provides customizability. A street, neighborhood or region must be assessed first. Who is willing and able to engage in the approach? That is the next step. In a shopping street, are parking possibilities too limited? Does a garbage container have a lot of litter? Some residents may be willing to assist in maintaining the environment clean. The municipality will next provide the appropriate materials. An area-oriented approach to work involves good listening skills and teamwork. In addition, citizens, organizations, and businesses should allow each other to focus on their own areas of expertise. Therefore, everyone can work together for the greater good of Amsterdam.³⁶⁸

Area cycle

The tools used for the neighborhood approach and area-oriented working is the area cycle which has four steps. First, the municipality maps out what is going on in a certain area. Next, they decide what they want to accomplish and what is of the utmost importance. Once an approach is decided upon, the work can begin. The last phase of the area cycle is assessment: Whether the goals are achieved and what changes that should be made to the approach. These four steps can help the work be done more efficiently and effectively.³⁶⁹

The first step is the analysis of the area, which is done once every four years. With an area analysis, the municipality examines a certain area, to understand what the current trends, opportunities, and threats are. In order to do so, the municipality collects and stores data. In

³⁶⁷ “Wat is gebiedsgericht werken?,” Amsterdam.nl (Amsterdam.nl), accessed March 28, 2021, <https://www.amsterdam.nl/bestuur-organisatie/stadsdelen/gebiedsgericht-werken/gebiedsgericht/>.

³⁶⁸ “gebiedsgericht werken.”

³⁶⁹ “De gebiedscyclus,” Amsterdam.nl (Amsterdam.nl), accessed March 25, 2021, <https://www.amsterdam.nl/bestuur-organisatie/stadsdelen/gebiedsgericht-werken/gebiedscyclus/>.

addition to the statistics provided by the municipality and its partners (such as housing firms and the police), there are also the personal tales and experiences of residents, entrepreneurs and workers of the municipality, which are constantly discussed and shared among themselves. A clear picture is created by the findings of the analyses of the situation in each area. Comparing areas is possible with the area analysis. As a result, it is easy to create an area agenda.³⁷⁰

The second step of the area cycle is the area agenda, which is prepared once every four years, then is adjusted annually. The municipality uses the results of the area analysis to develop a specific area agenda for each area: what they intend to achieve and which subjects are the most important are outlined in this step. Each target in the area agenda is accompanied by a list of realistic goals that should be achieved. There are questions, such as: who delivers what kind of performance? Who is responsible for delivering what kind of performance? A number of parties are involved, including the city council and municipal organization, as well as businesses, residents, and care institutions. Enthusiastic with the idea of a spatial agenda, all stakeholders can agree to contribute.³⁷¹

The third step is the area plan, composed once a year. Every year, on the basis of the priorities in the area agenda, the municipality develops the area plans. If they wish to make significant changes in an area, they will list emphasis assignments, the maximum number of which is six. As an example, the municipality usually includes a few activities, although this is not a full list. Residents, entrepreneurs, (local) partners, civic society and the municipality all have a role to play in these activities.³⁷²

Step four is the area monitoring, performed twice a year. Assessment is the last phase in the area cycle: whether the municipality has attained the goals set out in the area agenda. In this step the municipality should answer questions regarding their performance and the results: whether they have adopted the area plan's recommendations or what they should alter about their approach. The results will be included into the area plan for the next year. Moreover, if necessary, they can make adjustments to the area's schedules. By monitoring a certain area, the municipality utilizes this tool to discover how they may perform even better in the future. The same rule follows the area cycle.³⁷³

³⁷⁰ "De gebiedscyclus."

³⁷¹ "De gebiedscyclus."

³⁷² "De gebiedscyclus."

³⁷³ "De gebiedscyclus."

Area plans

Area plans are a bundle of additional resources tailored to the requirements of a particular community. For example, some areas have focused on language instruction and others on extracurricular activities. In yet other areas youth obesity has been addressed.³⁷⁴ Every year, area plans are set out for all areas of the city.³⁷⁵ As outlined in these plans, concrete activities will be taken in the various areas over the area of the following year. Regular activities such as garbage collection are not included. It is based on the vision of the area, as well as the existing policy, as well as indications that the districts have received from the communities, during community talks, for example. The annual plan is a work in progress.³⁷⁶ The following are the area plans for each of the 5 areas of the Nieuw-West district.

De Aker, Sloten, Nieuw-Sloten area plan

In 2021, the following are the focus assignments for De Aker, Sloten, Nieuw-Sloten: 1) sustainably connecting and strengthening squares, parks and neighborhoods, 2) better access to care and welfare, 3) better road safety in and around rural areas, and 4) *Van Sloten tot Schinkel*: safeguarding the balance between nature, the existing and the new city.³⁷⁷ The figure below shows the location of De Aker, Sloten, Nieuw-Sloten area in the Nieuw-West district (Fig. 27).

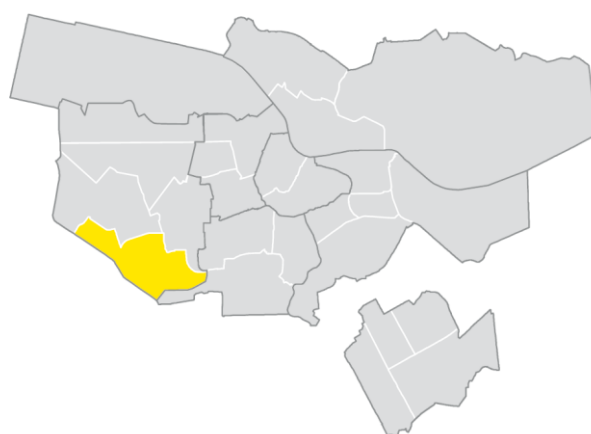


Fig. 27: De Aker, Sloten, Nieuw-Sloten area

³⁷⁴ van Trigt, “Jaarverslag 2012.”

³⁷⁵ the number of areas differs in different municipality web pages. In this source it is written 22, the hyperlinks are 24 and the “Districts and neighbourhoods” web page mentions them to be 26.

³⁷⁶ “Gebiedsplannen 2021.”

³⁷⁷ “Gebiedsplannen 2021.”

Retrieved from: “Gebiedsplannen 2021.”

The focus assignments in the area plan are based on the area agenda for the period 2019 - 2022. In De Aker, Sloten, Nieuw-Sloten, the following priorities are central up to and including 2022. In 2022 the following would happen: 1) fewer burglaries and more safety, 2) De Aker, Sloten and Nieuw Sloten is the sustainability leader in Amsterdam, 3) bringing the housing supply more in line with the needs of current and future residents, 4) making public space more inviting to use, 5) doing more together, and facilities contribute to this, and 6) increasing road safety, improving traffic flow and parking.³⁷⁸

Geuzenveld, Slotermeer area plan

In 2021, these are the focus assignments for Geuzenveld, Slotermeer are as following: 1) more opportunities and perspective for our vulnerable youth in the developing neighborhoods, 2) more attention and opportunities for vulnerable residents, specifically vulnerable women and the elderly, in the developing neighborhoods, 3) less waste and improving the quality of public space in the development areas, 4) improving the feeling of safety and solidarity with each other and the neighborhood together, 5) a vibrant and improved Lambertus Zijlplein & Plein '40 -'45, and 6) better recreation in and connecting the green areas.³⁷⁹ The figure below shows the location of Geuzenveld, Slotermeer area in the Nieuw-West district (Fig. 28).

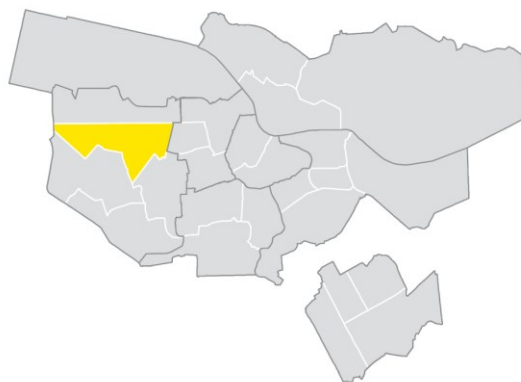


Fig. 28: Geuzenveld, Slotermeer area
Retrieved from: “Gebiedsplannen 2021.”

³⁷⁸ “Gebiedsplannen 2021.”

³⁷⁹ “Gebiedsplannen 2021.”

The focus assignments in the area plan are based on the area agenda for the period 2019 - 2022. In Geuzenveld, Slotermeer up to and including 2022, the following priorities are central. In 2022 the following would happen: 1) vulnerable youth have more opportunities, 2) there is better language skills, less poverty and better health, 3) residents feel safer in the neighborhood, 4) sustainable neighborhood renewal has led to more prospects for pleasant and future-proof living, 5) residents can go home better and safer, and 6) residents and visitors can relax better in lively and green neighborhoods.³⁸⁰

Osdorp area plan

These are the focus tasks for Osdorp next year: 1) Wildemanbuurt: offering perspective and setting boundaries, 2) Osdorp-Midden: increasing equality of opportunity and involving residents, 3) Dijkgraafplein - Square approach, 4) Osdorp (square) invites! initiative, 5) healthy together, and 6) Strengthen social initiatives and community building.³⁸¹ The figure below shows the location of the Osdorp area in the Nieuw-West district (Fig. 29).

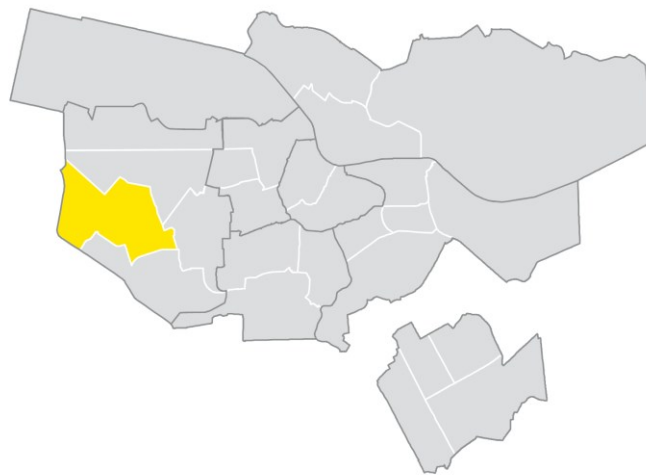


Fig. 29: Osdorp area

Retrieved from: "Gebiedsplannen 2021."

The focus assignments in the area plan are based on the area agenda for the period 2019 - 2022. In Osdorp, the following priorities are central up to and including 2022. In 2022 the following would happen: 1) involvement in the neighborhood has increased and there is more mutual attention, 2) more talent has been developed and unemployment has fallen, 3) the health

³⁸⁰ "Gebiedsplannen 2021."

³⁸¹ "Gebiedsplannen 2021."

of residents has improved, 4) the quality of living in and around the house has increased, and 5) Osdorp is better placed on the urban and regional map.³⁸²

Sloterdijken area plan

The following are the focus tasks for Sloterdijken next year: 1) Connecting the power of Sloterdijk with Nieuw-West, 2) Growing with the developments in Sloterdijk Centrum, 3) More liveliness, safety and cooperation with the entrepreneurs of Sloterdijk West, and 4) Green and sustainable Sloterdijken.³⁸³ The figure below shows the location of the Sloterdijken area in the Nieuw-West district (Fig. 30).

The focus assignments in the area plan are based on the area agenda for the period 2019 - 2022. In Sloterdijken up to and including 2022, the following priorities are central. In 2022 the following would happen: 1) there are more communities in De Sloterdijken, 2) De Sloterdijken is a place in the spotlight, where people live, work and recreate in a pleasant way, 3) there is more room in Sloterdijk for meeting, moving and creating, 4) accessibility has been improved in Sloterdijk, 5) there is even more room in Sloterdijken for work, entrepreneurship and pioneering, and 6) Greenery is better utilized in Sloterdijken.³⁸⁴

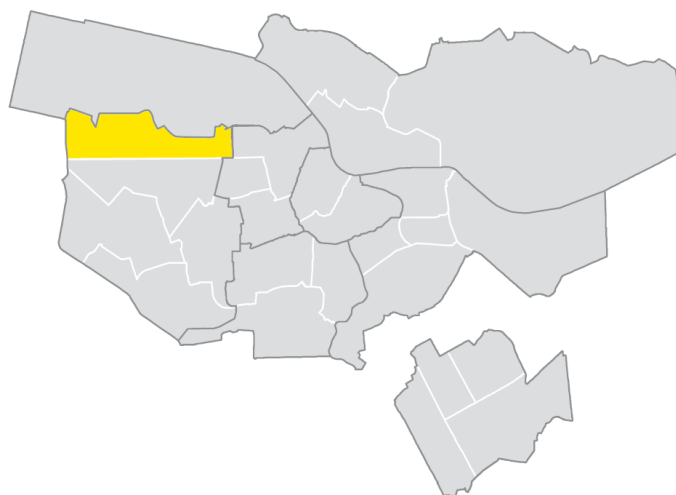


Fig. 30: Sloterdijken area

Retrieved from: "Gebiedsplannen 2021."

³⁸² "Gebiedsplannen 2021."

³⁸³ "Gebiedsplannen 2021."

³⁸⁴ "Gebiedsplannen 2021."

Slotervaart area plan

These are the focus tasks for Slotervaart in 2022: 1) increasing the feeling of safety, realizing appropriate economic and social facilities and collaborating with entrepreneurs and users on Delflandplein, 2) increasing the opportunities for children, 3) combating poverty and decay, 4) implementing and strengthen sustainability initiatives, and 5) increasing the management quality of greenery and waste in the Rembrandt and Sloterpark.³⁸⁵ The figure below shows the location of the Slotervaart area in the Nieuw-West district (Fig. 31).

The focus assignments in the area plan are based on the area agenda for the period 2019 - 2022. In Slotervaart, the following priorities are defined for 2022: 1) enhancing green and cultural character of the Sloterplas has been, 2) fewer problems at home and on the street, 3) more opportunities for young people, 4) creating socially stronger neighborhoods together, 5) creating safer neighborhoods with each other, and 6) more economic and social facilities.³⁸⁶

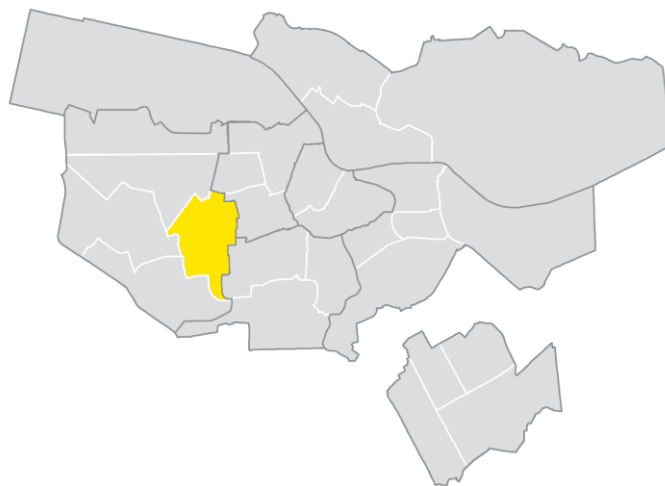


Fig. 31: Slotervaart area

Retrieved from: "Gebiedsplannen 2021."

³⁸⁵ "Gebiedsplannen 2021."

³⁸⁶ "Gebiedsplannen 2021."

4.2.2 Urban renewal projects

Based on the urban development policy of the Nieuw-West district, demolition and urban renewal of Western garden cities,³⁸⁷ many projects have been defined for this district, which were paused during the 2008 financial crisis. That is why in the municipality's website, the Nieuw-West district has the largest number of urban renewal projects: altogether 37 different projects are introduced for this district.

There are 3 types of projects in terms of scale: 1) urban area (expansion, development or renewal of a large urban area), 2) zone (a combination of some urban neighborhoods), 3) inside a neighborhood (local). In terms of land use, the projects include: residential, commercial, educational, landscape, public space, public station, business and traffic. Based on the duration, the projects are divided in 3 categories: 1) long term (10 years or more), 2) medium term (5-8 years), 3) short term (1-3 years).

Regarding the location, the projects are distributed in different neighborhoods of the district. Some of them are part of a larger urban renewal project. When divided based on function and land use, six categories are recognizable: 1) Accessibility and transport: renovation and new layout of streets, roads and stations, ten projects; 2) Commercial center and business zone: construction of shopping centers and business zones, three projects; 3) Green space: redesign, facelift and landscape development of parks, four projects; 4) Public space: redesign of multifunctional public spaces within neighborhoods, three projects; 5) Residential neighbourhood and city districts: renovation, redesign, construction and expansion of residential complexes, fifteen projects; 6) Other: renovation of a school and renovation of bridges and quay walls, two projects. The details of these projects are explained in Appendix 1 of the research.

4.3 Typology of projects

Based on Chapter 4.2.2, the table below is obtained. Accessibility and transport projects are those with the construction of roads, hubs, stations. Commercial centers and business zones are urban renewal projects of one commercial center, shopping center with public space (one project) and business zones (two projects) for companies and industries. Green spaces are the

³⁸⁷ Lauwaert, "Serious Geographies of Play," 109.

projects consisting of landscape development of existing parks within the district. Public spaces are local projects regarding the redesign and new layout of local squares so that a safer, more contemporary and more attractive space is created for the residents. Residential neighbourhoods and city districts are housing projects for the construction of new apartments and homes with parkings, walking and running areas to turn these neighborhoods into more suitable spaces for living, doing business, meeting and relaxing. The remaining projects are categorized under “Other” projects are the renovation of a school (one project) and renovation of bridges and quay walls (one project) (Table 1).

Table 1: Frequency and percentage of the urban renewal projects

Type of the projects by function and land use	Frequency	Percentage
Accessibility and transport	10	27%
Commercial center and business zone	3	8.1%
Green space	4	10.8%
Public space	3	8.1%
Residential neighborhoods and city districts	15	40.5%
Other	2	5.4%
Total	37	100%

The percentage column in the table shows how the residential projects have the highest frequency in the Nieuw-West district, near half of the projects are on renovation and development of the urban spaces of existing homes and new constructions; and the second highest frequency belongs to the development of transportation infrastructures for bicycle, pedestrian, car and public transport.

Based on the type of public participation, the following table is obtained. Out of 37 projects, 2 of them had a group of stakeholder representatives involved in the elaboration of the development plan; 2 of them asked the residents to fill in to online questionnaires; 10 of them wanted the residents to comment on the memorandum of principles, draft design (included in memorandum of principles), investment memorandum, neighborhood survey, online form via email, letter or phone.

4.3.1 Type of participation

The municipality uses various methods to engage the residents in participation. Based on the information in the municipality's website, they reach the residents and receive their comments in various ways: by email or phone, information meeting, questionnaire and workshops.

One of the phases people are asked to comment on is the *Concept Investeringsnota* [Concept Investment Memorandum] on the neighborhood. The concept investment memorandum with the annexed urban renewal plan concept for the engagement of the public is published by B&W. The Investment Memorandum outlines how this proposal is financially viable and constitutes the foundation for the municipal council's investment decision. Usually a 3-month duration is considered for this procedure. The draft urban renewal plan deals with the area's spatial implementation. For example, where future residences are located and what are the rules for that.³⁸⁸

The comment or consultation period is held for a 40-60 day period, depending on the size of the project, for both the draft Investment Memorandum and the draft urban renewal plan. Anyone can send a reply within this time period. The residents' data is processed in line with the General Data Protection Regulation (GDPR). This handling of personal data is covered by privacy rules. These provisions may be viewed on the Amsterdam municipality's website.³⁸⁹ This process is usually done by the presence of property owners, local residents and entrepreneurs of the neighborhood.

Another participation method used by the municipality is information meetings. Currently, because of the governmental measures on the pandemic, these meetings are held online through Microsoft Teams where participants need to log in. The date of the meetings is announced on the website. On each online meeting session only 15 individuals can digitally attend. The participants should announce their preferred time through email. In order to make this approach feasible for more individuals, the municipality has asked to register an individual per household, so that more participation can happen.³⁹⁰

³⁸⁸ Amsterdam.nl, "Vrijgave Inspraak Concept Investeringsnota Mercatorpark," bekendmaking, Bekendmakingen Amsterdam, accessed July 19, 2021, <https://bekendmakingen.amsterdam.nl/bekendmakingen/publicatie/inspraak/mercatorpark/>.

³⁸⁹ Amsterdam.nl, "Concept Investeringsnota Mercatorpark."

³⁹⁰ Amsterdam.nl, "Concept Investeringsnota Mercatorpark."

During an online meeting, the residents' questions about the draft urban plan will be answered, as it is accessible for inspection on the website. The municipality also provides the viewers a quick summary of the main issues to be addressed in this development. In order to answer those questions in the best way, the municipality asks the participants to send their questions 12 to 10 days before the online session. According to the municipality, it should be noted that these questions do not qualify as a formal response for participation. A summary of questions and replies will be provided on the project website of the project after the consultation period. Subsequently, a Memorandum of Reply processes all participants' answers and would be submitted to the City Council for approval alongside the final Investment Memorandum of the project (including annexes). Public commentators will be notified in advance of this.³⁹¹

A third part of participation is the guidance group which is actively involved in the urban renewal plan. The municipality educates the group about projects and solicits their input. The guidance group is made up of representatives from various stakeholders, including Home Owners associations, neighbors, friends and residents of the neighborhood associations.³⁹²

A fourth participation method is the project note. The procedure is the same as the Memorandum of Reply, but the topics are different. In the principle memorandum, the direction of development is laid forth. If the Memorandum of Principle is accepted by B&W, the proposed Project Memorandum elaborates on this memorandum. The draft Project Memorandum examines whether the urban plans are feasible. During the urban planning, the municipality discusses with entrepreneurs, owners, investors and local residents. Several meetings were held to clarify the goals, address questions and gather opinions.³⁹³

A fifth participation method is done for a few projects and is the workshop in which several meetings are held. These meetings are design sessions made for the neighborhood to decide on each part of the space of the urban renewal project. There is also a mechanism of objection for citizens when they do not agree with a decision: referendum.³⁹⁴

In this typology, although the municipality has prepared a citizen participation guide,

³⁹¹ Amsterdam.nl, "Concept Investeringsnota Mercatorpark."

³⁹² "Sloterpark: vernieuwing en onderhoud," webpagina, Amsterdam.nl (Amsterdam.nl), accessed July 19, 2021, <https://www.amsterdam.nl/projecten/sloterpark/>.

³⁹³ "Meedenken in Schinkelkwartier," webpagina, Amsterdam.nl (Amsterdam.nl), accessed July 19, 2021, <https://www.amsterdam.nl/projecten/schinkelkwartier/meedenken-schinkelkwartier/>.

³⁹⁴ "Meedenken, meepraten en meedoen," Amsterdam.nl (Amsterdam.nl), accessed July 15, 2021, <https://www.amsterdam.nl/bestuur-en-organisatie/meedenken-meepraten-en-meedoen/>.

defining the participation methods it has used, the analysis is made according to the Arnstein's ladder. The hierarchy in the municipality framework is top down, higher level of participation has a lower number. However, in Arnstein's ladder, the hierarchy is bottom-up, the lower levels of participation have lower numbers. After studying these two types, a typology which seems more suitable with the types of participation found in the municipality documents is considered.

In this analysis, participation type I is considered as informing, when the citizens are informed about the project and are presented with the data. It is equivalent to rung 3 of Arnstein's ladder (inform) and level 4 of the municipality framework (inform). Participation type II is considered for receiving comments and ideas from the citizens who contact the municipality through online and offline tools. It is equivalent to rung 4 of Arnstein's ladder (consultation) and level 3 of the municipality framework (advice). Participation type III is the type allocated for online questionnaires, which is still equivalent to rung 4 of Arnstein's ladder (consultation) and level 3 of the municipality framework (advice); however, the involvement potential is higher, therefore a separate level of participation is considered. Participation type IV is defined as an equivalent for rung 6 of Arnstein's ladder (Partnership) and level 1 of the municipality framework (Participate). No other type of participation is recognised in the municipality activities (Table 2).

Table 2: Municipality activities in projects and type of participation

Municipality's activity	Type of participation (Arnstein's ladder)	Type of participation (Municipality framework)	Type of participation (Suggested for the typology)	Frequency	Percentage
Workshop	Partnership	Participate	Participation type IV	3	5.4%
Online Questionnaire	Consultation	Advice	Participation type III	3	5.4%
Receiving comments	Consultation	Advice	Participation type II	8	27%
Online or offline publishing of information	Informing	Inform	Participation type I	23	62.2%
Total				37	100%

The percentage of the participation type shows the inform type is five times more (27%) than each of involvement (5.4%) and advice types (5.4%). On more than half of the projects (62.2%), which are in various design phases (from preliminary design to construction) there is no data available on the website of the municipality and it is hard to conclude whether they would use participation in the future phases. However, regarding the new Environmental Act of the Netherlands, as it would be obligatory starting July 2022 to use public participation in the urban projects, it is possible that the municipality launches new campaigns for its projects, as well as in the Nieuw-West district.

The next level of analysis of the projects and public participation is to see which projects had what type of participation. Using the data of urban renewal projects in the Appendix 2, from Table 3 can be concluded that various projects have different types of participation and it is not limited to one type of participation.

Table 3: Analysis of the urban renewal projects based on type of participation

Municipality's activity	Type of participation	Frequency	Types of projects
Workshop	Participation type IV	3	Public space (1), Green space (2)
Online Questionnaire	Participation type III	2	Public space (1), Accessibility road (1)
Receiving comments	Participation type II	9	Residential neighborhood and city districts (4), Green space (2), Accessibility road (2), Business zone (1)
Online or offline publishing of information	Participation type I	23	Residential neighborhood (11), Accessibility road (7), Business zone (2), Other (2), Public space (1), Green space (0)
Total		37	37

This table shows the municipality has been least interested in participation in residential neighborhoods and transportation and accessibility roads. However, it has informed the citizens and asked for their ideas in four residential neighborhood projects, in comparison with non-participation in eleven projects. The next project type with the lowest level of participation is in the transport and accessibility roads, seven cases of participation type I to three cases of participation type II and III. For public spaces and business zones, there is no meaningful difference. The other projects category consists of the renovation of a school and renovation of

bridges and quay walls, none had any type of participation. All of the green space projects have acquired participation. Complex urban renewal projects do not have information on the participation in their current state and are considered as having participation type I. Mostly smaller scale projects within the neighborhoods have higher levels of participation.

4.4 Analysis

It is interesting how a city is expanded in a slow rate at the early stages of its formation by the decisions of its distinctive officials and through its characteristic buildings, yet when the scale of the city grows it needs meticulously designed urban plans for its different zones. Each phase of development needs careful utilizations of means and methods; however, urban planning has mainly remained a top-down approach. Design and implementation of urban development projects are amongst the most important functions of the municipalities and that is why they put a great deal of effort into fulfilling them.

The Nieuw-West district is holding a remarkable position amongst the districts of Amsterdam: the highest number of urban development projects with the *Richting Parkstad* urban renewal scheme, while being the greenest and second largest district of Amsterdam, facing the “large-scale socio-spatial restructuring of its neighbourhoods.”³⁹⁵ Based on the Coalition agreement 2018-2022, through participation, the municipality aims to create a democratic process, improve Amsterdammers’ capacity to monitor and offer focused input on policy results, involve residents in policy making and its implementation, strengthen the autonomy in the neighborhood, digital inclusion, enhance the positive effects of digitization, combine reintegration, neighborhood initiatives, neighborhood team and promote cohesion. The realization of such goals can be resolved after the completion of the projects.

Regarding the policies, considering the regulation making in the history of the Netherlands, and in the context of good governance and democracy, public participation has begun to receive attention from the community and national governments in recent decades. One of the reasons is that they have realized that the modernist models of urban renewal they seek to promote will not be accepted or reinforced unless there is an effective demand for them from the relevant sectors of society. The municipality aims to attract as much participation as possible through announcements and notices of the projects on different

³⁹⁵ Mepschen, “A Discourse of Displacement,” 78.

stages.

All of the urban development projects are introduced in the website of the municipality; besides, every citizen can receive information on them at any time, even if they reside in other districts, the citizens can still have access to the data of the projects. Therefore, it can be said that all of the projects have the lowest level of participation, which is informing. The projects are in different construction phases, and based on these phases, other levels of participation are considered for the projects. The larger the project (both in scale and construction time) the more slowly it is improving, and lower level of participation is monitored. On the contrary, for small scale neighborhood projects, more diverse participatory approaches are utilized, and the level of participation is higher.

Based on the ethnic diversity of the Nieuw-West district and the high percentage of immigrants, it faces super diversity. The cases of conflict discussed in Chapter 4.1.2 show social integration is not fulfilled between Western and non-Western residents. The municipality is using the neighborhood approach and area-oriented work as tools to encourage the community to give ideas in the area projects, participate in the workshops and learn more about their neighborhood.

For the area plans of the Nieuw-West district, sustainability and safety are recurring themes in the annual area agenda. On lower levels, living quality, poverty, youth and children activities have become bold. This seems logical because based on the neighborhood agenda, poverty, unemployment, juvenile gangs, and violence are repetitive issues of the Nieuw-West district neighborhoods. It demonstrates the characteristics that these areas lack, and based on the neighborhood approach, it appears as though citizens are defining strategies to achieve these qualities. The municipality has made the citizens attend meetings and participate in what is needed for them based on neighborhood assessment and the future expectation.

5. Conclusions

According to the discussions in Chapter 2, urban planning is a behavior involving the formulation of values, means, and choosing of alternatives at various levels. The purpose of urban planning is connecting multiple components, and the ultimate goal of urban planning is effectiveness. Both urban development and urban planning are associated with the portrayal of the future. In the process of urban development and urban planning, “haves” possess a far more important role than the “have nots”. That is why participation is important, it provides the “have nots” a voice and defines the relationship of the citizens with their built environment since they decide on what to be constructed and what not to be constructed for them.

The Nieuw-West district’s municipality concerns a great deal with the well-being of the residents; therefore it has defined the area projects and urban renewal projects in all these levels for creating a good future as well as a good present, in order to solve the problem of segregation. Urban planning is one of the fields in which participation can be used, and the municipality of Amsterdam has done it mostly on lower rungs of the Arnstein’s ladder of participation: informing and consultation through questionnaires and digital surveys for ideas. The involvement through workshops, public hearing can be considered as partnership, because of the characteristics of the sessions. However, there is no guarantee that a majority of residents attend, comment and participate. Besides, if the participants in the workshops are not real representatives of the neighborhood, this approach could easily turn into therapy (rung 2 of Arnstein’s ladder) or placation (rung 5 of Arnstein’s ladder).

Considering the typology analysis, the municipality seems to use higher levels of participation (participation type IV) in smaller scale projects, such as redesign of Plein '40-'45 square which is a meeting place for large groups of residents and visitors, to which residents feel closely connected. Another category with the highest level of participation is landscape development projects, which shows people care for the quality of their access to nature. For large scale projects like residential neighborhoods, or accessibility and transport projects, lowest levels of participation (participation type I and II) are used.

Moreover, despite the fact that the municipality moves on with its pre-defined agenda on holding public hearings and even workshop sessions; according to a 2006 research by the city of Amsterdam, younger individuals and immigrants are less likely to attend such meetings

and hearings than older people.³⁹⁶ Therefore, Not all of the residents of the neighborhoods share the same involvement in the outcome of these sessions, and there may be an “overrepresentation of the elderly.”³⁹⁷

Additionally, the municipality holds the right to reject the suggestions of the residents, since it has the final say on the projects. In other words, the municipality may gather a lot of ideas, or receive a large amount of involvement in its offline and online participation tools, yet it may choose to move according to its own priorities. There may be no mechanism of checking the before-after of the projects. It cannot be said with certainty that the highest rung of Arnstein’s ladder, citizen control, is being achieved. However, there is the tool of referendum for the citizens, which they can organize if they do not agree with a decision.

Considering the steps taken for doing this research, the municipality is doing some degree of participation in the urban planning phase (yet to be increased after the implementation of the new Environmental and Planning Act 2021, obligatory participation for all urban projects from July 2022), trying to involve more participation. However, it is trying to improve the range of its access to the residents and participation level and acquire other participation methods for better results, through the goals of Coalition agreements, area cycles and area agenda. As for the urban renewal projects, this research is made on the projects in the urban planning phase, therefore further research on the redevelopment of the neighborhood or the participation in the next phases of the projects, the analysis should be repeated with updated information after the completion of the projects.

Regarding the residents, the Nieuw-West district is heavily resided by people from lower social classes. Based on municipal records, it had (and still has) a high number of domestic crimes. The municipality tries to renovate the district by its projects, yet it is not enough only to change the space. The local policies’ aim is to change the way residents feel about their neighborhood and themselves, and in my opinion, that is why the municipality, as the lowest hierarchy of government, has defined area-oriented work, for people to participate, engage, involve and finally see the results of their involvement. It is a very important factor in the sense of belonging, and how they connect themselves with the area

³⁹⁶ Lauwaert, “Serious Geographies of Play,” 110.

³⁹⁷ Karien Dekker and Ronald van Kempen, “Large Housing Estates in Europe: A Contemporary Overview,” in *Restructuring Large Housing Estates in Europe: Restructuring and Resistance inside the Welfare Industry*, ed. Ronald van Kempen et al., 1st ed. (Bristol University Press, 2005), 32, <https://doi.org/10.2307/j.ctt9qgmvx>.

they live in. Increasing the sense of belonging as well as assimilation is the main goal of the municipality to ameliorate public life and socio-cultural inclusion. This is done through area plans. Besides, analysis of the online questionnaires is suggested, since it adds to the validity of the participation, knowing the choices offered to the residents.

Considering the superdiversity of the Nieuw-West district, the municipality uses participation as a tool for social integration in its problematic neighborhoods, and tries to increase the sense of belonging through participation in the urban renewal projects, area-oriented work and area projects. Nevertheless, the effects of urban renewal schemes on the residents should be explored, whether immigrant residents feel connected to their neighborhood after such projects that provide a new, sustainable, high-tech appearance for their district. Suggestion for further research in this context is to check how the residents feel about the urban development projects, how much they like to participate in these projects, and in which projects they prefer to participate?

Considering the methods and approaches used by the municipality, whether they have been successful in promoting the neighborhood, it can be found out as an empirical study after the 4-year cycles and implementation of the area-based projects. Moreover, an independent study on the stakeholders and participants is needed to verify the real attending sectors of the society, which is perceived to be mostly middle-aged white males in some other studies. Is there equal opportunity for older adults or younger residents, both male and female? Recently many dissertations³⁹⁸ have studied different aspects of public participation in the Dutch society and have suggested various approaches to increase participation and its meaningfulness.

Finally, some parts of the participation is based on the web, online and digital tools, when it is related to information such as the projects news, reports, documents, updates on dates, session announcements, summary of activities, responding agents. They are also

³⁹⁸ Bai, "Online Interactive Public Participation," Susanne Dobner, "Approaching Social Participation of Older Adults in Urban Neighborhoods, An Analysis of Advantaged and Less Advantaged Neighborhoods in Portland and Amsterdam" (Master thesis, Amsterdam, University of Amsterdam, 2013); Sem Nouws, "Finding a Balance between Meaningful and Useful Participation by Improving Information Provision" (Master thesis, Delft, TU Delft, 2020), <https://repository.tudelft.nl/islandora/object/uuid%3AAbb2314c8-9bf8-4141-bc3d-050a784b65ca>; Tomas Postema, "Citizen Participation in an Urban Renewal Project: A Case Study of the Amsterdam Bijlmermeer" (Bachelor thesis, Amsterdam, University of Amsterdam, 2012), <https://scripties.uba.uva.nl/download?fid=522609>; Wanchy Yeh, "Towards Social Meaningful Participation: An Explorative Study into Meaningful Participation Processes Becoming Socially Sustainable in Mixed-Use Urban Area Developments" (Master thesis, Delft, TU Delft, 2020), <https://repository.tudelft.nl/islandora/object/uuid%3A002d307d-59a6-49a7-a5f9-55c6b5d93f27>; Jochem Timmer, "Increasing Citizen Participation in Urban Renewal" (Master thesis, Amsterdam, University of Amsterdam, 2014).

accessible in the newsletter if the residents have submitted their subscription or refer to the municipality in person. Offline citizens may not participate effectively since they do not have the tools or competence of using digital applications. Attending online meetings needs education as well as having proper equipment, and access to affordable high-speed internet. Such a condition can reduce the efficiency or the comprehensiveness of the population of the residents who participate. Further research can be done on the number of offline citizens, and the number of citizens who have access to online services. It would be interesting to discover these numbers to have a better understanding of the participation process and digital factors that control it.

There is a hypothesis regarding the language barrier, and the participation of non-Dutch speaking citizens having in mind the large number of immigrants in the Nieuw-West district. Almost all municipal documents and project reports are in Dutch, usually large files exceeding the limits of free translation applications. This could possibly make the documents less accessible for immigrants, lowering the participation rate among them. As further research, the language abilities of the citizens can be studied to check the effects of the language and mother tongue on participation rate.

The main implementation of the research was the lack of field work. It was expected that the municipality web site provides all the necessary information, yet the web site is not enough for in-depth analysis of the projects. The participation type used for urban renewal projects is best analyzed after their implementation and through the official records. As for a research connected more with the social aspects of the participation, such as the participants, their views and feedbacks, interviews and

In the end, considering the multi-cultural context of Amsterdam and immigrant-based population of the Nieuw-West district, a possible future research can be on the participation of the immigrants of this district. There is no demographic data on participants in the website, therefore this research needs to be done through other research methods. However, this could be a very interesting study since it gives measures on the assimilation of the immigrants with the Dutch society, a measure to see how far the government has been successful both in their new participation regulations and social integration policies. It can be studied how much is the satisfaction of the residents from these participatory approaches and if they consider attending them, and if yes, in what type of activities. The residents of the neighborhoods face urban renewals, relocation, segregation and gentrification and it can also be studied what are the

municipality's goals toward these "new neighborhoods." There are other tools to study the relationship of the citizens and government, and urban bottom-up movements, for designing a better urban renewal plan.

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Appendice

Appendix 1: Nieuw-West district's urban renewal projects

In this appendix a brief introduction of urban renewal projects of the Nieuw-West district are presented, explained and translated respectively from Dutch to English from the municipality's "construction and traffic projects in the Nieuw-West" web page. Altogether, there are 37 projects. Some of them are parts of a bigger urban renewal project.

1. **De Wereldburger primary school:** renovation 2020-2021 project, Renovation of primary school De Wereldburger. The building of primary school De Wereldburger dates from 1965 and has since been renovated several times. The building is now in need of a major renovation. The school now has more than 200 students and wants to grow to two learning lines with approximately 475 students. This renovation must ensure that the school building meets all educational and technical requirements, where possible equivalent to new construction.
2. **Burgemeester Röellstraat: new layout:** The Burgemeester Röellstraat will be redesigned. We want to transform the street from an anonymous thoroughfare into an attractive, safe city avenue. With the same green character, but less asphalt and more space for new construction. In short, an avenue that not only has a traffic function, but where you can also enjoy living, walking, working, shopping and cycling. The Burgemeester Röellstraat is the most important access road for Geuzenveld, Slotermeer. The change from thoroughfare to city avenue is related to the renewal of the adjacent neighbourhoods.
 - By moving part of the tram track and the road, the pendulum disappears at the Burgemeester van Leeuwenlaan.
 - We are creating space for approximately 1,600 homes and facilities in the adjacent neighbourhoods.
 - The appearance, safety and general quality of the public space will improve.
 - The flow of car traffic will remain the same and the flow of the tram will improve.
3. **Cornelis Lelylaan:** a lively neighborhood just outside the Ring on the Lelylaan, within cycling distance of the Vondelpark and the Sloterpas. 2009-2024 project. News on the development of the project and contractor activities. The municipality would make it an

inspiring place for living, doing business, meeting and relaxing and ensure that the neighborhood remains liveable and easily accessible during the renovation. Step by step, more homes, shops, restaurants and facilities will be built. We are also going to renew Lelylaan Station. The work has an impact on the neighbourhood.

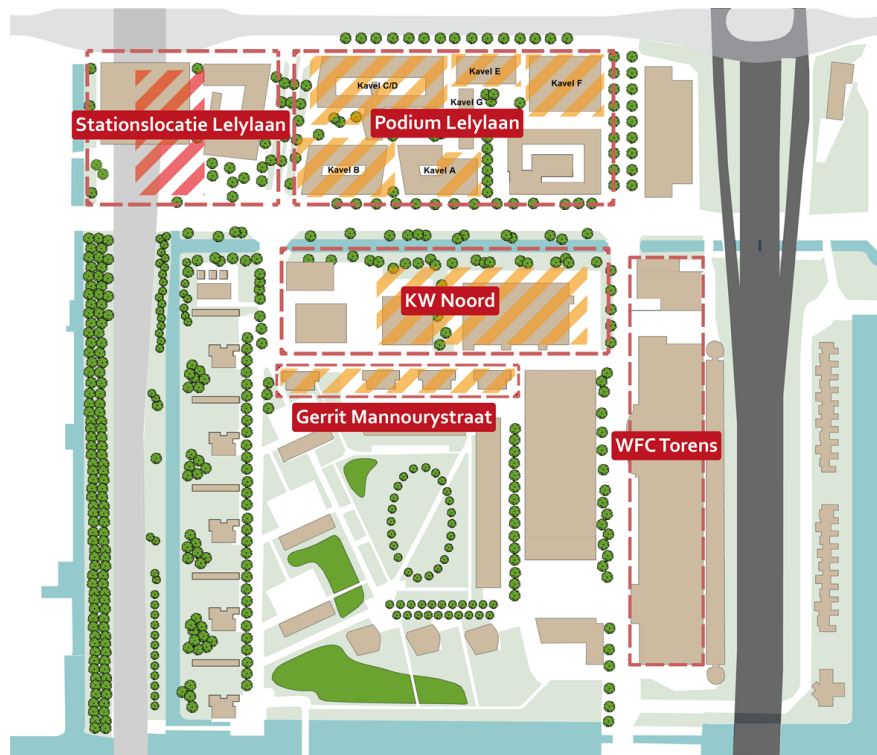


Fig. 32: Urban renewal plan of Cornelis Lelylaan
Retrieved from: "Meedenken in Schinkelkwartier."

4. **New bus 369 route, Westtangent:** connection between Sloterdijk - Schiphol Airport, 2017-2021 project, initiative from the plan for better public transport for the Amsterdam city region
5. **De Punt Noord: urban renewal:** a 2007 housing renovation project delayed due to economic crisis, currently in the research and design phase of the renovation. No more news are available.
6. **Delflandpleinbuurt: urban renewal:** 2017-2020 project. Construction of approximately 750 (student) residences, renovated Delflandplein and a parking garage under the A10-West. T is part of Ring zone West, improving public space and accessibility plan, in which up to and including 23 October, more than 500 Amsterdammers completed a questionnaire

in which you provided many suggestions. Almost 20% of the respondents would like more catering and 1 in 3 residents would like to see more running and walking locations in the neighborhood. In the coming years the municipality will redesign various streets in the Delflandpleinbuurt. The designs for the redesign of the public space, the Preliminary Design, were available for inspection for 6 weeks from 24 February. It concerns 2 designs for: 1) the streets around the Zuidblok-Lieven housing project, and 2) the streets around Delflandplein

The preliminary design is about public space. Both designs take into account parking spaces for cars and bicycles, entrances to the (new) adjacent buildings, underground waste containers, trees and other greenery, the collection of rainwater, logical walking routes, lighting and accommodation quality.

People can comment on the design by sending an email or by sending a letter to the Municipality of Amsterdam's Nieuw-West district attorney.

7. **Eendrachts park's facelift and refurbishment:** a makeover of the park with residents to improve the park. In 2018, a design was made with residents that was adopted by the board of the Nieuw-West district. Neighbours of the park are said to decide and participate on **artwork** and **landscape design** of the park by receiving an invitation in August 2020 for online and on location meetings in September 2020. No updates on the web page.
8. **Geuzenveld: renovation, new construction and maintenance:** 2018-2025 project, with refurbishments of the public space, existing homes and new construction. No update on the web page. Part of other urban projects.
9. **Jacob Geelbuurt: urban renewal:** 2013-2025. Renovation of school buildings, renovation, construction is going to start in 2021. A timeline for the project is on the web page.
10. **Jan Evertsenstraat-West: development into an urban living and working area:** 2020 - 2023 project. Construction of houses and facilities and redesign of the Jan Evertsenstraat. To turn this relatively empty area into a lively urban living and working area. Some 3,200 homes with the accompanying facilities are planned for various target groups and incomes. Thus this area would act as a connection between Nieuw-West and the city center. The Jan Evertsenstraat-West project consists of the redevelopment of the street and 4 sub-areas:

- 11. Quay walls - measures and renewal:** The municipality would investigate, monitor and renew bridges and quay walls in Amsterdam on a large scale. 200 km in 20 years. Approaches are elaborated in Bridges and Quay Walls Action Plan.
- 12. Koningin Wilhelminaplein: towards a mixed living-working area: 2014-2021 project,** Part of Amsterdam's 50,000 new homes will be built in the Koningin Wilhelminabuurt by not only combining living and working functions, but also improving the infrastructure and public space. There are currently 3 concrete urban development plans in this area: World Fashion Center, Gerrit Mannourystraat and Koningin Wilhelminaplein Noordstrook. Final Design of public space Gerrit Mannourystraat is ready. No participation is organized for the **concept Definitive Design (DO)**, except for the locations of the underground waste containers.
- 13. Middelveldsche Akerpolder: refurbishing the streets:** The streets and squares of the Middelveldsche Akerpolder 1A and 1B are due for a makeover 30 years after construction. A new design for the new public space in the Middelveldsche Akerpolder was made. In the summer of 2020, the renewal plan (final design) was presented to the local residents. A number of residents have responded to this. When dealing with the definitive design, the city council will take the responses received into account in the decision.
- 14. Nieuwe Laan and Vrijburg: redesign:** 2021 - 2022 project, redesign of the streets and sidewalks, improving road safety and the locations for waste containers. Project timeline: April - May 2021: Local residents and entrepreneurs can give their opinion on the preliminary design. Participation in the new locations for the waste containers; June - July 2021: The Nieuw-West district council determines the design and locations of waste containers; 2022: Start of work.
- 15. Nieuw-West mobility plan: working on accessibility:** Nieuw-West is growing. In the period up to 2040, 25,000 homes and 75,000 additional jobs will be added, mainly in the Ringzone and the Schinkelkwartier. But also on Osdorpplein, in Geuzenveld/Slotermeer and at Business Park Amsterdam Osdorp. With this growth, the pressure on the road network in Nieuw-West is increasing. With the Nieuw-West mobility plan we want to:
- 1) Reducing the car from the residential area and bringing it to the main network as quickly as possible, which means less nuisance and makes it safer.
 - 2) More space for pedestrians and cyclists, initiatives for shared mobility and pleasant transfer point
 - 3) Better public transport (also to and from the region).

16. Oeverlanden-development of nature and recreation area: Nature reserve De Oeverlanden of the Nieuwe Meer has a spectacular, wild nature and an elongated green bank on the south. Due to urban development on the edges of the Oeverlanden, in Nieuw-West and the Zuidas, the area is becoming increasingly popular for recreation. This requires a change of the area to a nature and recreational landscape that is focused on the future. A first version of the future plan for the Oeverlanden must be ready at the beginning of 2021. The municipality has called for participation and likes to discuss this with interested parties. There is an email address in the project's web page to receive the people's wishes and ideas. The goal is set in 2040, when the Oeverlanden will be adapted to the growing city.

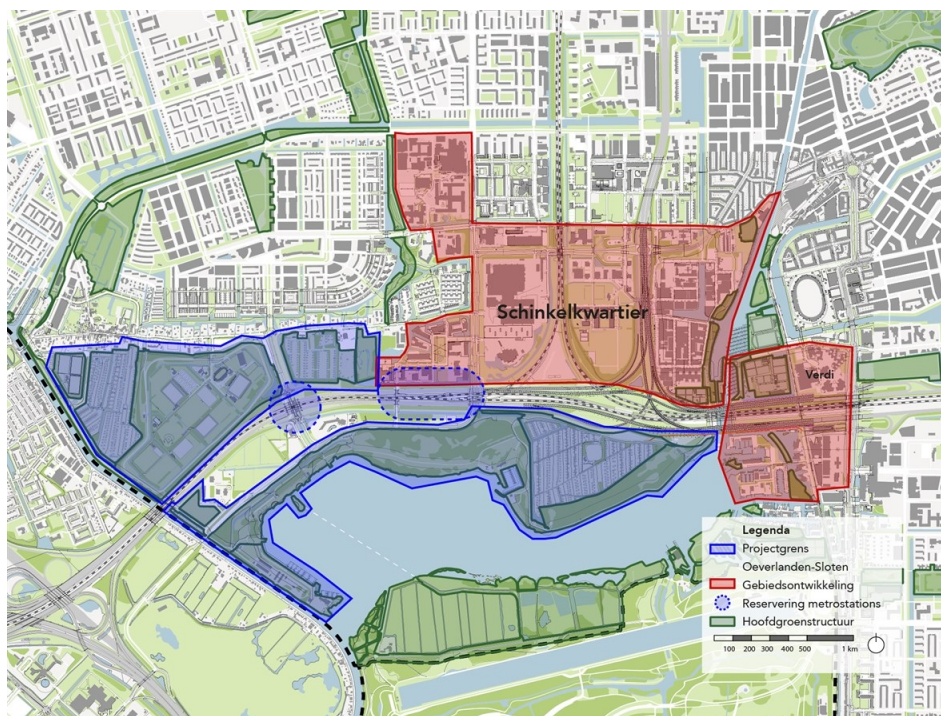


Fig. 33: Oeverlanden's urban development plan

Retrieved from: "Meedenken in Schinkelkwartier."

17. Underpass Contactweg: improve accessibility:an underpass for (freight) car and bicycle traffic. This project is a collaboration between the Municipality of Amsterdam, ProRail - TunnelAlliance-PHS (program for high-frequency rail), Amsterdam Transport Region, Port of Amsterdam (Port Authority) and is carried out by Heijmans. The underpass replaces the crossing over the railway at the Kabelweg. We close the railway crossing. A roundabout will be built south of the railway crossing, so that traffic can reach the A10 via

the underpass. The underpass will be ready for use at the end of 2021. The surrounding roads must also connect well with the underpass. After the summer holidays of 2021, we will start connecting the surrounding roads to the underpass.

18. Osdorperweg - new layout: a road connecting Osdorp with Halfweg,

Selective Access: February - March 2021: determine starting points; The district council determines the principles for selective access; April - June 2021: Participation in the released principles; Summer 2021: establishing basic principles: The district council establishes basic principles.

19. Osdorpplein: development of the city center: 2016 - 2025 project, The Nieuw-West district will grow in the coming years to more than 200,000 inhabitants, the highest number in Amsterdam. This requires a good and complete center, which is why we are renewing Osdorpplein into the center for the whole of Nieuw-West. A place where there is plenty to experience and where everyone feels at home. Implementation started in 2017. This is the second phase of the project.

In the coming months the municipality would like to discuss the urban renewal plans and development of the Nieuwe Meervaart with people. They invite citizens to share their ideas via the Opp App, or sign up! applications. Opp App is a mobile application where people can share their opinion about the new Meervaart and the southwest bank of the Slotterplas via short questionnaires in the Opp App.

20. Overtoomse Veld - urban renewal: 2020 - 2022. Urban renewal Overtoomse Veld, with many new homes being built. It is part of the Ring zone West project, improving public space and accessibility.

21. Square '40 - '45: redesign The municipality is going to renew Plein '40 - '45, together with residents and entrepreneurs. Plein '40-'45 is the meeting place for a large group of residents and visitors of Nieuw-West. With Sloterdijk's neighborhood and the developments in the rest of the city, the square is taking on an increasingly important function for a larger, different group of people. After years of small-scale maintenance and intensive maintenance, Plein '40-'45 is due for a facelift. Together with residents and entrepreneurs, we will renew the square. Under the name 'We Are Square '40-'45, residents, entrepreneurs and the municipality work together as partners on the future of

the square. It is important that all these users - young and old, current and new residents, and all cultures - feel welcome and (continue to) feel at home on the square. We therefore invite everyone to contribute ideas about a new design for the entire square.

22. Reimerswaalbuurt - urban renewal: 2018-2022 project, The Reimerswaalbuurt was built in the 1960s as part of the Western garden cities. The core of the Reimerswaalbuurt was designated as an urban renewal area in 2001. The plan was to renew housing and public space. Due to the economic crisis, only some of the urban renewal plans have been implemented. In the coming years, the renovation of the neighborhood will be carried out and completed. Some blocks are demolished, some are being renovated. Demolition and renovation of the blocks are on the timeline.

23. Rembrandt Park - back to a healthy park: 2017 - 2020 project, a 45-hectare park, Conducting research and making plans for the development and renovation of the Rembrandtpark. In order to make the Rembrandt Park healthy and to organize it for more visitors, the park is being renovated. residents, local residents and stakeholders are involved in the content and implementation of this plan.

24. Ring zone West: improving public space and accessibility: The Ring Zone West consists of the areas Overtoomse Veld, Lelylaan, Koningin Wilhelminaplein, and Delflandplein and Staalmanpleinbuurt. Ringzone West is in full development. New homes are being built and more and more people are coming to work in the area. The municipality wants to improve the facilities, public space and accessibility of the area. To this end, we are drawing up an overarching plan for the area: the Framework Ringzone West. Because houses and workplaces will be added in the coming years not only in the Ringzone, but throughout Nieuw-West, the municipality is drawing up a new mobility plan for the entire city district, including plans for bicycle, pedestrian, car and public transport.

25. Schinkelkwartier: from city outskirts to city district In Schinkelkwartier, on the border of Nieuw-West and South, work is now mainly carried out. That will change in the next 25 years. 11,000 homes will be added to meet the huge demand. Schinkelkwartier will be a sustainable city district, with lots of greenery and water. Easily accessible by public transport and bicycle. There will be room for approximately 22,000 inhabitants and 44,500 jobs. In short: a place to live, work and relax. Schinkelkwartier consists of 6 sub-areas, each with their own characteristics: Schinkelhaven , Riekerpark, Slotestrip, Nieuwe Meer

West and Nieuwe Meer Oost (together the Nieuwe Meer Innovation District) and De Plantijn.

26. Sierplein square: new layout 2019-2022. New design of Sierplein in the Nieuw-West district. The Sierplein is getting a facelift. This is necessary because the stones of the square are worn out and there is flooding. After the refurbishment, the Sierplein is an attractive square where visitors like to stay and meet each other. Sierplein has shops on 3 sides with houses above. The square also has entrances via the underpasses to Van Ollefenstraat and Louis Chrispijnstraat.

We are going to make the square more beautiful and cozier through new paving, good market facilities and more and better greenery. We are also going to refurbish the war memorial. The redesign of Sierplein is part of the approach to the entire neighborhood around Sierplein. We work together with as many residents, entrepreneurs and organizations as possible. Other goals of the approach are:

- improving social cohesion in the neighbourhood
- greater safety on and around the square
- better cooperation between the municipality, shopkeepers and market entrepreneurs
- The improvement of the Sierplein should contribute to the quality of life throughout Slotervaart

27. Sloterdijk I: from business park to urban work and residential area: 2018 - 2035. Sloterdijk I is gradually changing from a business park to a work and residential area.

28. Sloterdijk West: metropolitan working area: a 2020 project, Sloterdijk West is an industrial and business park with companies side by side, a lively and easily accessible industrial and business park. There are a variety of companies located in, among others, distribution, retail and the automotive industry.

29. Sloterdijk-Centrum: from office area to city district: 2016-2020 project, Living in Sloterdijk will become possible, partly through self-build, partly through developers, with 15 new buildings as subprojects, many of them high rise building with social rental homes and private sector homes

30. Slotermeer: urban renewal: 2005-2025 project, renovation, self-construction and extension of school buildings, homes, the public space will be redesigned where necessary and play areas will be renovated with 9 subprojects.

- 31. Sloterpark: renovation and maintenance:** 2017-2021 project, with many interventions to make the park more usable for relaxation and recreation. **Subprojects: Sloterpark Oost, refurbishment and restoration, Sloterpark Westzijde, recovery.** The East Guidance Group is closely involved in the development of the Development Plan. Participation: The municipality informs the group about developments in the park and we ask for their opinion. The guidance group consists of representatives from different interest groups: Homeowners Association Slotervaart (VHS), Neighbors of the Sloterpark, Friends of the Sloterpark Association, Residents' interests East bank
- 32. Sloterweg street - traffic safe and accessible:** 2021, Adopting traffic measures to make Sloterweg a livable and safe street. In line with other projects at **Sloterweg**, The Initial Memorandum on Autoluw Sloten and Nieuw Sloten can be found in the agenda of the council committee at the TKN 12 briefing list.
- 33. Staalmanpleinbuurt - renovation and new construction:** 2020-2021 project, Renovation of apartments and redesign of the public space, Part of r Ring zone West: improving public space and accessibility, residents can still download the Preliminary Design. They can read the general results in this news article.
- 34. Lelylaan station - renovation:** renewing Lelylaan station into an appealing and lively place in the area. In the run-up to the renovation of Lelylaan station, a first step has been taken to make the P + R site and bicycle parking more attractive. The light artwork Tilt was unveiled on Wednesday evening 10 March. In the spring of 2019, ideas and wishes were collected from students of the Comenius College and from visitors to Lelylaan station. These ideas have been passed on to the artist. The artwork is part of a broad approach to make bicycle and car tunnels under metro train tracks more liveable and safer.
- 35. Tourniairestraat - new layout:** redesign of the public space in and around Tourniairestraat and the surrounding area, together with the neighborhood. It will be safer, more contemporary and more attractive. 2021 is the planning phase and the and people are invited to participate in different ways. For example via a neighborhood project group, an online questionnaire, online meetings and a participation procedure.

Afterwards: The municipality is further developing the urban plans for Tourniairestraat and surroundings. The next step is to draw up a memorandum of principles and a sketch

design. They include the input of the neighborhood in the elaboration of the sketch design and the memorandum of basic principles. In the first half of 2021, we will present this to the executive committee of the Nieuw-West district.





Before: Residents of the Bouwmeester complex in Slotervaart submitted a plan via the door-to-door newspaper [De Stem van Nieuw-West](#) . This plan was presented during the district committee meeting of January 28, 2020.

36. Wildeman and Blomwijckerbuurt - renew: 2017 - 2025: Renovation of the Wildemanbuurt and the Blomwijckerbuurt. Integrated approach to improve the quality of life. The renovation of the Wildeman- and Blomwijckerbuurt started in 2017 with the new construction of the Prof. Dr. Kraemerschool. Meanwhile, (preparatory) work is being done on other projects in the area, under the category subprojects: Participation concept Urban Plan Groenehuyzen; the Municipal Executive has released the concept Urban Plan Groenehuyzen and Blomwijckerpad for consultation.

37. Nieuw-Sloten shopping center - redesign: preparation of the Nieuw-Sloten shopping center for the future, with a redesign of the public space, requiring allocation of budget; timeline: September 2020 - March 2021: participation in design redesign; 2021: 1st quarter: Formal participation in new design, drafting a new design, 4th quarter: New design ready; 2022: Start possible implementation of new design.

Appendix 2: Table of the urban renewal projects





This appendix shows a table of the projects in which they are categorized by their function and land use, type of urban renewal, construction time, upstream project and if public participation is used. The data is taken from the web page of the municipality of Amsterdam for Nieuw-West district, described in Appendix 1.

Number	Project Name	Function and land use	Development type	Construction time	Upstream project ³⁹⁹	Participation type	Image
1	Renovation of De Wereldburger primary school	Educational	Renovation	2020-2021		N/A	
2	New layout of Burgemeester Röellstraat	Accessibility road	Urban renewal	2022		Commenting on the draft design (included in memorandum of principles) via email or letter	
3	Renewal of Cornelis Lelylaan	Residential neighbourhood	Urban renewal	2009-2024	Ringzone West	N/A	
4	New bus route 369	Transportation and accessibility	Traffic and transportation	2017-2021		N/A	

³⁹⁹ Some of the projects belong to larger-scale projects.

5	De Punt Noord	Residential neighbourhood	Urban renewal	2007-2021		N/A	
6	Delflandpleinbuurt	Residential neighbourhood	Urban renewal	2019-2022	Ringzone West	N/A	
7	Eendrachts park's improvement	Green space	Landscape development	2018-2022		Commenting on the draft design (included in memorandum of principles) via email or letter	
8	Geuzenveld	Residential neighbourhood	Urban renewal and expansion	2018-2025	Geuzenveld-Slotermeer-Sloterdijken urban renewal	Commenting on the preliminary design via email or letter	
9	Jacob Geelbuurt	Residential neighbourhood	Urban renewal	2019-2025		N/A	
10	Jan Evertsenstraat-West	Residential neighbourhood	Urban renewal	2020-2023	Jan Evertsenstraat-West project	N/A	
11	Quay walls	Renovation of bridges and quay walls	Renovation	2020-2021		N/A	

12	Koningin Wilhelminaplein	Residential neighbourhood (mixed functions)	Urban renewal	2014-2021	Ringzone West	N/A	
13	Middelveldsche Akerpolder	Accessibility	renovation (pavement and road)	2022-2025		N/A	
14	Nieuwe Laan and Vrijburg	Accessibility	renovation (pavement and road)	2021-2022	Osdorp and De Aker/Sloterweg	N/A	
15	Nieuw-West	Accessibility	Traffic and transportation	2021-2040	Nieuw-West mobility plan	N/A	
16	Oeverlanden Park	Green space	Landscape development	2020-2040	Oeverlanden	Commenting on the draft development strategy via email or letter	
17	Contactweg underpass	Accessibility	Traffic and transportation	2020-2022		N/A	
18	Osdorperweg Road	Accessibility	Traffic and transportation	2019-2023		N/A	

19	Osdorpplein	City center	renovation	2016-2025	Freezone Osdorpplein	Commenting on the urban renewal plans via email or letter	
20	Overtoomse Veld	Residential neighbourhood	Urban renewal	2020-2022	Ringzone West	N/A	
21	Square '40 - '45	Public space	Urban renewal	2019-2021		Renovation is done by stakeholders, residents can give ideas via email or letter	
22	Reimerswaal Buurt	Residential neighbourhood	Urban renewal	2018-2022		N/A	
23	Rembrandt park	Green space	Landscape development	2017-2031		Involving in the implementation of the renovation and management plan	
24	Ringzone West	Mobility and accessibility	Traffic and circulation	N/A	Ringzone West	Filling out a questionnaire	
25	Schinkelkwartier	City district	urban renewal	2020-2045	Schinkelkwartier	Commenting on the urban renewal plans via email or letter, project web page Workshops	

26	Sierplein square	Public space	Urban renewal	2019-2022		N/A	
27	Sloterdijk I	Business zone	urban renewal	2018-2035	Amsterdam business park Sloterdijk I Port-City framework	Commenting on the preliminary design via email or letter, attending the meeting	
28	Sloterdijk West	Business zone	urban renewal	N/A		N/A	
29	Sloterdijk-Centre	Mixed residential and commercial area	urban renewal			N/A	
30	Slotermeer	Residential neighbourhood	Urban renewal	2005-2025		Commenting on the investment memorandum via email or letter, neighborhood Survey, online form	
31	Sloterpark	Green space	Landscape development	2017-2021 and 2021-2023		A group of stakeholder representatives is involved in the elaboration of the development plan	
32	Sloterweg	Accessibility	Traffic and transportation	2021		Commenting on the note of principals, memorandum of principles, and investment memorandum via email or letter	

33	Staalmanplein buurt	Residential neighbourhood	Urban renewal	2020-2022	Ringzone West	N/A	
34	Lelylaan station	public transport hub	transportation	2020-2023		N/A	
35	Tournairestraat	Public space	Redesign	2020-2022		Online questionnaire, Commenting on the memorandum of principles, and design via email or letter	
36	Wildeman and Blomwijckerbuurt	Residential neighbourhood	Urban renewal	2017-2025		N/A	
37	Nieuw-Sloten shopping center	Commercial center	Urban renewal		De Aker, Sloten and Nieuw-Sloten		

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