

THE NETWORK SOCIETY:

THE NEW CONTEXT FOR PLANNING

abstracts



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Track 1

The network society



COMMUNICATIVE STRATEGIC PLANNING AND PARTNERSHIP IN PRACTICE - CHALLENGES REGARDING PARTICIPATION AND NETWORK BUILDING ON COUNTY LEVEL.

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The county have the last 40 years been an instrument for the Norwegian state in building the welfare state. During this period a division has evolved between regional strategic planning, and national welfare implementation planning that often have no connection to local and regional strategies at all (Friedmann & Weaver 1997). The Norwegian parliament has decided a new role for the county. From implementing national production of health and other services, the county shall take a more proactive role as regional developer but with small means to do so - a change from government to governance (Healey 1997). An important part of this change is to develop territorial strategic planning as an instrument for increased participation from and partnerships with private companies and non-government organizations (Healey et al 1997).

Built on communicative and collaborative planning theories (Healey 1997, Sager 1994), the Norwegian model for regional communicative strategic planning and studies on county and local level. I will discuss challenges and strategies for changes in the planning system and practice regarding:

The mobilization processes - participation, network and arena building etc. to engage representatives of the civil society, the political community as well as corporate economy and the state in consensus building and/or negotiations regarding common territorial visions, goals and strategies (Friedmann 1992).

The organization processes - how to activate, involve and organize partners from different domains in common programs and projects built on results from the mobilization processes.

The implementation processes - the challenges facing implementation of activities in a society in transition from a welfare to a more market dominated system.

The evaluation processes - how can partners and stakeholders from different domain learn together so as to develop trust, real partnerships and better solutions?

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HOW A COMMUNITY SCHOOL PROJECT EMBODIES THE NETWORK SOCIETY - AND HOW PLANNERS MUST CHANGE TO SEE AND INFLUENCE IT

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Theme

Improving the conditions of the urban poor is an important planning concern. The network perspective recognizes links between urban conditions and broader actions. It also remedies the mainstream planning view of cities as just physical space. This paper illustrates how national networks influence conditions of the urban poor. It shows how community action to improve these conditions depends on intervention in those networks. It examines why mainstream planning has ignored these networks and interventions and identifies changes necessary for effective planning.

Approach

To show how national networks influence local conditions, the paper presents a case of an urban community organization trying to improve schools in poor black neighborhoods in Baltimore, Maryland. The case focuses on community action projects affected by systems beyond local control. The projects show that certain networks work against poor children's education. These networks, combined with the isolation of the poor, make it hard to build community-based networks that support poor children's education.

The paper looks at how community relations are affected by the structure and substance of public policy, private labor and housing markets, national political culture, societal race relations, and the national education system. The analysis identifies domains where new structures and networks are needed to support community-based initiatives. These domains include jurisdictional boundaries, policy boundaries, and boundaries between the public sector, the private sector, and civil society.

The paper analyzes how planning's focus on physical and economic issues, planners' technical orientations, and local planning roles hinder mainstream planning from seeing these domains.

Relevance to planning

The paper shows how planners must reconceptualize requirements for community-based initiatives by considering network-building and institutional design as planning interventions

Data sources

Primary data come from field research and action research with the community action project. Case data are contextualized in literatures on community action, system reform, networks, and education systems

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THE NETWORKED CITY: REFLECTIONS ON AN ADJECTIVE

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To each observer, the city poses an overwhelming complexity. Launched master narratives fall to earth and simplifications leave so many questions unanswered as to cause embarrassment. In response, scholars search for generative metaphors that capture the "essence" of the city and yet enable forays into more contingent realms.

The intent of this paper is to explore the theoretical and performative aspects of the networked city. My goal is to reveal how representational choices enable and disable lines of thought and action.

The paper will begin with a review of the literature on networked cities. Focusing on internal structure, I will bring together such urban theorists as Steven Graham and Simon Marvin (splintered urbanism), Barry Wellman (community networks), William Mitchell (city of bits), and Michael Dear (kero capitalism). To understand better how city-regions are interconnected, I will use the writings of John Friedmann (world cities), Michael Peter Smith (transnational urbanism), Saskia Sassen (global cities), and Michael Pagano (city orbits). The objective will be to reveal the various meanings attributed to networks and how these meanings are deployed to explain the growth and change of cities.

These understandings will be used to reflect on the theoretical and performative characteristics of "network." Theoretically and preliminarily, I will focus on how this point-of-view enables theorists to negotiate the complexity, disarticulation, and dynamism of contemporary cities while also making sense of all cities through the typologies implicit in such labels. More practically, I will consider how the use of "network" parallels the shift in planning theory to negotiation and deliberations, the political turn to neo-liberalism and local empowerment with their shared emphasis on subsidiarity and civil society, and the embrace of the fluidity and possibilities, if not the disruptions, of globalization.

The paper will end with a series of comments on "network" as both metaphor and synecdoche and the ways in which generative rhetorical devices enable planners to manage the "wicked" problems of the networked city.

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Michael Dear, *The Condition of Postmodernity*

Steven Graham and Simon Marvin, *Splintered Urbanism*

William Mitchell, *City of Bits*

EMERGING URBAN NETWORKS FOR MUTUAL ASSISTANCE AND THE ROLE OF THE WORLD BANK

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Over the past few years we have seen an up-swell of cities forging horizontal linkages, most of them to share information and forge strategic alliances, some of them facilitated by development assistance agencies. These horizontal arrangements are a new step, moving beyond twinning and sister cities, because they involve whole classes of cities, for instance, a cluster of cities in a region or all cities joining in a national association. More than a dozen versions of these arrangements are currently in operation, and many more can be fostered. City to city assistance leverages the institutional efforts of international agencies, such as the World Bank or UNDP. In addition, city to city

arrangements and networks are natural pathways for knowledge sharing and for delivery of technical assistance, in particular, city planning assistance.

As urbanization and decentralization increase throughout the world, the World Bank is shifting its approach to alleviate poverty from a country-wide approach to a more city-oriented approach. This multiplies the Bank's clientele a hundred-fold, and heightens the need for a partnership approach to urban development. In 1999, the World Bank inaugurated the new approach with a pilot project, the Seattle-Haiphong Partnership, in which organizations from local government, and the private and non-profit sectors in Seattle are participating in exchanges with various agencies of the city of Haiphong in Vietnam, a World Bank client. This kind of multi-sectoral partnership between cities in developed and less developed countries relies extensively on exchanges of "bridging" social capital.

Reporting on ongoing research at the World Bank, this paper will present: a) a typology of emerging city to city arrangements, including one to one, clusters on clusters, one on many, city networks, and network conveners; b) the City to City Networks Program at the World Bank (headed by Tim Campbell), which includes support for the Glocal Forum; c) findings from a study sponsored by the World Bank on measuring the exchange of social capital between Seattle and other cities (conducted by Hilda Blanco).

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MAKING SENSE OF EUROPEAN PLANNING. THE BENEFIT OF EPISTEMIC COMMUNITIES TO EUROPEAN GOVERNANCE

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This paper investigates the nature of spatial planning in the light of European integration. The efforts for drawing up European spatial perspectives of plans are often seen as a way to develop something of a European planning community. The paper argues that emerging forms of European spatial policy-making need to be analysed from the perspective of (amongst others) theory epistemic communities.

In the paper, the idea is followed that epistemic communities arise from demands for information for international policy-making, that is characterised by uncertainty caused by mutually dependent states upon each others strategic policy decisions. This uncertainty gives rise to demands for particular sorts of information and epistemic communities are one possible provider of this sort of information and advice. Epistemic communities play a role in articulating complex problems and their cause-and-effect relationships, and the contribution of epistemic community substantially determines the policy outcomes and the institutionalisation of new policy approaches.

Existing efforts regarding the development of a European spatial planning practices, e.g. Interreg IIC and IIIB, regional partnerships and programmes, the ESPD-process and policy advising expert networks such as the SPESP (Study Programme on European Spatial Planning) and the ESPON (European Spatial Planning Observation Network) are discussed in greater detail. On this basis, the paper explores the existence and possible role of an epistemic community in the field of European planning. This is then related to evidence of epistemic communities in the field of transport and infrastructure and in the field of nature protection to reflect on the contribution of European spatial planning efforts to European governance.

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THE GLOBAL JUSTICE MOVEMENT, THE INTERNET, AND THE CITY AS POLITICAL SPACE

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The internet as a new, potentially democratizing force that will revolutionize society is a common theme in both popular and academic writing. Another common theme in academia is the increased importance of the city as a political space in a global age. This paper tests these two ideas by examining the use of the internet in protests and urban social movements, focusing on the global justice movement. The paper begins by discussing the continued, though changing, need for face to face contact despite and sometimes to coordinate telecommunications technologies and new methods of social interaction. Next, existing academic writing on the internet and social movements is briefly discussed. The focus then turns to the internet, the global justice movement, and protests against global governance institutions (WTO, World Bank, G8, etc.). This includes a brief discussion of Indymedia.org and the use of email listserves. Finally, the use of email listserves in organizing protests associated with the 2002 G8 summit in Alberta, Canada, is discussed. The analysis concludes that the internet played an important but only supportive role: to facilitate actions in real space through discussions in cyberspace. Despite technological advances and the "rise of the network society", face to face meetings remain important and necessary for the exercise of power and coordination of activities. Meetings of global governance institutions represent sites and times at which certain types of power can most effectively and most publicly be challenged. The planning that goes into hosting such meetings too often focuses on exaggerated fears of violence rather than the importance of these events as opportunities for the city to realize its potential as an important political space in a global age.

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Four activist email listserves were also analyzed. Works by Castells, Harvey, Sassen, and Soja and mass media and academic work on internet and protests were also referenced.

DEALING WITH NETWORKED TERRITORIES: THE GRID CITY AS A NEW (PLANNING) CONCEPT

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To stay competitive, companies change their organization and inter-firm relationships to a considerable degree. To day there is a progressive externalisation of the production structure leading towards the expulsion of activities not belonging to the core-competencies to realise cost-minimisation. The different parts of the production chain are functioning as a network enterprise (Castells 1996, Morgan 1997), combining big firms as well as SME in the value chain (e.g. Storper, 1999) and reconfiguring business systems. The external corporate organisation - the network organisation - becomes a determining part in the competitive position of the firms concerned.

The question now is how the network enterprise deals with space in order to keep the system economically and geographically running. Veltz (1992) concludes that the 'territoire-zone', which is the traditional socio-political region, is being abandoned for a 'territoire-réseaux', a network of territories mainly determined by the actions of economical agents. These networked territories are functioning simultaneously on different levels of scale going from the local to the global. This means that the region's point of view differs from the point of view of the economical actors in the region: the companies (Cabus, 2000).

This mutation results in a physical expansion of the city and sprawl. At the same time centrality manifests itself also outside the traditional city as a result of which it isn't necessary anymore to be in the city to enjoy the benefits of centrality. Further on there are functional changes and shifts from old towards new urbanised and non-urban areas. It is for sure that the developments in ICT will add new dimensions to the new geography of city and land.

In order to deal with this new reality the presentation is defending a new concept: the grid city, replacing old concepts like compact city or city region. The grid city is a descriptive model integrating physical environment and network relationships and scale differentiation. At the same time it is a concept of minimal planning (Loeckx, 2002) giving structure in a space with an apparent lack of structure.

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WORKFORCE DEVELOPMENT NETWORKS IN THE NEW ECONOMY

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A dramatic restructuring of the U.S. workforce development system has accompanied the economic transformation of the last twenty years. New labor market intermediaries, from unions to temp agencies, guide the transition into the labor market. Workforce development organizations compete for clients under the Workforce Investment Act. And increasingly, the most effective systems are networks--cooperative alliances of educators, government agencies, trade associations, community-based organizations, and others. The papers in this panel all explore these emergent workforce development systems, looking at how they use networks to address labor market failures. Panel discussant: Karen Chapple

NETWORKS TO NOWHERE: JOB TRAINING FOR DISADVANTAGED ADULTS IN THE REGIONAL LABOR MARKET

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The last twenty years have seen a transformation in both the nature of work and the types of institutions that link employers and employees. New labor market intermediaries such as short-term job training providers have emerged to train and place entry-level workers in fields such as information technology. While many of these intermediaries are located in older central cities, the labor market for entry-level jobs is increasingly regional. This paper first examines the geography of the IT labor market and training providers and then looks at the issue of social connectedness, asking how connected are new and relocated suburban employers to IT training providers. Are these institutions mediating between job seekers and a broad base of employers, and thus helping to reshape how regional labor markets function? Or are historic patterns of labor market segmentation simply reinforced by the new configuration of institutions and firms? Using web mining techniques, surveys, and interviews, I analyze firm location and hiring patterns and examine the connections between IT trainers and employers. This research helps to clarify the relationship between employers and the new intermediaries, and thus the importance of employer connections to workforce development generally.

SPACE AND ITS VALORIZATION: BUILDING AND ORGANIZING THE TERRITORY

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The urban-industrial capitalism reality that qualifies the Southwest region in Brazil obliges as characterize space a new portion of social space in building, end and way of kind of profits release (general condition of production reproduction) and also an authentic revolution in the movement of physical and monetary flows. For instance the capital logical that exists in the planning of electric sector that emphasis the needs of Southwest development vis à vis the other Brazilian regions is the concept of value of space and value in space that demonstrates the inequality of country development. Considering that the concrete space is as well a value of change it can be define the possibility of a value in space. To build the concept of value in space it is important to qualify it as a circulating factor not as resource (here it is possible to example the distribution of electric energy flows).

The social process has two special qualities: the magnitude and the distance. Links between these virtuosities can be demonstrated under the form of concentration or dispersion according to capital logic. The milestone of valorization of space rest in one contradictory unit between value of space and value in space. It is the internal movement logic that is added to the general movement of society, promoting unequal development into the territory and explaining part of the crucial problem of the unequal distribution of Income and Richness.

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THE END OF PLANNING IN THE FLEMISH NETWORK SOCIETY

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A borderless network society has caused a fragmentation of powers. This is true for many countries and certainly for Belgium/Flanders, due to its limited space and open economy. Due to the fragmentation of powers, there is no more one planning reality, one planning moral and one planning expert. We can't produce one great planning concept for Flanders anymore; we have to rethink the existing Flanders Structural Plan and the roles of planners, politics and media. We become aware that planners have to work for an increasing diversity of organisations. Therefore we have to deal with continuously changing planning concepts, strategies and working methods. Spatial planners become so diverse that planning as a clear-cut discipline has disappeared. However, there is a growing need for a new understanding of urbanism to stimulate better decisions on spatial development. We should be concentrating on organising the (spatial) decision making processes. The ambition is to analyse, deal with and act in this multidimensional and multi-agency world in a sustainable way. This means a broadening of our perspectives and intentions. We are no longer the authors of single objects (or formal plans) but we increasingly play the role of «interactors», stimulating better decision processes. As the subject and actors diversify, the tools have to diversify as well. We should broaden our strategies and working methods. We have to elaborate combinations of formal and informal tools. This means that we rely less on formal interventions and more on mediation of decision making.

Based on the research and findings of the TAN-group and based on the research of KULeuven/o2 consult for the Spatial Planning Administration of Flanders, I will work out the outlines of an alternative spatial planning approach in Flanders.

References:

- TAN stands for Temporary Autonomous Network and was an international group of 25 planners, including the author, dealing with new planning conditions in the network society. They presented their findings at the 37th world-conference of IsoCaRP (see www.isocarp.org). The text of this abstract is strongly based on the final TAN-manifesto of Brussels.

POSTMODERNISM/POSTCOLONIALISM: APPLICATIONS TO PLANNING

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This paper emphasizes the implications of, and challenges to, embracing postcolonial/postmodern sensitivities by planning practitioners in developing countries. We live in a rapidly changing, globalizing world. Social structures, economic processes, national and regional identities, issues within development, everything that affects our being and lives is getting blurred and altered. Some scholars regard this change, as the postmodern/postcolonial. Leonie Sandercock (1997) calls for new modes of planning in response to three dominant socio-cultural forces of our time: the age of migration, the rise of postcolonial and indigeneous peoples, and the emergence of a range of

so-called minorities (women, homosexuals, etc.), hitherto invisible/suppressed, as political actors. This is generating processes of socio-spatial restructuring which are becoming a focal point in the managing of cities and regions, in their governance and planning. The paper aims to understand the gap in translating tenets of pc/pm theory (Bhabha 1994; Sandercock 1997; Soja 1996), especially pc scholarship, into actual planning practice. It also identifies the shortcomings in recent works to connect theory and practice. How can the pc/pm momentum in theory be carried further to overcome the modernist inertia that pervades the classroom and practice? How can planners devise new models of participation and governance to accommodate the cultural mores and "invisible" voices supported by pc scholarship? Borrowing the deconstructive approach of Escobar (1995), elements of pc/pm planning theory will be aligned with the experiences of real projects, such as efforts to clean the river Ganges (Das 2002), and certain squatter resettlement strategies in India, to suggest more effective ways of doing planning. The data is qualitative and is derived from secondary sources as well as interviews. The paper contributes to realizing how the practice of planning should create spaces to embrace the emerging plurality of changes occurring in our societies.

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FROM URBAN-RURAL DICHOTOMY TO URBAN-RURAL RELATIONSHIP

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The concept of urban-rural relationships is beginning to appear more often in the academic literature as well as policy and programming documents. The evolution of the concept has a long history in the study of economics, geography and regional planning. This paper traces some of the historical background of the concept and identifies how it is being used at the present time. The paper is divided in two main parts. In the first part we discuss how the term urban-rural relationship was coined to mark a departure from the traditional view of urban-rural dichotomy: the existence of two distinct and opposing perspectives that have influenced the conceptualisation of urban-rural relationships. The first of these perspectives, the anti-urban view, can be traced back to rural-urban migration during the Industrial Revolution and the social, economic, environmental and health problems that this migration caused. The second perspective, the pro-urban view, sees urbanisation in terms of natural progress and development and regards cities as generators and centres of culture, knowledge, innovation and economic growth. In the first part of the paper we draw primarily on the British experience and debates in the discussion of urban-rural dichotomy. In the second part of the paper, when we look at more recent stages in the evolution of the concept of urban-rural relationships, we shift our attention to the developments at the European scale. Here we focus on key academic texts as well as policy and programming literature with a particular focus on the European dimension. We show that over recent years, there is evidence to suggest that there has been a gradual change in perception and policy orientation in various policy arenas towards consideration of the linkages and interrelationships between urban and rural areas.

FREE! SPACE. A NEW TASK IN THE PLANNING ENTERPRISE OF THE 21TH CENTURY

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According to Patsy Healey, planning is 'managing co-existence in space' through 'sharing and shaping spaces' in our fragmented 'network'-society; a market-focused society, where the drive for ever expanding markets has led to the commodification of urban life/space, propelled by the revolutions in the communication technologies. The power of the political and economical elite, at the steering wheel of that development, makes the task of managing a 'socially just' co-existence in space almost a mission impossible. At the flipside of the coin, the fragmentation of power, space and time has initiated a new time-space universe that opens up possibilities for alternative 'arenas' for the pursuit of unoppressed activities and desires; the essence of what urbanity has to offer. The paper is an exploration of new attitudes and tools planners have to develop

to play an effective role in truly 'sharing and shaping' spaces. The hypothesis of the paper is that a new task is to actively 'unfreeze' spaces and to provide/shape free space that can handle a multiple and evolving appropriation. This might lead to a different understanding of Healey's view on planning. The awareness has risen that 'creative' cities can attract high profile professionals with their thriving urban life, and as such are capable of luring new 'global' businesses and of competing successfully within the global network. This is an argument in favour of introducing "unfreezing", the active creation of space for 'alternative' arenas, as a planning instrument. The paper draws on theory provided by, among others, Patsey Healey and Eric Swyngedouw; the first focusing on the nature and the challenges of the planning enterprise in the 21st century, the second providing useful insights in the commodification of urban space and the processes at work that try to recreate a socially just urbanity. Brussels, as a 'model' of a fragmented networkcity, will be explored as a case using field observation and interviews. Brussels has seen a myriad of alternative arenas flourish in cracks of the commodified world.

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WIDE OPEN SPACE: ADDRESSING THE 'ASPIATIAL' IN THE ANALYSIS AND FORM OF HOUSING POLICY

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The principal aim of this paper is to analyse some of the implications of theories of culture and governmentality in the Network Society on the way that housing policy and research are framed in the UK. Specifically, we wish to concentrate on the expectations that are reproduced through the habitus of the housing policymaker and the implications of these 'normalising forces' for the way that consumption and space are conceptualised within the tools that researchers and political agents use to shape the future of housing policy. Building on the work of Flint and Rowlands, this paper will first review the strengths in combining a Foucauldian concept of governmentality with Bourdieu's notion of Habitus. It does this in terms of the insights it gives us into the recommodification of housing within the Network Society; the reproduction of forms of capital through housing; the relationships between housing professionals and consumers of housing; and the way sets of expectations can be discerned through tenure and, by extension, space. The paper continues by setting some anecdotal and empirical examples of these. Attention then turns to the contrasts between the lessons of the habitus-governmentality reading and the reality of the actions of housing professional, particularly through programmes of housing investment, regeneration, the planning process, and the 'policing' of antisocial tenants. Underpinning these actions are research methods which increasingly consider spatial factors whilst negating the aspatial dimension typified by the network society. We argue that space competes against the realities of networks and expectations for dominance within the analytic and lexical toolkits of the housing profession. The paper concludes with suggestions of what forms research methods and models may have to take if they are to more satisfactorily help plan housing futures in the Network Society.

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LINKING SECTORAL STRATEGIES AND WORKFORCE DEVELOPMENT

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Sectoral strategies identify industries or occupations that are a significant source of employment in a local economy and create the conditions for their growth. The approach is widely recognized as being effective in considering all aspects of an industry's health

such as land and facilities, technology adoption, financing, marketing, infrastructure, and transportation (Fitzgerald and Leigh, 2002). Workforce development, however, is often not integrated into sectoral strategies. In this paper, I explore sectoral initiatives that have effectively integrated workforce development. The industries included are manufacturing, IT, and biotechnology. I examine the roles of community colleges, workforce development boards, community organizations, and unions in the workforce development networks. I conclude that community colleges are central to workforce development networks, with the other organizations playing supporting roles. In terms of organizing the network, unions and, to a lesser extent, community organizations are essential. Workforce development boards, although the key government agency addressing workforce needs, are weak players in most sectoral strategies.

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URBAN NETWORK SOCIETY IN THE CONTEXT OF CITY CULTURE HOUSE

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According to the institutional concept, in post-modern era, culture is defined as "systems of meanings and frames of references through which people in social situations shape their institutional practices" (Healey, 1997).

It is argued, here, that sustainable culture is learned, and it is transferable through communication and social relations.

In this concern, the main point is people's role in making their future. People are the means as well as the ends of the development.

It is, therefore, stressed that capability and skills of local people, as active agencies and actors in socio-economic and cultural life, can be improved through socio-cultural relations. The question is how can such relations be flourished?

This paper is an attempt to show the role of City Culture Centre, as a well-organized environment flourishing socio-cultural relations and building social capacity.

In the context of a city, every city culture house (centre) can act as a web of socio-culture relations. Also, coming a cluster of city culture centres together may work as a Network of Urban Society; i.e., a network of people with different background and attitudes. A network of urban residents, with some share system of meanings and frames of references, searching for quality urban life and well being through sustainable development.

The central questions investigated in this paper are:

- 1) How can a city culture centre work as a web of socio-cultural relations facilitating people's institutional practices?
- 2) How can a cluster of city culture centers work as a system, shaping a multidimensional network of urban residents for achieving social cohesion and cultural integrity in the city?

Tehran, the capital city of Iran, with more than 10 million population, possesses a cluster of 23 culture houses working together for socio-cultural purposes. As a case study, this paper considers Tehran's culture houses objectives and their function during the last few years.

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COMMUNICATIVE PLANNING FOR ABUSED IMMIGRANT WOMEN: THE CASE OF ASIAN INDIANS

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Approximately 11 percent of American population is foreign-born. This population, since the 1930s, has been predominantly female (Pedraza 1991). These women mostly enter as dependents, i.e. as wives of U.S. residents. Their dual access to ethnic and host

media, community organizations and social networks plays a crucial role in their (re)socialization as they face one major crisis: domestic violence.

U.S. immigration law favors men since it is based on the legacy of coverture from the 1800s, i.e. it places wives as inferior to husbands and vests legal power in him. (Abraham 2000) Abusive men rely on this dependence to perpetrate violence against immigrant women. In addition to deportation threats, they "may use women's fear or lack of knowledge of the US justice system to prevent them from seeking legal action." (Orloff et al 1995) Research indicates that 40 percent of abused Asian women do not know of any services available to assist them (DVRP 2001: 30). Hence, large numbers of abused immigrant women are unaware of their legal and civil rights, i.e. entitlements.

This inter-disciplinary research addresses two related issues: (a) Abused immigrant women's lack of information about entitlements; (b) Lack of attention to ethno-cultural diversity within communicative planning. Communication studies literature is relied upon to build upon the communicative planning paradigm: (a) Uses and gratifications theory (i.e. degree of exposure to an information source is a function of the extent to which expectations, needs and wants are met by that source) informs the building of localized databases aimed at understanding the information socialization and dependency of abused immigrant women; (b) Persuasion and information dissemination theories (i.e. message salience, intensity and trust determines whether an information message alters/impacts decision-making criterion) informs the design of culturally-sensitive planning interventions.

The objective is to make information about policies/programs easily accessible and to design culturally-sensitive planning interventions for abused immigrant women. This research suggests seeing through the communicative and dialogic lens in planning culturally-sensitive interventions for a feminized population group whose multicultural realities are being marginalized by both the home and host cultures for multiple reasons including patriarchy and inattention to ethno-cultural diversity, respectively.

RECONSTITUTING IDENTITY AND HISTORY IN MOSTAR, BOSNIA-HERZEGOVINA

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As we increasingly recognize cities to be the product of diverse, conflicting, and global networks, the politics of identity, ethnicity, and culture rise to the foreground. In the process, understanding the significance of intercultural relations in the construction- and destruction- of shared urban spaces assumes a new urgency. Addressing this situation, this paper examines the reconstruction of symbolic urban spaces after violent conflict, and the associated processes of cultural reinterpretation, political reconfiguration and material revaluation that accompany it. This paper analyzes the reconstruction and redevelopment of the sixteenth century historic center of Mostar, Bosnia-Herzegovina, following the Bosnian Wars of 1992-1995. Reconstruction efforts center around *Stari Most*, the sixteenth century Ottoman bridge destroyed by Bosnian Croat military in 1993. In Mostar, both International and local organizations are in the process of reinterpreting Bosnia's legacy of Ottoman city spaces. Through participant observation, archival research, and in-depth interviews, this paper illuminates how such spaces can be central to contemporary projects to redefine group identities and conceptions of place. It provides insight into the ways various groups are attempting to reshape outside perceptions of the city- and Bosnia's ethnic conflict- to articulate a new definition of local identity and ethnic relations and to remake a stable tourist economy through Mostar's urban spaces. The presentation will draw on work that appeared in *City: analysis of urban trends, culture, theory, policy, action* 6, 1: 61- 82, and the material will contribute to my doctoral dissertation for which I am currently preparing a proposal. Dissertation Supervisor: Anastasia Loukaitou-Sideris, sideris@ucla.edu

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RECONNECTING SPACE, PLACE AND INSTITUTIONS: AN APPROACH TO THE STUDY OF 'GOVERNANCE CAPACITY' IN METROPOLITAN CONTEXTS

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Reference to 'governance' has gained momentum in urban studies as it hints at changes in position of localities and regions within the domain of the nation-state. This alters

opportunity structures for local development strategies, reflecting shifts towards relational rather than nested-hierarchical modes of patterning in socio-economic life and processes of 'rescaling' of spatial domains of public action (Brenner 1999).

In this sense, 'the sociology of governance (...) attempts to integrate economic, political and social changes at different scales, while privileging access through the territorial level' (Le Galès 2002: 13). This makes urban policies a privileged subject of governance studies, but also raises challenges for operationalizing governance research.

A particular challenge lies in its 'spatial' application: in matching research on the determinants of 'governance' with adequate geographical conceptualizations of the relational and trans-scalar forms of its spatiality, as they increasingly define our understanding of the dynamics of the urban-metropolitan field.

In line with an emerging perspective of research, (e.g. Le Galès 2002; Salet et al. 2003), a necessary step is indicated in the empirically-grounded identification of 'modes of governance' in urban-metropolitan contexts. By identifying 'modes of governance', an ideal-typical attempt is made in connecting the forms of spatiality recognized as specific patterns of development in urban-metropolitan contexts, and the multi-dimensional features defining the 'object' of governance. This line of reasoning may thus set the conditions for further research on institutional conditions for the effective framing of public strategies, for building local 'governance capacity'.

The paper is part of the project COMET - Competitive Metropolises: Economic Transformation, Labour Market and Competition in European Agglomerations (EU Fifth RTD Framework Programme, key action 'City of Tomorrow and Culture Heritage'), a comparative study of spatial development patterns and strategies in seven European metropolitan areas.

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PLANNING FANTASIES? AN EXPLORATION OF A POTENTIAL LACANIAN FRAMEWORK FOR UNDERSTANDING DEVELOPMENT ASSESSMENT PLANNING

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We are constituted in networks of signification. Our most fundamental networks comprise language, culture, and knowledge itself. The French psychoanalyst Jacques Lacan theorised not only about these networks, but also about that which resides outside of symbolisation and signification, to provide an understanding of human subjectivity, identity and motivation. In this paper we discuss why and how a Lacanian critical social theoretical approach could be pertinent to analysis of the complex mixture of hybrid processes - technical, collaborative and political - that comprise planning development assessment decision-making. We outline key Lacanian concepts including the mirror-stage, *jouissance*, the Four Discourses, Law and the 'big Other' and their applicability to understanding development assessment and regulation.

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STRATEGIC SPATIAL PLANNING, GOVERNANCE AND NETWORK COMPLEXITY

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This paper aims to link together work on urban governance which emphasises the dynamics of governance transformations, operating through multiple levels, at multiple scales and at different speeds in different arenas and networks, with work on how the spatiality and 'situatedness' of the locale and territory (neighbourhood, city and city

region in particular) gets conceived and the institutional work such conceptions perform. It will draw on recent institutional analysis of urban governance transformation processes and on normative considerations of how to promote governance discourses and practices which foster the capacity for innovation and flexibility in the face of dynamic and emergent futures, for inclusivity in the face of social diversity and the threat of growing distributional inequality, and for a broad and non-linear conception of 'area/territory development' in the face of narrow discourses of economic competitiveness and/or ecological modernisation. It will draw on ongoing work on concepts of space and place in strategic spatial planning in Europe to explore critically how these governance concepts get translated into spatial planning discourses and practices.

THE REGIONALISATION OF REGIONAL POLICY AND PLANNING IN SWEDEN. ESSENCE AND

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In Sweden, in a recent period, planning for regional development has undergone major changes. These make sense in the wider societal context considering the dominating discourse of the network society. The local and the regional states and other actors familiar with and integrated in particular networks in place, are maintained to be the most competent to define and to develop regional development models and means and to effectuate the regional development projects. Accordingly, by the central state, the regional policy is now in Sweden discussed in term of a regionalised economic development policy. The widespread idea (or argument) is that the new orientation is (or ought to be) bottom-up. In this paper, the aim is to discuss how the regional policy means, strategies, models and projects relate to these concepts of 'regionalised' and 'bottom-up'.

EMERGENT NETWORKS AMONG GOVERNMENT, NONPROFITS AND FIRMS: ORGANIZATIONAL INNOVATION AMONG PUBLICLY-FUNDED NEW LABOR MARKET INTERMEDIARIES

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What role do publicly-funded labor market intermediaries serve in emergent workforce development networks? Drawing on the author's dissertation, this paper proposes a conceptual framework for an emergent network organization based on recombinant archetypal attributes of market, state, and civil society. Research is grounded in case studies of three Boston One-Stop Career Centers that function as network organizations linking firms, government, nonprofit organizations within a changing local workforce development system. Economic restructuring, federal policy shifts, and evolving government/nonprofit relations are transforming labor market institutions. Emergent responses include new labor market intermediaries that help connect job-seekers with employers. Disadvantaged job-seekers are a particular concern because low-skill workers face multiple employment barriers in their efforts to achieve economic self-sufficiency. They are particularly dependent on mediating organizational networks in navigating the low-wage labor market. Despite growing research and policy interest about this topic, little is known about the role of publicly-funded new labor market intermediaries. This paper helps address a gap in current scholarship on how governmental/nonprofit institutions are being transformed by changing federal welfare, labor, and housing policies and the new economy. The paper combines qualitative analysis of interviews with representative organizational actors and quantitative analysis of job-matching results derived from administrative data. The paper provides a framework for examining the planning, practices, and performance of the One-Stop Career Centers. Based on the findings, the paper raises questions and discusses implications for job-seekers—especially low-skill workers—and labor market institutions. Such information is important to both planners and scholars in understanding the opportunities and constraints facing government institutions intervening in a changing labor market.

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PUPPETS OF POPULISM?

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Planning in Western liberal democracies generally demonstrates implementation of a broadly utilitarian notion of 'the public good'. Moves towards greater citizen involvement in planning practice reflect theoretical emphasis on the public sphere and on permitting 'the voices of the people' to enter more directly into planning decision making. In reality, however, the commitment to increase participation in planning practice has tended to overlook populist mobilisation of public opinion, often favouring networks of articulate, middle-class, property owners to the exclusion of the voices of the marginalised and of planning officers.

In this paper I explore the concept of populism as grounded in a 'democratic' notion of sovereignty of the people. Populism tends to involve the mobilisation of networks of interests and opinions perceived by their adherents as being neglected by those with decision making power. Populist opinion may contradict or influence planners' technical recommendations, resulting in decisions reflecting more a tyranny of the majority, or even of a minority, than 'good' planning practice.

Using examples from local planning in Western Australia I examine the influence of networks of populism on both elected representative decisions and on planning officer recommendations. I attempt to unpack reasons for such outcomes and ask whether increased public participation in planning risks elected representatives and planners becoming puppets of populism, and if so, whether this would be problematic for planning practice. I explore a tactical alternative of planners 'spinning' information and policies to enhance their power before concluding that rather than being the essence of democracy, populism may well be a betrayal of democratic participation in planning.

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THE SERVICE SECTOR EVOLUTION WITHIN THE GREEK INSULAR AREAS AND THE NEW SPATIAL NETWORKING. A COMPARATIVE CASE STUDIES APPROACH.

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The paper is investigating the new forms of spatial networking operating inside the Greek insular space under the influence of the sectoral changes considering insular local economies and the function of their main urban centers and primary nodes. Our basic hypothesis is that the preponderance of the service sector over the traditional economic activities affected to the insularity and the spatial isolation of the Greek insular settlements forming new spatial patterns.

We choose to concentrate on two case study areas in the region of Notio Aigaio, which is the most tourist oriented insular region in Greece. These areas are selected so that they include islands and settlements being in a different development type -and phase- and also differ in their size and in their role within the insular settlements network.

The paper will examine the evolution of tourist activities and the involved enterprises networking, population and labour force distribution and transportation networks; trying to initiate the major movements and flows constituting the new spatial pattern. Intending to approach in detail the issues of spatial networking we inquire the spatial structure of the hotel enterprises and its relation with most of the aspects of the insular settlements network as well as beyond this.

The work is part of the investigations conducted within my PhD Thesis, still being carried out at the Department of Urban and Regional Planning of the National Technical University of Athens

Firstly we use data from the censuses of the Greek National Statistics and secondly data from various valid catalogues published by the public or the private sector, examining at the same time their compatibility to the first. The results of this quantitative analysis are interpreted in a qualitative manner through the conclusions from several key informers interviews.

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SPACES OF TRUST: A NEW PERSPECTIVE TOWARD MAPPING THE NETWORK SOCIETY

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The aim of this presentation is to introduce a new concept of 'space of trust' and to use it for analyzing and mapping the network society. Accordingly, the role of urban planners will be discussed.

Space of trust is the social, cultural, political, abstract and virtual environment in which trust relations among people/participants are substantial and where they feel defended. 'Space of trust' is assumed to enhance the sense of belonging, personal safety, solidarity, stability, mutuality, and identification with real or virtual community. The primary theoretical assumption behind 'space of trust' is that trust is socially and culturally constructed, and levels of trust vary between cultures and individuals. Different individuals emphasize different components of trust. These components are various and might be: ethnic, religious, political, racial and economic group/class; kinship; locale; virtual community; intimate relations and friendship; or abstract systems such as technology, civic and political institutions. 'Space of Trust' could be constructed along with one or more of the mentioned components.

According to the perspective of 'space of trust', the 'network society' is perceived as a composition of complex interconnected nodes of spaces of trust. The single node represents global organizing along a specific component(s) of trust. Examples that may be mentioned intuitively are that of the world coalition against terror (international risk), international terror network, global environmental networks, political networks, and Internet chatting networks.

It is assumed that these networks represent a new pattern in the consumption of real and abstract spaces by individuals and groups. Fundamentally, new technologies of information help on the construction of the network society that is constructed along 'space of trust'. What has occurred over the last decades is a shift away from mostly traditional and modern environments of trust that based on specific locations toward a postmodern one that is placeless and virtual. These networks have many implications on the role of the planners, mainly because these networks 'happen' in virtual places and they are detached from real places and locations where planners act.

CREATING COMMUNITY BUILDING NETWORKS: A NATIONAL STUDY OF ARTS, CULTURE, AND CIVIL SOCIETY IN THE U.S.A.

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Does art and culture contribute to community building? The paper examines the relationship between community-based art and culture and community development processes involving networks such as social capital formation and neighborhood revitalization. The paper argues that narrow definitions of art/culture, limited data, and underdeveloped theories contributed to an under-emphasis of cultural dynamics in explaining urban processes. Some analysts argue that creativity is increasingly important to cities' quality-of-life and economic competitiveness (Florida 2002; Landry 2000). The paper suggests that creative activities in neighborhoods has been under-emphasized. The paper integrates theories of "creative city" (Landry 2000), "community cultural development" (Adams and Goldbard 2001), and "creative economy" (Florida 2002) to include neighborhood-based networking dimensions of cultural activity.

The paper describes individual and organizational networks connecting activities such as public housing, crime prevention, community development, and arts/culture. Findings are drawn from a 6-year study by The Urban Institute on indicators of arts/culture in community building in United States. Methods included field interviews and focus groups that involved 300 people, and participatory research projects in Los Angeles, Boston, Providence, Chicago, Oakland, Denver, and Washington DC. The paper also draws on two other Urban Institute studies: 1) an exploration of support systems for artists in 6 cities; and 2) a telephone survey of 4000 residents in four cities about participation in art/culture activities and in civic activities.

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CHALLENGED REGIONS: EXPLORING NEW PATHS FOR STRATEGIC SPATIAL PLANNING

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Actors associate themselves increasingly loose with their environment. They live, recreate, work and travel on a multiform supra-local level. As a consequence, strategic spatial planning problems should be resolved at this regional level, a level of scale without administrative borders. Instead of one responsible unit of government, planning develops through encounters of multiple actors, public as well as private, without an integrative framework. The network society planning asks for different approaches that meet these diverse discontinuous planning initiatives in regions. Based on case studies and qualitative interviews, this paper focuses on the question to what degree strategic spatial planning is regionalized in the Netherlands. Furthermore it discusses how this regionalization of planning matches the institutional planning structure. Finally, the paper brings forward a possible planning strategy for strategic regional planning that meets the requirements of the contemporary societal developments. Elements of this planning strategy include ideas about regional power (identity, tax power), more modern forms of planning (for example with transferable development rights), regional governance structures with more responsibilities for private parties, and ideas about conditioning, stimulating of encouraging spatial developments by using incentives for cooperation, impact fees, concurrency-requirements. This work is relevant for the planning practice in which the regional level turns out to be the most fascination planning level. Also, the work might be of interest to scholars working with institutions in planning. The proposal is tightly related to my doctoral dissertation that is expected to be published in 2003. The dissertation is about regional planning theory, using an institutional approach. Prof. Dr. A.M.J. Kreukels (Utrecht University) and Prof. Dr. W.G.M. Salet (University of Amsterdam) are supervising the study (T.Kreukels@geog.uu.nl) or W.G.M.Salet@frw.uva.nl).

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THE CITIES, WORLDS, AND SPACES OF SASKIA SASSEN: A SITUATED NARRATIVE OF THE PRODUCTION OF GLOBALITY IN CONTEMPORARY URBAN RESEARCH

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This paper examines one of the scholarly and policy dominant discourses on contemporary urban restructuring - that of the global city - through a situated narrative of the life and work of Saskia Sassen.

The paper reassesses Sassen's (1991) most significant contribution: the understanding that globality (analyzing, imagining and living a planetary scale) is neither a given nor the unavoidable outcome of purely technological processes. As it results from the agency of embodied actors embedded in capitalist social relations with a geographical as well as historical specificity, and dominant actors require the strategic use of urban space, their hegemonic globality is open to contestation.

The paper, however, departs from Sassen's original conceptualization and focus on financial and other advanced producer services, affirming that academic discourses on the "global" also produce globality. They are key components of the ideoscapes (Appadurai, 1996) of cultural globalization and always bear either direct or indirect policy implications.

On the basis that discourses are also produced, the paper explores the interplay of milieu and lived city, and academic networks of intellectual production with an author's individual evolution of thought (Barnes, 2001). As an example of these dynamics, the

paper presents a partial biography of Sassen with a focus on her life and work in the New York City of the 1980s.

Two qualitative methods form the core of the analysis: oral history interviews and a review of bibliographical sources. The conceptual approach for this paper bridges across geopolitical economy formulations and critical cultural studies (Soja, 2001). By choosing a leading figure in the field and one key moment in the history of planning ideas, the paper aims to illustrate the dynamics of intellectual production and to encourage other situated narratives of the urban theorists (e.g. Friedmann, 2002) producing the ideoscapes of our lived globalities.

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CRIME AND PLANNING: THE CASE OF JOHANNESBURG, SOUTH AFRICA

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Urban areas around the world are periodically plagued by crime. While Johannesburg is SA's industrial and financial heart, it also has an extremely high rate of violent crime. The relationship between financial investment and crime is such that both victims, and the wider economic life of the city, are affected. This paper considers what planners can do about crime prevention, through involvement in networking and coordinating across institutions and localities. In South Africa, responsibility for crime prevention lies in all three spheres of national, provincial and local government. Increasingly, attention is focused on an expanded role for local government beyond that of policing through its metropolitan force. This notion, found elsewhere such as in the UK, suggests that crime prevention should be an integral part of urban management. This raises the question however of the capacity to take on this function. Aspects of planning are directly linked to crime prevention - such as involvement in the built environment, or in local economic development. In addition, cross-sectoral integration is a common role for planners in Integrated Development Planning - a process with roots in various ideas from around the world. The current picture of crime prevention in Johannesburg is one of a set of separate initiatives, with fairly narrow local government involvement. While there are some significant successes, a more coordinated approach, with a metro geographic focus, is needed. However, whether the local authority is able to take up this challenge, and where in the local authority this co-ordination should be located, is unclear. It is however a role potentially well suited to planners, who could have a major role to play in crime prevention in the future.

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MANAGING ROTTERDAM CENTRAL STATION: A STRATEGIC PROJECT WITHIN A GLOBALIZING WORLD

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Rotterdam Central Station will soon be transformed into a complex transport node with a variety of urban functions. The master plan by Alsop Architects (April 2001) established the (inter)national aspirations of the city. Local elections in Rotterdam at the beginning 2002, however, brought a new party to power: 'Leefbaar Rotterdam' ('Liveable

Rotterdam'), which changed the agenda of local politics dramatically. The Rotterdam Central Station Master Plan was heavily criticized as megalomaniac. Safety of people in public places, immigration, and law and order became the new issues.

The research provides useful input for understanding the governance of the local-global relationship regarding governance as a permanent search for potentialities, defining a temporal project-identity, and finding a balance between global and local influences. The project is done with qualitative methodology mainly (interviews, archive work). All the main participants are spoken with and the PPP did let us have access to its archive. The paper comprises:

- A contribution to the theoretical debate with the concepts of the 'space of flows' and the 'space of places' (Castells, 1996) taken as a guideline.
- Some results from the Rotterdam Central Station case study: a) the way in which the public-private partnership is organised, b) the interactive work practices of Alsop Architects and, c) the Land Development Corporation that the PPP partners attempted to set up together.
- The new political situation due to the results of the local elections of March 6, 2002 and the policy priorities subsequently set out by the new city council.

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GOVERNING LIFE IN SPACE

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The role of planning expertise and the planning profession has been a subject of much debate in planning theory, in particular since the so-called communicative turn in planning. The communicative theories have been criticized for their insufficient analysis of power relations in the planning process, and an over-optimistic view of the possibilities of consensus in social life. Even those authors who have addressed this issue have often neglected the power of planning expertise itself. The purpose of this paper is to discuss this role of planning expertise from the point of view of one of its key characteristics, the generation and controlling of space. This will make it possible to address the meaning of physical or land-use planning to the contemporary citizen, whose social role is more or less determined by his/her networking possibilities. In a situation like this, the role of space is essentially different, although not altogether unimportant. The virtuality of social relations, namely, have its spatial side. How is this related to the increasing risks in the labor market, and how should planning redirect itself in this new situation, as communities tend to include both networks loosely connected to their physical surroundings, and redefined local communities with less options to choose? The paper will discuss the contemporary role of the different planning experts and their historical roots, using as a case the Finnish situation. The difficulties found in developing new tools for communication in planning are analysed from the general perspective mentioned above, i.e. the role of planning as a way of governing life in space.

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MOBILITY AND THE NETWORK SOCIETY - MEANING AND CONSEQUENCES OF LONG-DISTANCE WORK-RELATED MOBILITY IN THE AGE OF THE NETWORK SOCIETY

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The information technology revolution and the restructuring of capitalism have increased mobility and induced a new form of society, the network society. In relation to this we have also seen new forms of so-called knowledge industries, based upon knowledge production, networking and a high mobility level. The national and international statistics show that work-related air traffic has increased enormously during the past decades.

Long-distance job-related trips made by employees of the knowledge industries are more common than what is the case for other travelling purposes, made by aeroplane. The increase in work-related international mobility presents an environmental worrying trend in mobility in contemporary post-industrial society - likewise the social consequences are an unexplored area. My objective in this paper, with the aid of my ongoing Ph.D. thesis and theories of mobility and network society, is to investigate the driving forces and incentives behind the increase in work-related international mobility in the knowledge industries. How can we describe this kind of new hyper-mobility practice? What are the social and environmental consequences of such mobility and what does it mean to planning and planning practice? In the paper I will draw on theoretical as well as on empirical elements and results from my Ph.D. thesis.

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THE DISCOURSE NETWORK: A WAY OF UNDERSTANDING POLICY FORMATION, STABILITY AND CHANGE

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What is distinctive about a network? And what does it mean to live and work in a 'network society'? A network can be viewed as an institutional form, a cybernetic metaphor or a fact of communication. The network appears to have joined the hierarchy and the market as a key socio-organisational form. In today's world, action across geographical boundaries, institutional frontiers and functional domains has increased. So too has the speed and spatial scope of communication. But these aspects of process should not divert us from the aspect of content - and what has always been an essential feature of the network: the assumptive basis of communication that builds and maintains support for policy. Networks, fabricated from discourse, can be a source both of change and endurance. Terms such as 'assumptive world', 'policy community', 'epistemic community', 'discourse coalition', 'actor network' and even 'planning doctrine' seek to capture the elusive social mortar that binds diverse actors together in support of particular policy structures. Importantly the assumptions people hold with respect to policy seem more important than actual communicative ties, so that a potential network of allies is formed which can be stimulated to act should a threat to policy appear. The term 'discourse network' is used to describe the specific set of story lines and arguments that co-ordinate policy in a particular domain. The fabric of the network is composed of related discursive threads of argument, the 'nodes' are institutional structures organizing people in particular places for close communication. Correspondingly, policy change seemingly demands the construction of alternative and rival discourse networks. These concepts are discussed as ways of coming to grips with resistance and change in the field of transport infrastructure planning.

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WHEN EXPERTS DISAGREE: THE ENACTMENT OF NETWORKS IN A CASE OF COLLABORATIVE ENVIRONMENTAL MANAGEMENT PLANNING

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Central to the practice of collaborative planning is a tension between expertise and democracy (Fischer 2000). This paper will explore an attempt to resolve this tension by framing stakeholder representation as a special kind of "expertise" - the knowledge and ability to interpret the will of particular social networks.

The case study is a committee charged with the task of developing an environmental management plan for a specific location, and includes people with various commercial,

recreational, and scientific interests in the area. Instructed by the executive agency to regard themselves as "experts" rather than as sector representatives, members are meant to act as spokespersons not for the interest(s) they hold, but for the place itself and for the social and natural resources within it. However, sector interests inevitably remain crucial both to members' input and to the way they work together. Both the committee and the executive agency also recognise dynamic relations that imply effects beyond their task's formal geographical, temporal and social/economic boundaries (cf. Graham and Healey 1999).

Using conceptual tools from actor-network theory (Law and Hassard 1999) and critical discourse analysis (Fairclough 1995), the paper will draw on transcripts from the committee meetings to examine how different members construct their expert-representative role. In particular, it will relate members' ways of working as spokespersons to typical kinds of intermediary that operate to enlist and translate the wills of social and natural actors within their various fields of "expertise".

NB. Drawn from ongoing research towards a PhD thesis.

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IMAGINING CITIES AND REGIONS: THE CONDITION OF PHYSICAL PLANNING IN JORDAN

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In this paper, I read the condition of physical planning in Jordan through reading plans. Our reading of plans begins with the rise in the interest in regional planning which began in the late sixties and gained popularity in the seventies and eighties. Our concern here is in how plans represent the world. This representation is not merely neutral and removed from any agenda. Indeed, plans construct—not reproduce—the World. They build reality by transforming abstract notions like points, lines and planes into centers, borders and places. When the plan defines a city, it is intended to make the reader think of a space that functions together as a unit, and has inhabitants to which they should belong. The plan, thus, attempts to construct an abstract representation of an identity.

Whether plans are made for cities or regions, our reading of them attempts to expose that their authors rather imagine those cities or regions. By imagining cities and regions, planners define a space as autonomous and limited or has finite boundaries that separate it from other spaces (cities or regions). The paper shows how this process of imagining cities and regions is not a matter of true or false conception, or a matter of consciously masking "reality" for political or non political reasons. Imagining is rather a "practice" in the historical sense, the sense that goes beyond individuals. It, first, rationalizes the role of the physical planners and legitimizes their existence. Second, planning is part of the development practices, which had always been tools used by the regime, in several countries, in order to assert their power and legitimacy. How cities and regions are imagined depends on the planning discourse that produces city plans or regional plans. The paper attempts to outline the main elements of this planning discourse.

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PLANNING LOCAL UNIT NODES IN A LOCAL-EUROPEAN NETWORK

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In European Union Structural Fund program implementation Italian Objective 1 regions are identifying planning local areas and economic development planning agencies as completely new planning units, also if they come from a decade of local development programs using bottom-up strategic planning and cooperative and partnership governance. These organizations overcome traditional local government geography and decision making processes building up networks of actors involved in economic and social change through the development of material and immaterial local resources. Participating to European programs, on the other side, they enhance international linkages that, very often, support the process of change.

Criteria of identification of such units have deep differences in regional laws and practice. Almost everywhere they have sectorial competence, no regulatory powers, not clear initiative freedom, new and weak institutional organization. Nevertheless economic theory of local development have a comprehensive approach and demand integrated policy, involving social cohesion, human resource development, firm collaborative networks and common services, research & development support and spreading. In addition, social actors involved in participatory planning define problems in comprehensive way, and find much obstacles in the segmented planning system that gives decision powers to many, disconnected authorities and government units. Planning theory has a large thinking asset on planning unity in which we find concepts as agglomeration, metropolitan area, community, region. Can we still draw from this field of knowledge ideas to understand what local is now? What kind of interplay there is between the network of local actors and their environment? How local network are linked to international network?

The paper will make a cross analysis of local development agencies and Integrated Territorial Project of structural Funds in Italian Objective 1 regions to identify the main questions and then will look to planning history to find the answer given to them.

PLANNING, NETWORKS AND POWER ENFORCEMENT.

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This paper surveys a number of social science network theories, especially with respect to their handling of power relations and power enforcement. The theories under scrutiny are: new institutionalism in sociology and economics, evolutionism, economic sociology and institutional planning theory.

Features of networks that will be examined are: their ontology and 'logic' of socialisation, agency principles of network members, the way network institutions are built, the network culture, the modes of communication within the networks and of interaction with their environment.

But a special focus is given to power relations. Especially power of particular agents as a result of capital accumulation and the deregulation of institutions governing the relationships between capital, labour and civil society as embodied in their agents participating in decision-making networks, will be analysed.

"Can existing network theories deal with power relations? And, therefore, do network theories instruct on realist perspectives for democratic planning at various spatial scales?" are the core questions examined in this paper.

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THE INTERSECTING TRAJECTORIES OF PEOPLE AND PLACE: PLANNING THE FUTURE THROUGH TEMPORAL DEVELOPMENT

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Networks challenge planning to break the confines of spatial borders. Even though political representation and municipal planning jurisdiction are assigned within borders, the context for planning requires us to address the flows of activities that pass through and between locales.

Simultaneously, temporal dynamics also challenge the spatial confines of a present place. Over longer sweeps of time, the disjuncture between the local place and broader planning context grows ever greater. With passage of time, networks have longer opportunity to work their influences on the local place. In particular, the local population membership is in flux. Migration networks transform the place by importing a large proportion of the population to replace others who have departed.

Planning that is future oriented especially requires a temporal emphasis. When prospectively addressing the development of urban places and regions, it is useful to emphasize temporal trajectories of activity and how they intersect in specific places. A temporal trajectory defines a pathway into the future, and the interplay of multiple trajectories can help to illuminate the future of the place and the networks of which it is a part.

This paper proposes a "temporal development" approach to planning that supercedes present boundaries of place. The paper reviews literature on the well-known 'people vs. place' dichotomy in urban theory and illustrates concepts with immigration data from four major U.S. regions. The paper also addresses the paradox of upward mobility for people and downward mobility of places. How do we conceptualize change over time for BOTH the local place and the people passing through?

Temporal trajectories are demonstrated with census data, describing flows of people and longitudinal progress of settled residents. The paper then seeks to characterize these issues within the emerging re-emphasis on the future in urban planning in the U.S. This is necessarily a future where places are not self-contained. Finally, implications of these temporal dynamics are assessed for the role of the network society in shaping urban planning.

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THE RESILIENCE OF PLACE IN THE NETWORK SOCIETY.

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The paper takes the recent book by Marvin and Graham (Splintered Urbanism) as a point of departure. It argues that identity is not disappearing through the cracks of splintered urbanism to be reconstituted in a transcendent place to which people are "beamed up" through the use of "premium network spaces". Identities, thankfully, remain stubbornly rooted in the "local" not the "glocal". This is explored by an examination of the spatiality of identity in 3 places with various relationships to the network society. In Berlin, a powerfully networked city cannot escape the older meanings invested in place. In Detroit a discarded spatial splinter struggles to redefine African-American identity. Detroit is less a casualty of exclusive glocalization than of the failure of old fashioned regional planning. In Belfast symbolic constructions of "real place" giving roots to the spatiality of identity will remain as irreducible "nodes" in the network society always there to reassuringly come home to.

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REGIONAL FORESIGHT IN PORTUGAL

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Robert Shipley offers some unique insight to the origin and development of the 'visioning' process in post-modern planning practice. He concludes that the usage of the term 'vision and 'visioning' as we understand it from current planning literature emerged in the 1950s-1960s. The linguistic root of these terms, however, dates back to biblical times. Fred Polak, a Dutch sociologist first speculated on the process of 'visioning

[planning] exercises when he published his two-volume work in 1961 titled *The Image of the Future*. As part of the process for creating the European Union, Polak argued in his work that all choice-oriented behavior is contingent upon the ability to produce a clear mental image of events yet to come. Though, the term 'vision' increasingly has been used in one of two forms of recent planning literature over the last 10-15 years. The literature takes the form of either instructional articles or booklets that explain the steps one must take in order to create a 'vision,' or it resembles what might be called 'informentials' that are written by consultants who build on the success of past planning practices in order to inspire a 'vision.' This following paper intends to discuss the development of a Practical Guide to Regional Foresight in Portugal, for which there is no regional institutional framework for carrying out regional policies. It contributes to the on-going discussion of the inter-scalar relationships between local and regional governments and institutions, and private entities in light of their limited powers and resources, and the geographical diversity of their respective regions. The paper will address the following questions in order to provide a preliminary framework for future discussions on regional foresight exercises in Portugal. Does the importance of technological innovation for economic growth in an increasingly knowledge-based economy, contingent on institutional capacity building, include a relationship between inequalities (communication costs due to barriers-cultural, geographic or otherwise) and the rates of diffusion of technology? What institution or mix of institutions is best suited for implementing local and regional competitiveness? Finally, How does a [network] system evolve and how can it be assessed?

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THE ENERGY COSTS OF HIERARCHICAL URBAN FORM

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This paper evaluates different hierarchical urban forms in the light of energy costs, and finds which urban form, such as strong CBD, multi sub-centered, or dispersed form performs better. The empirical data as a case urban model is taken from the Philadelphia Metropolitan Area. A hypothetical urban model is structured by transforming Christaller's Central Place Theory into a gridiron and quadrangle pattern.

Taking the demographic characteristics of the existing form into consideration, three of more centralized, three of decentralized and an intermediate sub-centered urban form are designed by reallocating the numbers of employment and population. These alterations affect the number of trips generated at each hierarchical zone and the spatial accumulation of each hierarchical center.

Dispersed forms require a longer trip to CBD and shorter trip to neighborhood center with a trade off relationship. The threshold of density is considered for public transportation. As for the spatial energy costs, it is assumed that the larger the spatial size, the more energy efficient, because the ratio of exterior surface to volume is smaller at a larger space.

The results suggest that decentralized form, as opposed to the existing form, reduce the transportation costs much more than they increase the spatial energy costs, and that centralized forms with enhanced public transportation system decrease the transportation costs to the level less than the existing form. Interestingly, the sub-centered urban form performs the worst, even worse than the existing form.

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BEYOND THE DIGITAL ACES DIVIDE

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With rates of computer and Internet use growing rapidly, including among low income and less educated households, certain commentators and policy makers have declared the digital divide nearly closed. However, the proposition of a rapidly closing digital



divide is based on a limited and potentially misleading rendering of the problem to one of simple access to two technologies, personal computers and the Internet.

This paper develops more comprehensive and meaningful measures of access and adoption of information and communications technologies (ICT). It is first argued that access barriers must be considered in terms of a larger set of technologies and applications (software and peripheral technologies etc.) and ease and frequency of use (access within household, work, or public or nonprofit institutions). Second, crucial gaps may remain once hardware is turned on—gaps in knowledge and ability to effectively use ICT technologies to improve individual capacities or socioeconomic outcomes. Skills and usage gaps, associated particularly with income, age and education levels, may continue to widen as basic technologies proliferate.

Following from these propositions, the paper offers a richer conceptual framework to define more comprehensively access, skills and use of ICT technology and how these expanded categories might relate to socioeconomic groupings. In a subsequent section the results of a Delphi survey of 30 experts in ICT adoption are used to derive a set of indexes incorporating expanded access measures and skills and uses of contemporary ICT that are associated with improving socioeconomic conditions. In a final section, a set of provisional strategies are offered to evaluate how specific institutions of human and social capital formation relate to digital skill acquisition and usage between and within social groups.

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GOVERNANCE NETWORKS AND SOCIAL CAPITAL IN ITALIAN METROPOLITAN AREAS: A RESEARCH PROJECT

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The paper will describe hypotheses and theoretical framework of a multidisciplinary research project promoted by four Italian universities.

The research project is aimed to offer a better understanding of the relationship between governance patterns in four Italian metropolitan areas in the '90 (Milan, Turin, Naples, Florence), innovation performances in treating metropolitan problems and stocks and dynamics of social capital.

The objective of the research project is to study the network society in metropolitan areas analysing the links between effectiveness in metropolitan policies, patterns, density and complexity of networks, social capital dynamics.

The research will test two main hypotheses: metropolitan innovation is linked to the complexity of policy networks and governance patterns; governance patterns are linked to social capital stocks and dynamics.

The paper will discuss the theoretical framework of the research project, and in particular the building of a preliminary frame for the study of governance processes in different metropolitan contexts based on the analysis of policy networks density and complexity. The paper will suggest operative guidelines for the analysis of metropolitan governance networks and will present a case study in Milan metropolitan area.

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CITY-REGIONS IN THE NETWORK SOCIETY: THE PROSPECT OF REGIONAL COMPREHENSIVE PLANNING

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To improve quality of life and place in today's fast-growing city-regions requires a regional approach. Yet, globalization, neoliberalism, low-density urban sprawl and uneven development have combined in ways that make comprehensive regional planning

difficult to achieve. Advocates of new regionalism hope that new forms of civic engagement, public-private partnerships, regional information systems, and metropolitan governance can foster more equitable and sustainable forms of development. But the challenge is complicated. Urban and regional systems of production, distribution and consumption are increasingly caught up in global networks. What do globalization and the emergence of the network society mean for the fate of regional comprehensive planning? To address this question, this paper examines two organizations: (1) the San Diego Association of Governments (SANDAG), and (2) the Regional Workbench Consortium (RWBC). SANDAG is the metropolitan area of San Diego's regional decision-making forum and planning agency. The RWBC is a collaborative network of university and community-based partners in the Southern California-Northern Baja California transborder region. The RWBC is creating and testing ways to strengthen the role that science, technology, art, and social empowerment can play in improving regional quality of life. My analysis of the RWBC and SANDAG will focus on three types of activity: (1) efforts to foster multidisciplinary, place-based research in a scalable context that inter-relates local, regional and global dynamics; (2) the linkage of "new regionalism" with global sustainability science, and (3) empowerment of relationships and networks driving the shift from "planning for the public" to "planning with the public" in a U.S.-Mexico crossborder setting.

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GLOBALISATION & URBAN PLANNING AT WORK IN DEVELOPED AND DEVELOPING COUNTRIES: CONSENSUS BUILDING AND SPATIAL PLANNING IN HYDERABAD, INDIA

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As globalization has improved access to financial networks, expert knowledge and provided greater mobility many cities in the developing world have taken advantage of these institutions and other networks. The effects of "borrowing" has had significant impact on spatial structure of these cities regardless of their geographical or political status within the country. City representatives realize the keen competition for global resources. This paper argues that the bullish attempt by many cities to move to a higher pecking order in the global network also results in fostering innovative planning processes and practices. My case study is the city of Hyderabad where attempts to take advantage of globalization has resulted in the restructuring of the city organisation in terms of physical infrastructure, social capital, governance through increased involvement of local government, citizens & private participation. The paper reviews ongoing planning initiatives and the processes that are shaping their development and implementation. I find that communicative rational planning process and implementation through consensus building (Innes 1995) have proven powerful here as in the advanced city regions of the global network. The leveraging of development processes has found strength increasingly from the economy of space of flows information, people and capital(Castells 2000 Sassen 2001) in the age of the Network Society. These have simultaneously created platforms of dissent / dialogue with the advent of e-governance and introduced local level involvement of government agencies, citizens groups, private agencies. The case of Hyderabad shows planning innovations in the context of a developing country should be seen as byproducts of the city's quest to become a global player. I expect that the paper will contribute to an extended analysis of the impacts of Network Society and in cities in the developing countries.

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NETWORKING FOR SOCIAL CHANGE: PLANNERS NETWORK AND THE INTERNATIONAL NETWORK FOR URBAN RESEARCH AND ACTION

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Networks can be an important means of linking researchers and activists interested in promoting social change in cities. Planners Network (PN) and the International Network for Urban Research and Action (INURA) are two organizations with similar social change agendas. PN is a primarily North American organization that has existed for more than 20 years. INURA is a primarily European organization that has existed for roughly 12 years. Both organizations link academic researchers and community activists in an effort to foster social, economic, and environmental justice. This roundtable will bring members of these two networks together to reflect on the prospects for radical social change given the experiences of their respective organizations and the current climate of neo-liberalism. Participants will explore differences and commonalities in their organizations and in the local contexts in which they work, as well as the potential for future collaboration.

CITY NETWORKS OR NETWORK CITIES? CHALLENGES FOR RESEARCHERS AND PLANNERS TO UNDERSTAND AND MANAGE URBAN AFFAIRS

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Our work is concerned specially with the big cities more recent transformations in the Western world, particularly in Brazil, which are not only restricted to inner-urban changes like sub-and re-urbanization, revitalization and gentrification, construction of closed neighborhoods with their own surveillance systems and increase of urban poverty (slums), and other phenomenas. But these processes are extended even to a deep modification of existing inter-urban relationships like deconcentration (and selective re-concentration) of production facilities, services - especially those related to new information and communication technologies -, workplaces and populations (counter-urbanization) over longer distances. This might be seen as the substitution of traditional urban system and hierarchy by a new non-hierarchical network of cities. On the contrary, this is our hypothesis, those changes indicate a profound transformation of cities, and not only their role in the system of cities. We are watching, nowadays, to the "implosion - explosion" of former industrial and business cities which represents more than a mere "urban sprawl" as investigated basically in the States. We think that these new forms of concentration-dispersion are the first indications of a new territorial organization which will not be based (predominately) on cities in their traditional way - but on a more complex articulation as it could be imagined in "network cities" as a foundation of an universal "urban society". This do not mean that "cities" will disappear; but they - like the local sphere - will not play anymore a protagonistic role - how certain planners believe today. It is impossible to solve these questions entirely in our proposed paper. Therefore we will observe one of the phenomenas mentioned above, which is rather nuclear for the whole problem: the process of counter-urbanization which is occurring too in the state of Rio de Janeiro with respect to its capital, the city of Rio de Janeiro. The term counter-urbanization will be discussed with respect of the relevant bibliography, searching, additionally, in Lefebvre's concepts of (industrial) city, urbanization and space its relations to a possible "urban society", for one hand. On the other, at the basis of statistical datas from the nineties and the census of 2000, we will able to show empirically to which measure this process can be understood as a concrete sign of a new "network society". Finally, we will discuss briefly the planning difficulties to deal with an urban phenomena which surpasses the borders of at least three municipalities and affects different communities.

UNIVERSITY-INDUSTRY INTERACTION IN LESS-FAVOURLED REGIONS: BUILDING UP TRUST AND MUTUAL LEARNING PROCESSES

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It is unanimously recognised that the promotion of linkages between universities and productive systems plays an important role in fostering regional development strategies. The paper argues that when trying to design a model for successful implementation of university-industry cooperation, there is the need to consider the territorial and institutional contexts. The intensity of the cultural divide between academia and industry depends to a large extent of territorial and institutional specificities. In LFRs, within a global trend to increase the formal character of university-industry relations, the design and implementation of policies aimed to create or reinforce cooperation should have in mind the relative weakness of the institutional fabric, the unfavourable policy context as well as the characteristics of the productive system often with low-tech content and based on traditional sectors. The challenge, in LFRs, is related to the paradox resulting from the perception that universities, on the one hand, are the main locus of knowledge creation and, on the other hand, are regarded (solely) as a means to improve local economic material indicators (e.g. local consumption) and to revert demographic decline. The paper argues that, in LFRs, a planning approach to a successful promotion of university-industry interaction should be mainly aimed i) to raise social awareness in relation to the need for the design of shared development trajectories, ii) to ensure that those development trajectories value the access and use of science and knowledge and iii) to bring knowledge to qualify and legitimate development options. The case of the Portuguese region of Aveiro will be used in order to illustrate how this planning approach can be fostered.

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THE MULTI-SCALAR COMPLEXITY OF INFRASTRUCTURE PLANNING: EVIDENCE FROM THE DUTCH-GERMAN EUROCORRIDOR

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In this paper we address the issue of the increasing complexity of multi-scalar spatial planning in relation to the changing role of the national government in this. In many regions, processes of internationalisation and European integration complicate the ability to guide spatial development in a balanced and equitable way. This is particularly difficult in the so-called eurocorridors, zones of high spatial dynamics that emerge in the economic core area of North Western Europe. The interests of infrastructure development, urbanisation and quality of life in these regions become more intertwined and less tied to one specific administrative area and level of governance. We hypothesise that the traditional leading role of national governments in large-scale spatial planning in such corridors (as in other types of regions) should gradually transform to multi-scalar and multi-actor governance in order to adjust planning to the demands set by the new reality. The paper is a case study that evaluates the planning of cross-border rail infrastructure in the eurocorridor that connects the two large metropolitan regions Randstad (the Netherlands) and Rhine Ruhr (Germany). Focusing on the 'Betuwe Railway', it examines how and to what extent the approach and behaviour of the Dutch national government has changed in conformity with the above hypothesis. Understanding the current situation is an important precondition for developing a new planning approach and new, multi-actor institutional arrangements to adjust infrastructure planning to the rapid transnational dynamics of the eurocorridor. It appears that infrastructure planning remains firmly stuck on the national scale, while there is a need,

especially in eurocorridors, to switch scales in decision-making. Obstacles to shape effective multi-level governance in these corridors, strongly related to the current process of infrastructure planning, still have to be overcome. The paper concludes therefore with some suggestions for improvement of the current planning process.

THE EFFECTIVENESS OF SPATIAL PLANNING AND THE SOCIETAL FIELD OF ACTION IN A FRAGMENTED SOCIETY

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One way to define the problem of effectiveness of spatial planning is to consider spatial planning as a large-scale practical project and to analyse it by means of the categories that explain why this type of project has the tendency to fail and how this tendency can be countered. The theory of Saey (spatial planning is a field in which a social struggle for collective interests is regulated) and the theory of Healey on collaborative spatial and environmental planning, when analysed in terms of these categories, indicate the same way to counter the tendency to fail. The purpose or aspiration of the practical project of spatial planning should be enhancing the democratic quality of society. Healey firms up how this could be realized by strategic consensus-building within stakeholder communities without boundaries. However, the effectiveness of this method depends on the social field of action that Healey's institutionalist approach implies. Insofar as this approach structures the space of action as a field of stakeholders, collaborative planning employs a formal theory of praxis. A theory of governance is then substituted for a theory of society. As a consequence, it is to be expected that collaborative planning will strengthen, or at least leave unaffected, the social structures and power relations that generated the very problems that it is intended to solve. Insofar as this approach structures the space of action as a complex of more or less interpenetrating spheres that are loci of social struggle for collective interests, collaborative planning could correspond to the theory of Saey who employs a structural theory of praxis. However, this conclusion itself depends on the tenability of the view of the social field of action as a field of struggle, in spite of the recent restructuring of the mode of production and the associated decline of the power of traditional interest groups, which at first sight seem to necessitate a fundamental reshuffling of the field of action.

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MONGREL CITIES OF THE 21ST CENTURY: HOW CAN WE LIVE WITH DIFFERENCE?

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Most societies in the 'west' are now demographically multicultural. More will become so, as an inescapable part of economic globalization. This presents a new challenge for cities (for citizens, urban governance, and the city building professions) in learning to live with difference, particularly in those (European) societies not used to thinking of themselves as countries of immigration. This paper asks how can we manage this great urban social transformation in ways that are transformative rather than repressive? My approach is two-fold. We need, theoretically, to elaborate the components of a revived 21st century multicultural project. And we need to learn from a variety of examples of successful accommodation of difference.

The paper outlines such a multicultural perspective, as a political and philosophical basis for thinking about how to deal with difference. I then turn to 4 case studies of integrating immigrants, beginning with efforts in Frankfurt and Rotterdam to actively construct new ways of living together by dealing with the emotional (fear and anxiety) and symbolic (identity/belonging) as well as material issues involved. I contrast these tentative efforts with two more enduring stories. One concerns a Neighborhood House in the City of Vancouver, and demonstrates the importance of the daily negotiation of difference in the micro-publics of the city. The other is from the City of Oak Park, in the Chicago metro-region. Here I ask what European cities might learn from Oak Park's three decade long struggle to prevent 'white flight' and become a 'diversity pioneer'. I conclude with seven policy directions gleaned from reflecting on these 4 stories.

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THE COFFEE NETWORK. ON THE RELATIONSHIP BETWEEN GLOBAL ECONOMIC AND SPATIAL STRUCTURES.

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Starting from the idea that globalisation constitutes an economic rescaling process which is built on historically existing spatially differentiated structures, the capacity of so called new global networks to change the latter is often overestimated. The paper links two types of analysis, dealing with coffee production, trade and consumption (Global Commodity Chain Analysis), showing how economic and political networks of a global good influence spatial structures. Along the coffee chain, a first empirical research on rural-urban patterns in a coffee producing area is being brought forward. Based on original field research data, the interaction between local coffee production and trade and the changing spatial relations between rural and urban areas is being studied. A second analysis tries to examine the spatial consequences of the actual and historical driving economic and political forces of the global coffee market. By linking the results of both analysis, and thus local, regional and global spatial structures, more traditional global economic networks appear to have a very strong spatially structuring capacity. Therefore, the spatial impact of so called new global networking processes vis à vis existing global production-consumption structures seems too often overestimated. This paper has relevance for planners, while spatial structures are read and linked with social and economic structures, relations between different scales are shown and specific research tools are presented. Data for this research stem from proper field research in South-Manabi (Ecuador) and secondary sources.

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LOST WORLDS: THE DECLINE OF 'URBAN' AND 'RURAL AREAS' AS PLANNING CONCEPTS

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In many ways, spatial planning in most European countries is still heavily based on a differentiation between urban and rural areas. A basic assumption is that these two types of territory (urban and rural) are separate and distinct in terms of dominant functions, cultural characteristics and morphology. This assumption has led to different institutional arrangements and policy regimes to deal with urban and rural areas. In the past (now some decades ago), authors such as Gottman (in his work on megalopolis) or Friedmann and Miller (in their work on the 'urban field') proclaimed the downfall of the urban-rural divide. However, this has not been the case. The acceptance of a new geography of urban-rural areas has been hindered by institutional factors, ranging from the rigidity of conceptual policy doctrines to administrative arrangements and regulatory frameworks. In practice, planners have been keen to maintain the urban-rural divide in policy for various reasons, like for example the containment of urbanisation. In the research community, there is an increasing awareness the classic distinction between urban and rural areas is inadequate for policy-making. In the policy field, especially at the European level, the new geography of urban-rural areas has begun to emerge (in the European Spatial Development Perspective for example). This paper questions whether a distinction between built-up areas and open spaces is still relevant for planning research, policy and practice. The paper synthesises, compares and assesses existing literature (including both theoretical/academic and policy/programming documents) on territorial typologies concerning urban and rural areas. New approaches that are moving away from the classic distinction between urban and rural areas are presented. The background of this paper is ongoing research funded by the European Spatial Planning Observation Network (ESPON) 2006 Programme, which aims to identify innovation in research and policy, especially at the European level.

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'BACK TO THE FUTURE': A NEW PRIVATISM IN URBAN AND SUB REGIONAL POLICY?

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Urban policy guidance and theory in recent years gives primacy to local 'place' conditions-avoiding or ignoring the historically more traditional focus on structural and state theoretical issues. This is particularly so in sub regional articulations such as the 'new regionalism', but also in newer more topical manifestations such as the 'new localism' in service delivery. Central to this 'place-based' articulation is the concept of social networks of actors mediating, negotiating and managing change at both urban and sub regional scales.

This paper attempts to examine these trends in urban and planning education and research. Specifically, it questions whether urban/ sub regional policy as currently configured in Western Europe (within the context of the trend across European Governments to foster a 'new localism' under a 'multi level governance' paradigm) is exhibiting the characteristics of a 'new privatism'? This concept entails the same sidelining and 'creeping enfeeblement' of local government and the local authorities for such mainstream services as health, education and neighbourhood policy, as was documented in the 1980's. It manifests itself in the accelerated hollowing out of the local state apparatus under the guise of 'community-involvement' and the 'community led' area based programmes and management that are the current fashion within both practice and research. I focus empirically on the definition of the urban policy agenda in Bristol, England and Brugge, Vlaanderen. In doing so, I propose to add an additional and critical perspective upon the network approach to urban planning and policy. The methodology I am adopting includes semi structured interviews, usage of secondary sources and original analysis and interpretation of the data.

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PLANNING AS PERSUASIVE STORYTELLING IN THE CONTEXT OF "THE NETWORK SOCIETY"

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In an earlier book (Throgmorton 1996), I argued that planning can usefully be construed as persuasive and constitutive storytelling about how particular nodes or links in a global-scale web of relationships should or will change (pp. 250-257). That claim has been subjected to two broad lines of critique. One argues that to think of planning as story telling is to open the floodgates to fabrications; truth, not stories, is what matters. The other essentially argues that power has a rationality that rationality does not know; power, not stories, is what matters (Flyvbjerg, 1998). Furthermore, my claim was not well connected to the work of urban theorists (e.g., Castells, 1996; Sassen, 1998; Dear, 2000; Harvey, 2000; Soja, 2000; Smith, 2001). In general, these theorists argue that several important trends or processes (e.g., economic globalization, transnational migrations, complex environmental flows and cycles, and exurbanization of development in the regions of "the North") have been producing the "global," "postmodern," or "transnational" city, and that these trends/processes have been transgressing, undermining, and reshaping the conventional technical, political, and epistemological boundaries that have shaped planners' work. This paper will revise my earlier argument in light of these two broad lines of critique and the work of these urban theorists. It will argue that, to be persuasive to a wide range of readers, planners' stories about the future will have to make space for diverse locally-grounded common urban narratives (Finnegan, 1998), juxtapose those narratives against one another, and enable the actual geohistorical readers of transnational places to engage in fruitful dialogue with their fellow strangers (Eckstein and Throgmorton, 2003). This argument recognizes that powerful actors strive to eliminate or marginalize competing stories, and hence that some planners are likely to devise plans (stories about the future) that are designed to persuade only the audiences that most matter to them.

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**DISCOVERING THE ECONOMIC PULSE THAT UNDERLIES
POLITICAL BEHAVIOR - AND ITS IMPLICATIONS FOR URBAN
PLANNING**

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In recent years scholars in various disciplines have resurrected the relatively neglected idea that undiscovered rhythmic cycles in nature may govern life on earth in many ways. Most of this research has occurred in the natural sciences, in topics ranging from sunspot cycles to the effect of seasonal sunlight on human mental health. In the past decade, this idea has begun to be explored within the disciplines of economic, social, and political behavior. Examples include works in political science by Arthur Schlesinger Jr., Robert Reich, and Douglas Hibbs, who individually have traced patterns in US history in which periods of liberalism and public concern alternate with periods of conservatism and private purpose. In social science, William Strauss and Neil Howe have identified a succession of four cohort generational archetypes whose world view has dominated American life in a repetitive cycle over several hundred years. And in economic science, Brian Berry has used new mathematical techniques derived from chaos theory to reveal a long term cyclical relationship between economic growth and market prices. In 1998, a pioneering synthesis of these ideas was published by Berry and several colleagues. It outlines a theory in which a combined economic/social/political pattern repeats itself over a 55 year time cycle. This "long wave" cycle can be measured in terms of rates of change in market prices, and graphed to show an "S" curve that moves from inflation to deflation in a repetitive sequence. This graph not only explains a number of current phenomena, such as continuing low interest rates during the dot.com boom, that are puzzling to mainstream economic theorists. It also puts forth a challenging forecast for the near term future across all aspects of the economic, social, and political spectrum. This paper presents a condensed version of this long wave theory, and derives from it a number of implications for the education of planners over both the next decade and the longer term future. Particular attention is given to the relationship between physical and virtual communities, and to the way that planners should approach the problem of managing physical change in the light of global environmental constraints.

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**CONSEQUENCES OF CONTEMPORARY SYSTEMS THINKING
(DYNAMIC NETWORK THINKING) ON SPATIAL PLANNING**

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Nowadays new theoretical developments in biology, scientifics of the brain, chaos theory etc. on the one hand and new developments in (collaborative) planning practice on the other hand urge an examination of the possibility of applying contemporary systems thinking or dynamic network thinking to planning. The paper assumes that social and spatial systems can be regarded as living self-reproducing systems. It tries to transform concepts for living systems (autopoiesis, complexity etc.) to concepts for planning theory. Besides general principles of dynamic network thinking three principles formulated by Capra are a starting point: the pattern of organisation of living systems is autopoietic or self-reproducing, the structure of living systems is dissipative, processes in living systems are mental processes. As autopoietic systems can only change by self-steering because of internal impulses, the planners' toolkit of planning instruments broadens fundamentally. Besides contemporary spatial plans, all kinds of initiatives become planning instruments.

Because the paper is only the start of a (doctoral) research programme, it is a first step in putting together some ideas on the topic. The paper will be prepared by first trying to divide planning instruments in a number of abstract categories according to their effect on social and spatial systems. After that some literature on dynamic network thinking applied to living but also social systems will be explored and confronted with the hypothetical categories of planning instruments. Examples of Belgian regional planning processes in which the author participated, will illustrate the theoretical basis.

In the end this work should increase the insight in the effectiveness of planning instruments and contribute to planning theory based on contemporary systems thinking. This model could be confronted with other theoretical models such as marxist, process, or ecological planning theory.

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FROM DUALITY TO DIVERSITY IN CONCEPTUALISING URBAN AND OPEN SPACE: OPPORTUNITIES IN FLANDERS

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The consumption of open space has been extremely severe in Flanders (Belgium) since the spread of automobile use, strengthened even by the developments that gave rise to our 'network society'.

Unlike in other EU countries, the authorities only recently indicated this trend towards fragmented, seemingly incoherent occupation of land, as problematic. With the approval of the Flemish Spatial Structure Plan in 1997, a twofold policy was introduced; a concentration policy in contoured urban areas, complemented by a restrictive development policy in the remainder - the 'outside area' - in order to create a duality in the Flemish built environment: 'Flanders open and urban'. The article will hold this 'open versus urban' concept and the way it is implemented, against the demands of contemporary society. Rather than starting from the changing nature of the urban, it will take the changing meaning of "land" or open space as point of departure.

I will argue that the Flemish policy, focussing on drawing red (urban), green (ecological) and yellow (agricultural) contours, ignores the potential of the in-between 'grey zones' to respond to demands for diversity in locations for urban functions, as well as diversified functions for green and open space. I will link this lack of attention to the 'grey zones' not only to the rigidity in which the spatial concepts are translated into practice, but also to the lack of experience with policy processes that deal with area-specific problems or with issues cutting through sector competencies, policy levels, public-private spheres. The article should contribute to the emerging debate in Flanders on the importance of policy networking to tackle problems of shaping the physical environment.

The article will draw on assessments of Flemish spatial, environmental and emerging integrated policies, on literature on the nature of open space from the viewpoint of sociology and geography; on literature on integrated and collaborative policy-making.

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COMMUNICATIVE PLANNING THEORY AND THE NETWORK SOCIETY: A PRAGMATIC MARRIAGE?

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Even as globalization and lack of spatial rootedness -- the traits of a network society -- increase the scope of ideas such as consensus-building and negotiation, the debate in planning theory has been polarized between those who see communicative planning theory as a new paradigm (Innes 1995) and those who critique it for lacking politico-economic acumen (Lauria and Whelan 1995). In this paper we will argue that the polarization arises because communicative rationality is seen as a derivative of Habermasian philosophy without recognizing the influence of Marxist philosophy and American pragmatism's influences on Habermas.

The Marxist influence is captured through the Frankfurt school's *Ideologiekritik*. *Ideologiekritik* sees the criticism of the dominant ideology of a society as a cognitive enterprise that can emancipate us from self-imposed delusions. It is thus not only "moralizing criticism" (Geuss 1981, 26), i.e., it is not only concerned about ideology

as being immoral or unpleasant, but about it being ideology being wrong and delusionary. Similarly the emphasis on practice in Habermas' philosophy cannot be seen without also appreciating the influence of the Pragmatists, and particularly Charles Peirce (Arens 1994), on some of Habermas' ideas. For the pragmatists, practice is about epistemology and it is thus central to the legitimization of experience and not simply an arena of application. Our contribution in this paper is to secure the role of critical theory and communicative rationality in a network society by linking it to a broader stream of ideas in epistemology.

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CONTEMPORARY STRATEGIC PLANNING IN GERMANY - INNOVATIVE NETWORK STRATEGIES AT THE REGIONAL LEVEL

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Taking as its point of departure the current state of debate on strategic spatial planning in a fragmented society, this paper sets out to address the meaning of the appearance of new forms of regional strategic planning in Europe. It cites the example of Germany, which shows recently some remarkable approaches to strike new paths in this field. In the 1990's, many German regions have developed innovative strategies to design their future. The result is a dynamic conglomerate of experimental approaches in this field, such as regional management initiatives, regional development concepts, regional development agencies, regional innovation networks, regional Agendas 21, and regional park systems. In this context a revival of network based strategic spatial planning is beyond doubt.

What makes the recent concepts a new type of strategic plans is on the one hand the close linkage between vision and implementation. On the other hand it is the general attempt to enhance the regional capacity to act and to build up a 'learning region'. In this sense such concepts are just a step in a broad social process. New planning techniques shall provide tools for the regions to limit threats, to take advantage of opportunities, to adjust themselves to the changing socio-economic dynamics, and to respond to issues proactively, rather than reactively. But the principal function to provide orientation for the regional actors, and to empower and motivate key stakeholders, requires a continuous plan-making process. The result is more than just a formal output but a decision framework.

This general understanding points out, that regional strategic planning approaches are not per se new. In fact, there are many different types of strategic planning. The paper provides a systematic survey of the recent regional strategic planning approaches in Germany and analyses its relevance for the future of regional planning.

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REGIONAL PLANNING IN THE NETWORK SOCIETY: SPATIAL RELATIONAL PLANNING STRATEGIES AT THE SUB-STATE LEVEL

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Until recently, information and communications technologies (ICT)-facilitated and knowledge-economy development was considered largely a phenomenon of urban hubs. But what of the development of more distant or less integrated locations? The challenge for regional planners today is translating the lessons learned from major ICT clusters into benefits that apply to isolated or distressed communities.

The central theme is on the role potential of sub-state regions in planning area development in the global knowledge economy and network society. In the U.S., the states are critical development entities. Except for metropolitan areas, the regions of the states have tended to play more ambiguous roles in development. To what extent can regional planners harness the development potential of the k-economy to create wealth and improve the quality of life in sub-state regions?

The approach taken is to apply an analysis and planning framework of production, consumption and amenity factors to Michigan's planning regions.

Key data sources are: survey findings from telephone interviews of 1,000+ households statewide and regionally; results from a survey of regional planners of Michigan's planning regions; perceptions of economic development Web sites at the regional and county scales; and spatial analysis of the principal functions of the e-business spectrum. Relevance of the paper is to inform regional planning practice for the 9 million people of Michigan who will be working and living in the network society and the global k-economy.

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COMPARING THE POLITICS OF SPATIAL SEGMENTATION

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With the emergence of the network society, space becomes reorganized. The public space of the enlightenment project - a generally accessible, safe space - that emerged in the context of the nation state, is increasingly replaced by collective but exclusive spaces that are connected. The recent acknowledgement and description of this process of spatial segmentation has been accompanied by an awareness of the possible emergence of new forms of spatial inequality.

Spatial segmentation results from global developments. However, the paper emphasises that the specific spaces that emerge with these developments are as much determined by the national and local context. And this context will also influence the degree to which global developments will lead to problems of inequality, or be perceived as such. Therefore, a sound analysis of the politics of spatial segmentation addresses the interaction of global and local characteristics.

To this point, the paper proposes a research design, involving an analysis of spatial segmentation in the Bangkok, Amsterdam and Los Angeles regions. The audience will be invited to comment on the research design.

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THE NETWORK SOCIETY AND THE URBANIZATION PROCESSES IN POLAND

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The urbanization process is the the process that levels the differences between city inhabitants and villagers in the following areas: a) demographic b) economic c) spatial d) technological e) social. Hence, one may say that urbanization process leads to creating a new type of society, the so-called "network society". The urbanization process has its origins in the world demographic explosion, which in turn, influences the dynamic growth of city population. The comparison of the development of world population and world municipal population in the years 1800-2000 proves the validity of this thesis. Both curves are parallel to each other. The world statistics confirms that the urbanization

process is undergoing acceleration on a global scale. Only in years 1980-2000 the percentage of municipal population increased from 41% to 51%. This process, however, is going with different intensity in different countries. It was estimated that the demographic urbanization in Europe in 1980-2000 would maintain its unchanged average level of 70% which obviously occurred. Taking Europe as a reference point, it should be stated that the urbanization processes are going much differently in western, middle and eastern part of the continent.

In the article the problem of urbanization development in Poland will be discussed. As a result the threats and opportunities of building the network society will be possible to find out. The percentage of municipal population in Poland was 70% in 2000, as it did not vary much from the European average. One should, however, remember that this is the result of the rapid industrialization policy after 1945. It is worth mentioning that in 1938 only 30% of the total population lived in cities. Hence, a huge progress was made. Nevertheless, a question arises: what prospects does the urbanization have in Poland? The article that will be presented in July on the AESOP/ACSP congress will contain an attempt to answer this question. On the whole, the detailed considerations will deal with: a) evaluation of the economic basis of big cities b) evaluation of urbanization of average and small towns c) evaluation of the rural urbanization.



Track 2

The political organization of spatial planning

PLUG INTO MEGA SPACE - MULTI LEVEL STRATEGIES IN EUROPEAN CITY REGIONS

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Space matters, this is not an entirely brand new statement, even if found in the fairly new European Spatial Development Perspective, published by the European Union in 1999. The notion makes us aware about the interrelatedness of social and economic development processes with spatial structures, facilitating or preventing changes (ambivalence of structures, e.g. Giddens). The changes are induced by (some might say 'required'), e.g. economic globalisation or European integration. The increasingly important spatial arena is the city region which becomes the field of more and more development strategies and experiments. Looking at European city region such as Hamburg, Munich or Copenhagen above still abstract discussions and hypothesis take on a very concrete form: From a global spatial/strategic scale down to the very local spatial scale a number of strategies overlap and try to achieve one result in particular, the creation of economic advantages, of competitive positions, of creativity and innovation. Overall, the design of a response capacity is at stake, allowing facing the multitude of challenges, posed by the complex framework conditions for spatial development. After a short theoretical overview, the paper will present a number of strategies in European city regions - starting with the case of Hamburg, continuing with Munich (other cases will be completed until July). It will follow a case study design, highlighting aspects such as actor structures, rhetoric, conflicts - and, where applicable, results. Finally, an outlook on the pending changes in the professional field of planning is also provided, including a critical reflection.

FROM DISCOURSE TO REALITY: THE CASE OF THE ROM-PROJECT IN GHENT/BELGIUM

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In the 1990s a strategic approach to the organization of space at different levels of scale -local, regional, national and supranational- had become more prevalent. Increasingly, the way to solve complex spatial problems is assumed to depend on the ability to combine a strategic vision with short term up to long-term actions and gaining the necessary support from the major stakeholders. The ROM-project Ghent Canal area is such a project. A mixture of port activities, industrial activities, housing and agricultural activities, characterizes the area. The project has been set up to develop an integrated strategic plan in order to tackle problems that can only be solved by joint actions of different stakeholders at different scale levels. For these actions, credible commitments to action engagement and commitment packages are needed where planners, citizens, the private sector and different levels of governance enter into moral, administrative and financial agreements to fulfill these actions. Stakeholders have to experience that their interests, their views and needs are being fully considered in the planning process. The ROM project gives consideration on how to guarantee that the interests, views and needs of major stakeholders could have an impact on plans and even more on decisions and actions. The case reflects on how these guarantees could be designed or shaped within the preconditions of existing political structures, notably Western representative democracy.

We first explain the context and forces behind the revival of interest in this level of planning and argue what kind of planning is needed to tackle the complex problems and to provoke action. We then focus on the implementation of the chosen strategy and the instruments developed within the case to implement the strategy. We conclude by summarizing the innovative elements behind the case, drawing more general conclusions.

Within Europe the Rom-project has been recognized through awards from the European Commission and the European Council of Town Planners.

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URBAN INFORMALITY AS A "NEW" WAY OF LIFE

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The ideas of the Chicago school of urban sociology, and later the Los Angeles school of urban geography, have dominated much of the debates on cities, urbanization, and urbanism, including in the Third World. However, the closing decades of the 20th century have shown that the urban future cannot really be investigated by looking at Chicago or Los Angeles; rather one may get a clearer picture by observing the emerging patterns of cities like Rio, Cairo, or Bombay. In these cities, "urbanism as a way of life" has been substituted with urban informality as a new mode of life, and here, "blasé" urbanites are no longer as relevant as urban "informals."

This paper will trace the rise of the term "urban informal sector" and situate it within the proper historical context of urban scholarship. It is accordingly less a historiographic or etymological exercise than it is a search for how theoretical concepts acquire roots in certain regions and how their roots often influence their evolution and impact. To this end, it analyzes both the history and geopolitics of informality debates. For example, it shows how while modernization theorists argued that the informal sector would simply disappear through economic development, critics of modernization such as dependency theorists underscored the stubborn persistence of petty commodity production and other forms of informality. It traces the Kenya debates of the late 1960s that brought to light the role of informal work within dualistic capitalist economies. And it outlines the Latin American debates of the 1970s, which studied informal settlements as key nodes in systems of political populism.

The paper concludes by presenting a typology of urban informality that expands this theoretical domain, primarily of Latin American origin, by drawing upon grounded research from the Middle East and South Asia. In doing so, it highlights the differences between the Middle East, South Asia, and Latin America in terms of the relationship between squatters and the state, specifically invoking the concept of political culture and its uses by the urban poor to engage in political action.

STRATEGIC PLANNING IN GERMAN CITY STATES: A REVIVAL OF COMPREHENSIVE PLANNING IN THE NETWORK SOCIETY?

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The paper explores recent efforts of the three German city states (Berlin, Hamburg, Bremen) to complement their traditional local plans by strategic documents ("BerlinStudie", "Leitbild Metropole Hamburg - wachsende Stadt", "Strategien zur Verbesserung der Arbeitsplatz- und Einwohnerentwicklung im Land Bremen"). The states imbedded into the same planning framework at the national level but having to cope with completely different socio-economic and political conditions tend to follow similar ideas to reform planning at city state level. Their new strategies focus on keeping up or improving the attractiveness of the city state in an environment of reduced birth rates and suburbanization. Growth politics is legitimized by a rhetoric of sustainability.

The paper investigates the paradoxical phenomenon that the exclusion of planners and their routines is understood as prerequisite for a revival of one of the most powerful planners' visions - comprehensive planning in a strategic and integrative sense. It discusses the consequences of a selective reinterpretation of that notion in an environment of economic and administrative restructuring.

The city states have initiated processes that try to integrate a multidimensional concept of sustainability, mobilize all kinds of actors within the administration and extend the understanding of strategic planning beyond the land use planning approach by blending it with financial planning, strategies to anticipate fiscal crises, the identification of priorities within the set of measures and policies, the attempt to influence demographic factors by local politics and even empowerment. Some observers therefore welcome the strategic efforts as a revival of comprehensive planning.

On the other hand, the type of networking necessary to overcome what is conceived by many politicians as an old-fashioned, inflexible, reactive and economically disfavoured local plan set up mainly by the planning department is accompanied by new exclusionary and elitistic mechanisms. The promoters of the new strategies - the actors that define their framework and coordinate and mediate the interests influencing its development - are not mainly planners. One could even say that planners are held accountable for the "problems" associated with the local plans and therefore effectively subordinated to other important bodies and strategies developed by management consultants.

SPATIAL PLANNING AND LEGITIMATING PROCESSES IN REGIONAL NETWORK ORGANISATIONS

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In the new regional policy in Norway the 19 counties have been given the role as important regional planning and development actors. This is not a new role for the counties, but the role is now enforced at the same time as the national regional development policy moves from government to governance. This change of policy implies that the regional spatial planning done by the counties must be a collaborative process between international, national, regional and local levels, and between public, private and voluntary sector. But in a regional policy process based on governance, the counties as network organisations will not be the only spatial planning actor. They have to compete and cooperate with other network builders like part county agencies and part county agencies which are growing up beside the counties, in order to get become a political legitimate institution. The transformation from government to governance of the regional policy has been going on for some time, and as far as we have scientific knowledge about how the counties fulfil their role, they do the best they can within their room for action and within the actual power structure. In this paper I will discuss the county planning process in the perspective of a political will forming and institution building process, and I will put the focus on the interaction between the national state and local authorities in the process. As far as I can see from a political legitimating process perspective, this process lacks the juridical discourses. Thus the process fails to fulfill the legitimating bottom up process, and do not give the plans the necessarily top down legitimacy and acceptance. As long as this weakness exists in the spatial planning, the counties will suffer and lack the power they need to stand up as powerful regional development actors in the network society.

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STRATEGIC ALLIANCES OF CITIES: A RESPONSE TO THE NETWORK SOCIETY EFFECTS ON URBAN SYSTEMS. THE CASE OF GREECE.

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Our basic hypothesis is that the intensifying of the spatial networking (between cities at different spatial levels as well as between cities and the rural space) renders inadequate the current forms of spatial governance and more specifically the current form of spatial planning.

Could the formation of "alliances of cities", going with suitable territorial planning, constitute appropriate answers (among others, of course) to these inadequacies?

These issues will be approached through the analysis of the transformation of the Greek urban system and the weaknesses of spatial governance and spatial planning, which has been presented in Greece, as well as the potentialities to confront them by supporting suitable "alliances of cities" and "networking" territorial planning. They will be considered within the framework of the ESDP (1999), calling for a better balance and polycentric development of the European territory.

Specific questions that will be examined are:

- Which are the contributions of the "networking" on the content of the spatial planning in each territorial level (metropolises, small and medium sized cities, urban - rural relations)?
- Considering that the "strategic alliances of cities" constitutes a more powerful form of collaboration (compared to the occasional one) for the development of a cities network and his region (corresponding to given jurisdictional boundaries), which could be the main objectives of the relevant territorial planning? Which are the main sectors that should be confronted in common by the collaborating local/ regional bodies? Which are the forms of intervention required? Which are the more appropriate forms of participation of the citizens and the local bodies in the planning process?
- Which are the necessary adaptations of the Greek polycentric development policy to implement objectives and instruments of the European wide spatial planning and vice versa? Key data sources:
- The conclusions of three major research programs on the Greek Urban System
- The Study Program on European Spatial Planning (2001) and the first conclusions of the ESPON projects on European polycentric development (2002 -).

References:

- *The work of Manuel Castells on the spatial dimensions of the information society and the work of François Ascher on "Metapolis"*

**AN INSTITUTIONAL APPROACH TO FLAGSHIP PROJECTS
WITHIN THE LOS ANGELES REGION AND THE RUHRGEBIET**

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This paper proposes an alternative approach to interpret the meaning of urban places, by means of a comparative institutional analysis of policy-making processes. Our analytical framework aims to build an understanding of the contemporary evolution of spatial and political aspects of development within urban regions. We explore the planning, production, and consumption of flagship projects - economic drivers of local economies and emblematic of a city's image projected to the world.

There is a significant body of literature on regional restructuring and urban regeneration considering either aspects of the processes involved or physical components of the implemented projects. However, there are few attempts to inquire into the spatial expression of political discourse and processes. This study contributes to this literature by interpreting, in the context of globalization, the relationship between political and spatial components of flagship projects by comparing such initiatives in Los Angeles and Ruhrgebiet. What are the similar components of these developments; do they represent common features due to the process of globalization? Do the explored projects imply model-elements to be followed by other regions? How local identity could be preserved, while complying with global needs? The study also aims at procedural recommendations to planning within urban regions, focusing on the optimization of policy-making.

The theory of places and North's theory of institutional change generate the theoretical framework of this paper, allowing us to incorporate into the interpretation of places specific historical context, particular mental models, and social interaction. The methodology employed in this paper includes archival research and open-ended interviews with participants in the creation process. We expect to obtain a high correlation between public participation and its role on urban and/or regional regeneration, and the quality of the place. We argue that successful place-making is based on an ongoing process of public debate, and on the management of multiple agencies interested in both economic success and civic sense of the place.

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**SPATIAL PLANNING, COMMITMENT AND TRUST; DEALING WITH
INTERDEPENDENCY AND UNCERTAINTY IN POLICY NETWORKS**

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State-dominated territorial policy making is partly being replaced by approaches involving a variety of stakeholders. Public authorities more and more have to recognise interdependence as a basic governing principle. Policy arrangements consisting of agreements between a diversity of stakeholders make their appearance. In The Netherlands for example, authorities and societal actors use 'regional agreements' to state their allegiance to jointly formulated ideas about the spatial development of 'their' region. In these arrangements trust plays an important role. Trust provides a way to cope with risk or uncertainty in exchange relationships. From a planning perspective this makes trust an interesting concept to explore more fully. Planning theorists have pointed out that uncertainty in planning is inevitable and that flexibility in planning should be considered the only effective remedy. In planning practice however, the need for flexibility often clashes with the demand for firmness and (legal) security. In more horizontal forms of decision making this clash is even stronger than in more traditional hierarchic planning approaches. Elaborating on trust can offer useful knowledge in dealing with this problem. For that purpose, we will conceptualise trust in relation to the characteristics of planning processes. We aim at a better understanding of the role

of trust (or distrust) in planning processes, the mechanisms for building (or breaking down) trust, the significance of trust for planning arrangements and the consequences for the performance of plans. In this paper, we will focus on trust in structures arising along with the use of regional agreements in Dutch planning. Based on interviews with the parties involved, we will analyse (a) the form and contents of regional agreements, and (b) their role and performance, both in relation to our conceptualisation of trust in spatial planning.

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INNER CITY RESEARCH: PRAGMATISM OR POLITICAL IMPOTENCE?

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This paper examines the political impact of contemporary inner-city deprivation research. It seeks to demonstrate and clarify: 1) the growing political impotence of urban strategies, plans, policies and research projects that attempt to tackle inner-city deprivation; 2) the dystopianisation of the contemporary city in general and inner-city neighbourhoods in particular and the absence of comprehensive visions for solving urban problems; 3) the transformation of inner-city misery into a 'spectacle' that serves well-defined interests of elitist groups that control urban change; and 4) the tactics of 'rescaling' urban poverty and prosperity in ways that empower the powerful segments in the urban social fabric and further disempower the already disempowered.

In order to overcome these problems, I argue that inner-city research may be in need of: 1) an anthropology of poverty that seeks to lay bare the complex, contradictory and confusing realities of inner-city poverty. This would prevent the reproduction of prejudices about poverty and the poor in academic literature and planning documents; 2) the re-introduction of political programmes that give a more prominent role to urban social utopian thinking in planning theory and practice; and 3) a new geography of poverty that stresses the interconnectedness of scales at which both poverty and prosperity are produced and reproduced. The downscaling of poverty and the upscaling of prosperity is considered to be a major flaw of contemporary poverty research.

REGIONAL PLANNING DIMENSIONS OF NATIONAL PEACE-BUILDING

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This paper explores the planning dimensions of building peace at sub-national levels. It investigates how urban and regional planning policies are employed at regional and metropolitan levels in efforts to address ethnic and cultural conflict. The five cases explored are:

Israel and West Bank. Metropolitan planning in Jerusalem and settlement planning and counter-planning in West Bank.

Northern Ireland. Regional strategic planning in Belfast amidst home rule and power sharing.

South Africa. Metropolitan government in Johannesburg and reformulation of land use planning apparatus as methods to address vast inequalities.

Bosnia-Herzegovina. Reconstruction and refugee resettlement efforts in Sarajevo and the use of planning to redraw metropolitan political boundaries in Mostar.

Spain. Urban revitalization efforts in Bilbao and Barcelona, emphasizing relationship of urban and cultural revitalization and regional autonomy.

The cases vary in spatial scale, political reform strategy, and level of conflict. The focus on subnational planning tools is important because of the subnational level is increasingly viewed as a focus for addressing issues of ethnic co-existence, interaction, and democracy as local and regional institutions play key roles in the management of economic globalization and European political restructuring (Abu-Lighod 1999; Appadurai 1996; Sassen 2000; Scott 1998).

This ongoing research is based on interviews with over 100 current and former government officials along with nongovernmental organization analysts and political and community leaders and the investigation of city, regional, and national plans and policy documents, implementing regulations, and law and enabling statutes.

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STRATEGIC TERRITORIALIZATION AND NETWORKS: THE CASES OF LOS ANGELES AND TORONTO

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Increasingly, existing jurisdictional divisions are deemed inappropriate, in terms of efficiency and democratic representation. This is often termed, on the Left and on the Right, a "crisis of democracy," which has largely been spurred by the uneven spatial distribution of the urban impacts of restructuring processes. Challenging such crisis, social movements have taken an important role in our conception of governance and planning by introducing networking practices. Based on extensive field research on local autonomy movements in Los Angeles and Toronto, I suggest that a counter-force is also gaining in strength. Indeed, in reaction to the "crisis of democracy," and to the situation of territorial flux created by restructuring processes, many social movements develop their own competing territorial strategies. These reactions to the fluidity and complexity of a networking-type of urban governance are devised with the goal of pinning down a new bounded area for planning and governance that is believed more democratic. In Los Angeles, secession movements were largely about gaining control over land-use in a more simplified, localized manner. Other examples of strategic territorialization are the rise of Common Interest Developments (including gated communities) and the development of neighborhood councils and area planning commissions. In Toronto, resistance to the amalgamation of local municipalities and to fiscal rearrangements imposed by the province of Ontario emphasized the importance of territorial local boundaries in protecting a progressive urban planning culture. Similarly, the development of a movement pushing for city-regional autonomy within the Canadian federation, while emphasizing the need for coalition between city-regions, mostly insists on reterritorializing governance in order to protect local autonomy. Hence, the paper argues that when exploring innovative network planning practices, we need to remain aware of counter-forces pushing instead for a reterritorialization of the political organization at various scales.

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NORTH AMERICAN TRANSPORTATION PLANNING & POLICY: WHERE ARE WE GOING & WHY CAN'T WE GET THERE?

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The passage of the North American Free Trade Act in 1993 has dramatically changed many aspects of the economic relationship between Canada, the United States and Mexico. The amount of trade among the three countries has increased, however, NAFTA's success has illuminated the consequences associated with the lack of a truly continental transportation system. The enhanced trade has resulted in increased highway, railroad, air, and sea traffic, demonstrating serious weaknesses in existing transportation infrastructure and policies as delays and congestion overwhelm transborder corridors. Until a more efficient continental transportation system is developed, the economic benefits associated with free trade cannot be fully realized. In addition, this situation has been complicated by the divergent policy issues associated with maintaining an open border for economic reasons while ensuring national/continental security. This paper will examine the challenges associated with planning and implementing a truly integrated continental transportation system. It will examine the corresponding economic, transportation, immigration, and security policies associated with the three countries as well as the administrative systems developed to conduct transnational planning. Thus, this paper will evaluate the prospects for successful transnational planning within North America. This paper will build on previous research (such as Bradbury, 2002; Boske, 2000; Barton-Aschman Associates & La Empresa,

1998) however, this research was completed before the events of September 11, 2001. As a result, policies have changed and new administrative frameworks, such as the U.S. Department of Homeland Security have been created. This paper proposes to update this research and comment on the feasibility of implementing the policy proposals that have been developed to date - including the feasibility of the U.S./Canada Smart Border Action Plan.

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THE REGULATION OF METROPOLITAN DEVELOPMENT IN A FRAGMENTED INSTITUTIONAL CONTEXT: AN ANALYSIS OF SPATIAL POLICY-MAKING IN THE PORTO METROPOLITAN AREA

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Based on the case study of Porto Metropolitan Area in Portugal, this paper aims at reflecting on the relationship between spatial planning and urban governance. Its goal is to contribute to a systematic identification of the issues associated to spatial planning in urbanized areas subject to a high degree of institutional fragmentation and competences overlapping, and to spatial development regulation systems of an individualized and diversified nature. The paper tries to reflect on the issues associated to coordination and cooperation processes that make the role of local governance structures a crucial one for the planning and spatial regulation of the metropolitan areas in a network society.

In the context of these reflections the Porto Metropolitan Area case seems relevant. It comprises several issues namely the ones associated:

- i) to the common practice of spatial planning where it matters to discuss the issues arriving from the critical compatibility of local plans, as well as from its relative inability of setting a global framework for the dynamics and changing patterns of activities currently at play on the metropolitan space, which usually transcend political boundaries;
- ii) to the integration of urban policy interventions of sectorial nature, where issues of conflicting relationships of land use and transport policies are salient, in the emerging model of organization and planning of the metropolitan area;
- iii) to the overlapping of decision levels, and to the multiplicity of institutions, resulting in local actions with a diversified and independent nature, and therefore leading to potential tensions and conflicts.

The development of this analysis will allow going deeper in the way of looking the relationships between urban governance and spatial planning, considering locally defined circumstances. It will allow, on the other hand, to reveal the importance of 'institutional reflexivity' processes to the regulation of urban development, contributing to develop ways of action with a new strategic orientation for the active management of the network society.

POWER, PROPERTY AND POVERTY: WHY DE SOTO'S "MYSTERY OF CAPITAL" IS NOT SO EASY TO SOLVE

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Hernando de Soto's "The Mystery of Capital" is an extraordinarily ambitious book, published at the height of a global economic and stock market boom. It advocates a worldwide effort to provide legal title to real estate currently held under a wide range of extra-legal forms of tenure. It claims that a well-organized titling program will turn "dead" extra-legal property into "liquid capital," and that this will unleash a self-sustaining economic growth process which will eventually eliminate poverty from the face of the earth.

This paper analyzes de Soto's arguments, evidence and support. It argues that real property titling is important, but only one of many elements in a broader "rule of law" which needs to be established before sustained economic growth is possible. More broadly, it argues that he exaggerates the distinctions between "capitalist" and "developing and former communist" nations, presents spuriously accurate statistics, and fails to consider the obstacles to growth that result from the current international economic order.

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MANAGING THE DIFFERENCES: CROSS-REGIONAL PLANNING IN BELGIUM AND SPAIN

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In the framework of European Union's territory, the regions constitute administrative entities with competence in managing the cross-border cooperation. This paper focuses on identifying patterns of networks in border areas and revealing their potential for cross-regional cooperation.

The analyzed networks are in Belgium and Spain, in the border areas between Flanders and Wallonia, and between the Basque Country and Castile-Leon. The comparison grounds on two similar aspects of the borders: the decentralization and the language ideology that interfere with the process of cross-border networking. The network analysis is employed to reveal the shapes and contents of the networks in sectors of activity under regional competence. The paper questions if the loose cross-border networks can have latent potential for constructing cooperation opportunities, due to their lower inclusiveness that can attract more actors across borders. This identified potential of the networks can be used to build institutional capacities for the balanced development of the border areas.

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SPATIAL PLANNING IN EUROPE: THE UNSEEN (R)EVOLUTION?

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The central argument of this paper is that we are about to witness a major reconfiguration of the political organisation of space and spatial planning in Europe over the next 5/10 years. The European Spatial Development Perspective (ESDP) which has attracted much attention in the planning community is important but represents only the tip of the iceberg of a much greater shift in the EU towards spatial planning, which is driven by environmental objectives. The pursuit of sustainable development, which was enshrined in the 1997 Amsterdam Treaty, means that all the key policy areas of the Union, agriculture, regional policy, transport, environment, have to be assessed in respect of their cumulative impacts. This in turn has brought the spatial dimension of policy much more to the fore, because it is the territorial focus that enables that integrated assessment to be made. To prove the case, the paper will review key areas of environmental policy that have a major spatial impact, such as the Directives on Water (2000), and Noise (2002), the Communications on Integrated Coastal Zone Management (2000) and Soils (2002), and the 6th Environmental Action Programme for 2001-10. The common thread running through these selected areas of policy are: European value added by imposing a common approach to impact assessment, and standards in data collection and reporting; localised responsibilities for strategic planning and implementation in partnership between national, regional, and local levels of government,

and private sector operators; and greater public participation with guaranteed access to information based on the Aarhus Convention. Because these initiatives are all very recent, their implications on political organisation of space and spatial planning have yet to be recognised fully, but they are guaranteed to be very significant and worthy of discussion in the planning community if we do not want to "stumble" upon them unprepared.

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THE POLITICS OF SPATIAL POLICY: TERRITORIAL DEVELOPMENT PROJECTS IN SOUTHERN ITALY

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The paper addresses the issue of the political managing of the the spatial arrangement of the globalisation process. Explanatory frameworks - often summarised by the umbrella concept of 'new regionalism' - have privileged so far general factors, such as the globalisation process and the crisis of centralised political systems. The paper investigates local development partnerships, somewhat halfway between the tendencies of the global economy, and the engineering of the devolution process. Actually, development partnerships are partly the outcome of an intentional policy, and partly the effect of local arrangements. Case studies have been identified in the experience of the Progetti Integrati Territoriali (Territorial development Schemes) in Southern Italy, a local innovation adopted inside the last Community Support Framework. Ideally, such schemes affect one locality with a strong emphasis on its spatial identity. They also insist on a vision of the future development shared by a local partnership. From the discussion of a few case studies, the paper suggests three main points: - several experiments of co-operation of a mixed frame of governance have been experienced during the last two decades, most of them informal. Such experiments should be regarded as an effort to establish innovative 'local governance' arrangements; - such arrangements, often maintained beyond the European Union formal aims, are a central issue in the local political agenda. As a matter of fact, both the Commission and the 'localities' perceive the informal process as a joint opportunity. - although supported by a consistent "description" of a perspective European spatial framework, these efforts did not affect the elaboration of new spatial policies; however, they are affecting the conceptualisation of new spatial "images" or concepts; - spatial arrangements are structurally dynamic and unbalanced, like the policy making in the EU itself (Scharpf 1997). Some issues are better addressed, such as innovation and local development.

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COUNT THE REGION VARIABLE: A CHALLENGE IN EXTENDING EUROPEAN SPATIAL PLANNING TO CENTRAL AND EASTERN EUROPE

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This paper presents the regional challenge to European spatial planning, as the European Union includes new member states in Central and Eastern Europe.

The challenge is described as deriving from three processes with regional impact: (a) development along economic corridors or axis; (b) continued growth of urban agglomerations (potential urban networks?); (c) the resulting reshuffling of urban hierarchies and decline of peripheral areas. The situation, along these three points, is analyzed in greater detail in one country: Romania slated for accession in 2007. It is then compared to that in Hungary, Poland and the Czech Republic. Data sources are national statistics and reports, where available in English (for Poland, Hungary and

the Czech Republic); and national statistics, reports and planning documents (for Romania). From the data, it appears that the above (a through c) are ongoing processes, likely to gain momentum in the future. They demand an answer in spatial policy. One answer, often given, is to 'buttress' declining regions, for instance by structural funds. The paper argues that in the East, EU spatial policy and national spatial policy need to first to sustain the momentum of successful urban regions; and only in relation to these regions assess programs for backward regions. This approach calls for coupling the usual national and supranational scales of infrastructure development, with a reexamination of 'regions of variable geometry' as the main units for policy development.

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OPPORTUNITIES AND PITFALLS IN INSTITUTIONAL TRANSPLANTATION

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The paper aims to provide insights into the conditions that determine when planning policy institutions transferred from a donor to a host country can be made successfully and when they cannot. This issue will be addressed with the help of 14 empirical case studies taken from all different countries where it was tried to improve the performance or the legitimacy of the institutional structures of the host country. Quite often, fashionable policy solutions from elsewhere are introduced and implemented in particular countries, without policy-makers realising or paying attention to legal or institutional compatibility. In this era of globalisation and increased intensity of international contacts, examples of institutional transplantation will become more and more numerous in the field of planning. It is therefore crucial to comprehend the advantages but also the pitfalls of the adoption of foreign transplants and to understand why transplants do or do not work. Yet, both legal and cultural complications are often grossly underestimated. This paper attempts to identify a number of key determinants that make adopting policy models from elsewhere a success. It draws on theoretical insights from 'families of nations', policy-borrowing, policy transfer and lesson drawing and applies them to the field of planning.

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PLANNING IN AND THROUGH AREA-BASED POLICY NETWORKS: THE END OR THE FUTURE OF REPRESENTATIVE DEMOCRACY? THE CASE OF GHENT, BELGIUM

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We will elaborate on the political dimension of area-based policy, since this type of policy raises a number of important questions. The central question: what are the implications of area-based policy on the political organisation? Related questions are: How, in a representative democratic system, can democratic control occur in area-based policy? How does the role of societal actors and experts in this policy relate to the role

of politicians? How is the political organisation reshaping its structures in order to manage this type of policy? First we analyse planning literature, since area-based policy is used in the field of spatial planning for quite some time. Secondly, we will focus on the politico-administrative dimension and on policy and public management literature. After all, our questions are related to but not a central theme in planning literature. Thirdly, we confront the literature with a case study. We will report on the case of the Flemish city of Ghent, on two area-based projects: the ROM(e)-project Ghent and the process of delineation of the urban region of Ghent. The first case developed bottom-up and is often cited as a best practice, the second is more top-down and illustrates some of the problems that can arise with area-based policy. This paper is relevant to practice, because of the analysis of two projects (both linked to spatial planning) which illustrates how such policy is put into practice and what strengths, weaknesses, opportunities and treats are (SWOT-analysis). This paper is relevant to scholarship, because it enriches planning literature with useful elements of policy and public management literature. The key data sources are international literature on area-based policy, networks, IGR and reports and interviews with experts.

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VISUALISING EUROPEAN SPACE: AN INVESTIGATION INTO THE DEVELOPMENT OF POLICY MAPS FOR THE EUROPEAN SPATIAL DEVELOPMENT PERSPECTIVE (ESDP).

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The increasing functional interdependency of regions and forthcoming EU enlargement underline the need for a transnational approach to spatial planning (CEC 1998). The publication of the ESDP in 1999 (CSD 1999) was a significant step towards a more coherent approach to territorial planning in Europe. The visualisation of the territory is an important part of spatial planning. The use of policy maps can help to make the European space more accessible to planners and the public alike (Williams 1996). But the ESDP falls short in this respect. There are no visualisations of spatial policy in the final version. Some have even argued that the ESDP is a rather disappointing document as it gives no "clue about ways to look at the spatial structure of the European territory" (Zonneveld 2000:275). However, earlier drafts of the document contained policy maps which were later eliminated (Faludi & Waterhout 2001). The most controversial debates on the ESDP between EU member states were with regards to the form and content of policy maps. This paper analyses the development of the ESDP with a view to different member states' attitude to the inclusion of visualisations. Based on qualitative interviews with actors involved in the ESDP process, the paper explores cultural factors that influence communication of transnational spatial policy through visualisations.

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REGIONAL STRATEGIES BETWEEN NETWORKS AND PLACES

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The "deterritorialisation" connected with the new space-time coordinates (Harvey, 1993) seems to lead to a progressive loss of the sense of place, to the advantage of an

economy of flows (primarily financial) which often is without roots, without local ties, indifferent to places and to communities. So it is emerging a conflict between the "economy" and the "culture" of places, on the one hand, and the interests - potentially, but not necessarily, deterritorialized - of an "economy" and a "culture" of networks, on the other (Castells, 1996).

From this perspective, a different image of the future that - according to a certain logic of specularity and reciprocity between places and networks - tries to combine the "networking" of places, on the one hand, and the regional and environmental "rooting" of networks and nodes, on the other, seems to be possible and more desirable.

So, according to the logic of a "complex system", the region must inevitably integrate more and more reflexive functions as well as strategic abilities simultaneously aimed both inward and outward.

This is the central theme of the paper proposed. In this perspective, it wants to sustain that a Strategic Planning System - at the regional level and not only at the urban level (Healey, 1997) -, liberated from a certain business reductionism, can thus be the instrument which, on the one hand, provides and "roots" networks (or nodes) of different types (socio-economic, institutional, infrastructural, environmental etc.), and, on the other, restores and networks the sense of places.

This perspective is now applied in the context of the Regione Friuli Venezia Giulia in the North East of Italy, a region where a traditional system of planning (based on land use control) has now to change in order to cope better with the new perturbations and particularly with those connected with the next enlargement of EU to the Countries of the Eastern Europe.

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TOURISM PLANNING IN A NETWORKED WORLD

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Economic development planners increasingly focus on tourism as a driver of growth. Moreover, more than most other industries, it is under the direct auspices of governmental or quasi-governmental planners. Frequently there are taxes designated for tourism uses. The outcome of tourism efforts has been a plethora of festive markets, renovated warehouses, reconstructed waterfronts, gambling casinos, and all the other hallmarks of the "tourist bubble."

Along with the seeming success of tourism promoters has come a wave of academic critiques decrying tourism development as exploitative, gentrifying, inauthentic, and destructive of urban uniqueness. Defenders of tourism development argue that it is one of the few inner-city expanding industries, that it nurtures diversity, and that it offers amenities to residents. This roundtable examines the critique of tourism development, considers whether it is justified, places tourism within the context of the network society, and recommends policies for an improved urban tourism.

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TERRITORIAL COHESION: OLD (FRENCH) WINE IN NEW BOTTLES?

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Since the European Community has no spatial planning competency, the European Spatial Development Perspective is informal. (Faludi, Waterhout 2002) The new concept of 'territorial cohesion' could tip the balance in favour of a Community planning role. The paper traces its French roots. As many other concepts in European integration, territorial cohesion is subject to multiple interpretations. Initial concerns were with equity, with maintaining services and life styles in less favoured regions under the onslaught of privatisation and de-regulation. (Husson 2002) Now it is also held to mean (amongst

others in the 'White Paper on European Governance') policies impinging upon one and the same territory needing to be made coherent ('joined-up thinking' in current British jargon). This is, of course, the concern, articulated amongst others in the ESDP, of planning-as-spatial-co-ordination. Is thus the debate between interventionist, French-style regional economic policy and the alternative 'integrated comprehensive approach' as defined in 'The Compendium of Spatial Planning Systems and Policies in Europe' about to be repeated? Maybe, but if so, then on a higher plane. The French have learned to factor balanced and sustainable development into the equation and the Germans are seeing sense in the French focus on 'services of general interest'. The Dutch seem intent to join both in efforts to give Community regional policies a more rational basis. They are putting the Community role in spatial development on the agenda of their presidency in 2004, co-incidentally the date set for EU enlargement. Could this be the occasion creating a planning regime suited to conditions of multi-level governance? (Hooghe, Marks 2001) This would vindicate ideas of the French pioneers. There is not necessarily anything wrong with old wine in new bottles. As connoisseurs know, some French vintages are ageing particularly well.

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EUROPEAN UNION AS A RELATIONAL POLITY: A SPACE FOR EMERGENCE OF POLITICAL NETWORKS

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In the last decade we have been facing the construction of a particular and innovative political space, that of E. U. A difficult process of institution building is thus giving life to a peculiar kind of "polity". Even if the passage from an economic community to a "non-state" and "non-nation" polity is a difficult passage - dealing with regulatory, socializing, democratic and welfare institutions dimensions- we all shall agree with those authors that underline how this political space has refined since it was just an arena of interaction of Nation states. Starting from a critical framing of the process of construction of The White Paper on Governance as a recent step inside the whole story of the construction of the EU, the paper aims to explore the possibility to define the European Union as a "relational polity" and to investigate the sense of this relational nature. Thus going back to the role of the Conseil de communes et Régions d'Europe and coming back to our days and the central role given by the White Paper of Governance to existing institutional and non-institutional networks- "a tremendous variety of European and international networks" -which nowadays link with different roles and aims all kind of institutional networks, the paper will try to verify the capability of European Union to act as a political space of emersion and dialogue of different political networks and spaces, at the same time looking at the European Union itself as a political space specially built by different kinds of political and institutional network as a space of emersion and representation.

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THE BASQUE CITY REGION: THE RETHORICAL CONSTRUCTION OF A SCALE

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In 1997, The Basque Parliament approved the first Regional Spatial Plan for the region. This document was the final step of a very long process of discussion around the territorial model that the Basque region should adopt. The document defends a polycentric view of the territory in which the three provincial capitals are nodes in a

functional system. This idea of the "polynuclear system of Basque capitals" has been further developed recently under the concept of "Basque city-region". The purpose of this paper is to analyse the political process that has brought about this new scale. In order to do this I adopt a "politics of scale" approach that has been recently well developed within the debates around the "re-scaling of the state". This academic discussions, however, have mainly taken place in geography and political economy disciplines without much influence on planning theory or practice. In this paper, I want to argue that planning discipline can be a very fruitful field for the discussion of the political construction of scales. I understand planning as an arena for struggle between different conceptions of scale in which actors, embedded in power structures, engage in scalar strategies involving the struggle to impose their visions of the space. I believe that this goes in line with recent development within planning theory and practice that argues for a more strategic and collaborative vision, in which new actors with different conceptions of space come together in the communicative field of planning. I will use this approach to analyse key policy documents around the Spatial Planning Strategy of the Basque Region. For this purpose I have analysed policy documents, parliamentary discussions, and interviews with key players.

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NEW BOUNDARIES FOR DURBAN: IMPLICATIONS FOR PLANNING

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This paper examines the new boundaries of governance in South Africa, focussing on both the boundaries and on what boundaries do not contain: old and new networks. The starting point for this examination is the absence of explicit articulation of the relationship between boundaries and networks in policy documents at both national and local level. The intention is to examine the implicit conceptualisation of, and perceptions of, these boundaries and networks by planners and to explore what the possible implications are for planning outcomes.

The recent demarcation of post-apartheid boundaries defines the new spatial landscape of governance at regional and local level in South Africa and sets new, or perhaps re-articulates, challenges for planning. The boundaries delineated by the Demarcation Board form part of the creation of a developmental local governmental system that replaced the transitional structures put in place after 1994. Some of the challenges are clearly articulated in the legislation and supporting White and Green Papers, with the focus on transformation, building of local governance capacity and accountability, sustainability, and so forth. What is not explicitly articulated in these policy documents is how South African cities have been conceptualised in terms of 'place' and a 'flow of spaces'.

This paper will examine some of the planning concerns in the city of Durban, with its 3 million inhabitants, as these relate to boundaries and networks. This will be unpacked through examination of the recent policy documents such as the eThekweni Integrated Development Plan and through interviews with the planners involved in the demarcation process and with planners in the municipal planning departments.

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DO WE NEED A NEW RURAL POLICY FOR EUROPE?

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Hypothesis

More than 80 % of European land territory is rural, and 25 % of the European Union's population lives in rural areas. The countryside is a source of many of Europe's cultural traditions. Rural areas in Europe are quite diverse. They will be more after enlargement. Maintaining and managing the diversity of Europe's cultural landscapes and settlements is a vital task not just for society as a whole. Rural areas are confronted with major challenges of economic and structural development. Agriculture is no more the dominant economic sector in rural areas but has still a major influence on their development. Two major threats to rural areas are related to agriculture: over-intensification and abandonment of farming. In both cases environmental goals are violated and the capability of rural areas to perform functions wanted by the society (e.g. recreation) is diminished. These problems can not be solved by the agricultural policy alone but needs to be addressed by the regional policy (regional development policy) as well. A new rural policy is needed taking into account new dimensions of rural life!

Approach

The paper tries to bring together the various arguments that make a reform of rural development policies desirable and useful for the stakeholders involved and considers the policy implications of EU-reforms. The article will be based on the ongoing debate on the European Common Agricultural Policy-reform in which at present two "visions" of rural development exist side by side in the so-called "second pillar"-approach.

Relevance of Work

On the European level the understanding of problems and their implications as well as approaches to cope with these challenges could be considered as a melting pot. Consciousness about harmonization of educational and planning systems will be needed in order to better compete as a true Union.

Key Data Sources

The discussion of joint European Working Groups of the ARL and the DATAR with the objective to have a closer look at territorial development in Europe 25 constitutes the basis of the article.

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CAP-reform, Regional Development, enlarged Europe, spatial planning

PARTNERSHIP AND LEADERSHIP

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PARTNERSHIP AND LEADERSHIP In general the globalisation puts new demands on the organization of the local communities and the work for innovation and enterprise in these. Today's market is unpredictable and changes occur very fast. To become dynamic the local communities are challenged to make fast and fundamental alterations. Enterprises and innovation have to become creative and find new ways to organize and act. The liberation of local resources and local capabilities focus the notion on partnership. Often partnership includes cooperation between public, private and voluntary sectors and is looked upon as a premise to get innovation and development going in local communities. Partnerships include the fact that different organizational structures and different organizational cultures with their corresponding different styles of leaderships have to cooperate. To handle the tasks and to offer better and cheaper services under constantly more challenging conditions the public sector tries to find solutions by inviting private and voluntary sectors into partnerships. These three sectors represent different traditions regarding organizational basis and leadership. Through democratic elected representatives and democratic values in general we expect the public and the voluntary sectors to be both open and transparent. In contrast with these we expect the private sector to be dominated by secretiveness behind closed doors. Building such partnerships include the creation of a new kind of arena. Among the many challenges we will find the maintenance of our most central democratic values as one of the most important. Important and central issues in this process will be governance, trust and transparency. In Norway some local communities and regions have succeeded in creating partnerships of different kinds. Others fail. In this paper I want to discuss in what degree success is a result of the exercise of leadership in partnerships.

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THE NEW CITY LEADERSHIP - NEW OPPORTUNITIES FOR PLANNING?

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This paper draws on a current multi-national research project examining city leadership and public participation in nine countries. Funded by the European Commission this project - known as the PLUS project as it is studying 'Participation, Leadership and Urban Sustainability' - has developed a new conceptual framework designed to throw new light on the complementarity of urban leadership and community involvement. The paper will provide a context by discussing two significant trends that are affecting the practice of planning in most OECD countries: 1) the shift from local government to local governance and 2) the move from public administration to new public management. It will be suggested that these changes require politicians and professionals to develop new approaches to city leadership as well as community involvement. These shifts are profound - they have far reaching implications not just for planning education, scholarship and practice, but also for the future of local democracy.

Because planning theory has contributed more to our understanding of public involvement than it has to debates on public leadership the paper will focus on the leadership agenda. It will examine ways of conceptualizing city leadership, consider the forces shaping approaches to city leadership and review different styles of leadership. Without wishing to stereotype, it can be suggested that the North American literature on urban governance has tended to illuminate city leadership by focusing on local power structures (often labeled as 'urban regime theory' - see, for example, Stone 1989, Lauria 1997) and on analysis of institutional forms (Svara 1990). The European study of urban governance has been more concerned with the emergence of new networks in multi-level governance, including the growth of public/private partnerships (Rhodes 1997, John 2000). Some studies have attempted to bridge these traditions (Hambleton et al 2002, Savitch and Kantor 2002). Both the North American and the European 'traditions' will be drawn on in this analysis.

As well as drawing on the current PLUS project the paper will build on a recently completed ESRC funded study of 'Leadership in urban governance - the mobilization of collaborative advantage'. This examined city leadership in three UK cities. In summary, features of the Leuven paper that should be highlighted are that it will: 1) be strongly cross-national, 2) draw on the latest research evidence, 3) offer some new concepts and 4) strive to spur fresh thinking in the academic planning community on both sides of the Atlantic.

FROM 'GOVERNMENT' TO 'GOVERNANCE': THE CHANGING ORGANISATION OF SPATIAL PLANNING IN THE VIENNA REGION

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Today Vienna is still a mainly fordist and social-democratic governed city. Spatial planning is part of a political-administrative system which has been influenced by a long tradition of local keynesian welfare politics. Central aspects of the Viennese political-administrative system are orientated towards legitimacy, public accountability and territorial responsibility, and equally act in accordance to the formal and vertical structure of departmental competencies. The number of stakeholders involved in policy and decision-making is rather limited. The Viennese political-administrative system understood as a territorial institution with certain values, working routines, organisational structures and cultures, is challenged by increasing city competition, by the requirements of sustainable urban development and, especially, by the phenomenon of urban sprawl. These processes partially induce a reconfiguration of the political organisation of spatial planning in the Vienna region which is accompanied by the blurring of departmental and territorial boundaries.

In general, current transformations in the social, economic and spatial structure of the urban arena are accompanied by a change in the way cities are governed. This shift is often described as a shift from government to governance. Broadly speaking, urban governance describes ways of altering top-down structures, in favour of the establishment of network structures within and outside the political-administrative system.

In this paper it will be examined if it is possible to observe a shift from government to governance looking closer at the organisation of spatial planning in the Vienna region. In order to answer this question the preliminary results of two EU-funded projects partially using the methods of policy analysis will be considered: PASTILLE (Promoting Action for Sustainability at the Local Level in Europe) and URBS PANDENS (Urban Sprawl: European Patterns, Environmental Degradation and Sustainability).

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THE PLANNING AND DESIGN OF HOLOCAUST MEMORIALS: A COMPARATIVE STUDY OF THE MEMORIAL SITES AT THE FORMER NAZI CONCENTRATION CAMPS IN DACHAU AND BUCHENWALD AND AT THE ANNE FRANK HOUSE IN AMSTERDAM

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The present paper examines the political and organizational frameworks for the establishment and restructuring of Holocaust memorial sites in Europe. The sites chosen for the analysis are the memorial sites and museums at the former Nazi concentration camps in Dachau and Buchenwald and at the Anne Frank House in Amsterdam.

The three memorial sites and museums in Germany and the Netherlands have become major tourist destinations in Europe visited by close to one million people each annually. In the 1990s and past few years, significant changes in the layout and management of the sites have been planned and conducted for the following reasons:

- (1) The intention to create a more authentic environment at the memorial sites
- (2) Efforts to update the outmoded educational facilities and to fundamentally upgrade the museum technology for the 21st century
- (3) The need to integrate volumes of new research data and add important thematic aspects to the original exhibits

The Dachau concentration camp memorial site administered by the State of Bavaria was officially opened in 1965. The exhibit at the museum was initiated and arranged by the Comité International de Dachau, the former prisoners' organization. Several memorials have been added to the former concentration camp grounds. Since the mid 1990s efforts to completely restructure the site are in discussion. The situation in Buchenwald is also marked by considerable changes, in particular since Germany's re-unification. Buchenwald was established as a national memorial site by the East Germany government in the mid 1950s and had significant political functions. As in Dachau, few structures from the concentration camp period were preserved. Rearranging the memorial site and preserving the remaining or rediscovered traces of the original camp have become a prominent project in re-unified Germany. Holocaust survivors and prominent Amsterdam citizens were able to save the hiding place of the Frank family in Amsterdam (1942-44) from demolition in the 1950s. The historic site and the adjoining houses have been developed to a major educational center administered by a non-profit group.

In the concluding part of the paper past and present expressions of a differing political culture in the above sites are discussed.

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CORRELATIONS BETWEEN DECENTRALIZATION AND REGIONAL DISPARITY IN KOREA

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The main purpose of this study is to analyze the correlations between the decentralization and regional disparity since 1990s in Korea. Before 1991 when local autonomy started in Korea, spatial planning had been solely dominated by the central government. Like many other developing countries, Korea has also partially adopted the growth-pole strategy in the 1960s, and designated growth-pole cities in the 1970s and 1980s. Most centralized providers of national infrastructure were however besieged by complaints from localities. The solution recommended generally was to decentralize much of the responsibilities for local infrastructure services, and also the management of urban development, to local governments. However, under the situation of uneven development caused by the central government's spatially unequal investment based on growth-pole strategy, the decentralization might increase regional disparity due to a severe competition among local governments.

This study measures the level of decentralization not by single factor, but by multiple indicators on the three dimensions of finance, function, and personnel of governments.

This study also measures the degree of regional disparity using ten indicators on the five dimensions of local economy, local government finance, human resources, SOC's, and living conditions. The Gini coefficient is employed to observe the variations of regional disparity over time. To test the correlations between decentralization and regional disparity, this study utilizes various multiple regression analyses by using three dimensions of decentralization as independent variables and five dimensions of regional disparity as dependent variables.

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USING A POLICY NETWORK LENS TO EXAMINE THE EMERGENCE, SUCCESS, AND IMPLICATIONS OF BUSINESS IMPROVEMENT DISTRICT ORGANIZATIONS

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Organized urban property owners in contexts throughout the globe are using state authority to create a new form of government to protect their interests. With the power to impose taxes and provide collective services, business improvement districts (BIDs) effectively clean and secure outdoor public spaces. However, the proliferation of such publicly endowed and privately managed organizations contributes to the political, economic, social and spatial fragmentation of the urban realm.

The concept of policy networks provides a framework by which to assess the emergence, success and implications of BID organizations in different contexts. Using case studies, this paper focuses on the experiences of three cities, Toronto, Philadelphia, and Cape Town.

Primary data collection involved on-site, personal interviews with BID managers, public sector service providers, and government officials as well as an analysis of survey responses from organizations throughout the globe. Secondary sources included BID enabling legislation, public hearing transcripts, scholarly papers and newspaper articles. Drawing on these materials, it is argued that such policy network actors as property owners, NGOs, public agencies and elected officials are important in the explanation of the BID movement. Furthermore, evidence shows that network actors are instrumental to the process of policy transfer, and have experienced considerable success. Finally, divergent histories and institutional arrangements of the contexts foster specific types of BID programs and hinder others.

Findings not only highlight the role of network actors and the benefits and pitfalls of cross national policy transfer, but also suggest further research is needed to examine the implications associated with the global and local proliferation of such organizations.

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EUROPEAN SPATIAL PLANNING AND ITS CURRENT CHALLENGES

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The proposed paper is expected to focus on European spatial planning.

In fact, since its institutional nature, it may be defined an emerging model of transnational planning gushed from a deep community need of spatial governance towards the globalisation process (which the network society is a typical feature of). For this reason, European spatial planning is potentially precious to the European Union - to its cohesion

and competitiveness - even more than what European governors and policy makers may themselves envisage at the moment.

Two interacting challenges seem to be currently at stake for European spatial planning, for it can effectively act in the interest of the European Community:

- a) the first is a political challenge and consists in the task of giving the right answer to the need for a formal planning competency at EU level too;
- b) the second is a cultural challenge dealing with the opportunity to conceive and practice European spatial planning really as a multi-level governance planning system, from EU to local level.

The different "regional perspectives" on European spatial planning, that have progressively emerged in these years, may offer a precious help in considering how such challenges could be overcome. The ESPON Programme (European Spatial Planning Observation Network), which is currently in phase of implementation until 2006 under the Interreg III Community Initiative, may dispose the official place and means to discuss it

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THE NEED FOR "MENISCUS NETWORKS" IN TRANSNATIONAL SPATIAL PLANNING

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The paper will deal with the co-operation process in Spatial Planning in the Benelux, specifically the implementation of the Second Structural Outline and the political Benelux co-operation. This will be explained on the one hand by the co-operation between the five Benelux partners (The Netherlands, the Flemish, Brussels and Walloon region and Luxembourg) and on the other hand by specific cross border issues between two or three Benelux partners. The Benelux case is a good basis for some more theoretical reflections. Transnational or Cross border co-operation has to deal with some facts which are by some considered as handicaps and by others as a richness to explore. The political organisation of Spatial planning has to do with different languages, differences in competence division between lower and higher governments (vertical divisions of competencies), differences in competence broadness of spatial planning in relation to other spatial domains, such as nature conservation, infrastructure, (horizontal division of competencies), differences in political culture (government or governance and all variations between these two nodes), differences in performance, equipment and qualified personal, differences in dynamism to react on new situations, and, last but not least, different interests on certain issues. However, differences have to be overcome in order built upon a coherent, transparent and harmonised spatial policy. To overcome these differences the concept of meniscus networks are in my view necessary. Such networks can be characterised as flexible and continuous, without own interests expect the success of co-operation, formal as well as informal, with influence on the power but without own power mechanisms, well rooted in the own competencies but intellectually not limited to this competence (in other words, able to reflect on an integrated basis), institutionalised without being bureaucratic.

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CROSSING THE PUBLIC-PRIVATE DIVIDE: THE CASE OF PUBLIC-PRIVATE PARTNERSHIPS IN BANGALORE, INDIA

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How do city governments across the developing world, which increasingly recognize that no single actor can tackle multidimensional urban problems alone, engage a wide range of non-state actors in governance processes? Collaborative planning networks

that cut across traditional boundaries between public and private, such as Public-Private Partnerships (PPPs), are one promising alternative. This research project examines Bangalore city government's experiment with a new form of PPP in urban governance in order to gain a more refined understanding of whether such networks selectively open governance structures to non-state actors, how they structure which groups are able to participate, how this affects the geography of urban development, and how processes of planning within the city have changed as a result. Integrating ethnographic methods of participant observation and intensive interviews with studies of discourse, the research throws light on the changing governance processes and spatial patterns in the city of Bangalore. Research findings will add to the theoretical discourse on new political formations and collaborative structures in cities in the developing world as well as contribute to greater understanding of the role of PPPs as a policy tool in urban governance internationally.

This research project is based on a partially completed dissertation.

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U.S.-MEXICO CROSS-BORDER PLANNING

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To develop land use and urban development plans for the people residing along the 2,000-mile U.S.-Mexico border areas is one of the most challenging policy issues facing both the national government and local communities. There are more than 11 million people living within 60 miles of the border. The border region has 25 US counties (in 4 states) and 39 municipalities (in 6 states) in Mexico. It is the busiest border crossing in the world. Each year, about 300 million people, 90 million cars, and 4.3 million trucks cross the border between the two countries. On the US side, at least 700,000 people now live in settlements called "colonias" outside of the city boundary. This paper will discuss policies issues related to this unique urban growth patterns and will challenge traditional urban planning practice. Each city has to deal with its planning system and regulations in its country. These municipalities also need to develop plans with their counterparts across the border which has different planning and regulatory systems. The objectives here are raising the issues and encouraging academic research on how to develop sustainable growth strategies for the cities and towns along the border region. It is urgent to improve the efficiency of local land use and urban growth management systems that involve complicated multi-jurisdictional and bilateral bureaucracy so that this fastest growing region can be guided by a locally adopted planning process.

CROSS BORDER REGIONS IN EUROPEAN CONTEXT: WHEN 'TERRITORIALITY' IS AN OUTCOME OF NETWORKS' INTERACTION. AN OBSERVATION THEIR 'BUILT IN' WORKINGS

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Cross-Border-Regions have become specific objects of policy and not just spontaneous, natural, economic territories. They represent specific forms of innovation in relation to space, place and scale (Jessop, 2002). Such a concept seems to assume de facto a legitimacy criterion for the treatment of the trans-border governance argument but also it takes some interpretative aspects in depth, especially around the concept of region which defines 'something more' than local government (Bobbio, 2002). The relationship between space-place-scale and cross-border region is here viewed as the possible outcome of local governance, as well as territorial projects, new figures of non-bureaucratic institution building which are governed through partial and irregular structures that often operate in a network-like manner (Perkmann, Sum, 2002) across ticklish tensions between supranational interests and possibilities of actions and local-levels. The factors and the actors in such processes of building orientation are

often incremental or overlapped on different focuses by territorial levels by mutual consent or as reactions to private or semi-public actors (associations, interests groups etc.). The territorial CBR units are therefore not just territorial objects but the different subjects' points of view including their contradictions and conflicts (Dematteis, 1995). Such a study is particularly interesting in the European context for two main reasons. Firstly, the role of cross-border cooperation is characterized by the condition of 'open borders' within homogeneous transnational economic space (Perkmann, Sum, 2002). Such intentionality involves a territorial consideration of peripheral spaces as crucial areas to connect and share common interests between member states. Secondly, because in the EU CBR initiatives usually come from local and regional authorities which establish a direct line with supranational institutions. To follow this path can mean to look between the folds of dimensions and relationships between 'scale', 'territoriality' and 'democracy' in terms of opportunity perspectives for territorial policies in the European context.

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SIDEWALK DEMOCRACY: MUNICIPALITIES AND THE CONTROL OF PUBLIC SPACE

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Urban sidewalks have long been considered as the public boardroom of the city but their publicness has been debated in the courts by citizen activists and municipal governments. Municipalities have historically issued ordinances and regulations seeking to define the appropriate uses of sidewalks. Design strategies have also been used by cities in an attempt to "tame" the sidewalks and ensure a preconceived urban order. Today sidewalk democracy remains contested as design and regulatory strategies have serious implications for first amendment rights and freedom of assembly, but also for vending, loitering, display of wares, and homelessness. The paper traces the genesis and evolution of municipal sidewalks and their compelling functional, social, political, and commercial uses. The study addresses these questions: 1) What is the historic evolution of sidewalks in the American city? 2) Has the social role and uses of sidewalks changed over the years? 3) What ordinances are utilized to determine sidewalk use and behavior? 4) How do municipalities mediate between varying or competing sidewalk uses? 5) How do municipalities use design and regulatory strategies to prescribe sidewalk uses and control sidewalks? To better understand issues of provision, finance, maintenance, and regulation of sidewalks we surveyed the municipal codes and general plans of the ten largest California cities. Because sidewalk standard information is not included in the municipal codes for every city we supplemented our review of the municipal codes with interviews with planners and public works officials. While an important topic, issues related to the use of sidewalks have been largely addressed by legal scholars but have received far less attention from urban planners. Our study helps to explore the legal, regulatory, and policy framework employed by municipalities to prescribe an underestimated but important part of urban form and everyday life.

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REGIONAL PLANNING IN BORDER REGIONS BETWEEN BAVARIA AND THE CZECH REPUBLIC

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With the EU eastern enlargement an historical event comes, that in particular for the areas in the border region but also for municipalities and regional districts in "second line" as well as for the agglomerations entirely new general conditions and so that chances as also risks with themselves will bring. The great challenge is due in this case in the institutional, economical and social disparities between "old" EU- and the joining countries of central and eastern Europe to the "interface". The regional policy in Bavaria is for this purpose called for guiding suitable measures into the ways in order to minimize the foreseeable loads and to create fair terms of competition for economy, labour market and population on both sides of the boundary as well as to safeguard the achieved one with respect to the regional planning philosophy within the framework of their responsibility. She already sets itself up for this challenge since the so-called velvet revolution in the Czech Republic 1989/90 in comprehensive kind and manner, nevertheless eastern enlargement keeps on appearing to action requirement there faced with the brief available period up to the planned EU-, up to the commitment of concepts "learning systems", with the transformation of the political system and the changing slowly structure of the economic system in the Czech Republic also the plan system was changed. This change reflects an own way with great importance of flexible instruments, unlike the high importance of classical planning instruments in Bavaria, approximately the role of central places or development corridors. Due to it can result of missing comparable control systems on the Czech side for example catching in the retail development there is the danger of negative modifications also on the Bavarian side of the border. On the German side the permissible selling spaces stand in narrow connection with the central places hierarchy and the permissible selling spaces are measured for example with center-relevant assortments although on the Czech side from the municipality size or the interlacing field retail furnishings can be gotten independently by the interlacing field of the respective city. So two different systems and philosophies standing behind that hit here on narrow area on each other. In the center of transborder cooperation, for instance with the destination of a "co-operation space", therefore in amplified measure in future regional design concepts, the cooperation of cities and municipalities within the framework of city nets, become the accentuation of the regional marketing after inside for the generation of a identity feeling and/or to arise towards outside as a strategy opposite the danger of the "skipping" over of the boundary area within the framework of the future business trend and with that to finally the formation of regional management to the organization of the cooperation efforts.

TRANS-NATIONAL SPATIAL VISIONS ARE NECESSARY FOR REGIONAL DEVELOPMENT POLICIES (BUT THEY ARE NOT "PLANS").

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Community based planning has replaced centralized top-down processes and recent development programs are based on local demand. But, sometimes, bottom-up processes present some lacks: absence of coherence framework, want of external strong ideas, impossibility of synergic links between local systems and global networks. The analysis of recent Italian experiences in communicative planning shows that if development programs are only based on local demands they are not quite efficient. On the contrary, a larger probability of success have programs that place at the side of local hearing a strong external direction, able to introduce in the stationary balance of local system an "outside fact", creating "territorial added value" and producing synergy between local resources and global opportunities. In actual network society it is necessary to combine "localistic" requests with wider needs of territorial coherence. And this is possible only referring to a "spatial vision" on which in possible build consensus and convergence required for a real integration of institutional actors and economic stakeholders. This "spatial vision", at regional scale but in a trans-national perspective, is lacking (and is lacking also the place to create it). The ESDP has not been projected in the different regional situations; regional development programs are not linked to European wide strategic spatial choices; neither exist connections between ESDP and regional territorial policies. It is necessary to create "spatial visions", for trans-national contexts, useful as a reference in regional development programs. But this "spatial vision" cannot return to be a "plan", however not a plan as a product of a rational agency imposing top-down decisions; rather an appropriate answer to requests of local development programs according to a wider territorial context. A "spatial vision", according to notion of "meta-governance", gliding and flexible, useful for an external remote management, necessary to evaluations, assessments and priority selections in funding allocation.

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THE EMERGENCE OF METROPOLITAN PLANNING IN A FRAGMENTED INSTITUTIONAL URBAN AREA: STRATEGIES OF LONG TERM CONNECTIVITY. THE MARSEILLES-AIX CASE IN FRANCE (1990-2002)

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In the Marseille - Aix metropole the local institutional culture is historically a culture of autonomy and non co-operation between communes, which has been reinforced by the decentralisation processes of the 80s. Over the 80-90s period the metropole changed rapidly (changes in productive systems linked to globalisation developments; social and spatial segregation developments; increase in traffic congestion) and structured itself as a multipolarised space, mainly on the basis of the 1970 Planning Scheme and the highway system which was built during the 60s and 70s.

No formal metropolitan strategy was elaborated during the 80s and 90s but since the early 1990s the central state, using national reforms (1992, 1995 and 1999 - 2000), and by specific policies, has worked on the emergence of metropolitan policies in the Marseilles- Aix urban region. This role has not been authoritarian.

The role of the central state and its representatives in the urban region was to help restructure and connect the main private and public spheres of the metropole, using long term strategies, quite independent from the political nature of central governments (from left to right).

What has been the specific role of the central state and its representatives? How has it been possible for the territorial public institutions to cooperate increasingly during the 90s? What are the nature of the metropolitan policies which are emerging?

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URBAN REGIMES, SOCIAL MOVEMENTS, AND THE POLITICS OF NEIGHBORHOOD COUNCILS IN LOS ANGELES

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The City of Los Angeles is in the midst of implementing a neighborhood council system that presents an ambitious new paradigm for increasing citizen participation in city governance. The hope is that this system will involve citizens more constructively with policy makers and public servants, increase diversity of representation in city policymaking, and ultimately reduce alienation and increase public trust. The paper frames the implementation process as a social movement mobilized in part by government actions, and highlights the interplay between City and citizen in effecting institutional change. Paradoxically, neighborhood council formation has made steady progress in the face of seemingly insurmountable implementation obstacles. What remains to be seen is how this new arrangement will affect the balance of power in Los Angeles. Will neighborhood councils support a more progressive politic in which power is shared with excluded groups, or will they become the instruments of a middle class movement narrowly oriented toward neighborhood protection? While neighborhood activists in many parts of the city have worked hard to include historically disenfranchised groups in council activity, we question whether these efforts will bear fruit without substantial investment in outreach and organizing activity by the city or other institutions. If the commitment to inclusion is allowed to lapse, neighborhood councils may simply lead to the continuation of politics as usual through the creation of parochial, protectionist micro-regimes.

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PLANNING THE CITY WITHOUT A PLAN

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Houston, America's fourth largest city, with two million inhabitants, has the nation's largest planning department with 350 employees. Yet the city has no plan and no zoning. What do these planners do? What planning is done in a city without a plan? Houston has a private property ethic, a zeal for entrepreneurship, and a history of a political and economic elite making decisions. What place does urban planning have? Infrastructure investments created a splintered urbanism at the service of global capital instead of local interests. Houston's infrastructure decisions are part of a threefold approach to planning. Born out of anti-zoning battles in which planning proponents squared off against private property advocates, the new non-regulatory style of planning evolved around three realities. The first is infrastructure-led development. This involved transportation networks designed to make the city the pre-eminent regional trade center, and part of the global city network. The second was large development projects, including civic and sports facilities, mainly in downtown. Their planning has been controlled by the same civic-business elite that has governed infrastructure decisions, the Greater Houston Partnership. The third was neighborhood planning, derived from grassroots initiatives aimed at protecting community character in the face of large development proposals. Neighborhood planning has largely been a reaction to the impacts of the excessive infrastructure and large project development.

These three foci of public planning now define Houston's new course into the future. As more and more architects and planners from around the world come to the United States to see new urban paradigms and learn from our mistakes; cities like Houston, Phoenix, Las Vegas, and Los Angeles are the referents. Houston is an example of what Manuel Castells calls the power of identity, but with a twist. As the neighborhoods assert their claims in the planning arena of their own creation, they have caused the mayor to create new forums and arenas to express their identities, called Superneighborhoods. Nonetheless, the neighborhoods have become marginalized in the overall development planning process for the city, especially in infrastructure and large scale projects, which ironically the mayor and his staff protagonize.

GLOBAL ECONOMIC AND INTERGOVERNMENTAL NETWORKING: PLANNING IN WORLD CITIES

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Strategic city planning has to respond to global economic change and the restructuring of the state. The aim of the paper is to explore whether these forces are leading to convergence in planning approach across the major cities of the developed world. The paper draws on research into the leading cities in the three global regions of North America, Europe and Pacific Asia. In each case we examine the forces shaping strategic planning priorities in the context of changing and complex intergovernmental relationships and new appreciations of economic imperatives. Networks of corporate power and the demands of transnational elites have to engage with national and local history and tradition. On the ground decisions are site specific and bound in local political contexts. Agenda setting and the determination of priorities therefore also becomes a complex process involving pressures that extend from global to local. The paper explores how different cities have dealt with this challenge and highlights particular cases. The conclusions explore the relationships between - the repositioning of cities in global networks, political and institutional differences between the three regions, the interaction of cities and nation states, forms of public private collaboration the different ways in which the tensions between economic social and environmental priorities have been incorporated into planning approaches

and the convergence or divergence of planning practices

The paper presents key findings of a research project that has been exploring planning approaches in world cities over the last twenty years and engages with the debates about globalisation, world cities, state restructuring and new forms of governance.

CHINA'S ACCESSION TO THE WORLD TRADE ORGANIZATION AND SPATIAL RESTRUCTURING OF THE HONG KONG-PEARL RIVER DELTA REGION

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Consequent upon China's Open Door Policy since 1978, economic integration in the Hong Kong and Pearl River Delta Region (the Region) had been intensified well before the political reunion in 1997. However, under the "one country two systems" concept, economic integration is separated from social, political and territorial integration. Because of the Asian financial crisis and Hong Kong economic recession, the former British colony finally realized that territorial integration with its hinterland is important to revive and propel its economic growth. In view of China's entry of the World Trade Organization (WTO), Hong Kong is actively advocating intensified spatial linkages with the Pearl River Delta, which was once the factory backyard of Hong Kong. However, the attitudes of authorities in the rapidly growing Region seem to be rather lukewarm. Accelerated growth despite keen competition among various authorities within the Delta for over two decades has boosted their confidence of further development without Hong Kong playing a major role. This paper will examine the impacts of WTO on the Region and ascertain Hong Kong's role in the Regions' future development. It will also study the politics involved in the various proposals for spatial integration and examine potential sustainability impacts on the Region. Methodologies include desk-top research, interviews with various stakeholders and statistical analysis of various socio-economic data. The research is significant as the global-local nexus has already produced a lot of impacts on the Region. China's accession to the WTO will intensify and deepen these impacts. It should therefore be a timely exercise to ascertain the sustainability impacts of this "globalization" process.

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THE POLITICS OF NEW GOVERNING INSTITUTIONS OF URBAN PLANNING IN ATHENS

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Since the early 1990's Athens is changing rapidly. A city infamous for its random growth and systemic incompetence to deal with structural urban problems is nowadays implementing large scale infrastructure projects and regeneration schemes. Furthermore, newly established global-local networks operate in a landscape characterised by various new institutional forms of governance.

This paper investigates the political organisation and relationships between these new governing structures. The need to promote certain developments in time for the Olympics, on the one hand and to efficiently absorb available European Funds, on the other urged the central government to create new institutions in an ad hoc manner, rather than adapt the pre-existing metropolitan administrative structure. These new agencies embody entrepreneurial approaches to city planning in contrast to previous traditionalist or corporatist state agencies. In practice, these two sets of institutions often overlap or compete for jurisdiction and control over the city's major policy issues. Politically, the rise of these special agencies raises important questions of democratic accountability while practically, their proliferation creates acute coordination problems and may actually inhibit long-term sustainable development.

The paper employs a comparative case study approach by examining the city's new and old institutions in the key areas of transport (Athens Metro, Attican Tram), urban regeneration (Society for the Unification of Archaeological Sites) and property development (Hellenic Tourist Properties), making references to other contemporary western examples. Issues of efficiency, coordination, sustainability and accountability are discussed and their implications for planning are presented.

The proposal is based on primary research on Athens' new institutions of urban governance and is drawn from a doctoral dissertation in progress at the National Technical University of Athens conducted under the supervision of Professor Louis Wassenhoven, (Department of Urban and Regional Planning) lwassen@central.ntua.gr

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EUROPEAN SPATIAL PLANNING IN THE LIGHT OF EU ENLARGEMENT

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On October 9, 2002, the European Commission announced, that ten central and eastern European candidate countries will be ready for EU membership in 2004 (Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Slovakia, Slovenia), and 2007 (Bulgaria and Romania). With this perspective, EU enlargement towards central and eastern Europe with all its economic, social and environmental implications on European space has entered a more specific arena. Albeit spatial planning on European level can contribute to creating democratic and more effective governance structures in these countries and to fostering the benefits of knowledge exchange on a European scale (Pallagst 2000), central and eastern European planning issues are widely underrepresented in spatial planning research regarding European level. The paper aims at guiding spatial planning related with central and eastern European countries out of the shadow of western European centered discussions, highlighting it as a substantial part of planning on the European level. In a first step, the conceptualization of enlargement will form the theoretical background for the link between European spatial planning and the positioning of central and eastern European countries. Moreover, EU enlargement politics in the field of spatial planning such as PHARE, SAPARD and transnational spatial planning by means of INTERREG III B will be characterized and identified as fundamental tools within the process of enlargement. The reaction of candidate countries on enlargement politics dealing with spatial planning will be of similar interest. Furthermore, the paper will show research perspectives for European spatial planning regarding central and eastern European countries.

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IMPROVING CULTURAL HERITAGE AND LOCAL IDENTITY BY THE NET: LITTLE WORKS BETTER

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In a world of emerging networks particular attention to European Union policies and programmes aiming the co-operation between cities and regions is deserved. Among them, the Community Initiative Programme Interreg III promotes the co-operation between regions and local authorities according to the principles expressed in the ESDP.

This Programme (strands B and C), reshapes European borders by establishing co-operation macro regions outlined on the basis of homogeneous spatial characters. Many projects promoted under Interreg aim to create networks between regions and local authorities, promoting the comparison between territories with common characters in a trans-national perspective, improving alliances, encouraging the exchange of know-how and innovation for solving common problems and stimulating the development of weak and peripheral regions.

Main consequences of the new framework:

- Promotion of alliances between cities and regions located in distant places, cancelling distances by virtual links and co-operation projects, facing common problems on analogy;

- loss of the official administrative and political borders of states and regions, with re-shaping territories on the basis of common characters and creating new macro European regions (Atlantic, Baltic, etc.);
- de-hierarchization as a potential of globalisation: being nets informal and object oriented, they represent development opportunity for weak regions, without "heavy" physical infrastructures;
- Improvement of the principle of subsidiarity and bottom up approach using network created for specific objectives. They work better at bottom level (cities, regions), particularly when addressed to spread out knowledge and information.

Referring to the above context, particularly interesting is the project CulturALP, promoted under the Programme Interreg IIIB Alpine Space, involving regions and local authorities of a large spatial contest (Austria, France, Italy, Switzerland) representative of the entire Alps.

The project partners co-operate in a network aiming the improvement of know how (data base, GIS) relative to the characteristic feature of historical alpine centres, the promotion of integrated and object oriented policies (guide lines, pilot projects) to enhance towns and villages in a more complete sense of sustainability, in which cultural items catalyse different aspect of urban development and regeneration.

WATER MANAGEMENT AND BINATIONAL PLANNING ON THE USA-MEXICO BORDER

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This paper analyzes the roles and judicial powers that the different governments (local, state, regional and national) have in both countries in relation to managing the waters-superficial or underground- that the two nations share.

The goal of this paper is to explore the differences as well as similarities of the planning systems in the United States and Mexico with the objective of identifying policy alternatives in the area of water management that would allow border communities to improve their quality of life. The paper will show how the different legal systems constraint binational planning and therefore reduce the number of policy options that could be implemented to manage the hydrological resources in a more rational and efficient way. The paper will also analyze the property rights systems that Mexico and the USA have developed to distribute the water entitlements among different water uses.

Furthermore, the paper will use the conceptual framework of transaction costs advance by some authors (Challen, 2000) to contrast the status quo with some policy alternatives such as water banks and tri-state water plans that have been proposed as alternatives of binational water management in the USA-Mexico region.

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EMERGING TRENDS IN ASIAN URBANIZATION AND PLANNING

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The cities in south and east Asia have been subjected to radical transformations during the last three decades. The process retarded in certain cities such as Bangkok, Jakarta, and Kathmandu due to the Asian economic crisis of the 1990s, political instability, the recent Western concern for the use of child labor in export-oriented industries, and domestic political problems. Yet subways are being built, highways are being constructed, and new CBDs are being created, indicating that the transformation of Asia's cities still continues. As a result, these cities are both Westernizing and globalizing rapidly. Moreover, moving away from a century-long tradition of growth control, the planners have largely become promoters of growth. These significant aspects of Asian urbanism are reasonably well studied.

The issue is, are there any significant trends in these cities, and in planning responses to them, that go beyond Westernization, the principal focus of the scholars of globalization? Is there anything Asian about this transformation? What would we see if we switched the vantage point of inquiry to a position that is Asian? Identifying new trends of urbanization and planning in Asia's cities could provide an epistemic opening for planners in Asia to go beyond the present-day Euro-centric planning approaches and systems and empower the people they serve. This is also one way to bring the theory and practice of planning closer together in Asia, a way the scholars of urbanism and planning could help the practitioners of planning to empower themselves. The purpose of this round table is to provide some room to discuss the merits and issues concerning such approach.

NETWORKING FOR "MISSING LINKS": TRACING THE POLITICAL SUCCESS OF INTERNATIONAL HIGH-SPEED RAIL INFRASTRUCTURES IN WESTERN EUROPE IN THE 1990S - A MODEL FOR CENTRAL EASTERN EUROPE OR THE US?

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During the 1990s, the West European geography has been fundamentally reshaped by the development of high-speed rail lines. Travel times between major EU metropolises have been cut substantially, often by several hours. The new rail infrastructures received billions of _ of support not only from national governments, but also from the EU. The vast majority of the "missing-links" priority projects of the EU's Trans-European Network Masterplans are large-scale rail infrastructure projects. How can we explain this immense success of high-speed rail lines in a general context of growing car-use and fierce air travel competition? Which kinds of trans-national actor networks were crucial in bringing about such widespread political support for rail? What were the alternatives, and who supported them? Do the same networks persist with the same degree of influence today? In answering these questions, the paper focuses on the particular political-economic context in Europe at the time of the Maastricht Treaty (1992) to show how high-level political lobbying and networking (both at the EU and at the member state level) by one particularly influential actor, the European Roundtable of Industrialists, made a crucial difference in ultimate outcomes. The paper then goes on to consider in how far the private- and public-sector interests and the political constellations differ in the cases of the Central European candidate states and the United States, and in the case of the potential introduction of the magnetic levitation rail in Germany

(Transrapid). The presented case study material builds on results from the author's recently completed Ph.D. dissertation.

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URBAN INEQUITIES: NETWORKING FOR THE DEMOCRATIZATION OF PLANNING

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Are issues of democratic representation and the marginalization of minorities different in North American and European cities? Two international networks—Planners Network, which is predominately North American, and the International Network for Urban Research and Action, which is predominately European—have been examining these issues and attempting to make planning more democratic and inclusive for many years. This roundtable will bring representatives from these two organizations together to explore commonalities and differences in planning contexts and political strategies to address issues of urban inequality. Among the specific issues to be explored are the ways in which spatial planning contributes to differential access to housing and community services, the ongoing marginalization of racialized minorities, particularly immigrants, and the opportunities for democratic participation and radical urban practice given the current global political climate post 9-11.

THE SPATIALISATION OF GOVERNMENTAL IDEAS: TOWARDS A CROSS-SECTORAL, MULTI-LEVEL ANALYSIS OF EUROPEAN SPATIAL POLICY MAKING

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The formation of a new policy field demands attention by researchers. The emerging field of European spatial policy, taking shape across many sectors of policy making, and across all levels of governance from the EU institutions to local authorities and municipalities, raises many issues for research (Faludi and Waterhout 2002). In addition to having a direct impact on citizens' lives, through increasingly Europeanised local and regional spatial policies, this Europeanisation has a conceptual, semantic and discursive dimension (Böhme, 2002). This involves the contested creation of a set of concepts, language and images - a new rationality for organising European space (Richardson and Jensen, 2003). The reproduction of this new rationality of space is taking place across a complex multi-level, multi-sectoral governance environment. This raises difficult questions about the social, environmental and economic 'costs' of

organising European space. So far, critical analysis has not engaged with this new policy field in a holistic way. This paper therefore sets out a conceptual approach which can assist policy makers and academics to understand more fully the nature of EU spatial policy making. The challenging research programme we call for is needed to break free from the limitations of empirical analysis bounded within particular sectors or scales of governance. Researching across these boundaries is required to understand the subtle dynamics and relations between activities in different sectors and scales (Brenner 1998). It is the meeting points or "border crossings" that are particularly interesting for analysis, where specific sectoral or scalar dimensions are interpreted and redefined to fit particular contexts and thereby generalised into a European spatial policy discourse.

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URBAN INFORMALITY: TRANSNATIONAL PERSPECTIVES

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The study of urban informality has long been a vital component of research on Third World development and cities. In the context of globalization and neoliberalism, it is perhaps more important than ever before. In many cities of the world, informality has become the primary mode of urban development, presenting a complex challenge to planners and planning.

This session presents findings from a recently completed Ford Foundation "Crossing Borders" project that sought to develop a transnational framework for the study of contemporary urban informality. Taking explicit note of the fact that the conceptual toolkit of urban informality derives from Latin American research, the project incorporated the contributions of other regional genres of research, specifically South Asia and the Middle East. The South Asian perspective sheds light on the rural-urban interface, and the Middle Eastern experience brings religion and ethnicity to the fore of urban politics. Together they enrich and rework the Latin American legacy. The project papers are being published as an edited volume (*Urban Informality: Latin America, the Middle East, and South Asia*, eds. A. Roy and N. AlSayyad, Lexington, Fall 2003). These papers, written primarily for the book and each based on cutting-edge research, have not been formally presented at a conference.

The papers in this session embody the spirit of the project. AlSayyad provides a genealogy of the concept of urban informality, showing how difficult it is to untangle informality as a discipline from Latin America as an area study. We come to learn about current Latin American debates through Bromley's discussion of a paradigmatic figure: Hernando De Soto, the policy guru of underdevelopment. Bromley examines De Soto's celebration of urban informality as well as his global popularity. Yiftachel takes us to the most contested zone of the Middle East, locating his discussion of urban informality in Israel/Palestine and in the triangulation of capital flows, ethno-national control, and governance practices. Roy shows how neoliberalism is taking hold in South Asian cities like Calcutta and also discusses how South Asian urban policy is directed towards a series of aesthetic interventions in the informal sector.

Discussant: Bish Sanyal

THE AESTHETICIZATION OF POVERTY: PLANNING THE INFORMAL SECTOR IN SOUTH ASIA

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If the previous fin-de-siècle was marked by rabid discourses about the chaos of the First World city, then at the turn of this century, the Third World metropolis has emerged as the icon of crisis. And if urban planning emerged as a 19th century drive to rationalize the city, then now the ideology of "civil society" bears the new millennial promise of taming the Third World. Indeed, there is growing First World interest in the grassroots collective action of the Third World poor, be it environmental struggles or formations of informal housing.

The popularity of such "Third World" models requires a closer look. How is the Third World and its informality represented in the transnational space of knowledge transactions? How and why is the romanticization of collective action at odds with the realities of the Third World poor?

In this paper, I address such questions by examining both the discourses and realities of urban informality in contemporary South Asia. The first section of the paper covers policy responses to informal housing, such as slum upgrading and resettlement housing. Taking international award-winning projects as case-studies, I show how South Asian urban planning has been primarily concerned with architectural interventions in the informal sector. This "aestheticization of poverty" is unable to deal with the dynamics of capitalist land and housing markets, differentiated labor markets, and regimes of political populism.

The second section of the paper focuses on the neoliberal geographies of South Asia. Through a discussion of Calcutta's New Communism, I show how urban development is rearranging the informal sector. On the one hand, there is the deepening vulnerability of the urban poor as informal settlements are demolished to make way for suburban housing. On the other hand, there is an informalization of the state as metropolitan governments seek to extend the frontiers of urbanization through informal land transactions. Here, the boundaries between formal planning and informal development are deliberately blurred as the state engages in the purposeful construction of the neoliberal city.

It is the disjuncture between this brutal reality and the aesthetic planning discourses that the paper seeks to highlight.

HEALTH NETWORKS ON THE USA-MEXICO BORDER: AN EXAMPLE OF COOPERATION BETWEEN BORDER COMMUNITIES IN THE STATES OF ARIZONA, USA, AND SONORA, MEXICO.

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As populations on the Mexican-American border increase at a faster rate than services can be provided, factors such as proximity, accessibility, people's common belief in the superiority of USA's medical services, as well as an insufficient, inefficient and overburdened health system in northern Mexico has risen far beyond the capacity of health institutions in each side the border. While undocumented immigrants injured during their attempts to cross the desert count for a good number of cases, a considerable and constantly rising number of uninsured patients with an array of conditions are legitimate residents of Mexican border communities, for whom local health facilities are either insufficient or located too far away. In exchange, a number of U.S. low-income border residents, visit Mexico to fill prescriptions, to visit dentists, optometrists, and to obtain basic general medicine services.

U.S. health institutions cannot deny service to anybody in critical condition. Because of this, and because most of the Mexican residents lack of private insurance, they face bankruptcy.

As a way to avoid bankruptcy and respond to the lack of health infrastructure on the Mexican side, U.S. NGO's and private health institutions have, in cooperation with Mexican NGO's and public health institutions, established a network of mutual assistance. This network focuses on strengthening and developing clinics in Mexico that work as filters, so that only the life-threatening caseload is borne by US facilities, allowing facilities in Mexico to attend patients who require only basic treatment.

This paper will explore the precedents in the area as well as the particularities or planning deficiencies that originated the cooperation between non-governmental institutions. In the second part it analyzes the network as well as the legal frame in which it works on both sides of the border. In the third part, the paper analyzes the way in which political and planning systems have responded to this particular trans-national "network." Finally, the paper discusses the ways in which these networks could be institutionalized into a model that could be replicated in other borderlands.

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ADDRESSING CONNECTIVITY THROUGH INNOVATION IN A DECENTRALISING INSTITUTIONAL CONTEXT: BOUNDARIES AND SPATIAL PLANNING IN THE UK

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The need for territorial governance and spatial planning to overcome sectoral and spatial insularity in developing planning policy has been recognised by initiatives at

all spatial scales. Informed by this context this paper focuses on the treatment of cross boundary spatial development issues in regional planning in the UK. For Schmitt-Egner (2002) the key spatial characteristic of 'region' is that it is a partial spatial entity. This reality implies vertical and horizontal linkages with other regions and other spatial scales. In an increasingly interconnected world it is difficult to determine ideal 'functional' or natural 'regions' which enable spatial development trends and dynamics to be fully 'captured' by territorially bounded regional governance institutions. The paper first introduces the structures of sub-national planning in UK and then considers the treatment of cross-boundary issues in emerging regional planning documents in England. This appraisal suggests that issues of cross boundary importance can occur at three spatial scales, the transnational (including inter-regional), national (including inter-regional), and sub-regional (inter- and intra-regional). Using this framework as a basis for analysis, English regional planning documents are reviewed in order to identify the diversity of mechanisms of recognition and response to issues of cross-boundary significance. Overall, the findings suggest that certain networks of actors at the intra- and interregional levels are able to successfully build capacity within the regional planning process in relation to issues that have a cross-boundary significance.

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CHOOSING A PARADIGM FOR DISASTER RECOVERY

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Disasters occur with regularity. They are physical, political, economic and social events to be mitigated, managed, and learned from. This paper weaves the multi-colored threads of fifteen community experiences into a tapestry that tries to tell the story of four disaster prone countries: Nicaragua, El Salvador, Honduras and Mexico.

When a disaster occurs some communities choose to make the recovery a transformative event, while other try and return to normalcy. The research identifies factors that influence the choice of recovery modes and what type networks are useful to achieve overall improvement.

The central hypothesis is that the ability of a community to sustain any improvement over time is a function of both its internal (horizontal integration) and external capacity (vertical integration) to utilize the non-local resource within its sphere of influence (national and state cooperation and international cooperation). For both types of capacity the ability and capacity to access and to utilize networks at the local, regional and international levels are key variables.

Community disaster recovery does not occur in a vacuum, but always in a political context. From the case studies it is clear that centralized systems (Mexico) exhibit different behavior than decentralized, or less centralized systems (Central America in general). Central America exhibits better local network capacity and more links to NGOs.

The capacity analysis uses an innovative methodology that establishes a set of asset groups (classes) and examines the community access to these assets over time as an indicator of recovery and transformative capacity. This study is limited in examining only poor and working class communities and countries that do not have a mature public or private insurance structure in place.

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REGIONAL STRATEGIES IN ENGLAND AND FRANCE: NEW TOOLS FOR POLICY COHERENCE, TERRITORIAL COHESION, AND DEMOCRATIC LEGITIMACY?

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The paper aims to examine reforms in the tools and institutions for regional planning in England and France. In these two (historically) centralised states regional planning reforms have been presented by the national governments as part of a process of devolution, and as moves towards new approaches to government and governance. The reforms aim to make government policies more integrated and to ensure that the territorial impacts of government policies are better considered. The impacts of global economic and social change have strong territorial manifestations, and it is often these changes that planners are attempting to respond to. Reform is encouraged by the European Union where the region is seen as an important unit for planning and government has emerged strongly in recent years. Britain (and more specifically England) and France are very different countries in a number of ways. The constitutions of the two countries have many contrasts, but they are both highly centralised polities. This makes the emergence of the region as a key arena for planning in both states all the more interesting. Some of the key reforms are very recent in Britain and some more established but still evolving in France, but there are interesting common themes. The paper aims to examine: the notion of the region as a significant spatial scale at which to undertake long term planning and co-ordinate public policy; the stated and apparent aims of reforms in regional government and regional planning; and the form and function of new regional strategies, particularly their potential role as means to create and/or direct policy networks. The paper draws on a three main sources: the documents (laws, guidelines and advice) laying out the nature of regional plans and strategies in the two countries; the plans and strategies themselves; and interviews with actors involved in the practice of regional planning. The aim is to inform practice by assessing the origins and impacts of reforms in regional government and planning in Britain and France, and evaluating the strengths and weaknesses of those reforms.

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CONFORMING TO DESIGN GUIDELINES AND ITS EFFECTS ON LAND USE IN A TOURIST AREA: THE CASE STUDY OF BALI

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The rapid growth of the tourist industry encourages entrepreneurs to develop tourist facilities in a manner, which is economically aimed to meet the satisfaction of the tourists. This is on the same track with the government's intention to focus more on the economic benefits of the industry. Both local and national governments are often ready to disregard zoning regulations and other qualitative standards in their pursuit to attract tourists that contributes to the development of both the local and the national economy. As a result of such actions, Bali's development inevitably experiences major conflict between the interest of economic development and the local focus towards conserving the local way of life, such as farming, religious and cultural activities.

Therefore the economic benefits that are pursued should encourage joint consideration towards the social and cultural sectors. A cautious policy will be required to properly address the conflict in the planning system. In the case of Bali, it must not deal with tourism alone, but should involve a range of measurements such as regional planning, environmental policy, the development of agriculture and other economic realms, with local cultural policy and building design guidelines will be a part of it.

In a certain way the tourist industry does contribute to increased unemployment in the region by the construction of new hotels or other tourist facilities. It inadvertently forces farmers and their families away from their villages and their main source of survival through practicing centuries of subsistence agriculture. Consequently, the agricultural production decreases and the prices of food go up. Though the tourist sector may be able to afford the increased costs, the locals however are badly affected. This is not merely an economic case, but it is mostly related to the different interests in using the available land. How are building design guidelines properly addressed to maintain the use of land within the consideration of economic, social and cultural aspects?

In presenting a case study of Bali, this study examines the influential dominance of the tourist industry in the implementation of building design guidelines that indicate the way land is used. It especially assesses by which method design guidelines have to be regulated in conjunction with land use. This process will involve the local concerns

in both issues; where in the case of Bali, the community and its institution will play a sufficient role within the process.

This research is conducted within the "Focus Group Research Methodology" that covers three case studies conducted within the various regions of Bali. There are three groups in each case study. Furthermore, the study is done within a methodology that covers the framework of both local value systems and the related theoretical approach towards development. It is expected that, these local value systems will be a reference that leads guidelines on both building design and land use to a particular focus, which is demanded and participated in at the local level. This participation at the local level it is hoped will be sensitive towards the effects of economic growth. The theoretical approach on the other hand, is a generally related reference in terms of which manner local concerns are addressed within the guidelines. The research findings will be contributions in developing a land use system in which regional economic development is best planned and implemented to sustain the region's future development. This paper is drawn from author's PhD research

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"TERRITORIAL COHESION" IN EUROPE - ITS GENESIS AND INTERPRETATIONS

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Regarding the diversified spatial structures of the European Union with its existing economic and spatial disparities, likely to increase with the enlargement of the Union, the concept of "territorial cohesion" could be seen as the major concept for the European territory. Regional policy aiming at economic and (later on) social cohesion is already existing since the 1970s, but - except the definition of objective regions - did not imply inherently a spatial dimension. The elaboration and introduction of the new concept of 'territorial cohesion' at the European level could help to define a spatial notion for the common space. Spatial concepts are going to be developed in the very young field of European spatial development planning. This is not amazing given the absolutely new level of spatial planning being still a widely unknown area - in addition with an administrative-political system in progress including changes of its territory. The first discussions about the concept of 'territorial cohesion' started in the early 1990s and were mainly pushed ahead from the French side and finally resulted in the inclusion of the Treaty of Amsterdam in 1997. This introduction into the Treaty did not happen by chance, of course. This paper wants to explore which actors have forced this term coming into the treaty and which interests correspond to these activities. In particular, it is interesting to see that the term was inserted into the Article 16 (former article 7D) where the Services of General Economic Interest are the key issue. Here the paper wants to investigate what "Services of General Economic Interests" does mean in different countries. Besides this very important focus within the treaty the concept of territorial cohesion also serves for other interpretations by interest groups and actors - especially because there is no general definition of the content of the concept, so far. However, one project of the European Spatial Observation Network (ESPON) is going to develop this term and its relevance for the future European spatial development policies. These interpretations and uses of the concept will be described and analysed.

Dissertation subject approved by supervisor: Prof. Andreas Faludi, a.faludi@net.HCC.nl

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within the mentioned 350 words this formular also includes the references (which is not described like that) - so i cannot include my references - please send me an email!

THE SEARCH FOR DISTINCTIVE SPATIAL GOVERNANCE: BLAIR, NEW LABOUR AND PLANNING

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Over the past two decades urban planning, like other areas of public policy, has been subject to a host of changes that, to greater or lesser degrees, are broadly related to distinct ideological positions of national political parties and periods within government. While problematic, these epochs and their labels - such as Thatcherism - have historically

provided a useful starting point in the exploration of policy change. Given its current dominance of the UK's political landscape, to what extent can New Labour claim to represent a distinctive break with the past worthy of the label 'Blairism'? This paper seeks to explore the notion of distinctiveness in urban and regional planning policy and practice since 1997 and, in doing so, charts the trajectory of urban planning under New Labour. It concludes that there are strong continuities and discontinuities in the approach to Labour to urban planning but, on the whole, there appears to be merit in the development of a limited break with the past. Two distinctive themes are identified, pragmatism and accountability, the manifestations of which in emerging policy and legislation pose significant challenges to spatial governance in practice.

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CITY OF REGIONS" - IMPROVING TERRITORIAL GOVERNANCE IN THE ZÜRICH "GLATTAL-STADT"

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The paper will look at perspectives for governance in Swiss metropolitan regions, taking into account the specific implications of the Swiss federal system. The spatial focus of the paper is "Glattal-Stadt", the area between the city of Zurich and the Unique Zurich Airport which is part of the inner agglomeration belt around Zurich. It is a place where various demands result in complex, intertwined spatial problems: A growing working and living population, new construction triggered by the demand of international corporations resulting in activities of real estate developers, urban traffic problems, and the overwhelming influence of the international airport on the quality of future urban development and environmental conditions.

The central questions guiding our research are: Who controls spatial development of this metropolitan area, increasingly perceived as an urban conglomeration, but which has neither a city president nor a parliament? What are the deficiencies of existing governance bodies in solving spatial problems? In what way does the mismatch between spatial and sectoral scope of government bodies and the objectives and functional areas of private sector action networks complicate the political control of problems? Analysis of planning and policy documents, workshops and interviews with regional actors are delivering empirical evidence for governance deficiencies in tackling the described spatial problems and their interrelations. The necessary change of government institutions needs to be based on institutional learning and thus an evolutionary understanding of governance. Adapting elements of the systems management approach, we develop the "City of Regions" conceptual, action-oriented model: governance has to include the components "structures", "activities" and "behaviour" that need to be continuously and mutually reviewed and adapted. The model serves as a foundation for proposing improved forms of governance capable to better solve specific spatial problems.

The model is input for teaching at the Urban studies and landscape planning and design network (NSL) of Swiss Federal Institute of Technology. The research results provide an understanding and approach towards solving complex spatial problems especially for the interdisciplinary students in the postgraduate programme in spatial planning.

NEW POLICY NETWORKS FOR NEW REGIONS IN THE NORTH OF ENGLAND

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This paper takes English regions as a valuable test-bed for trying out new ideas in regional governance and argues that the networks developing between the local and regional levels are going to be critical to the future of the English regional project. Widespread experiments are underway with English regional governance and with new ways of organising local government. UK national government is accelerating a late 20th century tradition of rearranging sub-national government and of introducing non-elected governance to complement or displace local government. A key part of the experiment is the very recent drive for regionalisation of some state functions, in particular economic governance, which has led to new institutions whose superimposition on existing institutions is now being negotiated. Although the experiments are largely initiated independently and for different political reasons, the regional and local scales interact and sometimes collide, requiring adjustments to previous network arrangements or the creation of new policy networks and partnerships, especially the case in relation to economic and regeneration strategies. In these closely related functional areas central government has imposed new expectations requiring new forms of local and regional strategies which are intended to integrate the activities of local and regional levels, increasingly in new sub-regional forums of various kinds. Conflicts between spatial planning goals and economic planning goals are emerging, which the sub-regional forums may be able to resolve. This paper examines the developing institutional relationships and new policy networks in the English regions by exposing some of the tensions and contradictions evident in current moves to co-ordinate regional and local strategies. A case study examination in northern English regions, focusing on sub-regional economic strategy action plans and the 'community strategies' of local authorities, will illustrate the pitfalls and opportunities presented by the new arrangements in the search for greater regional strategic coherence.

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CONTRADICTIONS OF INTEGRATED DEVELOPMENT PLANNING: REFLECTIONS ON SOUTH AFRICAN EXPERIENCES

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The idea of 'integrated development planning' appears to be achieving ascendancy in several countries and among a number of international development agencies. However the concept of 'integrated development' is potentially in contradiction with the complex and often fragmented social, political, economic and institutional dynamics that the network society metaphor attempts to capture. The paper considers these potential contradictions in relation to three forms of integrated development planning in South Africa: Integrated Development Planning (a legally defined form of strategic planning for local government); Metropolitan Spatial Frameworks; and integrated Area Development Projects (focused on more localised areas). It draws on existing literature (including major recent reports) and several case studies to consider the strengths of these forms of planning relative to those in the past, and the problems and contradictions faced. While in most cases, there has been an emphasis on extensive participatory processes, key concerns include a tendency towards a technocratic approach, and a weak understanding of social, economic, political and spatial dynamics, so that the complexity of development challenges within planning areas is often underestimated. In addition, integrated planning frequently faces difficulties in achieving integration in an institutional sense. The paper reflects on the extent to which these problems and contradictions can be seen as mere teething problems, reflecting a society in transition - or whether they are symptomatic of deeper contradictions in the conception of integrated planning and in planners' understanding of society.

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STRATEGIC PLANNING AND DEMOCRATIC GOVERNANCE IN POST-SOCIALIST CITIES

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Post-socialist cities are at the front line of the development campaign. The transition from a centrally-planned to a market-based economy has offered significant opportunities to increase economic prosperity and to improve the well being of urban residents through democratic governance. In this context, municipal policies affecting urban areas -- planning, housing, transportation and delivery of urban services -- have major ramifications for the efficient operation of businesses and communities. A decade later, cities of transition economies have remained the centres of economic growth, service expansion, technological innovation and cultural diversity. However, they have also experienced rapid social polarization, poverty and environmental degradation. This research will focus on the process of urban change in post-socialist cities in Central and Eastern Europe. The politics of urban governance will be discussed as they relate to planning and provision of urban services. Recognizing the need for effective policy solutions to urban challenges, the analysis will explore the opportunity to influence change through strategic planning.

Drawing on the experience of Budapest, Riga, Prague, Vilnius, Sofia and Warsaw with City Development Strategies, the research will highlight the responsiveness of the model to transition imperatives and its ability to influence the national policy dialogue on sustainable growth and spatial planning. It is argued that the model can be instrumental in defining contextually appropriate multi-dimensional strategies for spatial development in the context of EU enlargement.

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DEVOLUTION AND THE POLITICS OF BUSINESS REPRESENTATION IN THE UK: A STRATEGIC-RELATIONAL APPROACH

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This paper exploits the insights of a strategic-relational approach (SRA) in examining the response of business interests to the newly devolved governance context in the UK. Rather than deriving business interest representation from the structural characteristics of capitalism, or reducing it to the rational calculation of individual business agents, the SRA examines the interaction between a dynamic strategically selective context which privileges certain forms of interests and activities, and strategic actors who reflexively examine the options open to them in pursuing their various interests. This framework has a particular salience in the context of UK devolution, as political structures change and groups and interests manoeuvre for influence. It thereby promises significant advantages over existing theoretical approaches to questions of business interest representation.

Implementing the SRA here implies a consideration of a number of themes, including (i) the nature of the UK state and business politics in the UK, and how this context is changing (ii) the evolving perceptions of business actors and organizations of this context (iii) the relative capacities of business interests to influence and react to change (iv) the processes through which business actors formulate and advance their strategies, and (v) the processes of adjustment and learning which business interests undertake. In developing this analysis we emphasise continuity rather than change in the nature of business politics in the UK, as business groups register the ongoing centralism which characterises the UK polity generally, and key aspects of macro-economic and regulatory policy-making in particular, as well as the realpolitik of a wide range of policy spheres. However, more limited organisational and policy changes are evident as business

interests seek to maintain influence within the revised institutional networks, situate themselves appropriately to cover possible further developments, and build influence at operational levels in a variety of policy fields.

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TOWARDS A CONTRACTUALISED POLICY FOR URBAN REGENERATION: A COMPARISON OF FRANCE AND THE NETHERLANDS

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This paper addresses the question of how the public sector tries to influence investment in the regeneration of housing estates. It does this through a comparative analysis of policies for urban regeneration in France and the Netherlands. In both countries, central government financially supports urban regeneration. The way in which it does this has evolved from a system of direct state intervention through sectorial subsidies towards a system of block grants (Sueur, 1998; Ministerie van VROM, 1997). Public funding for urban renewal is made available in contracts between central and local government, on the basis of territorialised policies elaborated at the local level. This evolution is examined from the perspective of a changing role of the public sector under influence of changes in society that can be described as the emergence of a network society. These changes increase competition between regions. At the same time local governments become more autonomous from central government and develop a more business like approach towards cooperation with private parties (Korthals Altes, 2002). Before the concept of the network society was used to describe them, Goldsmith (1993: 66) summarised the essence of these changes as the emergence of a local government whose main role is not to produce services, but to enable others to produce them. The role of the public sector is shifting from the regulation of urban development towards the stimulation of urban development (Healey, 1997). This paper investigates the rationales behind the evolution towards a contractual policy for urban regeneration in France and the Netherlands, and it gives an appreciation of its effects.

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EUROPEAN TERRITORIAL GOVERNANCE: DESIGNING A FRAMEWORK FOR EVALUATION

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With the making of the informal and non-binding European Spatial Development Perspective (ESDP) during the 1990s a process has started that is directed at implementing a territorial dimension in European Union politics. This can be called the European territorial governance process. The makers of the ESDP do explicitly not aim at creating a new European spatial planning policy on its own. They want to integrate and gel institutionalised a territorial dimension in already existing policies at European and national level with spatial impact like Trans-European Networks, Common Agricultural Policy, Cohesion Policy and Environmental Policy. As of yet, the application of the ESDP shows a twofold track record, i.e. cases where the ESDP is applied (Interreg, ESPON, UK, DG Regio etc) and cases where the ESDP is not applied (The Netherlands, other organisations of the EU apart from DG Regio).

The paper, firstly, will sketch recent developments in the European territorial governance process. Secondly it will review the existing literature on the application of the ESDP (recent work of Faludi; Böhme 2002; forthcoming TPR special issue). It, thirdly, will take the forgoing as a starting point to elaborate on and to make some further attempts to

develop a framework for analysing and evaluating this process. It will do this by trying to explain examples of successful and unsuccessful application.

A basic idea will be that spatial planning in general, and new spatial planning initiatives like the European territorial governance process in particular, to a large extent come down to institution building (see amongst others the work of Mastop and Albrechts). The paper will draw inspiration from some aspects of the work of Anthony Giddens, i.e. the analytical division between signification, power and legitimacy as parts of structuration and institutionalisation. It will also draw inspiration from the work of Healey, who has made attempts to combine communicative and institutional approaches.

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THE GLOBAL EMERGENCE OF PRIVATE PLANNING AND GOVERNANCE

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This paper pursues two related themes: (a) the emergence of club-based consumption in modern cities and (b) the transfer of governance functions to contractual communities. It presents an evolutionary view of the world-wide trend towards the private organisation and planning of shared neighbourhood space (land and other civic goods and services), taking evidence from the two countries with the most extensive experience of private planning: China and the USA. These themes are strongly related to the idea of the network society - clubs being a style of economic organisation that allows shared goods to be efficiently supplied to a restricted set (network) of co-consumers.

America's Home Owner Associations and gated communities are well known. Less is known about China's numerous and huge private and public-private managed housing developments. To illustrate, the paper offers Chinese examples of mixed income privately planned and governed suburbs with populations ranging from 30,000 to 200,000. The contrasting political position of China and the USA lends weight to the idea that private neighbourhood governance yields compelling efficiencies that make it something of an unstoppable innovation. Post-reform China's wholesale drift towards organising the city as semi-private residential clubs indicates that, for this developing country at least, this is a superior strategy to conventional urban governance. It is a strategy that has reduced the costs of municipal government and yields welfare gains to many citizens. In the US, however, contractual government is proving to be a costly affair - judging by the litigation going on in just about every Home Owner Association in the country. The paper tells an interesting story therefore, of private neighbourhood planning emerging either spontaneously (USA) or by conscious government strategy (China); of a mode of urban planning and management that appears to offer choice, local accountability and transparency and other immediate benefits; but one that in the American context may have higher than expected private costs as well as the much talked about longer term social costs.

PLANNING FOR-AGAINST URBAN INFORMALITY

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The paper explores the role of urban planning in shaping the condition known as 'urban informality' ('illegality'). It adopts a neo-Gramscian approach and focuses on 'ethnocratic' cities, characterized by the control and expansion of a dominant group over contested urban space, and by high levels of uneven ethno-class segregation. The paper suggests that urban informality constitutes a surface expression of the unresolved tensions between three main 'engines' of the urban order: (a) the logic of capital accumulation; (b) the evolution of modern governance; and (b) the drive for ethnic and national control. In ethnocratic cities, urban informality becomes a common, if undeclared, planning strategy. It allows the authorities, on the one hand, to continue the hegemonic representation of planning as an 'orderly', modernist and ethno-nationalist practice, while on the other hand, to neglect, contain and oppress marginal groups defined as 'unplannable'. Planning acts in such settings both 'for' and 'against' informality, with a result of condemning large groups of citizens, typically minorities, to marginalisation and poverty. In the long-term, however, this approach generates minority resistance, conflict and political instability.

The paper illustrates the argument with examples from urban planning in Israel/Palestine. It concludes by arguing for broadening planning theory to deal with the materiality and politics of the 'unplannable', as key aspects of the planning of cities and regions

EXPANSIVE SPATIAL PLANNING: THE NEW EUROPEAN TRANSNATIONAL SPATIAL VISIONS

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Spatial planning in Europe has reached new frontiers. The European Spatial Development Perspective covers the entire European Union and although having an informal, non-binding status is creeping into regulatory frameworks of the European Union, especially the structural funds aiming at territorial cohesion at the European level. To stimulate co-operation between the Member States of the European Union, including the accession countries, the map of Europe has been divided into a jigsaw puzzle formed by large so-called transnational areas. In four of these areas spatial visions have been developed. Taking into account the enormous spatial diversity in these new European 'super-regions' and add to that, amongst others, the great variety in planning systems, it is astonishing these visions came about in the first place. In this respect they could be welcomed. At the other hand, the way they have been prepared could be questioned. Containing policy frameworks with an intended impact stretching far beyond the domain of spatial planning they have been written basically by spatial planners only. And although the mere idea of transnational areas was for a great part to stimulate novel conceptualisations of the spatial position of countries and regions the development of spatial concepts proved to be extremely problematic. This paper looks at spatial visions for four transnational areas: 1) the Central European, Adriatic, Danubian and South Eastern European Space or CADSES ('VISION PLANET'); 2) the Baltic Sea Region ('VASAB' or 'Vision and Strategies around the Baltic Sea'); 3) the North Sea Region ('NorVision'); 4) North-West Europe ('NWE Spatial Vision'). The analysis of these four visions, following a common format, lead to some fundamental conclusions about the various principles on which such visions can be grounded and the architecture of the processes to be followed. As such the paper aims to contribute to research as well as to policy making.

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Track 3

Environmental planning

LEGITIMIZING UNCERTAIN RISK INFORMATION

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Environmental decision makers inevitably proceed without complete information. They face deadlines and resource constraints that limit their ability to gather information, and in many cases, large gaps remain in the underlying scientific knowledge base. They must act when presented with windows of opportunity, or when the personal costs of waiting outweigh the benefits. These same decision makers, and the analysts who support them, inevitably seek legitimacy, that is, they desire to have their actions seen as desirable, proper, and appropriate.

Uncertainty, ambiguity, and ignorance can undermine the scientific authority of risk assessments and associated risky decisions, thereby potentially reducing their legitimacy. Both risk assessors and environmental decision makers often encounter hostile skeptics who question the appropriateness of their methods and the propriety of their decisions, respectively. All involved would welcome ways to enhance the legitimacy of risk assessment and environmental decision-making. This paper evaluates alternative legitimization strategies using the experience of the recently completed New Jersey Comparative Risk Project as a guide.

This multi-year project was completed in 2003. It evaluated about 75 environmental threats in terms of human health, ecological, and socioeconomic impacts on the State of New Jersey, USA. Suburbanization, indoor environmental problems, invasive exotic species, and traditional pollutants had the greatest impacts. Legitimacy of the policy message depended as much on the process as on the substance of the analysis and deliberation.

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PLANNING FOR NATURAL AND CULTURAL RESOURCES ON THE EDGE

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Many of the world's natural and cultural resources that are attractive to tourism have been pushed to the edge with ever increasing demands by locals and visitors. The Mississippi River Corridor in Louisiana has a variety of rich natural and cultural resources that attract tourist and visitors. Many conflicting interests have pushed this historical corridor to the edge. Tourism planning, design, development, and management of these resources are mostly handled individually on a case-by-case basis (project planning process) rather than an interdependent, comprehensive basis and framework (system planning process). As a result, the valuable resources are either underutilized or not known and consequently not utilized at all.

This presentation will share the results of a ten-year case study of the lower Mississippi River Valley from Natchez, Mississippi to Venice, Louisiana where this great river reaches to the Gulf of Mexico. The presentation will offer the developed planning method and how it incorporates the elements of eco/heritage tourism as a model for similar studies and planning of landscapes on the edge.

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URBANIZATION, ENVIRONMENT AND TOWN PLANNING IN A SAHELIAN AFRICAN CITY

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Relating urbanization and environment involves considering the environmental consequences of urban growth. These relations vary a lot depending on the geographical area we examine.

In cities of the developed world water supply, sewerage, waste management, air pollution control are almost assured, whereas, the situation in growing cities of developing countries is extremely different, if not opposite. Especially in sub-Saharan Africa where conditions of environmental degrade are the rule.

Here the supply of drinking water, the sewerage system and the urban waste management -when they exist- are available only to a limited number of citizens and, the insufficient urbanization systems cause serious situations of environmental degrade.

Which is the role of town planning towards this phenomenon?

How can planning improve the environmental conditions in such an economical, social and spatial situation?

These questions have been studied in my Ph d thesis titled *Urbanisation, Health and the Environment: the case study of the city of Louga and, intervention I suggest concerns the results of a deep study about the link between Urbanization and Environment in an African city called Louga (Senegal) of 85.000 inhabitants.*

I even would like to point out town planning policies and strategies which have faced the problem, past experiences, present policies.

Finally, comparisons with what happens in Europe could be put forward.

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URBAN TRANSPORT PLANNING FOR SUSTAINABILITY AND JUSTICE IN LESS-INDUSTRIALIZED COUNTRIES: THE CASE OF INDIA

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Transport is not the only source of air pollution, and neither is air pollution the only important transport or urban impact in India and other Asian LICs. Yet, transport air pollution appears to be the urban environmental issue that attracts the most policy attention, and the urban transport problem tends to be framed largely in terms of air pollution. My paper explores the reasons for and the implications of these biases. Also, it argues that technological measures to address transport emissions are necessary, but the goal should be to fulfill other transport objectives also, with the overall aim of achieving an access and mobility system that is resource conserving, environmentally benign, safe, and just. This is particularly important given that transport impacts are inextricably linked and affect the poor disproportionately, that resources are inadequate to address even current impacts, and that technological measures can be neutralized by increasing vehicle activity and congestion. To achieve this objective, motor vehicle activity should be targeted in addition to per-vehicle emissions by, among other things, maintaining and if possible enhancing public transit and non-motorized mode use. I discuss the desirability of and the potential for these measures based on environmental and social considerations, current mode shares, and my elicitations of vehicle user perspectives on how to make these modes more attractive to them.

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EUROPEAN EMISSIONS TRADING AND WELFARE DISTRIBUTION

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Aim of being an international leader in forming a long-run, coherent response to climate change has led the European Union to look for new measures that will contribute to reaching Kyoto targets without harming the competitiveness of European industries. The Commission responded this call by proposing a CO₂ emissions trading market start by 2005.

However, differences exist in the economic, industrial and energy structures of the member states accompanied with varying greenhouse gas reduction targets agreed upon in Burden Sharing Agreement create a challenge for an efficient and equitable trading scheme.

While there is agreement on the benefits of such a scheme based on North American Acid Rain experience, it is concluded that initial allocation scheme has substantial impacts on the distribution of these gains. This conditional welfare distribution gets more important in a transnational context. Even though there has been studies analyzing the buyers and sellers of such a European market, the distribution of this total welfare gains across member states under different allocation schemes has not been studied well. Enlargement of the European Union towards Central and Eastern Europe creates another challenge on how the economies of these countries will be affected by stricter environmental policies of the Union.

This paper serves to answer how welfare gains vary across member states of the enlarged Union under different emission allowances by making use of interindustry input-output framework.

MANAGING SPATIAL CONFLICTS - ENVIRONMENTAL CONTEXT

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Political, social and economic changes, taking place in Poland during last decade and caused by transition processes, modified functioning of local societies. Development of social consciousness enabled to focus activity of local society on shaping their surrounding and influencing decision-making process concerning spatial planning. Defining and articulating particular needs and interests of local society have been followed by undertaking appropriate actions to provide for their needs as well as defending its interests. In most cases problems appear when local society notice that their interests do not meet local authority's priorities. Different preferences lead to disagreement between local society, representing its particular interests, and local authority, representing regional or global interests. In effect, social conflict occurs.

This paper focuses on problems concerning contradictory interests occur within the concept of using environmental goods and influencing spatial planning at local and regional level. Interaction between different subjects create conflict situation that has to be managed.

The paper presents characteristics of sources and subjects of the conflict, its environmental and spatial aspects as well as possibilities of managing in conflict situation. Most of the examples described in this text show disagreements upon environmental investment introduced in local space due to sustainable development policy at local and regional level. In most cases, conflicts engage local society and local government as opposite parties. NIMBY syndrome appears as one of the aspects in conflict situation. To protect life quality and economic status local society will fight against new environmental investment in their neighbourhood even if the necessity of it is understood and accepted. Local government use planning process as an instrument for implementing sustainable development policy, for local society participation in planning process is used as a barrier for unwanted investment.

A U.S.-DUTCH COMPARISON ON SPATIAL PLANNING

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Two types of planning ideals occur: technocracy and sociocracy. In the technocratic view, planning is a process that occurs in different phases in a set chronological sequence: from definition of the problem by formulating objectives and drafting plan alternatives, to realisation of the best alternative. In the sociocratic view, there is a cyclical process of searching and learning. The key question is not whether a plan is completed in an integral manner, but whether the perceptions that are agreed upon

are considered feasible by those involved and having a stake once action must be taken. Adherents of central steering feel drawn to the positivism of the field. By positivism, we first mean the application of the scientific model in the domain of the human sciences. Secondly, this term refers to the ambition to give science and technology a central place in the preparation of political decisions. Technocracy is the product of the Enlightenment, breaking through the conviction that humans can shed themselves of shackles of religion and nature by using human Reason. Sociocracy is a product of scepticism of the 'blessings' of science, modern technology and the isms (particularly socialism and market liberalism) that have their roots in the Enlightenment. If we place the ideals of technocracy and sociocracy at either end of a spectrum, we can place practices and views on planning in the Netherlands and United States in relation to each other. Dutch practice clearly exhibits more traits of technocracy than American practice does. Although American planning also shows clear traits of technocracy, it is more deeply embedded in a participatory tradition. In the Netherlands, there seems to be a shift occurring towards a more sociocratic approach; in the U. S. we see movement in the opposite direction. If this observation is correct this would mean that the planning systems of both countries are converging towards the middle. In our paper we will explore the driving forces behind the observed changes. We will focus on the relation between planning and property rights, the use of financial incentives (taxes and subsidies), and the importance of metaphors such as 'smart growth' in both countries. We will analyse the role of plans as decision-making situations. Much attention will be given to practical examples in both countries. These examples will be derived from urban as well as rural planning.

UNIVERSITY NETWORKS AND SPATIAL DEVELOPMENT: THE CASE OF UNIADRION NETWORK IN CENTRAL MEDITERRANEAN

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The period of the last 15 years, in Europe, as well as in the globe, has been marked by a significant growth of cooperation networks between managing authorities of geographical entities of all levels (towns, cities, regions). This development being in the framework of the so called 'decentralized cooperation' (i.e. direct contacts between local authorities and non governmental legal entities) is aiming at reducing the significance of national frontiers and promoting the political and spatial integration of Europe. Beside local authorities there are other types of organizations (development agencies, research institutes, universities) trying to get benefit by participating to these networks or forming their own ones.

This paper refers to a network of about 22 universities located in the seven countries around the Adriatic and Ionian seas (Albania, Bosnia, Greece, Italy, Croatia, Yugoslavia, Slovenia), which is a new emerging area of transnational cooperation in Mediterranean (macro-region). The paper focuses on possible impacts on development of this network, being the frame for multilateral exchanges and know-how, between the above mentioned universities and consequently between the respective cities and regions. It is also examined the role of this network to the integration of the less developed countries and regions of the Adriatic and Ionian space and especially those of western Balkans being currently out from many important international fora. The investigation covers the following fields: Documentation and promotion of cultural heritage, Environment and sustainable development, Ecological and Cultural Tourism, Integrated economic development and Optimization of technical infrastructure.

EVALUATING ECOSYSTEM MANAGEMENT CAPABILITIES AT THE LOCAL LEVEL IN FLORIDA: A POLICY GAP ANALYSIS USING GEOGRAPHIC INFORMATION SYSTEMS

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Environmental planners increasingly recognize that while ecosystem management requires looking beyond specific jurisdictions and focusing on broad spatial scales, the approach will partially be implemented at the local level with the coordination of local policies across larger landscapes. This study seeks to answer the question: to what degree are multiple local jurisdictions collectively managing transboundary ecological systems? We combine plan evaluation techniques with Geographic Information

Systems (GIS) techniques to map, measure, and analyze the existing mosaic of management across selected ecosystems in southern Florida in the United States. Results indicate significant gaps in the State's management framework that, if filled, could achieve a greater level of consistency and more complete coverage of ecosystem management policies.

Sixteen adjacent ecosystem management areas (EMAs) were selected for analysis in the southern portion of Florida. A sample of local jurisdictions was then selected based on those jurisdictions containing area within one or several EMAs. The comprehensive plans for these counties and cities were evaluated against an ecosystem planning protocol (containing 58 indicators) to determine their collective ability to manage EMAs. Using GIS, we conducted the following phases of analysis: 1) visual and statistical gap analysis of plan scores across all ecosystems; and 2) mapping and comparison of total ecosystem planning scores (indicators weighted by the proportion of surface area a jurisdiction occupies within each EMA) for selected EMAs.

This study provides important insights for understanding from a spatial perspective how well local jurisdictions are together managing broader ecological systems. By using GIS, the findings offer guidance for planners on precisely where to set future land use policies to protect critical ecosystem components. Mapping specific strategies and policies thus serves as a rapid assessment of ecosystem protection and provides a strategic tool with which to plan more effectively at the level of natural systems.

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PATTERNS OF LAND COVER CHANGE IN THE BRAZILIAN AMAZON: 1992-2002

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In this paper we report the preliminary findings of our 10-year longitudinal and comparative land cover change surveys following the land use strategies of 240 farmers in 3 study sites of the western Brazilian Amazon State of Rondônia. The purpose of this 10-year research project is to understand the factors that influence small-farmer land-use decision-making at the household level, which include endogenous as well as exogenous variables at local and regional scales. Our research suggests that social networks, especially those that are linked to urban centers, play an important, but as yet unclear role in those decisions. We offer some conceptual speculations about how those networks might function within a farmer decision process. The contents of our paper include: (1) Introduction - tropical deforestation and land use change; (2) review of Amazon land-use research literature (e.g. Browder and Godfrey 1997; Caviglia and Kahn 2001; Kamete 1998; Pinchon 1996; (3) presentation of our 1992-2002 survey findings; (4) speculations on unexplained variation - urban-rural interface - informed by social capital and network exchange theory (Dasgupta and Serageldin 2000; Willer 1999).

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ECOLOGICAL PROCESSES AND ECOLOGICAL PLANNING

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Methods used in current environmental planning reflect methods developed in land use planning. Because of discoveries in landscape ecology, environmental planning needs an exploratory process that is flexible enough to encompass complex thinking about pattern or hierarchy.

The cognitive processes, acquisition, use, manipulation of information, might have a different angle for environmental planning than for land use planning. In the land use path it is reasonable to have clearly defined objectives to form plans at specific scales of intervention, which is not necessarily helpful for ecological planning.

Environmental planning and land use planning had in originally common the physical form. Some concepts are similar. Although a process component exists in both, within environmental planning more factors are interacting. As landscape ecology has revealed the complexity of environmental planning, it has outgrown, and is differentiating from, land use planning methods and ways of thinking.

Scale is handled differently. More things in environmental planning are more linked to scale effect. In land use planning you can assign one attribute to one place. You can decide to plan a square mile. In environmental planning you have to think more ecologically; look at the ten square miles around, and at the one square foot component. One way to think about this is by analogy to ask: Would you shoot a movie with a still camera? The environment, like a movie, requires a sort of camera that can zoom in and out in scale, rather than the picture adequate to land use planning. Land use planning acts in 'explanatory' mode, having projects with some set of goals for specific physical outcome. In ecological planning, if the goal is to act for the environment, you cannot start with one well defined objective. You have to start with an 'exploratory' mode, and figure out appropriate scale, identify levels of aggregation, levels of emerging properties, hierarchies.

Because there are no parallels to this in land use planning, these concepts fall into a void. They are new concepts that have nowhere to go because there is no correspondence in the land use planning process/method.

This paper aims to recognize a conceptual differentiation of environmental planning, and to start to propose processes reflecting ecological conceptualizations for ecological planning.

REGIONAL WATER PLANNING IN NORTH GEORGIA: COLLABORATION, COORDINATION, AND CAPACITY BUILDING AT THE WATERSHED LEVEL?

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In spring 2001, the Georgia legislature created the Metropolitan North Georgia Water Planning District (the "District"). This new regional planning and funding authority was initiated to respond to growing concerns over drinking water availability and water quality in the region's streams and rivers. The District is authorized to examine three critical issues - water supply, wastewater treatment, and stormwater - at a regional scale and propose solutions to current and future problems. In doing so, the District should "facilitate multijurisdictional water related projects" and "promote intergovernmental coordination."

Through detailed interviews with key legislative and policy actors, I examine the history and background of the creation of the District - its supporters, its detractors, and alternative proposals discussed at the time of its enactment. By reviewing current work products, I present the District's structure and functioning. Finally, I analyze the progress of the District in developing responses to the region's water problems. I focus on watershed planning and management issues such as coordination, collaboration, systems analysis, ecological integrity, and public participation.

Results from this paper will be useful to planners in identifying alternative approaches to regional water issues. Further, by examining this District in combination with analyses of the Georgia Regional Transportation Authority (another institutional response to growth-related issues at the regional scale), we may begin to identify critical factors in the success and/or failure of regional planning practice in the U.S.

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ELGIRA. A KNOWLEDGE SUPPORT PROCEDURE FOR REHABILITATING CONTAMINATED REAL ESTATE IN PORTO MARGHERA (VENICE - ITALY)

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The paper introduces the general architecture of a procedure designed to assess rehabilitating intervention within the highly contaminated industrial zone of Porto Marghera (Venice - Italy).

The procedure is called EL.GI.R.A., an acronym which stands for a sequence of models Electre, Giuditta, Rec and Aures.

Scenarios of the zone are assumed as operational backgrounds (that is functional land use patterns) sketched by the Master Plan of Venice Municipality, the Agreement on Chemistry, preliminary outcomes of studies and analyses for the new Master Plan of the industrial zone and other visions. A Recent agreement on impermeabilization of the port canal banks sets the question of alternative or combined rehabilitation techniques. The procedure under discussion is tested in a sample area (called '43 hectares') located in the middle of the zone with a spatial contaminant matrix provided by the Land Information System (Lis) updated by the Municipality of Venice. The test starts with a screening of suitable technologies (either on site, off-site or mixed) based on technological, environmental, social, financial and economical performances. The performance matrix is processed with the help of Electre, a multicriteria evaluation technique based on concordance/discordance analysis which provides a preliminary rank of technologies. The contaminant matrix is spatially interpolated with Aures (a cellular automata model) whenever the grid lacks for enough density. Based on matrix content and performances of selected technologies, Giuditta develops a risk analysis whose outcomes become input to Rec, a subroutine which generates three normalised indexes on risk reduction, environmental merit and total costs. These indexes do refer to maximum concentration thresholds by single or clusters of contaminants.

Rec provides with additional information useful for an overall assessment such as incremental risk (before/after comparison), differences in contaminants concentrations, financial cost profiles by rehabilitating intervention and related energy consumption. Catching spatial effects of rehabilitating interventions with the help of Aures, as a final step the procedure aims at estimating net benefits within surrounding urban areas in terms of changes of real estate values, land appeal, location preferences of city users and alike.

ORGANIC FARMS FOR TRIBAL COMMUNITIES: A STUDY OF AN AMERICAN INDIAN COMMUNITY NEAR PHOENIX, ARIZONA

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For Native American communities in the US, organic farming has great significance. It symbolizes a pristine and ecologically sustainable lifestyle independent of white settlement; offers solutions to health problems resulting from extractive industries and large-scale farming; and, promises local profits within tribal territory. These advantages are recognized by groups within the communities including educators, health care providers and seniors and expressed in tribal master plans and vision statements nationwide. However, for organic farming to succeed economically it must connect with a range of potential buyers and alternative agriculture programs such as direct marketing, community supported agriculture and farmers' markets. Communication is complicated by the local nature of the organizations and by reluctance to make contacts outside the community. Additionally organic farming must compete with tribal incentives for mainstream economic development. This paper investigates the dynamics of organic farming within Arizona's Salt River Pima-Maricopa Indian Community, (some

5,000 residents on 56,000 acres of land) in the Phoenix metropolitan area. Traditionally a farming community whose crops are traceable to the Mayans, the Pima-Maricopa Indians have lost most of their land and water supply to Euro-American settlers. Adjacent mainstream agriculture has caused serious environmental and health impacts through toxic crop dusting. Few residents farm at present, and most lease their land to off reservation cotton growers. Two years of research on an organic farm project for the Salt River Community has identified four groups with a strong interest in local food systems (organic or otherwise): farmers, educators, planners and elders. Involving a series of interviews basic predisposition towards organic farming and their perception of its feasibility within the Tribe are investigated. Questions included: how easy is it to grow and sell organic foods? What are the opportunities and the drawbacks? How do local opportunities compare with regional opportunities, and how easy are these to access? This paper also draws on literature about the planning of organic food systems and the relationship of tribal peoples to these systems within the US. It sheds light on the present role of organic farming in Indian communities within the US drawing attention to practical obstacles and workable solutions.

LOOKING TOWARD ZOOTOPIA: THE NEW URBAN ZOO AND ITS IMPACT ON THE SOCIAL CONSTRUCTION OF NATURE IN THE CITY

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In our networked global society the role of Zoos -- as anthropogenic, capital intensive, public/private, urban green spaces containing plants, animals and ersatz ecosystems from all over the planet -- is being redefined. A competitive - almost utopian - quest to create truly functional and sustainable ecologies within the microcosm of zoo exhibitory is occurring worldwide. The introduction to the Zoo world of internet shared databases, GPS/GIS mapping of living collections and methodologies for ecological restoration is giving these institutions a claim to full participation in possible resolutions of the civilization vs. wilderness problematic. But can the new urban zoo, armed with 21st century science and technology, really transform itself from an exploitive entertainment venue to a "Zootopian" vision of how humans and other living beings can live together in harmony?

As developer of the L.A. Zoo's methodology for data visualization I have shared our techniques at Zoo conferences throughout Europe, Asia and the Americas. I approach the question through reportage of the rhetoric presented by zoo professionals to the zoo world and to the public, by showing the "state of the art" global, internet-served zoo biodiversity maps and networked databases now being created, and by discussing the implications of the Zoo organizations' effort to use urban space to meaningfully conserve plants and animals ex-situ using these tools and to socially construct nature along post-modern, anti-essentialist lines that refuse the dichotomy of "wild" vs. "built" environments.

With urbanization and globalization proceeding at an accelerated speed, conservation efforts that maintain the Cartesian dichotomy between "City" and "Countryside" are increasingly viewed as problematic. In the face of the modern extinction crisis, new green space models for integrating urban collections of "wild" flora and fauna (along the lines of the "Zoopolis" concept of Jennifer Wolch from USC's "Sustainable Cities" program) must be developed that go beyond mere park land conservation. The unique urban planning/nature restoration occurring in Zoos is of particular importance to our redefinition of urban nature.

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FRAMING LOCAL IDENTITY IN THE SPACE OF QUALITY AND SUSTAINABILITY. TENSIONS IN RECENT POLICY DEVELOPMENTS.

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The paper focuses on the problematic relations between the search for a better framing, comparison and evaluation of identity-based strategies and the peculiar nature of identity as a powerful but fragile entity which, in a certain sense, refuses framing operations.

One of the main issues at stake concerns the production of indicators that (often in the frame of integrated measures of natural, social and cultural capital) directly refer to issues such as identity, local culture and sense of belonging.

These treatments are explicitly or implicitly based on some conceptual framework referring to the notion of sustainability and the concept of quality of resources.

While the integration between the conceptual and operative fields of identity and sustainability represents a very important topic for spatial planning and policy, the papers argues that extending in an automatic way the sustainability conceptual frame to the identity sphere risks to undervalue the peculiar nature of identity as a category which moves, in an unstable way, through socio-existential and rational dimensions. On the other hand, treatments aimed at defining and comparing identities move (explicitly or implicitly) toward the possibility of imagining a sort of identity quality of a given territory.

When applied to identity, quality reveals some traits of its ambiguous, insidious nature. Quality is the value-oriented sign of a way of being of territory (as in the expressions quality of living, quality of housing, quality of urban, rural space); but at the same time is the basis for a evaluation and comparison-oriented formatting.

In this scenario, a critical discussion of the implications of some framing operations will be proposed, with regard to the risk of normalising local identity as a policy category.

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ENVIRONMENTAL PLANNING IN PRACTICE - CONDITIONS FOR LEARNING AND CHANGE

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It is often testified that planning for sustainability is ineffective. The explanations are numerous. In this study we focus the day to day municipal spatial planning practice. What are the conditions for the implementation of the national political vision in this respect?

We approach planning as a communicative activity that involves different parties and interests (1). Actors taking part in the planning process are knowledgeable and competent humans with a practical consciousness, acting and interacting in the context of institutions, traditions, rules and resources, as described by Giddens(2). Various perspectives meet and are confronted during the planning process e.g an economical growth perspective, a technical, an ecological, a social. The differences between the perspectives, the discourses and the power relations are seldom made a subject for reflection and common discussion (3). We propose that the encounters have potentials for learning and change if they are made subject to reflection and open dialogue. Not the least the language and the conceptions which are embedded in the concrete activities of day to day life, leads the users to conventional ways of thinking (4) that ought to be made explicit and scrutinized. For this reason local practice needs to be elucidated by the practitioners themselves in cooperation with researchers.

This paper reports on two empirical studies. The methods used are qualitative: focus groups and interviews. The first study regards environmental officials and their view on practical conditions when ecological perspectives are to be integrated in spatial planning. The second study highlights governmental experts in trade and local economics. The aim is to elucidate mental structures as well as institutions and discourses that impede or facilitate communication between perspectives maintained by those professionals.

This research is relevant both for the practice and for planning education. The elucidation and reflection of concrete planning processes makes learning and change possible.

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THE PORTUGUESE PLANNING SYSTEM - A CRITICAL REVIEW OF RECENT APPROACHES TO INCORPORATE ENVIRONMENTAL POLICIES

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Despite some criticisms, it has been widely recognised the particular role of national planning systems to support environmental policies, namely through the protection of environmental values and the articulation between territorial development and environmental conservation and sustainability. The way traditional planning systems incorporate environmental issues can be diversified and may lead to different degrees of positive contributions. New adjustments may include, among others, strengthening the relationship between policy and plan-making levels, administrative restructuring, introducing new types and scales of plans or integration of new environmental indicators at the licensing level. In most cases, however, these adjustments are more a result of external pressures over planning systems, than a genuine result of an internal evaluation process, based on the analysis of past successes and failures, and the proposal of procedural improvements and restructuring measures. This paper aims to present a critical review of the Portuguese planning system, addressing, in particular, the incorporation of environmental concerns and how successful these have been in order to strengthen its performance when dealing with environmental policy concerns. The paper is structured into three main parts. In the first part, the scope and potential of planning systems to support environmental policy objectives are revisited, supported on a recent literature review. As a result, a general theoretical framework designed to analyse and assess national planning systems is proposed. In the second part, the main features of the Portuguese planning system and, in particular, its capacity to integrate environmental concerns, is described and analysed. Further on, the system is assessed having in mind the theoretical framework proposed in the first part of the paper and the contributions of major critical works, recently published on this subject. In the third part, the main findings and conclusions of this assessment are presented. The Portuguese planning system has benefited from recent significant improvements in its formal coherence. A clarification was made of both the existing plans' hierarchy and the related administrative framework. A new typology of plans was introduced to tackle specific environmental problem areas. Nevertheless, our analysis brought to the fore some remaining weaknesses. Issues like the assessment of daily practice associated to the implementation of landuse plans, recommendations on good practices such as territorial differentiation of development control according to environmental sensitiveness or use of new environmental indicators in plan making and implementation are largely ignored or, indeed, missing.

MODELS AND UNCERTAINTY IN CENTRAL CALIFORNIA AIR QUALITY PLANNING

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Air quality planning practice in Central California is complicated and costly. It is also quite controversial despite millions of dollars invested to improve scientific understanding and to implement emissions controls. This study describes and critiques the use of photochemical air quality simulation modeling and the management of associated uncertainties in planning to attain standards for ground-level ozone in the San Francisco Bay Area and the San Joaquin Valley during the 1990's. Data are gathered through archival research and thirty interviews with planners, modelers, and executive policy-makers at local and state air quality planning agencies, and with representatives from the regulated and environmental communities. Research products include network diagrams of interaction amongst organizations and delineation of policy narratives. Planning agencies are found to pursue a strategy of controlling all emissions feasible, whereas the regulated community emphasizes the limits of scientific understanding. Predetermined policy positions and other planning constraints, such as deadlines and political will, obviate modeling results. All participants invoke uncertainty concerns opportunistically. Thus, modeling results are used selectively to justify a priori decisions rather than deterministically. These findings document an air quality planning process to provide insights about the potential for using new scientific information and understanding to achieve air quality goals, most notably the rigorous assessment and communication of uncertainties in modeling applications. Practices to facilitate incorporation of uncertainty information are suggested based on interview findings, as well as suggestions from the literatures of the policy sciences, decision sciences, consensus-based and communicative planning, and modeling theory.

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REGIONAL STRATEGIC TRANSPORT PLANNING AND ENVIRONMENTAL ASSESSMENT IN LIVERPOOL, AMSTERDAM AND BERLIN - 1997 AND 2002

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This paper revisits three strategic transport plans in the city regions of Liverpool (Merseyside), Amsterdam (ROA) and Berlin five years after their identification as good practice cases in terms of the assessment of environmental impacts in 1997. It is found that whilst plan making remit and scope has changed substantially in ROA, there has been some more consistency in Merseyside and Berlin. However, by 2002 all three regions had abandoned the environmental assessment of different policy options. Based on the evidence obtained, it is suggested that strategic plans should be prepared outside the immediate political agenda within participative and structured processes. Furthermore, it suggests that developments are currently moving away from possible 'windows of opportunity' for formalising environmental assessment of strategic plans.

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MEDIATING (APPARENTLY) IRRECONCILABLE CONFLICT ABOUT AGRICULTURAL WATER USE

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What can be done to manage precious water resources when stakeholders holding conflicting values seem to be locked in an intractable conflict that appeals to authority or science can not solve? This paper looks at two examples in which policy makers used mediation in an attempt to make policy about agricultural water use. The first case looks at a mediation for the CALFED Bay-Delta Program in California, the second examines the use of mediation in the Klamath Basin in Oregon. Both cases contain: (a) parties with deep value differences; (b) scientific controversy; (c) and issues of cultural identity; (d) multiple stakeholders from multiple state and federal agencies, tribes, and nongovernment organizations. Both river basins have been a focal point for stakeholder conflict for decades. In both cases, agencies attempted different methods of decision-making without success before the mediation. In one case, stakeholders in the mediation reached consensus, in the other it did not.

To compare these cases, my study uses repeated in-depth interviews of the relevant actors and observers, as well as an extensive review of related documents. For each case, I will generate before and after data on: (a) stakeholder relationships, (b) the degree of scientific agreement, (c) the framing of the issues by stakeholders, and the degree of concurrence among framings, and (d) the policy and scientific knowledge of stakeholders. Using this data, as well as the presence of an agreement, to measure the impact of mediation, I will compare these cases in order to draw lessons regarding successful mediation practice. Emerging results are providing insights into how mediators can help parties (a) generate the right group culture and conditions for problem-solving; (b) effectively reframe an intractable problem; and (c) manage the tension between faithfully representing change-fearing constituencies and embracing change and learning.

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SEISMIC RISK ASSESSMENT IN LARGE URBAN SYSTEMS: A PROPOSED METHOD TO EVALUATE EXPOSURE AND VULNERABILITY

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Since the increasing attention to the physical integrity of the territory and specifically to the safety of settlements, the seismic risk is going to be considered more and more relevant by urban planners. The seismic risk affects most of Italian territory and mainly some big cities with a relevant cultural and historical heritage.

Moreover, in Italy only recently in-depth studies regarding the role of urban planning actions to mitigate risks and improve post-seismic crisis management have been undertaken. Although these studies led to relevant theoretical and methodological progresses, until now they mainly concerned small or medium-sized cities. Starting from these, our study refers to a large urban system considered as a whole: its morphological and functional characteristics as well as the resources of each urban district are examined in the context of the network of relationships with its surroundings. Risk assessment has a key role in the prevention of seismic risk in urban systems: the knowledge of the different level of risk allows to identify the priority actions we have to develop in order to make cities safer. Risk can be considered as a function of hazard and potential damage; this latter may be measured through the assessment of vulnerability and exposure of the territory potentially affected by hazard.

Referring to this, the work proposed, aims at setting up support tools for the mitigation of impacts caused by seismic events in the large urban systems. To this end, the main objective of the work was to set up methods and procedures for the assessment of exposure and vulnerability in a complex urban systems.

More specifically, starting from a new definition of exposure and vulnerability concepts, the research outlines a method for the assessment of exposure and vulnerability levels in a urban context. The method is tested and calibrated on a sample urban area within the city of Naples, featuring by the coexistence of historical and modern building tissues, high population density and the presence of strategic activities and important monumental complexes.

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COMPLEXITIES OF AN URBAN WATERSHED

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For the past 5 years an interdisciplinary team of scholars has been studying Upham Brook Watershed. This 23, 914 Acre urban watershed with a population of 85,000 people has 54 linear miles of stream. The area is generally flat, in the Piedmont physiographic province in the Richmond, Virginia metropolitan area. Rainfall is about 34 inches per year (Garcia 1999).

Our beginning question was why has not the local governments done anything to improve the water quality which does not meet federal standards due to very high fecal coliform counts (up to 80,000 fcu/100 ml)? This question was followed by many other questions concerning the biology of the stream, impacts of urban development, neighborhood and community organization, history of the area, elected officials' knowledge of the watershed, economic impacts, social psychology of the inhabitants, land use patterns, sewer systems and sources of contamination. Turning these inquiries into a systems approach, we studied the interactions of physical, biological, governmental/legal, social/historical, and economic systems of the watershed. Because the interactions are so complex, we developed a Multi-Objective Decision Analysis Model (MODAM) to assess decision-makers in their deliberations (Garcia and Merrook in press).

This paper will outline the systems we have found, highlight some of the interactions, and demonstrate the MODAM and its sensitivity to changes in a decision maker's value system. The research is based on survey, sampling of water quality, fish, and participant observation.

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URBAN PLANNING AND DISASTER VULNERABILITY IN ISTANBUL**GENCER, Ebru A.***Columbia University, New York, United States*

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Istanbul, one of the major metropolitan cities of the world, is today faced with a high risk of vulnerability from natural hazards. Even though its long history has been repeatedly interrupted with fires and earthquakes, importance of disaster mitigation had not been recognized until after the 1999 Marmara Earthquake. As a result, today with a population mostly concentrated in informal settlements in high-risk areas, Istanbul has to cope with the lack of land use disaster management tools.

This paper will examine the linkage between urbanization and vulnerability from natural hazards. It aims to point out that Istanbul's current vulnerability from earthquakes is a result of its poor land use planning actions and lack of mitigation policies (from development regulations and building construction standards to fiscal policies and most importantly the recognition of the problem) in local government.

Methodological approach will be based on the analysis of urban development, land use planning and mitigation policies (with a focus on the second half of the 20th century) and the review of current urban structure and hazard susceptibility.

By presenting the consequences of inadequate mitigation policies in planning activities, this paper will address the importance of land use planning in disaster mitigation and will state the need for an integrated multidisciplinary approach in disaster management. Additionally, it will also be a contribution to urban planning research and literature.

This paper is a part of one of the case studies of a doctoral dissertation in progress. Advisors: Elliott D. Solar, Director, Urban Planning Program, Columbia University (eds2@columbia.edu) Art Lerner-Lam, Director, Center for Hazards and Risk Research, Lamont-Doherty Earth Observatory, Columbia University (lerner@ldeo.columbia.edu)

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REVEALED AND STATED NEIGHBORHOOD PREFERENCES AND GROWTH ATTITUDES: EXPLORING RELATIONSHIPS**GOCMEN, Z. Asligul***University of Michigan, Ann Arbor, United States*

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Household preferences for new, particularly suburban neighborhoods have contributed to the physical growth of most U.S. metropolitan areas. In 2001, a survey of over 4000 residents in the metro Detroit area found that only three in ten respondents preferred traditional urban neighborhoods (TUNs) that are high density, mixed land use, and transit and walking oriented.

This paper investigates factors associated with individual's preferences and choices towards TUNs in the metro Detroit area. Of particular interest is whether residents who are concerned about the natural environment and uncontrolled urban growth are most willing to live in TUNs. The multivariate analyses use data obtained from a regional survey of quality of community life. In addition, objective measures obtained from the regional planning authority and Census 2000 which include land use, population and housing, road network, and employment characteristics are also used in the analyses and in the creation of neighborhood typology. Our preliminary findings indicate that preferences for TUNs are associated with several demographic, attitudinal, and spatial factors. For instance, non-white, older, lower-income residents, and residents of urban neighborhoods with strong sense of community are more likely to express preference

for TUNs. Moreover, concerns about the environment and urban growth are negatively related to preferences for TUNs. Residents preferring large lot, single use, and auto-oriented neighborhoods are most concerned about the environment and growth. These counter-intuitive findings suggest that residents may not realize the impacts their preferences have on the natural environment.

The paper concludes with recommendations for planners that could be used in changing residential preferences and choices through educational measures and maintaining strong sense of community.

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INDIGENOUS PEOPLES AND ENVIRONMENTAL PLANNING: OPPORTUNITIES FOR INVOLVEMENT IN NSW, AUSTRALIA

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This paper discusses opportunities for indigenous community involvement in environmental planning decisions, focussing on New South Wales (NSW), Australia. Like many other former colonial nations, Australia's indigenous population have struggled for recognition of their territorial lands, and been largely unrepresented in environmental planning processes. Over the past decade however, Australia has seen a shift in environmental policy, which now emphasises the full involvement of indigenous and local communities in planning processes. This paper evaluates the implementation of these policies with reference to areas of natural and cultural heritage significance. The first part of the paper situates the discussion within the broader international policy and research on indigenous peoples and environmental planning processes. The second section analyses NSW environmental law relating to both privately owned and public lands, including national parks and reserves. The discussion highlights the lack of any real opportunity for indigenous involvement in preparing local land use plans, reviewing major development applications, or managing reserves, particularly in comparison to other sectors of the community, such as scientific "experts". These findings are reinforced by a review of local instruments applying to national parks and surrounding areas (n=42) across the state. Although some provisions for consultation are made, particularly in relation to sites of recognised archaeological significance, these are largely formulaic and biased towards "pre European contact" Aboriginal heritage. Furthermore, there are few attempts to recognise or develop indigenous environmental knowledge during the planning process. The paper concludes that engaging indigenous communities remains a significant challenge for environmental planners committed to genuine citizen participation and social justice.

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ENVIRONMENTAL PROTECTION, PLANNING PRACTICE AND HOUSING FORM: CONFLICT ON TORONTO'S OAK RIDGES MORaine

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The Greater Toronto Area continues to experience one of the fastest growth rates in North America. A vague institutional response to the predominant low-density housing form questions the ability of planning to adequately address the associated environmental impacts. The regional debate centres on the Oak Ridges Moraine area, an environmentally sensitive feature that extends for 160km through several municipalities at Toronto's northern edge. Concerns have created a catalyst for activism and provoked major planning changes.

This paper uses a case study methodology to examine the ongoing conflict over housing development on the Oak Ridges Moraine. The analysis includes a literature review, planning document analysis and stakeholder interviews to provide insights. Complementing this research is a GIS analysis of housing form in one area of the Moraine to observe changes in housing developments and track the landscapes they consume.

Results indicate a longstanding political desire to protect the environmentally sensitive aspects of the Moraine, but there remains disagreement between stakeholders over strategies. Additionally, the absence of a suitable regional planning authority has led to large-scale housing development on ecologically significant land. Recent growth management efforts are found in the new provincial Oak Ridges Conservation Plan, but translating this innovative policy into effective municipal actions is proving difficult, and in the long term it may simply transfer growth problems to surrounding regions. Funding for this project is provided by the Canada Mortgage and Housing Corporation.

ECONOMIC METHODS OF ENVIRONMENTAL PLANNING IN THE DECISION-MAKING PROCES

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Starting with a brief overview of different actual evaluation methods of ecological and economical effects in the environmental planning, the specific pros and cons will be pointed out.

How can we assess ecological and economical effects appropriate for the decision-making process?

There are well working instruments to evaluate the cost-benefit-ratio for traditional questions. However, they all have serious inadequacies considering the inclusion of new (environmental relevant) parameters. On the basis of a Cost-Benefit-Analysis the difficulties and constraints of every single step will be demonstrated.

Following topics are in the focus of interest:

- The influence of "scoping" and "screening" on the quality of the decision process and its results.
- Which basic criteria are analysed normally in the environmental planning? Internal and external effects (air-pollution, CO₂, fuel consumption, noise, safety, travel-time, investment and running costs)
- Which criteria will become important in the future? Are there certain criteria which "come into or go out of fashion"?
- Which are (the limiting) ecological, spatial, economical and human factors, which are not taken into consideration normally? Why? (landscape, effects of fragmentation or areas, benefit of options, generated traffic, development of scarce goods with no market price)
- Problems with physical identification and quantification of relevant impacts
- Who are the persons involved in planning process and using infrastructure? (influence on selection and weighting the criteria)
- Problems with valuation (monetary and non-monetary) of relevant effects (costs of damage, costs of avoiding damage, opportunity costs, willingness to pay, non-monetary approaches)
- Aggregation and synthesis of single valued criteria to an overall result (influence of different methods on the result)
- Who are the winners, who the losers?

Are we able to internalise external effects (air-pollution, CO₂, noise, etc.) satisfactory?

(Most of the environmental impacts which affect the quality of human life, are external effects. Problems and methods of internalisation measurements will be discussed.)

The result is relevant for both, for educational reasons and for the practise.

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Bewertungsproblematik ökologischer Parameter in der Verkehrsplanung. Vortrag im Rahmen der Hochschultagung "Straßen- und Verkehrswesen" 2002 in Hamburg

MUNICIPAL SOLID WASTE PLANNING IN WELLINGTON-GUELPH: A CASE STUDY OF FAILURE-AS-SUCCESS

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Waste management is among the most vexing, contentious, and expensive infrastructure projects that municipal governments face. The literature emphasizes rational comprehensiveness as the predominant approach. Regional planning - an approach characterized by quantitative productivity and scientific positivism. However, this literature neglects an important aspect of urban planning - waste management, whose planning is strongly associated with environmental impact assessment (EIA). In 1983 the Wellington-Guelph (Ontario) initiated a Waste Management Master Plan with an initial

budget \$67,000 CDN. However, the publicly divisive plan was completed in 1993 for approximately \$7 million despite four failed landfill site searches and the abandonment of an incineration proposal. Hence no new disposal capacity was approved despite these planning efforts. Notwithstanding the siting failures, a "wet/dry" recycling program was implemented and at 60% Guelph now has among the highest waste diversion rates in Canada. In planning theory this may represent a case study of "failure-as-success" in light of the "communicative" action of planning. The objective of the study was to describe the connections between planning's primary paradigm - the rational comprehensive model, EIA and waste management in order to improve decision-making. An exploratory qualitative research study design, including historical-comparative analysis and key informant interviews, was used. Results indicated that proactive public participation channeled through the hiring of a professional facilitator allowed the communicative work of planning to occur, resulting in raised environmental awareness.

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LOCAL GOVERNMENT APPROACHES TO SUSTAINABLE DEVELOPMENT: A CROSS-CULTURAL COMPARISON OF LATVIA AND CALIFORNIA

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Central theme:

This paper will explore the evolving practice of local government involvement in sustainable development. In particular, it will compare such activities in Latvia and California. In both settings, the practice enjoys growing interest and support. At the same time, cities and counties face challenges as they wrestle with how best to proceed.

Approach and methodology:

The paper will describe the range of activities related to sustainable development that local governments are engaging in, or contemplating, in California and in Latvia (e.g., comprehensive plans and regulatory measures, governmental operations, incentives and other forms of support, and education). The paper will analyze experiences to date, including successes, obstacles to effectiveness, and evolution, and will focus on how practices reflect the cultures in which they are taking place. Finally, the paper will make recommendations regarding how local governments might work more effectively, with particular emphasis on what can be learned from the cross-cultural perspective afforded by the Latvia/California comparison.

Relevance of the paper to planning education, practice, and scholarship:

This paper will be relevant to planning practice by reviewing and evaluating the on-going sustainable development activities of local governments from scholarly and cross-cultural viewpoints. This analysis will be of value to local governments contemplating or engaged in such activities. In addition, it will be valuable to students and researchers as they explore this emerging field.

Key data sources:

Data sources will include primary source materials regarding the activities of local governments (e.g., comprehensive plans, special "sustainability plans," reports of local governments to funding sources and to collaborative groups). The paper will also be based on interviews with local government officials involved in developing and implementing sustainable development policies and programs.

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JOHANNESBURG: URBAN GROWTH, POVERTY AND ENVIRONMENTAL DEGRADATION

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Cities are engines for economic and social growth; such growth is accompanied by rise in poverty and environmental degradation. Larger concentrations of people require more water, they produce more waste and more pollution is released in the atmosphere. Johannesburg, one of the youngest major cities, is no different. Founded in 1886 it is the largest city in SA and is its economic hub.

The population is currently around 4 m expected to reach around 6 m by the year 2010. The increase is expected in the lowest income segment of the population living in peripheral areas, which would lack not only economic opportunities but also basic services such as shelter and water. Most are located near some of the environmentally sensitive areas. Accordingly, environmental degradation is surfacing as a threat of poverty.

Moreover, Johannesburg is a fragmented city; has a racially structured urban form, most of the poor are located in the peripheral areas and suffer from poor crowded housing conditions, inadequate infrastructure and services; that produces an inevitable threat to its natural resources. To deal with these issues, the municipal government needs an integrated plan. In reality, we find that history still hinders integration. Johannesburg was governed by 13 different local authorities during the apartheid regime, four by 1995, and only became one city in 2001.

The question we asked was how does the current Johannesburg municipal authority respond to all the pressures, and is there progress in terms of integrating efforts for poverty eradication and guarding against environmental degradation at the same time? There are structures in place that assist to increase collaboration on different levels of the municipal government and between the municipal and the provincial / national authorities. Nevertheless, with the influences of the past, it will take time to rectify all the problems.

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SUSTAINABLE PLANNING INSTRUMENTS THROUGH INDICATOR BASED CONTROLLING TOOLS

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The inclusion of the concept of sustainable development in spatial planning requires new methodological and operational specifications. Spatial planning cannot become sustainable simply by following the general sustainability objectives. A regulation mechanism is needed that includes measurable target values and allows steering interventions. It is necessary to detect deviations in the actual spatial development from the objectives, and to be able to apply corrective measures.

In Switzerland, we developed a model for more efficient and sustainable planning instruments through an indicator-based system of monitoring and controlling.

Together monitoring and controlling can be combined to assess and evaluate spatial development. Unsustainable spatial developments can be promptly detected and corrected with suitable measures.

Monitoring raises continuous information for spatial development ("early warning instrument"). Controlling considers the objectives in spatial development plans and the processes designed to reach them. The constant comparison between the objectives and the current actual state allows the decision-makers to determine if the planning objectives are being achieved.

Controlling, as introduced by us in two Swiss cantons, can also be understood as a management review tool for the analysis of existing plans. The working methodology of a plan may be simplified, and manpower utilisation may be adjusted mid-stream. Evaluating spatial development it is necessary to define specific, quantifiable indicators and target values ("standards") for the objectives. Whether a project is meeting its standards will be revealed by the changes in the measured indicators. By pointing out the calls for action and necessary adjustments of the spatial development plan, an indicator based controlling contributes to a dynamic management of the planning. With the introduction of an automatic control loop, a faster reaction to unwanted (unsustainable) spatial developments is possible, and thus a higher effectiveness of the planning can be achieved.

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TOWARDS SUSTAINABILITY IN THE ENGLISH REGIONS - IS INTEGRATED APPRAISAL A STEP IN THE RIGHT DIRECTION?

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The European Strategy for Sustainable Development (CEC, 2001) states that careful assessment of economic, environmental and social impacts should increasingly inform decision making within the European Community. In line with this, the UK government has encouraged the development of integrated policy appraisal as part of efforts to promote more sustainable patterns of governance (DEFRA, 2002). This work has had both a national and a regional dimension. In terms of the latter, partners in the North West of England have been charged with the task of developing an Integrated Appraisal Toolkit (IAT), reflecting regional sustainability objectives, for use at regional and local levels (North West Regional Assembly, 2002). This paper argues that although there are many positive features of such a tool, there is a danger that the environmental dimensions of sustainability may be overwhelmed by dominant economic and social agendas. The paper provides: a brief background to the evolution of integrated appraisal ideas; an outline of the development of the IAT in North West England; a review of its promotion and early application; and a discussion of the potential benefits and pitfalls of such regional level integrated appraisal tools. The paper draws upon the experience of the author in contributing to the development of the IAT. Current integrated appraisal initiatives, such as those described in this paper, emerge from the established fields of impact assessment and environmental appraisal. Integrated appraisal is likely to increasingly be a feature of many aspects of planning practice and should therefore also be of direct concern to those involved in planning education.

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THE ENCULTURATION OF LANDSCAPE: PLANNING IN THE NEW AMERICAN WEST

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Planning discourses in the American West are often structured around issues of 'nature' and 'culture.' The relative openness of the landscape is contrasted to human intervention. However, the simplicity of this dualism results in at least two kinds of confusion. 1) The current, often degraded, conditions of natural systems, e.g., watersheds, are taken by some as the primeval state of those areas, and hence deserving of non-intervention. 2) Remnants of worked landscapes are not linked to earlier, often forgotten or suppressed occupations, by the current residents of those landscapes; and hence, the story of the earlier occupants is at odds with current localized interpretations. Larger interpretive networks develop a broader perspective, and attempt to sway local communities. The author relates these observations to the planning literature through the consideration of two cases.

The first case involves the discussion of the use of fire and mechanical thinning of trees to mitigate wildfire and restore forest health in wildland / urban interface areas of the p. pine ecosystem. The situation confronted by planners in such places as Colorado and elsewhere in the interior west is complicated and often politically charged. The author highlights the role of citizen coalitions, often led by environmental groups, such as the Nature Conservancy, in forming the terms of debate, and assuring scientific credibility in making planning decisions.

The second case is about a growing number of situations in which heritage and cultural resource planners are being asked to mediate between new claims regarding the earlier settlement or events around specific sites and contemporary land uses and users. For example, in Colorado these include fragments of an African-American utopian agrarian community, the building foundations of WWII relocation camp for Japanese-Americans, a site of the massacre of Indians by the U.S. military in 1864. Each of these incidents has been identified by professionals as worthy of physical commemoration but have met with some degree of local resistance.

In both cases, planners have been confronted with the problems of interpretation, where 'the findings' of science and history must be framed and discussed. The author is optimistic that both cases illustrate the ability of planners to apply principles of communicative planning to even those environments that are experienced as natural.

ROUGH JUSTICE: INDIGENOUS PEOPLES, NATION STATES, AND ENVIRONMENTAL MANAGEMENT

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Among the most intractable tensions between indigenous peoples and modern nation states is control over natural resources. Colonial processes of territorial acquisition and state formation constituted a continuous assault on the political and cultural autonomy of indigenous peoples. In recent decades, indigenous claims for land justice and resource sovereignty have posed considerable challenges to states. These claims reflect the centrality of land to the culture of indigenous people as well as their aspirations for self-determination and economic self-sufficiency. Urban and regional planning has been an important vehicle for dealing with the conflicts surrounding indigenous resource claims. This paper draws on the case study, synthesizing, and theoretical literature to explore key features of planning undertaken to address resource conflicts between indigenous and non-indigenous actors. We examine four post-settler states, the US, Canada, Australia, and New Zealand. Each is a former British colony with a federal system of government. In each, conflicts between indigenous peoples and others have been prominent features of environmental politics.

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"SUSTAINABLE TOWN" BY APPOINTMENT - WHAT DID IT ACHIEVE?

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The Minister of the Environment Borge Brende, honoured Kristiansand when he gave the Mayor Bjorg Wallevik, "Prize for the best environmental city" (Byplanprisen) for the year 2002. "Kristiansand gets the prize for it's long-term effort of town development in a sustainable perspective. I hope this prize will inspire the towns to put even more emphasis on the environment. Kristiansand is the example of the best practise, I hope other towns can learn from Kristiansand. It is good foresight to improve the environment in the towns," said the minister and continued " Kristiansand has worked systematically

with a long time horizon to develop the town with overall structure, improved public transport and cycling network, attractive city space and green structure, cleaner river and waterfront, and good accessibility for all. Kristiansand has great breadth in its environmental approach, which spans from the cultural heritage to waste recycling and energy. The local authority is sitting in the drivers' seat for this work and has been active in promoting co-operation with Government, county, industry and the population. Hardly any other town in Norway have such a breadth in the work to develop a good town environment as Kristiansand."

Looking behind the rhetoric, it is difficult to see what merits this honour. The urban region is expanding, the journey to work is increasing and so is the use of the private car. The political attitudes seem to have become more environmental friendly. Plans and programmes aiming at sustainability and better environment are prolific. True to say, there have been huge investments in repairing former sins (sewage treatment plants and deep-sea discharge of waste have substantially improved the quality of the both river- and seawater). But still, in comparison the road investment is far greater. What did really happen with sustainability the last decade in Kristiansand? How can the divide between the Minister's rhetoric and substantive indicators be explained? These questions are answered in a case study looking at land-use and transport policy in Kristiansand from the mid eighties to date. In the light of critical realism: what were the mechanisms that promoted some solutions and hindered others? What were the necessary conditions and what were the contingent conditions, which can explain the development in the "sustainable town" of Kristiansand?

THE WEALTH OF NEIGHBORHOODS: EXPLORING THE CONCEPT OF NEIGHBORHOOD CAPITAL

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Neighborhoods, as place-based social systems, vary in their relative abilities to protect residents from outside threats and sustain the healthy functioning of residents within the neighborhood 'habitat' over time. Variations in neighborhood resilience result from the emergence of different levels of 1) economic, 2) social and 3) natural capital. While the influence of economic capital on a neighborhood's likelihood to resist external threats is well understood, the relative importance of social capital and natural capital are less understood. The research has two objectives: 1) to demonstrate whether the resulting differences among neighborhood microclimates expose humans and other biota to unequal levels of climate-induced stressors, such as heat and poor air quality; and 2) to investigate the resilience of human and plant communities in neighborhoods that have unequal amounts of economic, social, and physical capital to cope with climate stress. The specific objective of this paper is to identify what key indicators of neighborhood resilience in a southwestern city that experiences extreme climate stress and translate these indicators into exploratory measures of neighborhood capital. The research sites are eight Phoenix, Arizona neighborhoods that vary by distance to urban center, age of housing, residential landscaping, household income, and ethnic composition. The study uses data from the US census, social surveys of residents, records of household energy and water consumption, historical land-use surveys, climate records, and remotely sensed images of land cover and temperature. Exploring the concept of neighborhood capital may increase our understanding of how economic, social and natural capital combine and explain why, in a metropolitan region, external threats impact neighborhoods differently.

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HOW CAN COMMUNITY ADVISORY BOARDS BETTER PROMOTE PUBLIC INPUT IN TOXIC SITE CLEANUP DECISIONS?

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Tens of thousands of toxic sites in the US need to be cleaned-up. Cleanup decisions involve local, state and federal agencies, are highly technical and often take decades.

They thus require specific public participation mechanisms. Community Advisory Boards (CABs), sponsored by agencies and composed of community members, are increasingly formed to provide a long term interface between agencies and the general public. CABs' missions are to (1) inform the public and (2) gather public input for the agency's cleanup decisions (EPA, 1996).

Previous research has shown that CABs often fall short of their objectives (Caron et al, 1999, Santos and Chess, forthcoming). Research by the author on the causes of this shortcoming has shown that agencies and CAB members share information and provide an indirect consultation mechanism. However, breakdowns in the interactions between CAB members and residents affect CABs' ability to inform the general public and provide for a wide public input.

The purpose of this paper is to inform planners and agencies about ways to improve the effectiveness of CABs. Two sets of research questions are answered: (1) How do CAB members understand their role? What are the factors that promote or hinder their commitment and capacity to inform and consult with residents? And (2) How do residents understand their rights and roles? What are the factors that promote or hinder their willingness and capacity to provide input in cleanup decisions?

The research is based on primary qualitative and quantitative data at six Superfund sites. Question (1) is answered based on the content analysis of monthly CAB meeting minutes over the 2000-2003 period and face-to-face interviews of 40 CAB members. Question (2) is answered using data from a telephone survey of about 200 residents near selected study sites.

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DO ENVIRONMENTAL REGULATIONS LEAD TO THE INTERNALIZATION ENVIRONMENTAL VALUE?

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Many psychologists suspect that strong governmental regulations do not promote durable environmentally responsible behaviors at the individual level. They rely on 'overjustification theory.' This theory explains why monetary incentives and disincentives are not durable in individuals' behavior change. Since humans tend to have multiple reasons for their behaviors, if an extrinsic stimulus is too strong (monetary incentives and disincentives are normally so), then other stimuli to act will be ignored. Therefore, since they respond to the strongest stimulus, they stop acting in an absence of such a stimulus (Katzew and Pardini, 1987-1988). As a result, as soon as strong regulations are replaced, the modified behaviors resulting from those regulations dissipate.

Contrary to this theory, the 'cognitive dissonance theory' predicts that humans will engage in a process of postdecision rationalization (self-justification). This means that even after individuals behaved, they are constantly seeking for justifications for their actions. If they cannot find adequate justification, they are less likely to take an action in the future (Costanzo et al, 1986). If they can find adequate justification, however, then behaviors initiated by regulations might persist even under the absence of regulations. This interpretation of the theory implies that the internalization of external stimuli (regulations) may play a critical role in behavior continuity.

This study explores whether governmental regulations hinder individuals' internalization. If this argument is valid, individuals will not continuously exert behaviors that are performed under the regulatory environment when they exit that environment. To test this, recycling behaviors of Koreans still living in Korea will be compared to those who have left the country since Korea has the successful waste pricing policy despite a short history (implementing from 1995).

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TOWARDS AN URBAN ENVIRONMENTAL PLANNING

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Our aim is to clarify the convergence within the academic production of urban and environmental issues, in order to indicate the geopolitical character that nature preservation and sustainable urban development assume today. At a first sight these themes could seem another element in an urban marketing strategy oriented by the spirit of making cities more competitive; or even as the dernier cri of planning fashion; however such themes possess a heavy weight in planning practice and conception. Urbanization does not happen nowhere, and today it happens in a fragmented fashion in "natural" spaces that are appropriated for housing or industries and social groups are dis- and re-territorialized. The productive activities dis-localization and the fact that presently in Brazil there is not necessarily a coincidence among the population productive insertion and its dwelling place (LIMONAD, 1996; SANTOS & SILVEIRA, 2001) endows urbanization to conquer a territorial scale exceeding city boundaries and engendering environmental problems. How can urbanization, then, be thought alone with no ties to environmental issues? Urban question has become the crucial social issue for most of mankind, in countries as Brazil, more than 80% of the population dwells in urban areas. But in the last years it seems to disappear from political arena to give place to environmental issues. Is there a replacement of one by the other? Would there be two issues or two sides of one coin? Or the social question must be re-qualified as it attains an environmental dimension? In order to achieve our goal and to give some hints to the former questions we will (I) summarize Brazil's contemporary urbanization process. As Brazilian urbanization based on new technologies development sprawls over territory it leads us to a new conception of inhabited space, what makes us question (II) what is of natural space - not inhabited, not urbanized? To clarify this we show, first, that each society elaborates its own representation of what is nature, based in its spatial practices, representations of space and representational spaces (LEFEBVRE, 1991). Afterwards (III) we rescue nature conceptions in Marx works in order to emphasize how natural limits and natural resources scarcity are socially created. What lead us (IV) to think about urban environmental preservation nowadays and the convergence on urban and environmental treatment based within the Brazilian planning experience.

THE VALUES OF URBAN GREENWAYS

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Planners are proposing urban greenways to enhance urban form, promote conservation of habitat and biodiversity, provide opportunities for fitness, recreation, and transportation, and promote economic development. This research hypothesizes that urban greenways have positive values and that some of these values can be measured using standard economic techniques. A taxonomy of the values of greenways will be presented and those values amenable to economic valuation will be identified. Recreation values will be measured with the travel cost method using data from a 2000 survey of greenway trail users and counts of trail traffic made with infrared counters. Impacts of greenways on property values will be measured with hedonic modeling using data from the Metropolitan Indianapolis Board of Realtors Multiple Listing Service (MLS) database and other data about greenways. The MLS database includes 31,000 property sales listings, sales prices, and property characteristics for 1999, 2000, and 2001 for Marion County, Indiana. Geographic information systems will be used to measure proximity to conservation and recreational greenways. Limitations of approaches to valuation will be summarized, and the importance of values not amenable to quantification will be discussed. The paper also will discuss the implications of results for planners working to develop systems of greenways. The findings will contribute to our understanding of the value of urban greenways and other natural assets and will provide information that planners can use to support proposals to develop greenways.

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PLANNING FOR CLIMATE CHANGE: NEAR AND LONG-TERM OPTIONS

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A consensus exists within the atmospheric science community that we are in fact in a period of accelerated global warming. The UN Framework Convention on Climate Change begins to address this issue, but there has been no groundswell of individual or collective response. This disconnect is tied largely to institutional forces that have lagged behind the scientific evidence.

This paper will discuss the continuum that includes scientific understanding, public awareness, political will, institutional change, and policy implementation. It argues that public understanding and political will are affected by the distant horizons associated with this issue and the political posturing that is occurring at the international level. Ultimately, as China surpasses the U.S. in terms of carbon emissions and other developing countries continue to both grow and industrialize, the U.S. and other industrialized countries will become much more proactive in international protocols. In the interim, planners need not sit on their hands. The first order of business for planners is to understand long-run prospects and implications. In that context, they must begin to examine the static planning tools of the trade that may not be adequate in an increasingly dynamic environment. Even in the current institutional setting, a number of vulnerabilities need to be addressed with or without further warming, and many adaptive and mitigative measures taken now are no-regrets actions. The paper will look at the range of advance planning options that might be appropriate under evolving international and national agreements relating to climate change.

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AUGMENTING FAMILIAR PLACES IN URBAN LOCALITIES: AN ALTERNATIVE SUSTAINABLE DEVELOPMENT MODEL FOR GROWING CITIES

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The centrality of sustainability in planning and development strategies is increasingly recognized. Many of the spatial models and urban forms that have emerged in recent years, including the compact city paradigm, creative infills, brownfield redevelopments, urban regeneration, intense mixed-use developments and urban villages are premised on the notion that the development or enhancement of existing built-up areas could better serve long term development goals than the opening up new greenfield sites. Such strategies are closely aligned with the fundamental Reduce, Reuse and Recycle precepts of environmental sustainability. The paper presents the initial findings of a research project, based in Singapore, which studied the social, economic and environmental sustainability of two "Familiar Places" in Singapore. These places are well-established residential and mixed use areas, mostly in the urban fringes or "secondary settlements" which enjoy good infrastructure, accessibility and amenities. The attention to these places in the recent national strategic plans reflected an acknowledgement of their role and significance in the urban development strategy for the country. The Paper considers the extent to which these "Familiar Places" contribute to urban sustainability in terms of preserving community ties, examines how property value changes in these areas relate to their economic viability and sustained growth; and discusses the potential contribution of these areas to land use optimization in terms of population density and infrastructure utilization, relative to the wider spatial context. In the overall analysis, the paper proposes that a development paradigm involving a multi-prong strategy that effectively integrates the augmentation of such areas, would serve not only urban sustainability objectives, but also wider social and economic goals for growing cities.

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COMPETITIVENESS OF URBAN SPACE - COMPETITIVENESS OF CITIES - PROCOMPETITIVE MANAGEMENT OF URBAN DEVELOPMENT

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Paper deals with marketing management of cities' development through creation of competitive features of urban space. In first part of the paper, definition of competitive space is presented. Assumption is undertaken that competitiveness of space is a result of its uses and quality of social organization of its users. Thus competitive space is treated as dynamic and interactive category. This is consisted with the ecological approach to natural and socio-economic systems. In next part, a city is described as specific market. It is described as activity which confronts its resources and values and its mega - structure on competitive markets with needs and demands of external and internal customers. The paper ends with assessment of contemporary undertaken marketing management activities by local governments in Poland, and finally some recommendation towards improvements of marketing management techniques are presented.

THE VEGETATION MANAGEMENT POLICY IN ISRAEL

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The research deals with the management policy of the natural and planted vegetation resource in Israel's public open spaces. It aims to identify this policy in order to examine its application vis-à-vis the resource and its compatibility with current management needs. The study comprises three main parts involving the resource characterization, management policy and summary and recommendations.

The first part identifies and analyzes the vegetation resource in Israel according to its quantity, distribution and plant characteristics. The study indicates the existence of a resource distinguished by a great and rich variety of natural vegetation species in a relatively small area (2,944 plant species representing three phytogeographic zones, distributed over 21.67 million dunams - 5.4 million acres).

Intensive human influence on the vegetation due to fire, tree clearing, grazing, planting and conservation from the end of the 19th century till now, indicates significant impact on the resource to be noted in the altered composition of the species, their distribution and their formation, and the existence of a planted resource prominent in its difference from the natural vegetation landscapes of Israel.

Analyzing the vegetation resource management policy deals with identifying the organizations that are involved, probing different aspects of its management policy such as management design, planning and legislation, identifying its influence on the resource and adaptation to the management needs of the 21st century.

The findings indicate three major organizations who are in charge of 50% of the existing resource and operate under legislation and statutory plans. They offer only partial solutions to the various aspects to be considered when managing this resource. The management policies of these organizations differ due to their diverse and unique goals and objectives that represent different ideologies, values and perceptions pertaining to the management of the vegetation and land. These differences are also rooted in the organizations' historic roles and the update of their policy according to the main changes regarding the perception of open spaces in Israel, the rapid changes in population growth and distribution, the spatial arrangement of settlements, the institutional structure of the resource's management organizations and the legislation.

The main conclusions and recommendations for the future management of the Israeli vegetation resource refer to the need to develop a comprehensive national policy. This management policy will relate to the resource from the perspective of sustainable vegetation management considering ecological-environmental, social-cultural, statutory, economic and aesthetic aspects.

ENGAGING CITIZENS IN HAZARD MITIGATION PLANNING: TOOLS AND TECHNIQUES.

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The creation of the Disaster Mitigation Act of 2000 has created a number of new responsibilities for both local and state jurisdictions. With the focus of the requirements being on the process rather than the product, citizen involvement has become a vital component of mitigation planning. The Federal Emergency Management Agency is currently developing "how to" guides for mitigation, which provide guidance for the different stages of the process. The guides encourage citizen involvement yet lack guidance on implementation. Research on citizen involvement from fields such as psychology, sociology and politics is helpful in understanding: 1. how to involve citizens in the process and 2. what techniques will achieve the desired outputs in the process. A case study of the citizen involvement methods used to develop a natural hazard mitigation action plan for the city of Beaverton, Oregon will be used. Lessons from the social marketing field will be used to recommend strategies for making the public aware of the citizen involvement process. Techniques will also be evaluated for the outcomes that they provide. This research is important to planning because of the new federal regulation requiring all local and state jurisdictions to have a mitigation plans in order to be eligible for federal mitigation grant funding. Involving citizens in hazard mitigation planning is fast becoming a crucial component for emergency managers and planners and thus, building a diverse "toolbox" for use in mitigation planning efforts will become increasingly more important. The main source of data for this research will come from developing process and products for the city of Beaverton's Natural Hazard Mitigation Action Plan.

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ENVIRONMENTAL CLUSTERS AS POTENTIAL PARTICIPANTS IN THE CARBON TRADING MARKETPLACE: LESSONS FROM RECLAIM

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This paper considers the emerging marketplace in carbon emissions - and other greenhouse gases - and its implications for the built environment. Despite the high proportion of energy consumed (thus carbon dioxide emitted) in developed countries by the operation of buildings, this sector has as yet been poorly represented in trading activity: perhaps due to a due to the dispersed nature of the emitting sources and multiplicity of responsible parties.

The paper discusses the place of market-based policy instruments in achieving environmental goals. It outlines the background to carbon emission permit trading within the Kyoto Protocol and other political contexts; existing and proposed emission trading schemes are briefly described. The experience of participants in two such markets is explored: the UK emissions trading scheme, which began in April 2002; and the six-year old RECLAIM market in southern California.

This work is relevant to policy makers at local level and above. It considers how market-based instruments can be used to ameliorate regional air-quality and contribute towards national and global targets. The role of system designers, regulators and assessors is reviewed, and the economic effectiveness of trading systems is compared with alternative policy instruments. The paper concludes that there is a considerable potential for using geographically-based environmental clusters as a focus and catalyst for group participation in this area. Such clusters can be both encouraged by local planning policy, and assist in achieving planning aims.

Participants and stakeholders in RECLAIM and the UK trading scheme have been interviewed, and have provided organizational data. Detailed examples are drawn from case-studies of building stock and individual projects in California: this is compared with data sampled from the non-domestic building stock in the CBECS and CEUS databases held by the DOE and California Energy Commission.

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URBAN REGENERATION FOR SUSTAINABLE SOCIETY CONSTRUCTION IN JAPAN

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Urban regeneration and town centre revitalisation are great issue in Japan. Declining of town centre retails is serious problem, on the other hand, great number of heavy and chemical industries stop their operations particularly in the coast. Many of the sites are chemically contaminated. In this situation, sustainable urban form considering energy and environmental problems is greatly discussed. However, less cooperation is existed between planning and engineering, because of sectionalism of departments within central and local authorities and academic fields.

This paper deals with urban regeneration projects in Japan, especially examines how sustainable society construction can be materialised in the coast industrial area with considering energy and environment efficiency.

We firstly review the national and local urban regeneration systems and policies, followed by an examination of physical planning for land use and environment efficiency in Japan. To clarify problems of urban regeneration, we had questionnaire and interview surveys to local authorities. The urban regeneration projects could be classified into three types: the sites with chemically contaminated sites in the coast, sites within town centre, and sites in densely populated area. From the survey, the sites in densely populated area are particularly difficult to regenerate, because of complicated land ownership, joint projects with various stakeholders and less active community.

Then we discuss the issues of urban regeneration projects in Tokyo Bay Area as a case study. From the analysis, strategic planning including land use and transportation network were highly discussed between various, however, energy efficiency was considered project basis after the discussion of planning. Therefore, the lack of cooperation between planning and engineering is identified in plan preparation stage. The paper ends with a discussion as how urban regeneration projects can be effectively materialised with co-work mechanism between planning and engineering. It is suggested that plan preparation between various specialists and releasing information data concerning the projects area in the early stage are important in order to create sustainable society construction.

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TRENDS IN PLANNING FOR AGRICULTURE AND FOOD ON BOTH SIDES OF THE NORTH ATLANTIC

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One of the most fundamental systems that support human existence - the provision of food - has largely remained untouched by urban planners. This disconnect between urban agri-food systems and the planning world may finally be beginning to change in both Europe and North America. The newly dominant concern for the unsustainability of existing practices and patterns in urban areas may have been one of the most significant factors in this belated discovery of access to food as a basic planning issue. Other driving factors include the rising worries for the loss of productive farmland, the availability of an ever-expanding stock of idle lands in the inner cities, growing problems of obesity and malnutrition, among others. These concerns have started to be translated over the past decade or so into an increasing and sustained interest by a variety of planning educators and researchers, often coming to the topic from a variety of angles and bringing to it a range of backgrounds.

This roundtable brings together five planning scholars who have been active in seeking to understand the workings of urban agriculture and food systems, and to begin to introduce agri-food issues into the curriculum of planning schools. They would explore this topic at two levels. First, each of the five participants would be asked to consider briefly how they would answer the following questions:

*Why are food and agriculture a missing anchor for the planning discipline?

*Why should they be an integral component of the activities of planners, and how could they be integrated into planning?

*How should food system issues be brought to planners and taught to them?

*What regional variations are they aware of - particularly between Europe and North America - in the ways agriculture and food are planned for?

Each presenter will offer answers while focussing on a particular area that they have been considering recently. These specific examples would offer evidence of the centrality of food systems issues to planning. The topics to be covered are:

*Consensus-building for community food security in the US [Campbell]

*Community development through youth gardening in US inner cities [Polhukuchi]

*Urban farming as enterprise development in Europe and North America [Kaufman]

*The greenfield/brownfield divide in issues of urban food production [Nasr]

*Agri-food chain links in Europe: the access-to-quality question [Parrott]

VOLUNTARY CLEANUP AGREEMENT POLICIES FOR CONTAMINATED BROWNFIELD SITES IN THE USA

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This presentation reports research on how Voluntary Cleanup Agreement policies in the USA operate to remediate contamination and remove liability concerns when toxic contaminants are present on brownfield sites and other contaminated land. Voluntary Cleanup Agreement programs are increasingly the program of choice to cleanup contaminated properties in order to protect public health and to put the land back into productive use. Some aspects of these programs, such as variable cleanup standards dependent upon future intended land use and the implications for public participation in land use decisions should be of considerable interest for both planning research and planning practice. The research analyzes data on the properties in the Voluntary Cleanup Agreement programs of two of the largest states in the USA that are located in distinctly different parts of the country. New York State in the northeastern part of the country is characterized as a "rustbelt" state having a long history of industrialization. Texas in the southwestern part of the country is characterized as a "sunbelt" state having rapid growth and economic development in recent decades. Characteristics of the properties that enter these programs, such as size; contaminants; past, present, and future land uses; ownership; economic development agency involvement; and location in urban/suburban/rural area; are presented. Comparisons are presented to test if contaminated properties in rustbelt and sunbelt regions are significantly different and if Voluntary Cleanup Agreement programs in these regions operate differently. The implications for the evolution of environmental policy from regulatory to incentive approaches are discussed along with the implications for planning.

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THE HIDDEN PAST. A THESIS ABOUT THE ROOTS OF ENVIRONMENTAL PLANNING IN NORTH AMERICA

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The '60s represented the acknowledged beginning of environmental planning in North America. The studies of G.A.Hills, P.H.Lewis, and I.McHarg (to mention the leaders) became well-known between professionals, scholars and students, while starting the ecological planning. The literature produced was dense of technical elements and descriptions of applications, but it was scarcely devoted to give evidence to the elements of the past experiences and theories that composed the tool-bag and the ideas which permeated the philosophy of ecological planning. The past of ecological planning remained hidden and obscure even to those who contributed to invent it. During the seminal moments of the ecological planning the attention on what was happened before was very weak. This is reasonable because the authors' foci was on pragmatic more than on theoretical and historical issues. Nowadays the comprehension of the origin of environmental planning is a useful tool for students, scholars to better help to discern how to deal and design landscapes, the environment, and resources. The thesis of the essay is that environmental planning in U.S. strikes its heritage essentially

in three main roots. The first is that of Landscape Architecture. It derives from an original adaptation of the English Landscape Gardening connected with the appreciation of the American wilderness as something that has no counterpart in the Old World. The second is that of the analysis and management of the vast public domain. These studies helped to start the conservation period and the Federal Land Management Agencies. The third root is the philosophy of regional planning started by the Regional Planning Association of America. The contribution will depict the role that the ideas and the works of some interpreters had in the construction of this past and the connection with the '60 and the present. Individuals like T. Jefferson, C. Eliot, W. Manning, J.W. Powell, L. Mumford, B. MacKaye, and many others, were the giants on whose shoulders the ecological planning has been founded.

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ENVIRONMENTAL STIGMA AND LAND USE-PROPERTY VALUE IMPACTS: PROJECTING CHANGES AND ISSUES FOR COMMUNITY PLANNING

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Environmental stigma and public risk perceptions have been associated with property value diminution and changes in development patterns in various communities. Local planning agencies have expressed concern that declining property values may result in significant losses in public revenues and this prospect has surfaced as an issue in comprehensive planning in jurisdictions confronted by potential projects involving hazards. The U.S. department of energy has proposed to transport high-level nuclear waste from nuclear power plants to a repository. The department of comprehensive Planning in Clark County commissioned a study to investigate the likelihood and extent of land use changes and property value diminution that may result that is directly attributable to this program.

This paper provides an overview of the literature related to land use impacts from hazardous events and shows the important role that can be played by planning agencies in mitigation. This study also develops an approach for investigating future impacts under high levels of uncertainty about the program, shipment routes, and public perceptions. Using a scenario-based approach key professionals were asked to evaluate the range of likely impacts to property values and development plans at various distances from possible shipment routes and for different land uses. In addition, the results were augmented by a contingent valuation survey of residents in the area focused on home purchases. These data were placed on a GIS platform to analyze future impacts to various municipalities and development.

The research findings indicate property value diminution ranging from \$75 million to \$525 million for three types of land uses - residential, commercial and industrial at various distances from likely shipment routes for nuclear waste and under different accident scenarios. The paper then discusses the implications of these findings to fiscal policy and to local planning agencies.

PLANNING BIODIVERSITY. IMPROVING FORESTRY DEVELOPMENT AS A TOOL FOR SUSTAINABILITY AND TO QUALIFY THE ENVIRONMENT IN THE LOMBARDIA PLAIN AREAS

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A recent planning tool promoted by Regione Lombardia (regional government) to achieve sustainability consists in stimulating local planner in looking for and designing new areas for new forestries, but not in the mountain regions (as usually).

Planning forestries is considered a way to increase the biodiversity and the environmental quality especially in the plain areas that are the most afflicted by the urbanisation and agriculture land consumption.

In 2002 the regional government sponsored and launched the "10 large forestries for Lombardia plain area" project (10FLP) with the aim to realise 10 new forestries minimum 35 hectares.

So a "call for new forestries" started with a participative programme to involve local planner and local stakeholder to sustain the project and to find areas. In June, 6 new partial areas were found for a total 170 hectares (1th phase) that will become 314 hectares more in the 2th phase (2004).

The forestries will be permanent and this is a critical step for local planning strategies, but municipalities and provinces accepted the challenge preparing 6 projects.

Lombardia Region gave the criteria, the economic amount (12.000.000 Euro) and technical support to guarantee the success of projects (and their development) with environmental objectives: improving land quality, renewing old area if possible, creating web systems, opening forestry to people, increasing the social use of environment and rising biodiversity level, and so on.

Now the design proposal are submitted and a pool of experts is evaluating them with the support of a set of indicators prepared for measuring design performance and for monitoring results along the forestry life.

TRANSPARENT AND PARTICIPATIVE LOCALISATION OF "NIMBY" FACILITIES. A CASE STUDY IN THE TURIN METROPOLITAN AREA.

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The paper describes a participative agreement process launched by the Province of Turin for the purpose of identifying two sites for the installation of an incinerator and a landfill to serve its "South-East" catchment basin, namely an area with 1,300,000 inhabitants: 900,000 in the municipality of Turin and the remainder in the other 50 municipalities. The waste disposal consortia had selected 17 potential locations for the incinerator and 21 for the landfill. The aim of the process was the constitution of a Committee formed of the political representatives of the communities concerned, spontaneous committees and local environmentalist associations to work out the criteria for choosing the sites. A campaign entitled "Don't refuse to choose" was launched to inform the local communities close to the potentially suitable sites and stimulate their mobilisation. A series of 170 information and listening meetings with mayors and other local personalities resulted in the construction of a map of the players and formation of the 45-member Committee. The Committee had two tasks: determination of the criteria to be applied in selecting the best sites in the light of the arguments put forward by its members in defence of their areas (local road networks and accessibility of the site, impact on the environment, social fairness, protection of the landscape, etc.). These arguments were extensively discussed and converted into quantifiable criteria. Each site was then assessed in the light of each criterion and two rankings were prepared, one for the incinerator and one for the landfill. The Committee ended its work by drafting a list of the guarantees called for by its members with regard to the checking of the plants and their management.

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CREATING NETWORKS FOR ENVIRONMENTAL POLICY IMPLEMENTATION: THE IMPORTANCE OF NETWORKING PUBLIC AND QUASI-PUBLIC ORGANIZATIONS FOR MARKET DEVELOPMENT TOWARDS SUSTAINABILITY

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This article examines how important are the networks of public and quasi-public organizations to developing markets to make viable environmental policy implementation. Politicians, business and academics have increasingly recognized the need of innovative management models to deal with the complexity of inter and multidisciplinary nature of the economic, social and environmental problems. In the new paradigm of sustainable development, the implementation of environmental policies needs intricate relations not only intra, but especially inter-organizational. Nowadays, any effective environmental action involves several individuals and organizations in the private, public and civil society. Hierarchy (command-and-control) and markets may be forms of institutions to mediate the relations among those individuals and organizations. However, the creation and maintenance of well-functioning hierarchy and market institutions need a series of actors outside the system such as individuals and organizations that involve more horizontal or cooperative relations. These outside actors may easily mediate many interactions in the hierarchy and market institutions. These horizontal relations are called networks. For example, the theory of "clusters" has recognized the importance of networks to develop certain markets and regions. Public and quasi-public organizations (e.g. NGOs, unions, universities) are important to develop hierarchy and markets institutions to implement environmental policies more effectively. In solid waste management, there are several experiences in which public or quasi-public organizations have been important to develop markets to alleviate environmental problems. Some states in USA provide incentives to the creation to markets as demanders of recyclable products and stimulate the work of recycling firms. In Europe, the Green Point system reduced the problems caused by packing. This article uses as case study initiatives of industrial solid waste management in Rio de Janeiro, Brazil.

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FUNDAMENTAL CHANGE OF ENVIRONMENTAL POLICY IN THE NETHERLANDS: ADAPTING TO A NETWORK SOCIETY?

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Environmental policy in the Netherlands is changing visibly and rapidly. The process is an interesting one, as it is characterised by extremes. Initially, the changes were a reaction against the prevailing 'top-down' policy approach. The desire for change resulted in an unexpectedly fast decentralisation process, which has since become more structured. The process is in line with the objective of placing greater responsibility with local authorities with regard to local environmental health and hygiene, and it is contributing to the development of area-oriented policy at local level. In a sense the process is meant to adapt to a network society. It must be said, however, that the decentralisation process leaves many unanswered questions about what form environmental policy should take in the years to come. One issue is the consequences this will have for developments within and outside environmental policy, for the delegation of responsibilities among government bodies, social involvement, and for the quality of the environment and our day-to-day living space. These are fundamental questions, all the consequence of a process of decentralisation to which there is no simple answer. As the policy-change process in The Netherlands takes us to the point of no return the question "what is the right approach?" is becoming increasingly urgent. This reflexive perspective on policy-making in The Netherlands is based on descriptive analysis research, during a period of 10 years. In abstract, using environmental policy as an example, it proves to be far from easy to develop a vision 'a priori' while a planning system or policy approach is under a process of change and transition. This does not mean however there is no possibility to produce prescriptive guidelines for change!

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USING ECO-PRINCIPLES FOR SPATIAL ANALYSIS: AN EDUCATIONAL APPROACH

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The natural characteristics of the structure of a city can be approached via urban planning, with the supplementary use of basic bioclimatic principles and specialized software. Such characteristics are the situation of the city in the broader area, its relative size, the density of structured bands, the covered surface (the grain), the height of buildings, the orientation and the width of the roads, the size and the form of blocks, the size and the plant content of the green areas, the architectural composition and the details of individual buildings. These aspects affect the urban microclimate and identify key aspects which can influence planning decisions. Special interest presents the planning approach when it is reported in modern cities with traditional complexes and in particular in studies of marginal bands between these areas. In such cases different urban characteristics exist at both sides of the limits that create situations of great oppositions and problems of gradation. These problems should be first well defined in order for the planner to form the appropriate solutions. The process is formed as a combination of traditional methods and the use of suitable software.

This paper presents briefly a case study based on quantitative and qualitative detailed documentation of the built heritage in the city of Xanthi at the north-east end of Greece and supported by bioclimatic analysis conducted with the application of the computer software TownScope II, developed by POLIS project supported by the European Union. The Transportation Engineering Laboratory I, in the Department of Civil Engineering of Democritus University of Thrace has reached this research area during the last few years through internal research projects, a number of diploma thesis and research papers as well as case studies through the annual student exercises for the lessons of the Division of Transportation Engineering Urban Planning and Special Topics in Urban Planning. The thematology of these exercises refers to spatial analysis of traditional and modern urban areas with respect to bioclimatic principles and the traditional characteristics of the Balkan architecture. For the current session there is a relevant diploma thesis to be presented on February 2003, while for the year 2004 the research of the problem areas for the city of Xanthi and the extension of this research to the urban centers of North Greece with similar characteristics have been programmed.

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BURN IT OR PREVENT IT - FRAMES, INTERESTS AND IDENTITIES IN WASTE POLICY CONTROVERSIES

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The traditional view of environmental disputes is questioned by theorists who maintain that environmental policy disputes are not reducible to vested interests and neither are they adequately accounted by communicative failures or simple misunderstandings. Instead, these theorists maintain that intractable policy controversies are essentially frame conflicts in which opposing parties employ contrasting and often incompatible models, metaphors, and stories about the issue under debate (Rein and Schon 1994,

van Eeten 1999, Dayton 2000). This paper addresses the notion of environmental controversies as frame conflicts. Through a case study on waste policy controversies, it will examine the value of the concept of frame in understanding the sources and dynamics of these debates. Furthermore, the paper will explore the implications of the nature of these conflicts for their consensual resolution: To what extent are competing waste policy frames incompatible, or even untranslatable as some theorists suggest (Rein and Schon 1994, Hajer 1995, van Eeten 1999), and what are the possibilities for reflexive dialogue across competing policy frames? This question has important consequences for evaluating the potential and limitations of deliberative planning approaches aiming at collaborative problem solving (Healey 1997, Forester 1999).

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EARNED REDEMPTION: RESTORATIVE JUSTICE AND PLANNING FOR ENVIRONMENTAL RIGHTS

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Environmental justice researchers have argued that communities of color and the poor bear an unfair share of pollution from both corporate and governmental activities. Such environmental injustice, left unacknowledged, can undermine contemporary environmental planning if governmental agencies have lost their legitimacy because of past or current injustices (Collin et al. 1995). In this paper, I argue that restorative justice proves theoretically useful for addressing injustice and rebuilding relations between communities and planners. Restorative justice begins from the assumption that a harm has been committed, and that the wrongdoer—in order to re-establish his or her credibility—must apologize and make amends (reparations) to the victims (Braithwaite 2002). The first part of this paper adapts these premises to environmental planning theory in a way that ties together postmodern and feminist environmental theories, including the feminist ecological principles of diversity and interdependence. The second portion of the paper examines reparation and, in particular, compensation. Environmental and justice theorists have discouraged compensation to oppressed groups who may have little choice but to accept (Low and Gleeson 1998). But within a long-term program committed to justice, compensation can be a way to 1) increase the material resources available to marginalized groups and 2) accept responsibility for injustice. Compensation and restorative strategies are not without possible pitfalls. Levant et al. 1999 suggest that restoration can serve nonprogressive goals, such as currying trust merely to inveigle community acquiescence for new projects. The final section of the paper looks at the theoretical and empirical evidence on these problems, and theorizes ways to overcome them in an applied planning context.

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EMPATHIC LEADERSHIP IN SUSTAINABILITY PLANNING

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Communicative planning is descriptive in suggesting that much of planning work includes communication as a primary tool for the creation and implementation of plans. It is prescriptive in acknowledging the importance of planners' facility with human relations. Communicative planning also promises increased opportunities for a greater segment of the population. It is founded on a universalistic ideal of consensual decision-making aided by rational communication (Healey 1997, Forester 1999). Beyond

the broad significance of communicative action, planning theory offers little direction for developing greater efficacy in this role. The procedural content of communication, particularly emotional content, and how it is managed in planning work has not been directly studied. This research seeks to contribute towards filling this gap by explicitly focusing on the detailed workings of communication in the context of sustainability planning. Leadership analysis provides a framework for researching, developing and refining knowledge on communicative and sustainability planning (Wheeler 2000). This study uncovers the work of sustainability planning leaders engaged in communicative work. A small number of sustainability planners in Vancouver, Canada, area are being studied through a framework of empathic leadership composed of personal, relational, and developmental realms. Local practitioners have been interviewed and observed in their working environments. Individuals with whom they are engaged in communicative planning have also been interviewed. Attributes of leadership and communication are being documented and analyzed to inform the teaching and practice of planning. A major finding of this work is that interpersonal and relational factors affect the success of sustainability projects. Self-reflection and empathy were also found to be essential for effective communicative work. Researchers and policy makers may therefore need to add relational sustainability to the common pursuits of environmental, social and economic sustainability.

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URBAN LANDSCAPES AND AQUATIC CONDITION: ASSESSING THE EFFECTIVENESS OF RIPARIAN BUFFER STRATEGIES IN THE PUGET SOUND

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The land area surrounding streams continues to be at the center of the discussion among planners, engineers, ecologists, and policy-makers. The application of riparian buffers as a remedy to prevent degradation of aquatic conditions has become commonplace in much of the developed world. Such solutions often fail to consider the larger scale, landscape-level influences that could impact the effectiveness of the local remedies. In addition, scientific information about ecological condition is often difficult to translate into suitable environmental policy due to urban issues of land-use, ownership and political will. This research aims to assess the role of landscape-level influences on the effectiveness of riparian buffers, and it develops a methodology by which urban planners can evaluate tradeoffs in applying riparian buffer policies. The over-arching question in this study is how does the spatial distribution of vegetation on the landscape influence aquatic condition? I select several watersheds in the Puget Sound lowlands of Washington State (USA) and characterize each according to a set of landscape parameters. I draw upon satellite images, digital orthos, and in-field biological surveys to assess the role of specific landscape patterns on stream condition. An important focus of the emerging knowledge about terrestrial-aquatic interactions in urban areas is the development, testing, and application of innovative methodologies, which comprehensively examine mechanisms and identify suitable policy applications to meet long-term ecological goals.

Drawn from an approved dissertation proposal

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STRATEGIC ENVIRONMENTAL ASSESSMENT - LINKING CHANGE DETECTION WITH SUSTAINABLE DEVELOPMENT PLANNING

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Strategic Environmental Assessment (SEA) incorporates environmental and sustainability considerations into a strategic decision-making processes, such as the policy formulation and development plans. While SEA can be a powerful tool for sustainable development planning, the approach needs to incorporate the monitoring of land use change and use the analysis in the decision making process. The merging of Remote Sensing and Geographical Information Systems (GIS) offers a fresh approach to environmental planning. This paper examines various approaches to land use change detection and using expert systems to aid decision-making and discusses the implications for decision support in general to aid planning at drainage basin level. The author argues that SEA with GIS and Remote Sensing tools will be more sensitive to the real characteristics of the development decision-making context. In determining the consequences of sprawl, quantification of changes generally have been conjecture. The paper focuses on quantify the land use change, and the impacts of sprawl. The author's research addresses the quantification issue using satellite imagery for change detection. It is an important process in monitoring and managing natural resources and urban development because it provides quantitative analysis of the spatial distribution of the population of interest. Change detection is useful in assessment of deforestation, changes in vegetation phenology, agricultural lands, water quality, as well as other environmental changes. The research explores land use changes by the exurbia development around Lake Keowee, South Carolina. It is ties imagery to the census and uses an expert system to analyses the carrying capacity by drainage basin. The process utilizes SPOT and Landsat images. The techniques employed are based on the previous research by Green et al (1994) and Sing (1989) and other NASA projects.

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WHAT'S WRONG WITH "WHAT'S WRONG WITH PLASTIC TREES"?

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The issue of authenticity has important implications for planning, both environmental and urban, affecting such questions as historic preservation, natural preservation, and, as will be discussed, wilderness preservation. We take up this issue in this paper with reference to an article by Martin Krieger called "What's Wrong with Plastic Trees?" In critically evaluating his thesis, we present an account of authenticity that can be applied to the various issues mentioned above.

While the matters immediately at issue here concern the natural environment, so-called, we hold that both the built and natural environments similarly embody the effects of human intervention. Planning involves a systematic, considered approach to these interventions. The results of planning can be more or less authentic. The degree of authenticity bears directly on the quality of our experience of these planned environments. Our concern is with authenticity as a property of relations. Authenticity is a matter of certain kinds of relation between each of us and something else: our fellow, our traditions, our culture and our natural world. The absence of the appropriate relation between these elements will lead to different forms of impoverishment: psychological, political, aesthetic, moral. We show that authentic relationship is a necessary condition for meaningful contact with ourselves, others, and the world we live in.

We address the issue of authenticity and planning through discussing and exploring relevant philosophical ideas such as social construction and institutional facts, internal and external relations, triangulation, thick concepts, and, of course, authenticity. We construct an argument, augmented by examples, that both defines authentic relations and proves their significance. We then apply these results to examples of planning in

both wild and urban settings, showing their relevance to planning theory, education and practice.

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The paper draws principally upon relevant philosophical literature, including work by Donald Davidson, Hilary Putnam, Richard Rorty, Roger Scruton and Charles Taylor. It refers also to writings in environmental ethics by Krieger and others, and in planning and urban design by writers including Peter G. Rowe.

ENVIRONMENTAL IMPACT ASSESSMENT OF THE COMPREHENSIVE DEVELOPMENT PLAN OF THE CITY OF SOFIA

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The paper is based on the authors' experience as expert team leaders for the Environmental Impact Assessment of the Comprehensive Development Plan of the city of Sofia and its municipality and Geographical Information System application. The document was submitted at the end of July 2002 and after public discussions has been adopted by the Ministry of the Environment and Waters. It is a pilot project, being the first one of its kind in the country, corresponding to the 2001/42/EC Directive of the European Parliament on the assessment of the effects of certain plans and programmes on the environment and its implementation in Bulgaria. The methodology, used by the team for the generation of conclusions, for exploration of statistical data and for geostatistical analysis, in order to develop all GIS layers for final integrated map of the environmental impact, follows the current practice for strategic assessments. The main sources of information are the Comprehensive Development plan, data from the National Statistical Institute, information from all national and municipal institutions, responsible for environmental and health protection, as well as satellite data from LANDSAT 7TM, 3D cadastre and DEM for visual analysis. The assessment covers all aspects of environmental impact - ecological, social, economic and aesthetic. It is developed parallel with the submission of the preliminary plan, in order to provide support for the planning team and the decision makers at an early stage. The authors developed further their initial ideas as first prize winners in the national planning competition "Sofia and European Integration", where they suggested a network structure for plan implementation and control with GIS support and establishment of a monitoring system. In addition to that a GIS methodology for EIA is proposed.

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POST-SITING NIMBYISM: A STUDY OF LANDFILLS AND COMMUNITY CONCERNS IN HANOI, VIETNAM

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Much has been written on landfill NIMBYism (Not In My BackYard) but most of it has concentrated on community opposition to proposed landfills. In this study, we examine the reasons for and types of community concerns about an existing landfill site where there was little or no pre-siting opposition. Post-siting concern and opposition at this landfill have been high, including opposition in the form of civil disobedience. The two main reasons for opposition to the landfill are the uncontrolled negative environmental impacts being experienced by local residents and a compensation package that is inadequate in both amount and spatial distribution. We examine how weaknesses in the existing institutional framework for landfill siting and operations have contributed to these problems. We also test for relationships between concerns and a number of variables that the North American literature has shown to influence landfill concerns, including household socio-economic characteristics and distance from the landfill. None of the results are statistically significant because concerns are relatively uniform

among the villages surrounding the landfill. Exploring further, we identify strong community social capital as a reason for the uniform concerns. Unlike neighbourhoods studied in the North American literature, residents of many Vietnamese villages have extensive family networks within the village and the villages themselves have powerful local governance structures. Both of these contribute to the high levels of community social capital. In conclusion, we offer a number of recommendations for addressing post-siting community concerns about landfills, including more extensive public education and involvement programs during siting.

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EUROPEAN PLANNING SYSTEMS IN FRONT OF SUSTAINABILITY

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From 1990 in the International and European context sustainable development has become a fundamental objective that needs to integrate territorial, economical and environmental policies. In this direction European Spatial Development Perspective has been approved that propose policy guidelines to integrate the following policies in order to implement the European sustainable development strategy: Urban Development, Landscape Protection, Nature and Biodiversity Protection.

Sustainability had made an innovative change in European and Member States development and protection policies. Most of EU Countries have recently promoted strategies that integrate economical and social development and protection of landscapes and nature. However the integration of the three policies have different implementations in the Member States from their historical and cultural background. The paper wants to describe cultural and historical backgrounds that oriented planning policies for territory and environment of some countries: Germany, Netherlands, England, France, Spain and Italy. In this research cultural and historical backgrounds had defined "the historical links between nature and human land use that have oriented land use policies, at different levels, and their relation with nature and landscape protection policies". The analysis uses the cultural and historical backgrounds to understand the main characteristics of systems and planning instruments, the report between planning instruments at different levels, in order to make on evidence their evolution to promote sustainable strategies. The study of cultural backgrounds underline national different approaches to promote Urban Development, Landscape Protection, Nature and Biodiversity Protection and their integration in the sustainable policies.

In this context I want to treat these following themes: Main policies of sustainability in the European context; The cultural and historical backgrounds: an instrument to evidence national different approaches in a sustainability context; Comparison of European experiences of sustainability.

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THE EFFECTS OF EVERGLADES RESTORATION ON URBAN WATER SUPPLIES IN SOUTH FLORIDA

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The Florida Everglades is a unique environmental ecosystem and an irreplaceable regional resource for South Florida. This vital system was once a free flowing river that supported hundreds of unique wildlife species. In the past fifty years, water flows have been redirected from the natural system to the urban and agricultural areas, causing severe disruption and irreparable harm to the habitats of the Everglades. If South Florida is to continue along a path of sustainability, restoration of the Everglades ecosystem

is essential. To that end, the U.S. federal government, in partnership with the regional water management district, developed the Comprehensive Everglades Restoration Plan (CERP) which is expected to restore the quantity, quality, timing, and distribution of water flow through the Everglades. As CERP is implemented, water flows will be directed away from urban users back to the natural system, forcing the urban areas of South Florida to develop alternative sources of water to meet future demands. This paper will research and discuss the effects of CERP on local governments' ability to meet future water demands in the urban area. The paper will look at the broad spectrum of regional water management initiatives and identify the effects of those policies on the ability of local governments in South Florida to meet future urban water supplies. This paper will discuss current policies, plans and regulatory initiatives for restoration, as well as current and future urban water demands. It will analyze and discuss the effect of these initiatives on the ability of local governments to meet future demands for human uses. The research is expected to show that alternative supplies and sources of water must be developed to meet future demands. We will discuss and compare the alternatives and recommend the most cost effective and feasible source to provide future supplies.

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HEALTHY COMMUNITIES: PLANNING TO PROMOTE PUBLIC HEALTH AND ENVIRONMENTAL QUALITY

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According to the United States Environmental Protection Agency, indoor air quality remains among the top five unaddressed health risks (EPA 1989). Approximately 15 to 34% of the American population and approximately 15% of the population of many European countries have acquired multiple chemical sensitivity (MCS). These individuals have an urgent need for safe housing and improved access to employment (Ashford and Miller 1998). Healthy housing building techniques help, but a house-by-house approach is not enough to protect air quality because people can be exposed to chemicals in their working environments, schools, and public places. In particular, children and other sensitive people are in special need of a community that is centered on environmental health principles. The objective of this research is to explain how to characterize, plan, and implement healthy communities, which aim to reduce or eliminate chemical exposures. A mixed-methods research approach will include (1) a survey to prioritize critical chemical exposures to reduce and thus define a healthy community, (2) a case study based on site visits to healthy communities to explain how they plan for improved environmental health, and (3) an evaluation of implementation methods to determine their efficacy in reducing critical exposures and creating a healthier community. The primary outcome of the research will be a guide for planners to implement environmentally healthy communities. These recommendations will contribute to our understanding of how principles of environmental health can be integrated with planning. Moreover, the research approach is new in environmental planning because it evaluates environmental pollution based on the analysis of exposures rather than just emissions. The conference presentation, which will be drawn from an approved dissertation proposal, will focus on the need for healthy communities based on a literature review, in-depth interviews, and a survey of chemically sensitive people.

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DETERMINANTS OF SMALL BUSINESS HAZARD MITIGATION

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Small businesses are a significant component of the economies of local communities, yet many are vulnerable to significant losses from business interruption and physical damage that may result from natural disasters. Previous studies have shown that many

small businesses are ill-prepared for disasters (see for example Webb, Tierney, and Dahlhamer, 2000). Some states and local governments have begun initiatives to encourage and facilitate hazard mitigation and disaster recovery planning by small businesses (see for example McClure, 2000; Schmidt & Quinley, 2002; Tampa Bay Regional Planning Council, 2001). However, in order to develop effective incentives and technical assistance programs, planners need a better understanding of the factors that facilitate and constrain hazard mitigation by small businesses.

This paper reports the results of quantitative analyses of survey response data collected in 2001 from 230 small businesses in Duval County, Florida, based on a random sample of 1000 businesses. Three small business hazard mitigation initiatives are analyzed: (1) business continuity planning, (2) structural hazard mitigation, and (3) insurance purchase.

Key factors that were found to be common determinants of the three types of mitigation activities include: (1) access to expertise; (2) type of business based on two-digit SIC code, and (3) perceived exposure of the business location to natural hazards. Recommendations are given for small business hazard mitigation outreach products and programs provided by local government agencies and for initiatives that can be taken by federal and state government agencies to support local government initiatives to promote hazard mitigation by small businesses.

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USING MULTIPLE DECISION RULES TO EVALUATE THE VEHICLE INSPECTION AND MAINTENANCE PROGRAM IN ATLANTA AIRSHED: TOWARDS META-DECISION MODELS IN ENVIRONMENTAL PLANNING AND MANAGEMENT

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This research reports results of hypotheses explaining patterns of cooperative and non-cooperative behavior affecting Atlanta air quality. First, hypotheses regarding cooperative and non-cooperative behavior of drivers, whose vehicles face failure in an Inspection and Maintenance Program (IM), are tested using remotely sensed vehicle emissions data. Secondly, this research, employing insights from multi-criteria decision theory, explores whether IM managers can manipulate the weights of multiple decision rules, such as a cost-efficiency rule and a fairness rule, to enhance cooperation.

Empirically, cooperative and non-cooperative vehicle owners are characterized by cross-referencing on-road vehicle emissions data with vehicle registration records and IM program data. Multiple statistical models employing multivariate generalized linear, non-linear and logistic regression techniques are used to test hypotheses concerning cooperation of drivers. Further, "meta-decision models" are proposed and operationalized to evaluate the criteria of efficiency and equity for the following policy alternatives: (1) Current IM program, (2) Clean screening program, (3) Vehicle profiling program, (4) Scrappage program, (5) Repair subsidy program, and (6) No policy intervention. More importantly, meta-decision models generate alternate scenarios by assigning variable weights to efficiency and equity criteria for over-all evaluation of each of these policy alternatives.

A better understanding of cooperative and non-cooperative behaviors of high-emitters is critical to reduce the emissions from on-road vehicles and thus improve the management of the IM program in Atlanta and other ozone non-attainment areas. Further, the results of this research enable us (a) to compare decision and game theoretical predictions about cooperative and non-cooperative behavior with the actual behavioral patterns; and (b) to explore the logic and methodology of meta-decision models in the environmental planning and policy.

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Track 4

Economic planning

POSITIONING FOR THE FUTURE: WORKFORCE PREPARATION AND ECONOMIC DEVELOPMENT - A CASE STUDY OF THE EDUCATION GAP IN THE GATEWAY CITIES REGION

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The paper contends that education and economic development are inextricably linked and that education is the foundation for sustained community development. The primary purpose of this paper is to stimulate discussion among policy makers and practitioners leading to the development of a comprehensive workforce development strategy for the Gateway Cities Region. Located on the southeastern border of Los Angeles County, the Region is a consortium of 27 cities, home to a large immigrant population, with a diverse ethnic, economic, and employment base. If the Region is to maintain economic prosperity and improve its competitive advantage, the education system must prepare the workforce for the challenges of the 21st century. The Region offers considerable job opportunities; however, workers in the region tend to lack the skills needed to fill these jobs. The problem is not a shortage of workers overall, but a shortage of workers with adequate skills and educational attainment. Data analysis from the Bureau of Census, Department of Education, and Bureau of Labor Statistics indicates that higher rates of unemployment, lower labor force participation rates, and low income correlate strongly with less educational attainment level among the Region's residents. With abundant labor force, the potential exists for bridging this gap between required skills and worker qualifications in the Region. Higher educational attainment generally corresponds to higher income level. However, if students continue to fail to complete high school at the alarmingly high rates identified, neither the region nor these students will ever reach their full potential. The addition of undereducated, unprepared, and unskilled labor into the workforce does not bode well. It is imperative that the Region find ways to ensure that students cross the divide between high schools and post-secondary institutions. This paper focuses on the building blocks of the education system - high schools and community colleges. We assess educational attainment trends and challenges and highlight opportunities for improvement at the high school and community college level.

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REGIONAL AND LOCAL ECONOMIC DEVELOPMENT: DON'T FORGET THE VERTICAL FINANCIAL NETWORKS!

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Discussions about regional and local economic development strategies are today mainly concentrated on networks between private and public actors, the enforcement of existing and the creation of new clusters, the role of mobilizing social capital, the improvement of the soft living conditions and the science based infrastructure and so on. But politicians and also regional scientists very often underestimate the role of the vertical financial integration of the local, regional, national and European level and overestimate the potentials of local and regional acting in the field of tackling high unemployment rates and developing new sectors and jobs. There do exist special regional, structural and financial programs on the European, national, and regional level. But in contrast the inherent general problems of the traditional vertical financial networks (constitutions), in Germany for example the growing weakness of the automatic cyclical stabilizers, are much more important than the special programs and overcompensate the benefits of these special programs. The public authorities and private companies of the Ruhr area for example get about 200 mill. Euro per year by the Objective-2 funds of the EU. On the other side they loose about 600 mill. Euro in the year 2003 and a rapid growing amount in the following years (from about 750 mill. in 2005 to nearly 1 bill. Euro a year since 2007 (KVR, 2002, 17)) because of the budget effects of the national tax reforms and the general economic crisis since the year 2000. Especially the Objective-2 areas are affected by these mechanisms, and it is very likely that additional deep cuts will happen after the year 2006. The reactions of the local authorities are obvious: beneath deep cuts in the current expenditures including the number of workers they will once again reduce their investments (maintenance of schools, roads and soft living conditions). Selling public estates, buildings and utility companies will go on, but nevertheless the budget deficits (3,7 Bill. Euro current budget plus 1,67 Bill. Euro investment budget) will continue to grow. The key problem of tackling this general situation is the following one: Most politicians and economic advisers believe that the reduction of public budget deficits and the share of public activities are the most important key issues for tackling the economic crisis. This

neoliberal view of the economic affairs, which leads to a procyclical financial policy and therefore deepens the economic crisis especially of the weak regions, has been institutionalised in the Maastricht treatment and the Stability and Growth Pact of 1997. But in fact only a break off of this constitution for some years as a first step -at least until the three large countries of the currency union Germany, France and Italy will have reached an higher growth path - opens a window of opportunities for tackling this impasse. A reformulation of this treaty has to follow as well as a reform of the system of financing local budgets in Germany. A framework of these reforms will be presented in my paper.

CENTRAL CITY REBOUND? RETAIL INVESTMENT IN US CENTRAL CITIES

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The paper seeks to answer a basic question: can the so-called US central city renaissance be measured in terms of non-residential activities, in particular retailing? This paper is focuses on a dominant theme in contemporary American urban planning and urban development. There is a growing perception that America has entered an era of urban renaissance, with new/adapted downtown housing leading the charge. Moreover, it is argued that this trend is most evident in older urban centers, in cities that were being written-off less than a decade ago. Selected central cities are presented as alive, vibrant and prosperous. In sharp relief, the anonymous suburbs are shown to be decaying, devoid of vitality and readily abandoned by the young and mobile who are rejecting the soulless neighborhood uniformity of their childhood for the excitement of the central city. The paper begins by looking in more detail at these headlines, tracing the evolution of the emerging argument that cities are indeed on the rebound. The paper examines the results of the 2000 census that demonstrate the impact of the 1990s on downtowns, central cities and their metropolitan regions. Drawing on recent research into real estate investment this paper then asks if there is a parallel trend in terms of downtown (and central city) investment in new or refurbished retail facilities. To critically examine these recent trends, research for this paper looks at investment and construction data for four locational/product targets of the real estate industry concentrating on retail development: (1) Downtown (central city) retail (and mixed-use commercial), (2) Suburban mall development, (3) Suburban "main street", (4) "Lifestyle" and other niche retail developers. This paper builds on research undertaken by the Brookings Institution, the Fannie Mae Foundation and the University of Pennsylvania and uses investment data from leading REITS, national property investment companies and smaller "boutique" developers thought to be spearheading the downtown revival.

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ECONOMIC ACTIVITY DECENTRALIZATION: A COMPARISON OF U.S. AND CANADIAN EXPERIENCES

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In the last 50 years, metropolitan areas have experienced considerable economic activity decentralization. Many of the businesses that once operated in the central city have moved out to the suburbs in pursuit of the middle class households that now live there. Not all metropolitan areas have experienced the same extent of business flight. Even more remarkable is that the experiences of metropolitan areas have varied not only within the U.S. but also between the U.S. and Canada. Previous research by Golberg and Mercer (1996), for example, has shown that metropolitan areas in Canada are more compact than in the U.S. The greater degree of trust and acceptance of government intervention in Canada as well as differences in political and social culture in the two countries seems to explain this phenomenon.

This paper examines and reports findings on the extent and differences in economic activity decentralization in Canada and U.S. metropolitan areas. Data from the U.S. 2000 Census and the 1996 Canadian Census Profile as well as the Canadian 1996 Geosuite that provides information on the urban/rural status of the Canadian population within metropolitan areas, is used for the analysis. The paper will also show the regional differences in economic activity decentralization in both Canada and the U.S. in addition to reporting the statistical differences observed, the paper will also discuss the factors (planning and planning-related legislation, and public policies) that may have contributed to the spatial differences in economic activity decentralization in both countries.

EVALUATING CLUSTER DEVELOPMENT IN RURAL REGIONS

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The concept of "clusters" has become a dominant idea in the study of regional development and development policies. The concept has come to prominence contemporaneous with a spurt of technological innovation in information and biotechnologies, and seems to explain the growth of economies in certain regions in both North America and Europe. (Porter, 2001) The success of "cluster regions" spurred a race to replicate their success. In the United States, almost every state expanded support for research and development and portrayed these efforts as "cluster development" strategies.

The rapid expansion of cluster and technology-led development strategies raises questions about the extent to which such policies can be extended to low-population, rural regions with little history of significant research and development. Answering these questions requires both a better understanding of how "clusters" apply in such regions and how regional development policies and programs relate to the way clusters drive regional economies.

The proposed paper will build on an analysis of clusters in the Maine which sets forth a comprehensive framework for assessing cluster development (Colgan and Baker, forthcoming). This framework identifies the relationships between innovative activities, networks of organizations, and market growth potential.

The paper will present results from evaluations of state programs to enhance technological innovation in Maine. These programs include funding of specific R&D projects, as well as "cluster enhancement" activities. The evaluation research examines the extent to which changes in organizations and networks are moving towards acquiring stronger cluster characteristics.

Maine represents an excellent region to study cluster-development strategies, as it has small urban areas, is among the most rural states in the U.S. in population density, and has not been a center of technological innovation. The paper will explore the potential for cluster development in such regions, as well as present both a conceptual and data framework with which to evaluate the effects of policies encouraging such development.

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THE CHALLENGES FOR SPATIAL PLANNING IN A NETWORKED ECONOMY, AS APPLIED TO FLANDERS.

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Internationalisation and globalisation, liberalisation and eroding national borders as barriers for trade and new technologies in communication, transportation and logistics have placed contemporary businesses in a totally new context. Under fierce international competition firms have to adapt their strategies to fast changing demands and trends on global markets. The ability to respond, to accommodate or even to create new demands - briefly the ability to innovate - has become one of the strongest competitive assets in our global knowledge-based economy.

It is widely believed that networks between firms play a crucial role in the ability to innovate. Innovation theories claim that dense networks between firms -also referred as clusters - are important catalysts in the diffusion of formal/explicit and informal/implicit knowledge. The mechanism of this knowledge spill-overs throughout clusters are various: from formal collaboration in research and development to informal client-supplier contacts.

Insights in the importance of clusters and networks raises some important questions to the role of spatial planning. If clusters or networks have become crucial competitive assets besides traditional locational assets such as the availability of resources, infrastructure, a labour market, how can spatial planning shape the optimal "places" for these clusters. How to identify clusters and their potential? How to give shape to a location policy that accommodates demands from a specified cluster? At which scale is a cluster policy suited?

This paper will work out a framework to tackle the rather vague and general cluster/network definition and will provide some building blocks for the spatial planning and governance of clusters, based upon the results of a workshop held in Flanders with economic actors and spatial planners on this issue.

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COMPLEMENTARITY OR COMPETITION IN THE REGIONAL DYNAMICS: AN APPLICATION TO THE REGIONS OF SPAIN AND ITALY

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The aim of this paper is to uncover the patterns of competition and complementarity in the regional system of Spain and Italy over 1980-2000. Comparative advantages and disadvantages of regions, in relation with the influence of increasing or decreasing returns, generate the bases for competitive or complementary dynamics among regions within a country. As European regions become more similar in structure and as trade become more heavily concentrated in similar industries, we may expect that regions tend to move in phase rather than according to a different set of rhythms. In essence, complementary relationships would tend to dominate competitive relationships. However, given the increasingly heterogeneous structure of the regional economies within Spain and Italy, it is expected that competitive relationships would come to dominate complementary relationships within each of these countries. Our analysis is based on the application of the Dendrinos-Sonis model (1988, 1990) to the NUTS II regions of Spain and Italy. Essentially, the analysis implies that growth in regional income is similar to a zero-sum game in which the growth in one region takes place at the expenses of a least one another. It is formalized in a log-linear discrete relative interaction function and estimated using a seemingly unrelated estimator. Our empirical application stresses the role of regional interactions using first the regional Gross Domestic Product over 1980-2000 and then a disaggregation of regional income into three sectors (industry, market services and non-market services) over the same time period. This second step brings more insights to the phenomenon under study, as it allows a consideration of regional competition or complementarity by sector. The nature of the relationships that are revealed raises important issues on the nature of spillover effects between regions and for the spatial and sectoral allocation of European regional development funds.

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IMPACT OF OUTDOOR RECREATION FACILITIES ON RURAL ECONOMIC DEVELOPMENT

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As amenity-rich rural areas experience higher levels of growth, tourism based on natural amenities may be a source of development for lagging areas. Although outdoor recreation facilities may stimulate local economic activity and are more suited to planning than natural amenities, no empirical assessment exists as to the specific contribution of recreation facilities to rural development. To what extent do outdoor recreation facilities impact selected indicators of rural economic development?

Units of analysis for the study are U.S. nonmetropolitan counties. Key data sources include the U.S. Census Bureau and the USDA-Forest Service (NORSIS). Research methods involve two main steps. First, define natural resource-like counties using cluster analysis. Criterion variables, selected from a literature review, include water, wildlife, temperature, mountains, forest, and wetlands. This defines a number of regions that reflect the diversity and specificity of U.S. "natural" regions for recreation purposes. Second, regress economic development indicators on outdoor recreation facility and other control variables. Selected economic development indicators include median household income, the poverty rate, and the Gini coefficient. Outdoor recreation facility variables (in general, counts of the given facility) are categorized and summed up by natural resource base: water, land, topography, wildlife, climate, nature in general. Other control variables include education, infrastructure density, land ownership, and population. The main objective of this research is to help rural planners manage and plan outdoor recreation facilities for economic development. Preliminary results indicate a very limited impact of outdoor recreation facilities on rural economic development.

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DOES INNOVATION CAPACITY MATTER FOR LATE INDUSTRIALIZATION? A CASE STUDY OF DOMESTIC FIRMS IN CHINA

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In the realm of late industrialization, many analysts disagree on whether or not the domestic firms should prioritize developing innovation capacity, especially technological innovation capacity during the process of catching up the multinational corporations. This paper tries to answer the question: "Is it essential for domestic firms in late industrialization countries to acquire innovation capacity, especially technological innovation capacity?"

To answer the question, I have examined the development of the three groups of domestic firms in the information industry in P.R. China from the early 1980s to 2002: the telecom equipment manufacturers, the PC manufacturers, and the cell phone manufacturers. The first two groups of the manufacturers have grown successfully while the last group of manufacturers has remained insignificant in the domestic market. My finding suggests that the difference lies in whether or not the firms have developed strong innovation capacity, especially the technological innovation capacity. The first two groups of manufacturers have developed strong technological innovation capacity, while the cell phone manufacturers haven't. Further, in addition to firms' internal investment in capital and human resources, four non-firm level factors have been critical to transform the resources to the technological innovation capacity for the firms: (1) disintegration of the global value chain and a trend towards "configuration technologies"; (2) government involvement in accumulating knowledge-based assets; (3) sub-sector linkages; and (4) geographical concentration.

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THE ROOTS OF A NETWORK: THE INDUSTRIAL DISTRICTS SYSTEMS AND THEIR SPATIAL ORGANISATION. THE VENETO CASE

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A network of small and medium enterprises diffused in the territory, connected by the productive processes and by shared profit interests with the local society The Northeast of Italy became a brilliant model of locally based success. So successful that the locally based economic systems (e.g. single firms and industrial districts) put branches in different (cheapest and deregulated) areas. But how does a "local" system change when it internationalises or de-localises itself? And most of all: how change the local planning and administration policy? SME de-localisation is enlightened in economics, at the academic and management level. But it is just a partial point of view, because the focus on spatial organisation is lost. The present paper is therefore based on personal analysis and interview and general statistic surveys (Industrial Association, National Institute for Trade, National Institute for Statistic data, specific local surveys by independent research centres). It is now a crucial phase for a case of not planned development (but in a way pushed up by law). An extensive growth dominated by the production logic shows some limits, when the society is rich enough and it doesn't seem to grow anymore (demographically and spatially). A rich society wants order, quality, a friendly environment; and they could also give up some productive sites if it means less congestion and less immigration. But they are concerned about the possibility of losing a meaningful role in the network. On the other hand the firms look at their

profits and a model without solid regional roots looks more competitive, sometimes. Born as a network of productive systems linked with local society "by natural case", the problem is now to redistribute the power of planning the future; to define and to find a role for the planning practice in the contest of a mobile economic network. The dares raise up because a short term profit answer (e.g. move the productions where private interests and foreign investments set up the new rules and the planning institutions are marginal) is a cut-price offer, and the betrayal of the network logic.

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TRAINING NETWORKS: AN ECONOMIC DEVELOPMENT STRATEGY IN RURAL AMERICA

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This paper focuses on understanding training networks in rural areas of the United States. A number of metropolitan case studies are bridging the gap between job training and economic development. While there is more knowledge and understanding of this gap in metropolitan areas, we have very little knowledge and understanding of this gap in rural/non-metropolitan areas. Job-centered economic development follows an "eclectic group of strategies and projects

combines education, human services, economic development, and employment training" (Giloith, 1998, p.2). Many rural communities are faced with a basic dilemma in their economic development strategies. Some recent analysts have characterized the fundamental choice as between the "high road" and the "low road." When a "low road" strategy is followed young people may choose to leave in search of higher wages and better jobs, resulting in "brain drain." For workers who choose to stay in the area, they may receive a lower return on their investments in human capital. Communities may have a more difficult time in their economic development efforts, especially if they are trying to attract "high road" firms into their community. High road firms will not find the necessary supply of workers they would look for in their recruitment efforts if they were to locate in such places. Local training institutions are caught in a difficult position. Do they train people for highly skilled jobs or do they continue to teach very specific job skills? In the first scenario, they may boost the local brain drain, while in the second scenario, their community remains stuck with a low road philosophy. This paper will take a case study approach to examine rural training networks. Six case studies have been identified across the United States, in Wisconsin, the Mississippi Delta, eastern Colorado, central Alaska, and central and western New York. The case studies will be largely qualitative using interviews and document review as the primary sources of data.

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FORGING A SYNERGISTIC RELATIONSHIP BETWEEN MIGRATION AND ECONOMIC DEVELOPMENT IN MEXICO AND MOROCCO

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My paper discusses the processes by which countries have successfully elaborated effective policies to support the relationship between economic development and the international migration of low-skilled workers. It draws on cases of government innovation from Morocco and Mexico, two countries that stand out both for their level of worker emigration and for the ingenuity of their policy interventions to build a synergistic relationship between migration and economic change. The main argument is that their success is the result of a networked learning process that is transnational involves "local" communities both within the country and abroad. It is one that is incremental, iterative, and participatory; and fueled to an important degree by conversations, conflicts and collaboration with emigrant constituencies, both in sending communities and abroad. Both governments and immigrant groups have set up an infrastructure to support these exchanges: they have established websites, have founded representative

agencies, and have organized transnational conferences where government and community - local and transnational - visions of economic development are debated. The data sources for this paper are drawn from several months of fieldwork in both Mexico and Morocco, and include government statistics and documentation; interviews with government officials, community leaders, and relevant NGOs; and ethnographic fieldwork in sending communities. (part of a dissertation in progress -- proposal approved).

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CAN UNDERDEVELOPED REGIONS CATCH-UP?

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Self-reinforcing spatial concentration is generally the norm in the new economy. Since 1980s, new technology has changed the pattern of economic growth from convergence to divergence. OECD (2001), for example, reported that "previous tendencies towards convergence in productivity levels across OECD countries were overturned, primarily as countries with strong productivity performances strengthened their positions even further."

Information and communication technology (ICT) has been changing society in many ways, including production, management, organization, location, etc. Regarding location, ICT has made industry more footloose, which could reduce concentration. On the other hand, ICT also has stronger forces to increase concentration. Because science, technology, and innovation become more important factors to determine the economic performance and the competitiveness of regions, concentration has increased in order to maintain a continuous and rapid stream of innovations. (Piore and Sable 1984, Leamer and Storper 2001) This is fortunate for regions on the high-road, but unfortunate for the others.

In this paper, I examine empirical evidence of high-tech concentration during the 1980s and 1990s. I compute the rank change of 86 colleges and universities in U.S. in terms of the number of bio-tech patents between 1980s and 1990s. A quarter of them changed their ranks dramatically although most of them were stuck in their original position. Several enterprising places in U.S. and U.K. are compared. I argue that a region's ability to adapt to the new economy - based on their own assets - is the key to economic growth. Becoming a core region is often regarded as an historical accident (North 1955, Krugman 1995), but it is possible to craft new core regions out of underdeveloped regions.

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THE RECENT GEOGRAPHY OF JOBS IN GERMANY. AN EMPIRICAL ANALYSIS OF THE EMPLOYMENT DEVELOPMENT OF RURAL AREAS IN GERMANY

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A balanced settlement structure is one of the main aims of the German planning system (§2 Raumordnungsgesetz) as well as of European regional policies (e.g. European Commission, 2000). In order to achieve this, the knowledge about the recent and future

development of rural areas is of major importance. In contrast, the uncertainty about the economic development of rural areas is distinct. For several decades rural areas were discussed in the context of employment losses. However, since the 1970s researchers are pointing to the substantial urban-rural shift that is occurring in terms of location of population and jobs. The features and trends of the migration of employment and jobs from the older urban areas to suburban and rural areas have been discussed elsewhere (e.g. Berry/ Cohen, 1973; Istel, 1982; Immen/ Blach, 1994; Cheshire, 1995; Bade, 1997). Nevertheless, whether the urban-rural shift is just a transitional phase or a clean break with the past is still subject of a controversial debate. Therefore, the first aim of this paper is to investigate the recent geography of jobs in Germany. Thereby, the employment statistics are analysed in a long term perspective using data covering the time period from 1976 to 2001. For this purpose, the author carries out a regional disaggregation on the level of the German Kreise (counties) which allows an uncommonly differentiated description and analysis of employment growth by types of areas. In a second step, the author analyses the economic structure as a possible determinant of varying rural growth. By differentiating the analysis by branches and economic clusters those branches respectively clusters with a major influence on the regional economic development will be identified. It will be analysed, if and to what extent the different economic development of rural areas can be explained by their economic structure. Thereby, the development of rural areas in comparison to urban and semi-urbanized areas as well as development differences in-between rural areas will be considered.

(drawn from an approved dissertation proposal; Advisor: Prof. Dr. Franz-Josef Bade; bade@rp.uni-dortmund.de)

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BREATHING NEW LIFE INTO OLD PLACES: REVITALIZING OLD MILL STRUCTURES

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Across the landscape there are numerous communities whose roots and development are tied to the location of a mill. While this archipelago once focused upon the manufacture of textiles, shoes, guns, clocks and other durables common to New England's old economy, we can now note that many communities are realizing the potential reuse of their old mills as crucibles for the new economy. One can find these communities welcoming, for example, shopping centers, theaters, universities, artist lofts, software companies and housing. The reuse opportunities are extensive. The direction is clear: there is a role for old mill towns in the new economy. However, there are still many obstacles and their transformation will be challenging. If this nurturing and revitalization is to occur then we must breath new life into these old places. How this is occurring, and could occur to a greater degree, is the story of this paper. The first part is a general discussion on mill revitalization efforts, and principles to keep in mind when embarking on this challenging, yet worthwhile effort of breathing new life into old places. The second part discusses a case study that details how successful revitalization efforts can and do happen. We then offer our thoughts for planners involved in the future revitalization of these special places. Successful revitalization, we believe, depends on four basic focus areas: The first deals with the industrial site and the mill building. The second focuses on market conditions and regional trends. The third revolves around the values of the host community and its commitment to revitalization efforts. And the fourth focuses on the development entity and management interests. All four of these areas, while independent, are linked together. We will discuss each of these in further detail within the article.

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ECONOMIC DEVELOPMENT PLANNING IN THE KNOWLEDGE ECONOMY

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Economic development planning in the 21st Century must reflect the structural changes that have forever transformed the nature of local economies. The important indicators of potential economic growth and development in the knowledge economy are substantially different than those associated with traditional economic development planning models such as market and labor force analysis. In a recent report released by the Progressive Policy Institute entitled "The 2002 State New Economy Index", 21 distinct economic indicators were identified as critical to identifying a state's progress in adapting to the new economy of the 21st Century. This paper examines the application of these variables at the sub-state/local level. The paper discusses the specific challenges professional economic development planners will face in gathering relevant, accurate and predictive data on the knowledge economy at the appropriate scale for guiding local economic development strategies and prioritizing public economic development investments. The paper concludes with a set of recommendations regarding the development of new methods of conducting comprehensive economic development planning in the knowledge economy.

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DIVERSITY AND DISCONTINUITY WITHIN METROPOLITAN EXPANSION: INNER RING SUBURBS IN THE GLOBAL SPRAWL CAPITAL

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Suburbanization and central city decline have been the focus of urban scholars for several decades. In contrast, the issue of inner-ring suburban deterioration, need for revitalization, and role in evolving metropolitan structures has only recently begun to receive significant recognition.

Metropolitan spatial decentralization, intensified by the more recent information and telecommunications technology of the evolving network society, may serve to maximize the economic vulnerability of skipped-over inner-ring suburbs since they have neither the centrality and attraction of the central cities, nor the attractive residential environments of the new suburbs at the fringe. Further, recent "back to the downtown" or gentrification trends in reaction to negative externalities associated with extreme sprawl are displacing traditional poverty populations and newly arriving immigrant populations from the central city which may increase the economic need and vulnerability of the inner ring suburbs.

This study uses exploratory and descriptive approaches to analyze inner ring suburbs relative to the central city and outer ring suburbs of the metropolitan region of Atlanta, Georgia, USA. GIS is utilized to analyze demographic and socio-economic changes. A unique feature of our research is that we define inner-ring suburbs based on age of housing stock, rather than relying on more crude and potentially obscuring administrative boundaries for which public census data is published. This paper will increase our understanding of inner-ring suburbs and suburban differentiation within the metropolitan region. The three objectives of this paper are to: (1) define and identify the spatial pattern of inner-ring suburbs; (2) document inner-ring suburban trends of growth and decline in terms of population, employment, housing, and income; and (3) explore the planning and policy implications stemming from the current status of central city, inner-ring suburbs, and outer-ring suburbs.

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SCIENCE-PARK, LOCAL ECONOMIC DEVELOPMENT POLICY, AND EMERGING ROLE OF CITY IN THE NETWORK SOCIETY - A COMPARATIVE STUDY OF TWO SCIENCE-PARKS IN TAIWAN

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Cities, as many have claimed, are increasingly becoming critical agents of economic development in the context of globalization. In search for the new sources of economic growth that would help to enhance cities' competitiveness, science-park is often considered as one of the favorable strategies. In Taiwan, the first science park - the Hsinchu Science-based Industrial Park (HSIP, established in 1980) has successfully displayed its contribution on the development of high-tech industry and national economic growth. Its performance encouraged the state to establish the second science-park - the Tainan Science-based Industrial Park (TSIP) in 1996, to pursue further progression of Taiwan's high-tech development. For the state, developing science-park is viewed as an instrument to establish an innovative milieu of regional development. For city governments, more recently, science-park is seen as panacea for the declining economy and the consequent problems of their cities. Within different context, the paper argues that the TSIP is not the copy of HSIP, but another version of science-park development in Taiwan, since the city governments actively participated in the planning process of the second science-park. This paper will cover four parts. A quick review of local economic development policy in the era of globalization will be placed in the first part followed by a short discussion on the discourse of science-park (as cluster, new industrial space, heterotopia, and as creating milieux of innovation). A comparative study of these two science parks will constitute the third part of the paper. It will be conducted from three perspectives: the transformation of state's dominant role in the development of science park; the active participation of local government in the planning process of science park; and the emergence of new industrial networks. Derived from such comparison, some implication for the planning and challenge for the city government will be included in the last part of the paper.

Advisor: Prof. Louis ALBRECHTS, E-mail: *Louis.Albrechts@isro.kuleuven.ac.be*. This proposal is drawn from an approved dissertation.

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THE EXURBAN RENAISSANCE: ASSESSING THE ROLE OF AMENITIES AND TECHNOLOGY IN ECONOMIC PLANNING

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While many exurban and rural communities are experiencing depopulation and economic decline, others are experiencing rapid in-migration and significant economic growth. Academic arguments examining the course of exurbanization focus on the importance of natural amenities (Deller et al 2001), infrastructural technology (Helling and Mokhtarian 2001), and land use planning (Furuseth and Lapping 1998; Esparza and Carruthers 2000). Understanding the explanatory factors leading to exurbanization and rural in-migration is analytically complex (c.f. ibid; Irwin and Bockstael 2002) and represents the basis for applied research supporting contemporary land use planning. This paper applies endogenous growth theory and tests the hypothesis that natural amenities and telematics are key explanatory variables involved in the distribution of exurban economic growth. Empirically, the geographic focus of this work looks at exurbanization in the U.S. Lake States of Minnesota, Wisconsin, and Michigan. The relevance of exurbanization to planning has economic, social, and environmental components. As technology transforms economic distance, sense of place with respect to work and pleasure increasingly focus on the presence of amenities. The economic transformation of traditionally rural communities represents key challenges to development planning. Results suggest that natural amenities and technology provide key factors involved in the process of exurbanization, rural economic growth, and the distribution of wealth.

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DOES PLANNING PLAY A ROLE IN CLUSTER BASED DEVELOPMENT POLICY DESIGN? - THE PORTUGUESE CONTEXT

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In a period characterised by radical economic and social changes, a new understanding of competitiveness issues is emerging. There is the perception that strategies directed to innovation promotion, particularly in non-central economies, are based on the spatial concentration of industrial clusters. The concept of cluster is a privileged analytical tool to be applied to regional economies and hence to contribute for the design of adequate development policies. Thus the concept of cluster is assumed as a new model for the design of regional development policy. The paper acknowledges the inadequacy of conventional approaches to regional policy, as well as the dynamics of change evolving in the economic environment, driven by globalisation and stimulated by knowledge, learning and innovation. It analyses the role that planning community can play in promoting the design of cluster based development policies. In order to illustrate how a cluster based approach can be applied to Portuguese economy, this paper will focus on the study of the fashion and housing clusters, considered as emerging clusters in national economy. The fashion cluster is spatially concentrated in Porto's regional metropolitan area, and is characterised by a strong industrial dynamics and the presence of a variety of economic, social and institutional agents. The housing cluster has finds its main potential in the industrial system of Aveiro's Region, characterised by industrial diversity and flexibility. This paper will acknowledge that both clusters have the necessary structural conditions to be developed, although they are characterised by the lack of relational and management capacity. Accordingly, the main goals of this research work are, on the one hand, to show the new insights offered by the cluster based approach to regional economic development, and, on the other hand, to provide a better understanding of how planning can play a role in the promotion of regional development policies based on the cluster concept.

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A CLARIFICATION OF THE ROLE OF UNIVERSITIES IN ECONOMIC DEVELOPMENT

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The literature about the role of universities in economic development is characterized by two competing sets of studies: On the one hand studies of high technology regions present evidence for the pivotal role of research universities as engines of economic growth (Luger & Goldstein, 1990; Saxenian, 1994). Other studies contend that a research university is neither necessary nor sufficient (Feldman, 1994; Fogarty & Sinha, 1999). This paper contributes to this debate and it is argued that such institutions should not be viewed as engines but as integral part of a regional economy. The paper is based on an examination of the ways in which the Portland, Oregon, region leverages higher education institutions. The region was able to establish a high technology industry

cluster in the absence of a major research university. Two high tech firms have functioned as surrogate universities. The two companies are increasingly unwilling to contribute to regional high technology growth. Consequently, the region needs to focus on existing higher education institutions. The paper draws on a case study of the Portland-Vancouver metropolitan region. The study utilizes qualitative data gained from interviews with higher education officials, economic developers, and business leaders. The paper will present policy suggestions with regards to the role of higher education institutions in economic development. It will also discuss the role of the university in the North American and the European context. The research is highly relevant to planning practice and scholarship because it presents a conceptualization of the role of higher education institutions in economic development.

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THE IMPACT OF SOCIAL CAPITAL ON REGIONAL ECONOMIC DEVELOPMENT

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The economic performance of a region depends on a number of variables. Traditionally, location factors such as technical infrastructure, land prices and transport accessibility have been considered as determinants of regional economic growth. However, the shift from industrial towards service oriented economies and the increasing ubiquity of "hard" location factors seem to enhance the role of so-called "soft" location factors. Indeed, local business promotion programs and regional policies increasingly aim at improving and marketing locational characteristics such as the quality of life, the social capital, the co-operative spirit or the image of a region.

Despite the growing body of literature which attributes high importance to soft location factors, their impacts on regional economic development have so far only rarely been tested empirically. This is also true for the concept of "social capital", which comprises a variety of soft development factors ranging from social networks and levels of trust to social norms and values. According to Putnam (1993), a high level of social capital is linked to more efficient public actors and networks, an increased degree of democracy and a better performance of social institutions. Thereby, the prerequisites of regional economic development are improved which should (theoretically) result in increased regional economic performance.

Drawing on the preliminary results of the author's PhD research and the EU-research project "AsPIRE" (Aspatial Peripherality, Innovation and the Rural Economy), this paper seeks to test the hypothesis of a positive correlation between social capital and economic development empirically. The paper is divided into three parts: Firstly, different definitions and ways of operationalising social capital are discussed. Subsequently, the impacts of components of social capital on the economic performance of the German NUTS2/NUTS3-regions are explored by conducting multivariate regression analyses. Finally, the paper draws some conclusions on the relevance of social capital as regional development factor and its possible role in the context of regional policy and spatial planning.

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USING THE NETWORK SOCIETY TO PROMOTE SUSTAINABILITY IN LOW-INCOME COMMUNITY REDEVELOPMENT

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Sustainable development planning relies upon integrated networks of social, economic, ecological, and technological inputs. Implementation of sustainable construction practices is correlated with the knowledge, acceptability and availability of green building materials, markets and expertise. As we explore Castells' (1996) 'network society', we find increasing reliance on communications that transcend scale. Internet-based case studies, manuals, material exchanges are examples of such resources. Construction goods and services,

local in practice, are global in accessibility. How practitioners use these materials to guide local programs is the primary focus of this research.

This paper examines deconstruction as a sustainable alternative to demolition; specifically, how technical and market knowledge is gathered and disseminated. As a tool that offers economic opportunities and ecological responsibility, deconstruction has its limitations. The US Department of Housing & Urban Development (2001) identifies the barriers to deconstruction as uneven markets and logistical complexity. Internet-based materials may be capable of resolving these knowledge gaps. Thus, a related question of this research is how an economy based on information exchange can help this process.

Candidates for deconstruction are the Public Housing Authorities under the HUD HOPE VI program. Limited resources of these agencies require immediate access to necessary knowledge. Using two case studies, Riverdale, Maryland and Stowe Village, Connecticut, this research will probe the methods of acquiring such knowledge. The case study methodology will include interviews with key participants in the deconstruction process, and document and webpage review and analysis.

This research will increase our understanding of whether and how the 'network society' improves imperfect knowledge for sustainability implementation for low-income community redevelopment within market economies.

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ECONOMIC PLANNING AND STRUCTURAL CHANGE IN THE ERA OF NETWORKS: NEW METHODOLOGICAL CONSIDERATIONS FOR MEASURING AND EVALUATING PROGRESS, SUCCESS, AND REQUIREMENTS.

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The success of some urban/regional environments and the slow pace of others to develop, has contributed to the development of a new way of thinking about development and planning. This new thinking emphasizes the local/regional relational context and the ability of a local or regional environment to nurture and sustain the following conditions that characterize dynamic places:

- existence of a local milieu/environment that supports the creation, expansion, and sustainability of production, organizational, and support networks, and their intra- and inter-network linkages; and the
- existence of a dense relational context of cooperative, advisory, and supportive relations between:
 - Companies of specific industries;
 - Companies and their milieu; and
 - Milieu organizations.

This paper reports on a study which via survey research and personal interviews and the use of network analysis supplemented with qualitative, descriptive, and inferential analyses: a) operationalized and measured the relational context in which urban / regional innovation and growth is asserted to occur; and b) assessed the Pittsburgh economic region for the existence of these conditions relating the region's ability to develop, sustain, and expand its software industry;

Implications: Knowledge about the relational contributors to the growth and dynamism of urban/regional environments, especially in postindustrial cities such as Pittsburgh has the potential to help planners design more effectively targeted development initiatives. Furthermore, network analysis provides both a new theoretical framework and methodological approach within the field of community development. In combination the theoretical and methodological frameworks as applied in this study can be used to: a) evaluate the readiness of cities and/or regions to undertake specific development approaches; b) point to the gaps within the relational context of appropriate milieu actors and resources; and c) inform economic development policy and practice accordingly.

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THE POSSIBILITIES OF INTEGRATION OF CENTRAL MEXICO TO KNOWLEDGE BASED ECONOMY

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Central Theme or Hypothesis: This paper will occupy with Central Mexico that is the most differentiated part of the country and play various functions, some of them even for the rest of country. The central hypothesis of this work consist of answering the following question, are there possibilities that this part of Mexico will incorporate in the knowledge based economy, if we take into consideration all elements of this economy that exist there. Especially, it will be analyzed the evolution of the human capital, regional systems of innovation, poles of innovation and knowledge infrastructure which exist in the Central Mexico. **Approach and Methodology:** I will try to answer the question formulated in the hypothesis through comparing the knowledge based economy pattern and real development in this part of the country. **Relevance of work:** It is very important for us in the middle developed countries to compare our patterns of economic development with some elaborated in the advanced countries even if this comparison are not very optimistic to create new strategies of development. **Key data sources:** - Rozga Luter, Ryszard, "Hacia una geografía de innovación en México" (Towards the geography of innovation in Mexico), *Nueva Antropología. Revista de Ciencias Sociales*, CONACULTA, INAH, Universidad de la Ciudad de México, Vol. XVIII, Núm. 60, Febrero 2002. - Rozga Luter, Ryszard, *Elements of Knowledge-Based Economy in Mexico: Toward Regional System of Innovation*, in *The Based-Based Economy. The Global Challenges of the 21st Century*, A. Kuklinski and W. Orlowski, (eds.), State Committee for Scientific Research Republic of Poland, Warsaw 2000. - *Science and Technology Indicators, Mexico 2001-2002*, CONCYT, Mexico 2002.

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THE DYNAMICS OF SOCIAL CAPITAL IN QUARTZ STREET, HILLBROW JOHANNESBURG

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The intensification of adverse international terms of trade and the bashing of African economies by indebtedness, crisis management and negligence of small farms in favour of large-scale capital-intensive projects have hit hard on peasants farmers in the 1980s. For South Africa, the world recession and adverse economic conditions, combined with the freezing of government posts and political instability in the 1980s fuelled problems of unemployment and underemployment to serious proportions. A huge influx of people moved into Johannesburg as an economic powerhouse to look for jobs. But most people could not get them and ended up joining the informal sector. The informal sector has grown tremendously to include: repairs, car wash, baking, hawking, prostitution, curios, beads, etc, however it is not an easy alternative to undertake. The procurement of informal business depends on a series of social networks ranging from simple connections to complex webs linkages. Unlike the global networks that exists in the large corporate firms, these operate broadly within the scope of the less formal economy often facilitated by networks of kinship, citizenship, and common factors of religion, tribe, and language (social capital). Social capital is fundamental to the generation of the different forms of connections. Just as social capital can be a tool for generating income, it can degenerate it. In Quartz Street, Hillbrow, the concentration of such networks is high as the street has the rare combination of various tribes from different countries, e.g. Nigeria, DRC, etc, prostitution, street vending, beer brewing, gambling, among other things. The As the most concentrated street in the heart of Johannesburg, Hillbrow (one of the first areas to be grey), the street reveals on of the most dynamic complexity of using social capital economically, socially, politically and spatially reveals an untold urban culture which is certain to transform the African city. This paper therefore seeks to discuss the spatial, economic and social dynamics of social capital in the streets of Johannesburg by drawing from the Hillbrow experience of Quartz Street. The question that the paper grapples with, is how can planning engage this dynamic in urban planning?

THE EVOLUTION OF REGIONAL ECONOMICS AND ITS IMPLICATIONS TO PLANNING RESEARCH AND PRACTICE

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New literature in regional economics since 1980s, called 'new regional science' or 'institutionalist regional economics' contrasts to the traditional regional economics, epistemologically, methodologically, theoretically and politically.

After short review of development and the current state of regional economics, this paper attempts to find implications for local economic planning. Economic planning based on the new regional economics will be technology-based, more participatory, and more place-specific.

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R&D EXPENDITURES, SUBREGIONAL ECONOMIC DEVELOPMENT AND SPATIAL IMPACT: LOCATIONAL AND PROXIMITY ASPECTS IN FLANDERS

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1. Central theme

This paper analyses the location of R&D expenditures in Flanders (Belgium) on a detailed spatial level (industrial sites) and compares its findings with government policies.

The study firstly analyses the location of R&D expenditures and classifies industrial sites thereby drawing a geographical snapshot of R&D expenditures in Flanders.

Hypotheses:

Are R&D expenditures in Flanders clustered geographically? Is there an empirical relation with the proximity of knowledge generating organisations?

Secondly, two hypotheses are tested:

Do R&D expenditures have a significant effect on local economic growth (employment)? Do authority planners actually realise the desired (planned) reality?

Thirdly, starting from two economic sectors/clusters (ICT software and ICT hardware) it is studied whether there is a significant difference between companies located on science parks (strong government policy); those located on other industrial parks (loose government policy) and the off-park companies.

Finally, the results from this research are confronted with goals defined in government spatial planning related to regional economic development.

2. Approach

The study links three databases: company R&D expenditures (microdata), R&D efforts of knowledge generating organisations, and a company location database. The analysis is done by combining GIS with advanced statistical techniques (including multivariate analysis techniques).

3. Relevance

The study assesses whether spatial instruments used for economic policies can be confirmed using R&D expenditure data. By the nature of the databases, the study is not limited to administrative boundaries (NUTS), but allows research on a microscale level. The methodology developed therefore is complementary to other more classic research methods.

4. Key data

Data on R&D expenditures 1992-1999 (public and private microdata) Database with location of companies Database with glass fiber grids in Flanders

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INNOVATIVE CAPABILITY AND THE ROLE OF EMERGING MIXED NETWORKS IN TURKEY

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It is generally acknowledged that the driving force behind economic development is innovation that is renewing products, production processes, and organizational practices. Views about the nature of the innovation process have changed in the recent years. Innovation is no longer viewed as an internal activity of firms, but an interactive process characterized by external cooperation between firms and supporting institutions. While the regional innovation networks is considered as key relations that are not possible to be accessible elsewhere, non-local relations also plays an important role in technological learning.

In particular, the nature of the innovation system in Turkey, being a developing country, is crucial to its continued technological development and competitiveness. This research reveals the character of the innovation system in Turkey by providing a comparative analysis of innovation in the traditional and high tech industries of the two regions - Ankara and Istanbul. Also, the relative role and influence of regional networks in facilitating the innovative behavior of firms are compared to networks at national and global levels. Data was collected through secondary research and semi-structured interviews. The main method of data analysis is social network analysis (SNA) which allows mapping the regional and other actors in collaboration. This was supplemented by descriptive analysis of selected regions and industries.

The study documents the existence of supporting institutions as observed in developed countries but little evidence to indicate the presence of a regional collaboration and network formation. In fact, many companies forego external collaboration and rely mostly on their internal capabilities, emphasizing on-the-job training. Where networking is identified, it is frequently intra-holding, inter-regional and global in orientation, in order to access capabilities that are not present locally.

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CITYPORTS AND GLOBAL CITY REGIONS: AN INSTITUTIONAL PERSPECTIVE ON THE RANDSTAD-DELTAMETROPOLIS

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In the globalising economy, city regions themselves are becoming the main actor for economic development. Planning is therein shifting from equal distribution of spatial investments towards a selection of urban regions and physical nodes that take part in the city region network. These nodes, the cityports, are characterised by high economic growth, multi-modal infrastructure and qualities of urban space. The economic dimension is seen as crucial in addition to the node-place model of Bertolini, where infrastructure nodes are considered as new urban marketplaces (2000). The appearance of the locations in the polycentric network can be traditional and newer business districts, sub-centres and edge cities (Hall 2001). Positioning city regions and cityports in the globalising economy demands a development coalition of strategic actors in planning. This process is researched in the case study, the Dutch Randstad-Deltametropolis. Institutional conditions are seen as crucial for the development coalition. A performance crisis occurs when some rules of the game are hampering the complete planning process and a crisis will urge institutional change (Visser et.al. 1997). Path dependency and power positions of strategic actors hamper regional development, though on the long term rationalisation will slowly force to more institutional efficiency (North 1990). Therefore institutional learning by international case studies is contributively. In the Randstad-Deltametropolis, we will map changes in the behaviour of governments, financial institutions, property developers and users due changes in economy. In the Randstad institutional inefficiency can be found in sectoral and financial pillarisation of government, lacking decentralisation, municipal competition, land market liberalisation, and professionalisation of financial institutions and property developers.

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TOWARD A THEORY OF EXPATRIATE RECONNECTION

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Having acquired up-to-date knowledge and resources abroad, skilled and experienced expatriates are seen as a source of competitive advantage for less developed countries (LDCs). Governments of these countries and international agencies are actively promoting the recovery and engagement of expatriates to help their homeland. Yet the processes through which successful strategies are constructed are not well understood and merit serious attention. This paper is a response to the continuing debate and search for appropriate programs, strategies and policies to regain and engage expatriates and their resources in their homelands' development efforts.

The paper investigates the emergence of expatriates in the more developed countries (MDCs), the connections between expatriates and their homelands, and the various approaches to regaining and engaging expatriates. It argues that effective strategy needs a foundation in adequate theory. Its main objective is to advance an operational paradigm for effective transnational network building, resource recovery and engagement strategy. The paper utilizes a conceptualization methodology with an institutional approach, as well as descriptive accounts to study expatriate strategies in LDCs.

On the basis of past and emerging themes on the contribution and utilization of expatriates in homeland development, this paper develops a conceptual/analytical framework for better understanding, examining, and undertaking such strategic processes. The paper proposes that an effective recovery and engagement strategy must address not just the needs of the homeland but also those of expatriates, requiring planning. A recurrent theme is that mutual needs and interests must be satisfied. The concept of expatriate reconnection is proposed as a prime mechanism to redress the dislocation of needed skilled human and material resources brought on by the growth of expatriate communities in MDCs. Altogether, the paper is an effort to broaden our conception of how expatriate recovery and engagement strategies are successfully planned and actualized. It intends to help us rethink the nature, content and location of such strategies so that they are more consonant with the ways in which diverse expatriate and national communities build their worlds and improve their standard of living.

ACCOUNTING FOR DIFFERENT RATES OF METROPOLITAN ECONOMIC GROWTH

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Why does one local economy grow faster than another? Numerous explanations exist (Malizia and Feser 1999). But to what degree do they actually apply, and how well do they explain different rates of growth? How well do they explain differences among somewhat similar economies? To answer this question, we employ an empirical analysis of two communities of very different sizes. One is six times the size of the other, but they are within 120 miles of one another. They have a similar history (White 2000). They have quite similar distributions of industry by major industry group. They have, however, grown at quite different rates. In the 1990s, one grew at more than twice the rate of the other. A reader might guess the faster grower was the larger community, given the appeal of larger communities to two-worker households, to those young and educated individuals who seek greater diversity of peoples where they live and work, for those who seek more recreation and culture outlets, for those who seek the newly developing industries. Yet in the pair studied, employment in the smaller community grew at more than twice the rate of the larger community. The basic question is why. Was the differences attributable to industry mix, location advantage, lower wages, faster workforce growth, better transportation access, better educated workforce, cheaper and more available finance, few losses from historic industries, more land available, cheaper land available, and each of several other potential advantages. Or is the difference best attributed to local political will or just to luck? The analyses involves a thorough examination of numerous explanations and concludes as to what is important in distinguishing between the two communities' growth rates.

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SERVICE INDUSTRIES IN CONTEMPORARY CHINA AND ITS APPLICATION ON URBAN TRANSFORMATION

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Against the comparatively rapid industrialization process China has experienced since 1949, service industries have witnessed a zigzag development. It is mainly represent in two sub-periods: the period of 1949 to 1978 sees the strongly stagnant of service industries, while after 1978 the recovery and increasing importance of them. As a developing country China is, service industries have not yet occupied the lion's share either in terms of labor employment or economic output as most economic advanced countries, however, they are playing an increasing important role in the whole social-economic framework, particularly since 1990s. It is not until recently with their growing importance that service industries have attracted appropriate attentions in China. This paper provides an examination of change in China's service industries to access the degree to which this process has affected contemporary urban transformation. The central argument of this paper is that service industries have already resulted in a sequence of related new urban transformations, particularly with respect to urbanization as well as urban spatial restructuring (both at intra-urban level and inter-urban level). Consequently, a more incisive investigation of services growth trends and associated impacts as well strategic and policy implications is clearly merited.

This paper is drawn from my doctoral dissertation proposal under the supervision of Prof. Anthony Yeh in the University of Hong Kong (hdxugoy@hkucc.hku.hk)

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Track 5

**Planning
networked
cities: the
opportunities
and challenges
for urban design**

THE UNBEARABLE SUSTAINABILITY OF STRATEGIC PLANNING IN SMALL AND RUNDOWN TOWNS

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The province of Arauco is the poorest and the most depressed area of Chile, and so we were called, by the Ministry of Housing and Urbanisation, to develop the master plans for five small towns of 25,000 - 50,000 inhabitants. In the process of developing the plans the team of researchers and consultants realised that physical planning and zoning regulations were not enough.

The team broadened the scope and worked with social workers, business engineers, educators, historians, folklorists, and the community itself, to identify potential actions that could continue to support the outlined proposals better and to explore the sustainability of the master plans.

Having experienced that the urban and social scenario was so poor and depressed several actions were taken to ensure strategic planning that could make the master plans more sustainable. Further national funds were applied for, in order to carry on several projects in a small scale to enhance the cities and provide small economies to run more and newer schemes by and through the community.

The general frame of planning gave the people the feeling of knowing the goals of master plans and interested them to participate in public meetings where bigger decisions were taken. However, small actions and schemes of urban design gave them back the pride of the place and sense of belonging and also improved the quality of life that could not have hope when no changes happen in the short run.

Therefore, this presentation stresses the opportunities and challenges found in the process of making urban gloom disappear and compares case studies to draw conclusions on the directions of urban design that could be taken to restore social and urban fabric.

The final conclusions draw attention to the complementary issues of urban design that help to accomplish the general purpose of planning, creating a feel good factor within the community and making the process sustainable in the long run.

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LESSONS BY THE DIFFUSED CITY, INNOVATION AND ABANDONED TOWN

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Inhabitants are leaving towns and areas in not central sites while the diffused town is emerging also in less developed areas as e.g. is Calabria, Italian south region. Its capital city has only about two hundred thousand of inhabitants and the conurbation Cosenza-Rende, the other relevant towns, does not arrive to that number. Region far from other centers and for the most not organically anthropized; at the same time update information regarding the technological innovation says that elements of the globalization are appearing.

The challenge is looking for a balanced development able to face with reuse, renovation and regeneration of cities and villages and the new quality life requirements. Cultural growth and technological innovation offer opportunities before not existing, tied to the network city: to address and manage physical and socioeconomic transformations is assignment for planners and designers.

Effective, efficient social and spatial plans, designs wellworking in an area can be not good for different sites. Sure quantity is not quality but it is relevant especially when with numerical data there are low levels of personal income, occupied workers, infrastructures and services, etc. Moreover the presence of a cities network in the regional area has a very importance allowing synergies otherwise not possible. The approach of the work is focussed on the local context not only in considering the data but also for the proposed solutions.

A number of reasons allows of having the global village. May this new, often diffused town, be a town? And will it maintain its identity and what it will be identity?

To find out date and relationships useful to indagate all that is the most relevant scope of the paper. Suggestions and teaches for planning education and practice attempting to exploit the opportunities of the new age and avoid the risks of the globalization of space and society.

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URBAN SPRAWL AND THE NEW URBANISM DEBATE: THE CASE OF CINCINNATI

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Suburban sprawl is one of the major challenges facing the contemporary American society (Barnett, 1995). The land surrounding the nation's major metropolitan areas has expanded seven times faster than their population (Leiberger, 2000). At the same time, some view New Urbanism as "a friendly antidote to suburban sprawl" (Bradford, 1990). New Urbanist developments support mixed use, high density, gridiron street and pedestrian circulation patterns, architectural character, and sense of community (Bookout, 1992). While planners and urban decisionmakers typically support such principles to combat sprawl, their implementation seems challenging in some cities. Cincinnati, for example, according to a 1998 Sierra Club report ranked as the fourth most sprawled city in the US. The high rate of sprawl in Cincinnati however, has not automatically attracted the attention of developers and city officials to practice New Urbanism. This research explores the perceptions of 27 planners, architects/engineers, and developers (both in the public and private sectors) on the practice of New Urbanism in Cincinnati. They participated in a series of in-depth interviews and shared their opinions about New Urbanism projects and their implementation prospects and problems in Cincinnati. The elements of an institutional framework comprising four categories emerged from the interviewees' responses. Respondents believed that the implementation of New Urbanism in Cincinnati faces the following challenges: local politics (i.e., zoning rigidity); public attitude and life styles (i.e., race relations and dependency on cars); the marketplace (i.e., the suburban bias and fewer marketing opportunities for urban infill projects); and design constraints (i.e., high utility costs and belief in social engineering through design or physical determinism).

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DESIGNING DIGITAL COMMUNITIES

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Urban designers have a long history of creating new worlds, cities, and neighborhoods. Virtual worlds are simply part of our continuing attempt to create community and public space, but now with a new medium. Though these worlds may appear primitive, we should not be fooled by their crudeness. We are exploring the early incarnations of potentially sophisticated online environments that are blurring important boundaries and creating new types of public space in which urban designers need to be involved (Beamish 2000).

Creators of virtual worlds often assume that because they are not physical, they are not real, and can therefore ignore everything we know about design and human behavior. To the contrary, how we experience digital environments is closely connected to how we react to and experience the physical world.

As a way of introducing urban planning and architecture students to the design of virtual public space, an experimental class took place in the fall of 2002 at the University of Texas at Austin's School of Architecture in collaboration with Linden Labs, a software company in San Francisco who were in the alpha stage of creating new a 3D digital environment. The students were asked to create a set of design guidelines that would support community and foster public life. In addition to spending at least five hours a week in "LindenWorld," the students looked at classic science-fiction texts (Stephenson 1992), as well as the social sciences (Curtis 1997, Turkle 1995, Sproull and Kiesler, Dibbel 1996, etc.). They then examined the literature on urban design, public space, and community in the physical world (Webber 1964, Jacobs 1961, Lynch 1996, Whyte 1980, Bell 1974, etc.). With this framework, they examined LindenWorld and proposed a series of physical, economic, social, and institutional recommendations and design guidelines to help foster public life.

This paper will describe the evolution of LindenWorld, the participation of the class in its creation, some of the design guidelines recommended by the class, and will reflect

on the success of the course as a means of teaching urban design and influencing the design of virtual worlds.

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GOOD URBAN DESIGN BETWEEN IDENTITY AND HERITAGE

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Recently there has been increased interest in understanding the interplay between the aspects of urban design and community participation. The ever progressing globalisation and guidelines for heritage aspects pose tremendous challenges on how to avoid disintegration of society and how to adapt traditional schemas in urban design. Unfortunately, such issues are often treated from a simplified, European planning perspective, such that imitations of traditional developments which detach the design from function are widely seen as the only alternative to uniform outlook of globally planned developments.

Our research investigates the interface between public and private realm and the aspects of social and design issues in layouts of cities from a cultural and anthropological position. In detail, we compare public spaces across completely different cultures with a view to discern generic from regional features. One example of an apparently generic class of public spaces is the gateway plaza which we term "Eisodos". It intends to serve the purpose of introducing the settlement to incoming people as well as keeping them in distance from the inner locations. It thus established an interface of the "self" or the "insider" of the settlement and a visitor, a stranger or the "outsider".

Another class of public open space that was found deals with cultural and social identity of a group. The main characteristics of these spaces is its out-ranging design and its location within the settlement. It is meant to serve as the ever remaining sign for and of a society in order to tie a group of inhabitants together. These "Topos" called spaces are explicitly designed culturally specific.

"Eisodos" and "Topos" are just the most prominent examples we identified and which could be clearly delineated although other patterns, sometimes blurred and overlapping, can also be observed. Interestingly, most underlying design principles we identified in our research apply to basically every cultural region, period and stage of development. In conclusion, our research provides an excellent example for anthropological constants and underlying generic properties of public open spaces as well as an understanding of regional cultural specialities. We suggest a number of guidelines, based on anthropological constants, which should be more or less directly applicable to the regional development of places.

A COLLABORATIVE SUPPORT SYSTEM FOR THE URBAN DESIGN APPROVAL PROCESS.

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As we know, the urban design process is complex and also difficult to manage. Urban Designers, Government agencies, public communities and other organizations, are becoming aware of the importance of the common-collaboration and are becoming increasingly dependent on information technology and other spatial representation.

This needs of collaboration and cooperation is valid and necessary throughout all the urban development process, but may be in the Approval Process this need is amplified and it is necessary a quick, easy, innovative and useful solution. (CollABITA Model)

I am talking about the Approval Process, because it is the most critical phase of the entire process. Are involved several Agencies, Developers, Architects, Lawyers and last but not least Communities all at the same moment and all have the right to change, make notes, approve or stop the flowing of the project.

CollABITA Model will be basically a Web based Collaborative-Communication Tool with the intent to facilitate and support the Approval Process in Urban Design projects.

Urban designers will use the Model to link the ideal design to the physical form, quantitative data and models of qualitative issues, and communicate this information to the public. Collaboration, communication and visualization are at the heart of the planning system; map and plan in two-dimension form are paired with three-dimensional representations.

To better understand the problematic involved in the approval process and to the end to have a useful final product, I choose to take a case study methodological analysis. I identified the various problems and computer technologies that can be used alongside the planning process, through which an urban designer might move in developing a design or set of alternative designs. Then I analyzed the platform where everyone can collaboratively participate, communicate and eventually manipulate their data and share the one made by the other participants during the approval urban process.

I discussed also different ways in which these visualizations might be automated and delivered to users, in stand-alone manner or over the net (internet, extranet/intranet). I am confident that the use of Interactive Digital Models (like CollABITA) will dramatically facilitate the idea of broadening public participation, and indirectly by this, also collaboration in any urban design developments.

MEASURING QUALITY IN PLANNING AND URBAN DESIGN

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ESRC funded research in the UK has been exploring the various and sometimes conflicting concepts of "quality" in planning, and the evaluation of these concepts, particularly in relation to urban design outcomes. The study has looked critically at the processes and practices of managing the planning and urban design process in the context of performance measurement in the public sector.

The research is situated at a "junction" between the fields of statutory planning process, sustainable urban design and public sector management, and directly addresses three topical debates:

- The discussion of speed/cost versus quality in planning
- The drive towards evidence-based policy couched within a modernising local government agenda.
- The contentious areas of performance measurement in planning

The project has established a meta-framework for quality delivery, within which a range of fragmented approaches sit. It aims to reconcile the fragments and suggest how the success of the constituent parts and the whole could be measured.

The paper will discuss the approach taken to the research, outline the key findings, and develop both short-term and long-term strategies for quality measurement in planning.

DESIGNING CITIES - THE FUTURE OF URBAN DESIGN THEORY

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Designing Cities - The Future of Urban Design Theory.

Architecture, Urban design and Urban Planning have a coterminous existence as praxis, yet remain both theoretically and professionally isolated from each other. Urban Design is arguably the worst off since it has no professional identity of its own. Whether this undermines its theoretical position is debatable. Nonetheless what passes for theory is largely divorced from any substantial foundation in the social or natural sciences. Urban Design 'theory' tends to be eclectic, lacking in substance and indecisive as to its core values and meanings. The question is 'How do we move forward?'

This paper proceeds by reviewing key approaches in urban design theory over the last forty years, and concludes that urban design must realign itself with the substantial theoretical base being constructed within urban social theory, human geography and cultural studies, a grouping which roughly equates to what is termed Spatial Political Economy.

In order to justify how the benefits of this paradigm shift might accrue, an assessment is made of the three major theoretical movements of the third millennium, namely Postmodernism, Post-colonialism and Globalisation, the latter offering some key insights into questions of urban form in the information age. The above project has relevance not only for urban design education, theory and practice, by association, it also has implications for Architecture and Urban Planning. In rebuilding one professional territory, it is clear that the others cannot remain unaffected.

The data base for this paper is contained in a new book, *Designing Cities* (Blackwell 2003), which I have edited and which has just been published. The work contains a substantial introduction which addresses some of the above issues. Other papers published by the author have elaborated on various aspects of urban design to be extended and integrated in the above submission.

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HYBRID FIGURES WITHIN THE FLEMISH INFRASTRUCTURAL NETWORK: EXPLORING THE MARGINS FOR A RETROACTIVE URBANISM

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The object of this paper is the physical structure of the infrastructure networks within the Flemish urban territory. The context for this paper is the diffuse settlement pattern which covers the Flemish territory with varying densities. (De Meulder, et. al., 1999) The actual topography of the infrastructure networks under study has a double origin. On the one hand the historical road pattern of primarily rural/feudal origin has been upgraded and transformed. On the other hand integrated networks of railways and highways have been superimposed on this historical maze. Both dimensions of the network reflect two processes which may be characterized as demand driven and supply driven processes. (Secchi 1993) The planned infrastructure networks fit a logic which anticipates development and is geared at organizing that future development. The transformation of the existing infrastructure network seeks to amend the shortcomings that arise as functional demands placed upon the system increase. This paper will document the reciprocal effect of these two dimensions of the urbanization process, reading in the current network a process of hybridization as well as structural loss and grid erosion (Graham and Marvin 2001, Pope 1996), due both to aspects of development as well as planning policy. Documenting a set of specific hybrid infrastructural configurations resulting from this complex interplay of forces, this paper will explore the margin for the formulation of a project aimed at the retroactive integration of previously unrelated conditions. Drawing upon the two author's work in the region of West-Flanders, we will present a number of design strategies which explore the margin for what could be designated as a retroactive urbanism. (De Meulder and Dehaene, 2000)

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SO HYPERMODERN, THE UPS, AND DOWNS, OF PARADIGM FORMATION IN CURRENT DUTCH URBAN PLANNING

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Urban planning and design are in a stage of reassessing their conceptual roots, tasks and applicability or usefulness. This reassessment amounts to what could be paradigm formation. In this light developments in late XXth Century Dutch planning are traced to typologies for understanding and conceiving or planning the city. Three of these typologies were first described by Anthony Vidler. A fourth typology, based on the idea of networks, is here outlined, and its relation to the second, modernistic-industrial typology is described. As a conclusion, attention is directed to the peril of re-adapting, without critical reflection, of a previous mechanistic (and in many other ways reductive) societal and planning model.

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THE NETWORK CITY, A PARADIGM CHALLENGE FOR URBAN DESIGN AND PLANNING

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ICT and virtual space can inspire the design of new concepts of physical space. The Network City is not just a new, ready-made spatial concept, but a new approach and paradigm challenge to urban design and planning. Network thinking in urbanism is a classic, but has been marginalized by mainstream zonal thinkers. Network urbanism focuses on three, interacting levels of network operators: suppliers of technical infrastructure networks, functional network actors and users. There are different ways of testing the new (old) approach: - analyzing the virtual space of the Internet: the three interacting levels of the Internet infrastructure, the Internet industry (as a functional network) and the actual traffic on the Internet; - some classics can be reread as they offer valuable sources of inspiration even in the face of ICT which did not exist in their time, among them not only the founding fathers of network urbanism, but also e.g. Jacobs, Alexander and Lynch; - a studio of design-oriented research aiming at possible futures - as design can demonstrate or visualize what could be (see: <http://www.networkcity.nl>); - selecting emergent concepts developed by academic planners and practitioners that can help to illustrate and identify new tasks for urban design, reflecting network thinking and the role of ICT: see e.g. the integrated metropolis (Roberts et al) or smart sprawl (Siembab et al); This leads to the following conclusions. An integrated planning of land use and urban technology networks - including ICT -needs to be (further) developed. And urban ICT initiatives need to be stimulated, especially those that tackle the digital divide (as an example of poverty connections).

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DESIGN EVALUATION BASED ON INTUITION OR/AND RATIONALITY: APPLICATION OF SPACE SYNTAX

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Urban designers have traditionally relied much on personal intuition and experience in the conception and evaluation of their design work. Deciphering the intuitive process to establish rational design principles has long interested researchers. It is a general understanding that design should combine intuition with rationality. It is expected that rationality in design helps the designer reduce potential human errors and better communicate with the clients and public users. The development of evidence-based design indicates recent efforts to overcoming the limitations of intuition-based design by placing design on a scientific basis.

This study explores the connection between design intuition and rationality through the design evaluation of a real project. It compares the design evaluation from experts vs. that based on the theory of Space Syntax. The study takes several working steps as below:

1. A proposal for the case project is suggested. Proposal evaluations are obtained from a group of design experts.
2. Independent from the experts' review, a different set of evaluations of the proposal is produced with the application of the Space Syntax theory. Mainly, the study looks at three aspects of design: street network connectivity as it influences perceived neighborhood safety, open-space design as it affects residential privacy, and quality of overall physical environment as it relates to creation of a sense of place.
3. Compare the two groups of evaluations and discuss the results.

The case project is a residential community design in Fushun City, China. It has an area of 114 hectares with a proposed community of 10,000 dwelling units. The study utilizes the Arcview GIS that provides a specific tool of spatial analysis called 'Axwoman'. It is expected that the study findings will suggest recommendations for design improvement of this case project, and draw implications for design practice and education in general.

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SHARED TOWNSCAPES: SOCIAL PERCEPTION AND DESIGN OF URBAN PUBLIC SPACES

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The aim of the paper is to examine what kind of town design we need to meet the new, increasing demand of high quality, liveable and significant urban space, arising from contemporary society.

The starting idea is that, after the failure of modern, internationally styled models of urban spaces (The machine city, Le Corbusier's Contemporary city for 3 millions habitants), the rebirth of public spaces can take place towards the research of meanings and values of the "lived city".

In conceiving the plan as communicative action we prize on a strong interdisciplinarity that involves mainly the Environmental psychology, the cultural anthropology and the environmental design. These subjects find a common research field in the Environment Behaviour Design Research (EBDR) through which it is possible, not only to investigate and know the "lived space" (home areas, mental maps, etc) but also to have concrete design suggestions to build up urban spaces able to meet the basic requirement of the city: to be a place to allow and encourage individual and social relations and links (lived spaces).

The paper will consider and develop three key elements:

1. Design with people: the role of people's participation in investigating and designing urban spaces, as the only way to and as required by sustainability related goals.
2. Town design, townscape and social perception. Townscape seems to be the best way to "translate" the traditional town design, to integrate into it the perceptive experiences that take place in the modern city-labyrinth by individuals and groups. How can we re-think, re-use and develop the extraordinary lessons coming from Kevin Lynch and Gordon Cullen?
3. Design new urban places (Forward to the past). The urban space of the classic city (squares, avenues, gardens) is still a very actual model for Townscape after year of zoning ordinances, mono-functional land use, open green spaces, etc.. How can we use the traditional elements of the city fitting them to the needs of contemporary cities and societies and avoiding nostalgic revivals?

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GREEN INFRASTRUCTURE-STRATEGIC NETWORKS OF OPEN SPACE: ORIGINS, UNDERPINNINGS AND POTENTIALS

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Green infrastructure has been defined as "a strategically planned and managed network of wilderness, parks, greenways, conservation easements, and working lands with conservation value that supports native species, maintains natural ecological processes, sustains air and water resources, and contributes to the health and quality of life for America's communities and people" (GreenInfrastructure.Net 2002).

The concept has grown out of the fields of ecosystem management, urban forestry, and environmental planning. The idea is very new, but appears to be catching on. The ISI Web of Science database shows the first article using the term "green infrastructure" in 1995. Only two additional refereed articles have appeared using the term. The American Planning Association published a PAS Memo on the topic, and the Planning Commissioners' Journal also published a brief article. Finally, GreenInfrastructure.Net offers a roadmap into the brief history and applications of this concept.

This paper will:

- Explore the growing popularity of the concept;
- Identify its intellectual underpinnings (Olmstead, McHarg, and others);

- Summarize published materials on the topic;
- Describe the application of this concept in an urban context emphasizing a regional network of open space; and
- Argue that green infrastructure planning should be the first step in any land use planning process, i.e., as the first step in any Smart Growth planning effort.

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SCREEN CITY: TIMES SQUARE AND THE EMERGENCE OF A NEW PARADIGM

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"The cinema is an invention without a future."

Louis Lumière

Large electronic displays, such as the all-pervading ones present in Times Square have become increasingly present in the built environment, not only in developed countries but also in developing countries. Due to their high cost, they are presently used mainly for advertising purposes by large multinationals and provide a moveable feast for the senses. However, as information technology develops and prices decrease, they could embrace many more functions and could potentially dramatically affect not only the physical realm but also the social, political, and cultural contexts. My paper will aim at understanding how high-tech digital panels challenge our traditional ideas on architecture, urban design and urban planning and how they could affect future urban development and community life. The Lehman Brothers headquarters located on 745 Seventh Avenue at Forty-ninth and Fiftieth Streets in Times Square, New York, NY, provides a particularly interesting case study because of its successful and harmonious combination of architecture, arts, and digital technology.

First, I will present an overview of the specific history and planning requirements that allowed for the redevelopment of Times Square and the construction of the Lehman Brothers headquarters. Second, I will focus on the building—its architectural features, insertion in the urban fabric, and iconography. Finally, learning from Times Square and the Lehman Brothers headquarters, I will raise questions regarding their reproducibility and argue that mega digital displays are responsible for the emergence of a new paradigm in urban design and planning.

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SCRIPT, BOARDGAMES, ARCHITECTURE AND CITIES: PRINCIPLES OF ORGANISING SPACE IN VIETNAM

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Western Organisation of Space; Distinctive separation of Inside and Outside Space, Nature and Buildings, Public and Private Space, Urban Rural, Technology and Myth. Asian Organisation of Space; Intermediate zones between Public and Private, Exterior and Interior, Nature and Buildings, Urban Rural, Technology and Myth. This paper explores the exchange in Western and Asian Organisation of Space in Urban Vietnam, an extremely valuable case since it created a hybrid of Western and Asian theory in urban organisation.

In the second part of the last century the idea in the West about Urban Design and Architecture has been shifting from form as a visual product towards form as a catalyst for activities. From design for the visual toward designs for experience. Western organisation of modern urban form is searching for non-linearity, temporary functions, multi-functionality and the non-visual. With as aim to change the static western cities into more dynamic ones. In (Architectural) aesthetics the 'ugly' became modern. Daily life, non-originals, rubbish became part and allowed in modern western aesthetics. Through the case of Hanoi this paper gives insight in both the spatial organisation of the Asian City, the way of adaptation of Western models in Asia and in (changes in) Western modernity itself.

The act of spatial arrangement in Vietnam is first explored by analysing how the Vietnamese use and assimilate Western Script and Boardgames. Although graphic and strategic they are acts of spatial arrangement. Both are abstractions, tools, presenting theory in spatial perception. The development of Script and Boardgames introduces the specific organisation of space and gives clues into the fashion in which foreign theories are adopted in Vietnam. Second the paper connects these clues with specific Vietnamese organisation of Urban Space and Architecture. This analyse gives insight for Western Urban Planners and Architects how to design with issues as intermediate spaces (public-private) non-linearity, non-visual shapes, linking the natural environment with buildings, using more senses than only the visual.

STRUCTURING MECHANISMS, A DESIGNERS APPROACH

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As spatial planner/urbanist we usually tend to simplify reality to the visible. In our daily practise we deal with houses, roads and trees and hereby completely neglect a lot of hidden phenomena. By working from behind our computer we reduce reality into objects en question ourselves why our beautiful plans en schemes are rejected by politicians, stakeholders and public.

To discover this underlying phenomena and structuring mechanisms I started by making a historical section trough the northern part of the region of Courtrai (Belgium). The area is dismantled in 4 layers (physical system, networks, occupation pattern and the political-social system) and this through time beginning in the 18th century. By doing so one is able to detect spatial changes and relate them with underlying mechanism. The historical section made a few things very clear.

1) The historical evolution was everything but a continuous growth. One can easily distinguish 3 completely different periods, expressed in a specific spatial layout and each of them divided by a clear and detectable rupture (see also Francois Asher).

2) The major drive for this evolution is without doubt economical (David Harvey). In the past this economical drive went through severe crises, related to the ruptures of number 1. This economical drive can be spatially detected by relating it to the occupation pattern, the development of the infrastructure network, the alteration of the soil and the political-social system.

3) The lacks of appropriate planning instruments to deal with this economic drive inherent to the Courtrai area. The existing instruments are mainly restrictive and try to get grip by zoning and all kinds of restrictions and laws. The failure of these instruments is clearly expressed in the complete lack of available building plots for industrial purposes and the outrageous number of non-permitted and thus illegal industrial buildings.

Purpose of the paper is to set the outlines for an adequate type of planning. A planning that is able to grasp the economic drive of the region and that can be called 'judo-planning', meaning to manipulate the force of your 'opponent' and use for your advance e.g. a sustainable spatial development. To do so a number of existing plans will be compared with a set of hypotheses on judo-planning in order to develop a workable outline.

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Gilles Deleuze

David Harvey

François Asher

CULTURAL NETWORKING FOR PLANNING THE HISTORY

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Ferrara, is a world famous city since Renaissance for Rossetti's "Addition", the first "modern" planning project (B. Zevi).

Many projects have been done during last centuries for the rehabilitation of the centre of the city. All of them had the same purposes: improving bad housing conditions and creating a better traffic connections.

After II World War the area has been rehabilitated after the demolition of old houses. The clearance has allowed also to widen some streets.

As the area was part of the oldest urban district, it seems interesting for the actual methodological debate, to use it as an example to discuss on the possible ways of approaching planning historic areas of our cities.

What must be noted at first is the necessity of a multidisciplinary approach to the problem. We can thus introduce here the word "networking", with the sense of an essential cooperation between different disciplines and "knowledges".

Planners, historians and conservationists should in fact merge and cooperate together, each one from his point of view and with his methods, in order to succeed in planning the future life of historic areas of our cities.

Main issue must obviously be the revitalisation of old urban areas and the conservation both of the historic urban fabric and of the ancient buildings.

For too many years conservation has been reserved only to single monuments and has often been not concerned at all with the idea of the originality of the building itself. We may see all over the world apparently old monuments, that are in fact totally new. At the same time it is still too frequent to find old buildings in a modern environment or old facades preserved only as a "wrapping" of new buildings.

Therefore, what a new "network-approach" should introduce is the principle of respecting all the traces that history has left us.

Historians should tell us which parts of our cities are more or less valuable and how important they are as documents of our past.

Planners should plan how to and revitalise these areas.

Conservationists should rehabilitate old buildings in order to keep them alive.

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CASE STUDY: PARTICIPATORY URBAN PLANNING IN PRACTICE - URBAN PLAN "QARKU" GJILAN, KOSOVA

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The case study shows a process of engagement of the stakeholders in a local Urban Plan in town of Gjilan, Kosovo.

The HISTORY - Urban development in Kosovo, for a long period was left to the anarchy. Due to the political reasons, no planned development was carried out. Most of the construction activities happened in the borders of urban environment as well as in inner parts of the town. In October 2001, the elected Government, took the decision for a new urban development plan. URBAN+, a group of young researchers at the Department of Architecture, University of Prishtina, was asked to design the plan for the area. The Area "QARKU" is about 290 Ha. It is partly a self developed area. Informal construction was influenced by lack of the appropriate planning department during the UNMIK provisional government. PUBLIC PARTICIPATION PROCESS - Fact finding phase was about the situation both physical and social. The collected material served to develop a database for further analysis. In the programming phase we engaged the stakeholders opinion, taking into consideration their needs and demands. Participatory planning process was the concept from the beginning of the project. The process showed up the needs and interests of the stakeholders, possible ways of implementation, and land management. The Urban design process was based in the general consensus of the overall participation process of discussion. Last phase of the project was about decision making, and engagement of the local authorities in the Municipal Assembly. Discussion in the Assembly was very important for final scheme and led to a solution, characterized by the consensus at the end of the project. Engagement of the people is not only a matter of the quality of the built environment and better living conditions. It is also about the development of social relationship between the members of a community.

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URBAN FORM AND PATTERNS OF USE

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The subject concentrates on public open space as one of the segments of urban design. The sense of public space is in a co-presence of different users within a certain area. Bearing this in mind the matter of spatial form is examined. A great number of ideas and tendencies are evident within a contemporary urban design about convenient and sustainable public places for a variety of different users. Most agree with its importance and a need for application of these ideas and paradigms. But what does it mean in reality? What kind of places should those spaces be? How to reach (design, built, maintain) places claimed by those ideas? In approaching the challenging questions this paper explores human and spatial dimensions and the degree of relationship between them. The particular application of environmental-behavioural studies could signify additional criteria of suitability of urban design. The observation and behavioural mapping seems to be a significant method to approach the relative relationship between used and all available spaces. Equally, it deals with the patterns of clusters and the density people create when occupying a certain space. However, the aspects of spatial-human dimensions elucidate the anatomy of space and therefore make a critical reflection on designed open spaces. This subject is partly linked with a current PhD topic about distributions and physical dimensions of occupancies of public open spaces regarding their location, dimensions and form. The key data source originates from the evidence research that has taken place in the centre of Edinburgh. Equally, this paper concerns the empirical values and 'theories' of urban planning and design. Research and education in this direction could bring new aspects, validities and criteria for successful town/ city planning and design.

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URBAN SPACE MORPHOLOGY AND PLACE IDENTITY; TESTING BUILT HERITAGE AND INNOVATIVE DESIGN AS PLACE-IDENTITY GENERATORS IN BILBAO.

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In the processes of economic and cultural globalisation, European integration, and the blur of national identities in Europe, place identity emerges as central concern of both scholars and people. This paper focuses on the means by which urban morphology can contribute to place identity; it analyses and juxtaposes built heritage and innovative design of space as place identity generators. First, it develops a theoretical conjecture that in post-modern multi-ethnic and multi-cultural societies, innovative design of space can efficiently work as place identity generator in the same ways built heritage has been performing in modern - culturally bounded and nation-state oriented - European societies. This conjecture is then tested by research in the city of Bilbao, Spain. A questionnaire survey, counting 187 interviews, investigates the impact of both historical monuments and recent innovative design schemes on the sense of place identity by inhabitants and tourists. The research outcome brings evidence that built heritage gets weaker while innovative design emerges as an effective new means of place identity; it supports the argument that innovative design schemes a) may allow themselves to divergent interpretations by individuals thereby fitting into 'diversity' and 'individualisation' of new modernity; b) they may synchronise different ethnic/cultural/social groups by offering themselves as a new common terrain for experiencing and familiarising with new forms of space c) by becoming landmarks and promoting tourism/economic development, they may generate new social solidarities among inhabitants grounded on 'civic pride' and economic prospects.

The paper draws conclusions about place identity and design policies/practices in European cities regarded as a unified (global) urban system.

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A QUESTION OF SCALE: RECONCILING NEW URBANISM WITH REGIONAL DEVELOPMENT THEORIES

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In the United States, one of the current themes of community development is the concept of "New Urbanism," which argues urban design reminiscent of pre-World War II architectural styles, practices and materials, in conjunction with street layouts providing direct access to a centralized commons, will mitigate a variety of social and environmental problems including traffic congestion, pollution, habitat degradation, shortages of affordable housing, and social disconnect between the individual and the community (Charter of the New Urbanism, 1999).

The focus of this paper is to examine the New Urbanist urban designs (particularly the subset known as Transit Oriented Design (TOD; Calthorpe, 1993)) in the context of monocentric models of urban form and central place theory of urban center distribution. The methodological approach is designed to reconcile the urban form outcomes suggested by the New Urbanists with the mathematical models described in the monocentric and central place contexts as described by Sullivan and King (Sullivan, 1990; King, 1984). This will be achieved by: 1.) Summarizing the New Urbanist/TOD, monocentric model, and central place theories from the respective literatures; 2.) Discussing the similarities between New Urbanist/TOD and monocentric model urban designs outcomes; and 3.) Considering the implications of New Urbanist/TOD urban design ideas on issues of regional importance (e.g., public transit, land conservation, intergovernmental cooperation initiatives, and economic development) using the monocentric model argument of land values driven by transportation costs, and central place theory conceptualization of regional urban form determined by market areas. These discussions will help analyze New Urbanist ideas in a more rigorous context, identify the potential for outcomes contrary to New Urbanist goals, and demonstrate how regional theory can still guide urban form at the local level.

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A GENERAL METHOD FOR DESIGNING SUSTAINABLE SETTLEMENTS

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There is still a need for consistent and rational methods for designing sustainable settlements. A solution is proposed based on the re-affirmation of the objective-driven plan. Unlike previous attempts at rational models, this concentrates on physical form rather than land-use allocations and makes use of current concerns for sustainability and quality in design (Hall, 2000). The paper demonstrates how a "beads-on-string" form can be deduced from the goals of the pursuit of sustainability and enhanced quality of life. It goes on to show how the concept can be applied to the extension and intensification of existing settlements as well as the construction of new ones. It can also be extended to the derivation of more detailed block form for urban areas. There is a degree of equivalence here with the "transit-oriented developments" of Calthorpe (1993) and the proposals of Peter Hall and others (Hall and Ward, 1998) but the argument is taken further and to a greater degree of generality.

A long-standing problem in planning neighbourhood-sized settlements is that the threshold needed to support facilities and how these change both between facilities and over time. The form of settlement proposed would allow the density to vary as long as there is a quality public transport connection.

The argument is illustrated by a practical example from British practice, the new Chelmsford Local Plan (Chelmsford BC, 2002). This proposes an 800m radius intensified area around the town centre, and a similar sized rail-based settlement outside the town.

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CITIES: THE TIME DIMENSION

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Although sometimes considered to be a matter of working in three dimensions, compared to the two-dimensions of land-use planning, urban design is four-dimensional: the fourth dimension being time. Indeed, as time passes, spaces become lived-in places, made more meaningful by their time-thickened qualities (Carmona, et al. 2003). We experience this passage of time in the urban environment in two essential ways: through 'rhythmic repetition' and through 'progressive and irreversible change' (Lynch, 1972). Urban designers therefore need to understand and appreciate the impact of time upon space and the potential that this offers for creating vital and viable places. As such, this paper will examine the effects of time upon peoples' perception and use of places and the impact, problems, opportunities and solutions that this creates. To enable this analysis the paper will focus upon two settlements in the UK which although geographically, financially and functionally connected display very different patterns in terms of the way time impacts upon the built environment. The one being predominantly mechanical or clock time-oriented whereas natural rhythms and pulses rather than distinctions between night/day weekday/weekend govern the other more.

Urban designers need to understand the impact of these 'time-cycles' upon activity patterns and how to influence and encourage greater levels of usage throughout all periods. Indeed, places that are well-peopled tend to be 'poly-chronic' and resist narrow time specialisation that fragment and compartmentalise activities. The paper will conclude by making recommendations for how time can become integral to urban design policies and strategies that promote uniqueness of place.

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THE ART OF STREET ARCHITECTURE

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At the start of chapter IV of "Civic Art - the American Vitruvius" (1922) Werner Hegemann and Elbert Peets placed a quotation from John Ruskin (1895) about the 'charm and sacredness' of street architecture. Ruskin makes the point that sacredness is not only found in temples where people unite in the forms of a religious services, but even more in the street design that unites them in the arts and offices of their daily lives. The influence of Ruskin's aesthetic of street architecture is illustrated from Victorian Manchester, and a contrast is drawn with Hegemann and Peets' more scenographic approach towards compositional unity of street facades. Again with examples from Manchester, the paper explores the legacies of these two approaches to street architecture up to and after the Second World War. The tradition was then broken, but only briefly, as the sixties saw a revival of interest on townscape, contextualism and street-based urban design which could be said to have culminated, partly under New Urbanist influence, in the adoption of municipal design codes intended to promote a revival of street architecture (MCC 1995). The paper ends with a critique of recent development and asks why the art of street architecture that was developed so successfully in industrial Manchester proves so elusive in today's postindustrial or network city.

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USING A "FUZZY URBAN SET" METHOD TO CHARACTERIZE THE FORM OF HUMAN SETTLEMENTS

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This paper proposes a "fuzzy urban set" methodology for characterizing and measuring the form of human settlements, especially in regions that cannot be clearly delineated into urban and rural components. Urban scholars have set out an extended framework for characterizing the unique "desakota" settlement formations associated with urbanization in Indonesia, China, and elsewhere in Asia. An important distinguishing characteristic of the desakota phenomenon is its intermediate position between "urban" and "rural" status, and thus the very nature of the phenomenon defies ready categorization or measurement, and it renders conventional measures obsolete.

Conventional measures of urbanization are inadequate for three reasons. First, they only tell us whether a given territory falls within the jurisdictional domain of an administrative unit that is formally recognized as an "urban unit". A second shortcoming of conventional urbanization data is that they are intrinsically binary, with all territory being defined as either urban or rural, which by definition therefore precludes recognition of the very desakota phenomenon that we wish to measure. Finally, conventional measures make cross-country and intertemporal comparisons problematic due to differing or evolving administrative structures.

This paper introduces a new methodology that responds to these three concerns by using a fuzzy urban set formulation applied to remote sensing data. Using this approach three urbanization measures emerge very naturally, intuitively, and simultaneously:

1. An aggregate measure of urbanization, weighing the average membership value in the fuzzy urban set;
2. A fuzziness measure, indicating the extent of the desakota phenomenon;
3. An entropy measure indicating how spatially diffused the urbanization phenomenon is.

This paper demonstrates how the proposed fuzzy urban set approach can be applied to characterize the form of physically diverse human settlements, thereby facilitating robust cross-country or intertemporal comparisons.

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URBAN STRATEGIES FOR THE DILAPIDATED NINETEENTH CENTURY NEIGHBOURHOODS

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Recent processes of suburbanization, immigration, deindustrialization and disurbanization have locked the nineteenth century neighbourhoods up in a downward spiral of poverty and degradation. Even though these neighbourhoods can be considered as the reverse side of the post-industrial city, they have a certain potential for redevelopment. Because of their strategic position, their double scale (neighbourhood and city), their complex and mixed urban fabric and their ethnic heterogeneity, they are sometimes conceptualized as a 'third city', offering possibilities to break the duality between centre and periphery, between the local and the global.

This paper deals with the role of planning and urban design in the regeneration of the neighbourhoods in the nineteenth century belt. We argue that the 'urban project' (cf. the French 'projet urbain') is of central importance for this question. We try to clarify this notion: firstly by a synthetic reading of recent literature and secondly by testing it to the fragmented context of a case in Brussels.

The 'urban project' illustrates the shift of guiding growth by means of a comprehensive, regulatory plan - the classic policy instrument of the fordist age - to encouraging growth by means of a strategic, flexible project - characteristic of our post-fordist age. It stands for an integrated approach and tries to formulate a spatial synthesis of the social, economic and cultural dimensions of the neighbourhood. It mediates between a number of tensions e.g. form and process, permanence and flexibility, local and global, context and concept. These are closely related to the idea that space, on the one hand, is a socio-historical product and, on the other hand, has a function of social reproduction. The case-study of the neighbourhood of the 'rempart des Moines' in Brussels is chosen because it is emblematic for the urban policy of Brussels' Capital Region. The different planning tools and revitalization programmes lead to fragmentary interventions and are not framed by an 'urban project'.

This paper is drawn from an approved dissertation proposal, financed by Brussels' Capital Region.

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PEDESTRIAN CONNECTIVITY IN THE BUILT ENVIRONMENT

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There is a new discussion in health sciences on the role the built environment plays in promoting active living (Sallis, Kraft, & Linton 2002). For planners assessing the built environment, a link between decreasing physical activity and limited pedestrian connectivity seems intuitive. Given that much recent commercially-led development has reduced urban connectivity (Punter 1990), if morbidity and mortality are linked to limited connectivity in urban design, this provides a compelling motive for revised design standards. Three factors shape the context for this research. These are the documented increase in the share of the US population which is obese or overweight due to decreasing physical activity, how the built environment influences individual physical activity, and how design standards and land use policy might be modified to create built environments which facilitate physical activity. This research reports on the association between variations in the functional connectivity of the residential environment and physical activity. In this analysis, the functional connectivity of urban residential neighborhoods is defined as the density and nature of walking paths. This paper reports results of both a household survey and an observational neighborhood study. The household survey collects measures of individual physical activity. The observational study measures pedestrian connectivity from the intersection nearest to a respondent's residence by analyzing the quantity and variety of walking destinations accessible from that origin. Physical activity is measured in the individual-level survey of a demographically homogenous population across varied environments in the urban fabric in order to test whether variations in connectivity are associated with variations in self-reported physical activity when controlling for age, gender, and health status. While criteria for healthy communities include connectivity (Zelinka & Brennan 2001), without compelling evidence, property developers and US planning and zoning commissions are unlikely to focus on this important criterion of sustainability.

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CITY OF FLOWS - TECHNOLOGICAL INFRASTRUCTURES AND NETWORKED CITY: CASE TAMPERE

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The focus of this study is to examine the interaction between technical infrastructures and urban form. Infrastructure has been one of the shaping forces of the city through the urban history, but the degree of dependence is remarkable high at the moment. Infrastructures tend to dominate the forming of the structures of land use, since the economic success of cities is increasingly up to different flows and mobilities. (Graham & Marvin 2001.)

At present, the planning of infrastructures and land use are divided into two disciplines. However, well-balanced development necessitates analyzing the complex interdependence of infrastructure and land use structures in order to reintegrate them in urban planning. Although the structures of land use provide the settings for affluent economy, they set the conditions for livable human environment as well.

The empirical object of the study is the Tampere Region in Finland. The development process from its' industrial launching in 1850's to present postindustrial phase will be examined as a common evolution of urban form and infrastructure networks. The Tampere Region consists of six subregions and 33 municipalities. Ten of them are cities, the largest is Tampere with its' 200 000 inhabitants. The population of the whole region is about 450 000 inhabitants.

The object area will be analyzed in three periods and three related territorial levels in relation to the most important infrastructure networks at the time: 1) Tampere 1850-1950; Initial growth of infrastructures and the industrial city, 2) Tampere Urban Region 1950-1990; Accelerated growth of infrastructures and the expanding city, and 3) Tampere Region 1990-; Networked infrastructures and the fragmentation of the city.

The research method is morphological analysis, facilitated by modern GIS-technology. The impacts of different infrastructure networks and their combinations to urban form will be examined. The emergence of a new networked urban typology can be analyzed parallel with geographically congruent attribute information. (See Vernez Moudon 1997.)

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CONSUMING (IN) LOS ANGELES AND HONG KONG: THE POLITICS OF CITY AND SUBJECT (UN)MAKING

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This article reflects on the following questions: How do the consuming habits of goods and entertainment of Los Angeles (LA) and Hong Kong's (HK) residents and visitors have impacted and have been impacted by the creation and transformation of shopping spaces in these cities in the last decades? How do these city-making projects have been (re)producing and lapping into particular, (re)created city images in both cases? How do the processes differ between the two cities? What can be learned from the comparative analysis of LA and HK's consuming habits and shopping spaces to enhance theory about relationships between consumerism and urban planning and design? Finally, what kind of urban design tools can be devised to improve the quality of life and urban environments in these cities?

The article starts by briefly narrating the origins and historical urban development of LA and HK, and some of their most distinguished shopping spaces as key typological components of that development. Then, it compares both the spaces of consumption and the social attitudes towards shopping in these two cities. Some of the features analyzed are the grain and density of urban development, the spatial segmentation of uses and markets, and the basis of subjects' identity and social status. Lastly, a theoretical discussion links consumption in LA and HK with specific city-image making processes engaged in these cities and their distinct projects of subjectivity creation. The articles evidences how the different origins and socio-historical trajectories of LA and HK have produced distinct spatial typologies and have inserted the cities in different (post)modernities. Today, in their own special ways, both Angelenos and Hongkongese are postmodern subjects in need of some redemption from their conspicuous consumptive habits.

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NETWORK AS AN OPERATIONAL TOOL; GREATER LONDON AND GREATER HELSINKI

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For the last fifteen years network has served as a valid metaphor, in the transition of planning concepts. This has its roots in social sciences, in authors like Manuel Castells and Saskia Sassen. On the other hand the questions of urban sprawl first notified in American cities by Joel Garreau and Deyan Sudjic et al., indicate a new, on-going reorganization of facilities in built-up areas. Recently the initiation of this phenomenon is proposed to be caused by human mobility in general (Nigel Thrift) and the way unbundling infrastructural networks are reassembled (Stephen Graham and Simon Marvin).

The objective of the paper is to operationalize this knowledge of networks, using recent findings in graph theory. The work of Duncan J. Watts and Albert-L. Barabási, to mention a few, has extended the knowledge of network topology beyond classic random networks and brought real life networks in a new light. Two network properties, characteristic path length and clustering coefficient, introduced by Watts & Strogatz are used to

highlight the locational potential hidden in a complex network. These properties themselves are adequate measures for the most local and the most global states of a network. In real life agglomerations, most functions operate at intermediate level i.e. in immediate neighborhoods of a particular size. These neighborhoods form a continuous set of sub-graphs of different size that contains the most important factors of built-up facilities. The paper describes in detail the locational differences of various sub-graph neighborhoods derived from movement networks.

These abstract topological properties seem to have great correspondence with a wide range of existing metropolitan functions from retail to production and housing. More over the dynamics of urban growth is even more striking when realized that a rewiring (Watts & Strogatz) constantly happens when new highway or subway connections are being implemented. Network analyses are performed in two different sizes of metropolitan areas: greater London and greater Helsinki. These two examples show that networking is a strong operational, not just a metaphorical, explanation in the growth of urban landscape.

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THE FRAGMENTATION OF NETWORKED PUBLIC SPACE

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Following Graham and Marvin's call for 'detailed and comparative empirical investigations' into the 'physical and socio-technical shifts towards splintering urbanism and the unbundling of networked infrastructures (Graham and Marvin, 2001), the intention of my research is to examine urban fragmentation at the micro-scale of urban design by using street furniture as material indicators of this process. My dissertation will explore how and why the design, provision and management of public street amenities changed over the past 100 years, and what the consequences are for the viability and democratic accessibility of public space. Public street amenities consist of objects such as: street lights, benches, bus stops, drinking fountains, public toilets, waste receptacles, public telephones, wayfinding signage, kiosks etc. While my focus is on the very micro-scale of urbanity, these objects are dependent upon – and are democratically accessible manifestations of – macro-scale infrastructure networks: that is, drinking fountains are only possible because of a clean water system; modern public toilets depend on modern sewer networks; litter bins are the tendrils of a comprehensive waste management system; bus stops are the destination and transfer points of a public transportation network, and so on.

This research will be pursued through comparative qualitative case studies of 2-3 cities in the developed world. This paper will present the findings of my first case study, **Seattle**. Each case study will include: historical and archival research; in-depth interviews with municipal planners, civil engineers and urban designers, street furniture suppliers, civic and neighborhood organizations and other stakeholders in the (re)development and management of public amenities; and observation and morphological analysis of specific street environments.

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THE ONTARIO MUNICIPAL BOARD AND THE URBAN DESIGN DECISIONS

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This paper is a study of a set of urban design decisions made by the Ontario Municipal Board (OMB), an important Canadian administrative tribunal. The OMB is unarguably a powerful decision-making body in the province of Ontario with respect to urban planning-related matters (Chipman, 2002). It is unique in Canada because it exercises a jurisdiction beyond that of similar tribunals in other provinces. Among a wide range of planning issues it deals with, such as official plans, zoning by-laws, and minor variances, it also adjudicates on contentious municipal urban design regulations and concerns over the design aspects of development proposals. The design decisions made by the OMB could have a significant and lasting impact on the physical fabric and visual make-up of cities in Ontario. But any published study of such decisions is non-existent.

The objective of this study is to examine whether the board's decisions help or hinder in creating aesthetically pleasing places and fostering the sensory qualities of urban spaces. The study assesses the board's decisions and the quality of the resultant built form in accordance with the established design principles in the urban design literature. This is accomplished by evaluating eight recently decided cases in the Greater Toronto Area, which have a significant design component. The cases were carefully selected from the compilation of OMB cases in the law database QuickLaw in consultation with two OMB members, a senior urban planner in a law firm and a senior urban designer in a leading urban design firm in Toronto. The data for the study is collected from the interviews with various key parties involved in the cases such as OMB adjudicators, architects, public and private urban designers, municipal planners, lawyers, and affected residents. The study concludes that, overall, the OMB has a positive impact on the built environment in Ontario municipalities. Although adversarial in nature, the steps leading up to OMB hearings force the parties involved to consciously construct, further refine and clearly articulate and explain, otherwise clouded, 'design rationale'. This adjudicative process appears to have inadvertently helped the urban design discipline to establish its credibility and significance in Ontario municipalities.

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URBAN DESIGN AND SAFETY: THE PROBLEM OF THE ORDER MAINTENANCE POLICY IN FREE-MARKET NEOLIBERALISM

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The belief that U.S. crime rates are much higher than those in other developed countries (Zimring and Hawkins, 1997), especially when comparing metropolitan downtown areas, has contributed to urban decay and abandonment as one of the centrifugal forces. In order to increase safety levels in the downtowns, therefore, many crime prevention proposals and policies have been spawned over the last three decades. One of these, the Order Maintenance policy, is based on the Broken Window theory that certain types of behavior or physical atmospheres may contribute to the fear as well as the incidence of crime. The Order Maintenance policy has been regarded as one of the most powerful tools to satisfy safety concerns of the citizens in downtown locales. However, the Order Maintenance policy's encounter with the new economic hegemonic thought as represented by Free-Market Neoliberalism, which was introduced in the 1980's to stakeholders of urban renewal projects (Harvey, 2000), has caused various negative impacts in the execution of the projects. For instance, total reliance on police power for increasing safety levels on behalf of gigantic commercial powers can serve to threaten the liberty and equity of local people, who usually hail from society's minority and impoverished groups. In order to counter the side-effects of the two forces when they collide, future urban design and renewal projects should adopt a different way of enhancing safety levels, taking a comprehensive approach that includes the voices of the various stakeholders of urban design and renewal projects. In addition, this paper attempts to identify the role of urban designers as one of the stakeholders. That is, rather than functioning as a professional group only creating aesthetic spaces for the commercial powers, urban designers should try to devise another effective tool of increasing safety levels while taking account of the impacts of physical urban environments on human perception and behavior.

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CREATING LINKAGES: MILLING INDUSTRIES AND IRRIGATION CANALS IN LOGAN, UTAH

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Logan, Utah is losing part of its identity based on its original irrigation canal system and milling industry that once utilized hydropower. This paper is a case study focusing on a design proposal raising issues of local political process from the city-planning department. The design proposal sought ways to "reveal landscape" in historical and metaphorical ways for the canal to assert its role as a fundamental historical layer. Methodology included historical research writings, photographs, and maps for historical morphological analysis. Analysis showed how systematically the canal system and mills had been abandoned and overtaken by the urban grid layer.

The design presented as an exhibition (opposed to a public hearing format) in an art gallery allowed the public to interact with the designer (author) and closely connect with the imaginative nature of presentation displays. The public excitement was strategic for this case-study. The exhibition was very successful with a strong editorial, news articles, radio interview, and public presentations. "Logan needs more visionaries in the vein of Lavoie. The chance of Lavoie's vision materializing maybe minuscule, but one thing is sure: If we don't dare to dream such dreams, that chance dwindles to zero." (Herald Journal 2001) Success of this case study is therefore based the public discussion and involvement rather than from the city-planning department. The discussion and exhibition allowed to "create new knowledge that contributes to public problem-solving.... [and] disseminate knowledge in ways that make it more understandable and accessible to planners and citizens" (Checkoway 1998). The author finds that presenting a "dream image" in an artistic manner, an "imaginative methodology" (Warren 1998) brings more excitement to a community than a more traditional land use proposal.

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MARGINAL PUBLIC SPACES IN EUROPEAN CITIES

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The main public spaces at the core of European cities are considered as their major nodes, and as such have always received much attention and investment, embellished with artworks and perceived as landmarks in Europe's social life and cultural heritage. The cities that are attempting to recover from industrial decline are also placing much emphasis on these main public spaces. These cities are regenerating the old public spaces and are creating new ones, to help them project a new image which can attract new investment through tourism and relocation of firms. Often forgotten, however, are the public spaces on the margins of the European city, on the urban peripheries or in the inner city. In the poorer neighbourhoods, the problems of living together in extremely difficult circumstances bring to surface the harshness of difference. Here the inability of the residents to coordinate with each other, and the failure of the public organizations to deliver the necessary services, means the public spaces are at times major battlegrounds or residual spaces, with a reality far from the glorified image of a European urban public space. This paper draws on the author's involvement in several EC-funded research projects into social exclusion in European cities to explore the tensions experienced in European cities' marginal public spaces, and some of the innovative initiatives in addressing these problems.

CO-DESIGN AS COLLECTIVE DESIGN

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Participatory planning, collaborative planning, co-design, coprogettazione are words recently use in practices and in debate on urban governance and planning. These words describe and/or set up a theory on the way of collective decision making of public policies, town plans and urban and territorial projects. Some authors use composed words. Some others use the root co- before a way of action on city or in different policies. The paper examines the word co-design (coprogettazione). The research starts from urban time policies developed in Europe (Bonfiglioli & Mareggi 1997, Boulin & Mückenberger 2002). Besides, it starts from a widespread use of this word in practices and in debate. The aim of the paper is to make a proper description, and some theoretical references, of the methodology of co-design impinging from some authors (Schön 1983; Schön & Rein 1994; Bonfiglioli 1997; Lanzara 1993) and experiences. Authors end experiences intend co-design not as a generic term of collective design. Rather they intend co-design as a methodological proposal which puts the methodology of design at the centre of urban and territorial governance and planning collective action. This design attitude as a way of public actions is other from negotiation, management, policy implementation and politics. Is it helpful for practices (and action in practice) to view collective building processes of policies, plans and projects as a kind of design process?

This is the hypothesis to start this reflection on co-design, also in the network society. Speaking about co-design means to stress productive exchange between policy styles and methodology of design, that is the tradition of architecture and urban design. A description of co-design allow to more precisely focus co-design expertise as helpful in practice and to include such expertise in planning education.

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URBAN-RURAL RELATIONS - A STRATEGIC FIELD TO IMPROVE A MORE BALANCED AND SUSTAINABLE EUROPEAN TERRITORY

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The idea of a more balanced and sustainable territory, have been growing of importance since Kunzman and Wegener (1991) presented the "European Grape". The European Spatial Planning Observatory Network (ESPON), supported by INTERREG III, is now developing the new programme for 2006, where the Measure 1.1. - "Cities, polycentric development and urban-rural relations" shows the importance of this field for the enlarging European Union challenge. In fact, the study of the role and potentialities of urban areas, in particular, how major cities could be nodes of a polycentric model is essential to the territorial development of all Europe. Nevertheless, the configuration of urban polycentric strategies should be complemented by the analysis of urban-rural relations, which became quite relevant because they represent the opportunity to create a more balanced and sustainable regional development, as well they introduce challenges for urban design, particularly in the regional level. In this paper we will present considerations about this theme, supported in some comparative European studies. To address this question we will start to discuss the evolution of urban-rural relations in functional terms, represented by the commuting flows. These are a consequence of mobility increase agreed in the growing of private car and the economic activity relocation. Some case studies will be compared in order to understand the reorganization of urban and regional systems and its consequences for new urban design policies.

ABOUT THE SEARCH FOR NEW PLANNING TOOLS AND CONCEPTS IN FLANDERS (BELGIUM)

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Over the last decades, Flanders has become an urbanized area. Like in many other countries, the fragmentation of space, taking place at a continuous fastening rate, confronts us with problems such as urban decay, road congestion, the filling up of open space and so forth. The 1962 Law on Spatial Planning, using blue-print zoning plans, did not provide the adequate tools to manage this dynamic evolution. Recently, one is trying to counteract this ongoing process of scattering transformations from different angles, such as a new decree on spatial planning in 1996, spatial structure plans, city design projects, research into the morphogenesis of sites, etc.

Throughout a number of cases (e.g. the city of Kortrijk), this paper aims to show how, for the last ten years, one has been searching for new planning tools. Often used concepts within are 'compact urbanization' and 'the preservation of open space'. Although both are well meant and politically correct notions, they as well are vague commonplaces for normative values, representing a clear image that is difficult to realize given the current dispersed environmental state of Flanders. Recent analyses of employment- and migration figures indicate that the social underflow responsible for suburbanization is present all the same, with or without the new planning concepts. If these are not scrutinized by facts and arguments then, and, if necessary, adapted to the outcome of this debate, it is likely that these planning concepts end up representing a belief system of how we want planning and urban design to steer, rather than grasping the urban reality that surrounds us. So, by focusing on these various planning approaches and the (possible) impact they have on the physical appearance of the urbanized space, we also want to reflect on whether urban design and planning have raised the adequate questions in their search to steer the urban sprawl process.

-drawn from an approved Ph D dissertation proposal

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NETWORKED CITIES AND THE MAKING OF SOCIAL IDENTITY

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It is argued that contemporary urban space is a most attractive and effective vehicle to facilitate capitalist accumulation. Under the current mode of globalization, urban space is conceived of as a tool to sustain power, and shape, if not manipulate, social identity. The (globalized) city becomes a collection of "theme parks," an ensemble of fragmented urban spaces disguised, irrelevant, and uninspiring. Yet, despite this dreadful state of affair of the contemporary global city, pockets of resistance thrive. Castells writes of the "resistance identity", where certain social groups challenge the processes of globalization, on behalf of their constructed identities. Marginal spaces in the city become the locations of genuine contestation of the homogenizing, overwhelming power of globalization. These spaces are quintessential manifestations of social identity, a rare quality in much of our contemporary cities. It is these unique, everyday, at times hidden, urban spaces that this paper intends to investigate. These everyday spaces, as I shall call them, are shaped by city inhabitants' everyday life. While various groups of people make such spaces possible, and visible, I chose to focus my attention on selected ethnic communities in Los Angeles as well as Dubai. Such groups normally converge into particular ethnic urban pockets. The paper will present on the author's empirical research studying these ethnic spaces, and will connect his findings with the relevant theoretical underpinnings. These ethnic groups imbed the urban environment with their social identity as they go about conducting their daily life. In contrast to the surrounding amalgam of placeless landscapes of single use zones, suburbs, and highways, these everyday spaces are profoundly vibrant, rich, and textured—they are places that tell stories about their people, their ideals, and their aspirations. These everyday spaces are fitting locations for the celebration of social identity—they teach us how humane cities can be.

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A METHODOLOGICAL APPROACH TO CONCEPTUALIZING THE COGNITIVE STRUCTURE OF URBAN LOCALITIES FOR PLANNING. (DRAWN FROM AN ON GOING PHD REASERCH, SUPERVISORS: A/P SIM LOO LEE- RSTHEAD@NUS.EDU.SG AND DR.MALONE, L L C- RSTMALON@NUS.EDU.SG)

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The inherent human need to 'sense', be 'identified with' and feel 'belonged to' a community and a locality is increasingly becoming a matter of concern in urban planning. Facilitating a cohesive cognitive image of the locality in its inhabitants has been highlighted as an essential prerequisite for these constructs(1). Research on 'environmental imageability' has thus, regained its importance in urban planning. Having observed the limitations in previous studies on imageability in terms of urban planning practice and advancement of the methodological questions, this paper brings in some of the key findings of a research that aimed at evolving a method of conceptualizing the cognitive structure of urban localities for planning purposes.

The conceptualization is developed on the view that an environment primarily is a physical substance, 'socialized' through the interractions of its inhabitants. Hence, the effect that the configuration of the physical environment and the inhabitants' integration with it, has on the configuration of a locality's 'public image' in different socio-cultural and physical contexts is investigated. The method is the studying of correlations between the 'subjective' configuration of the 'image', expressed by the inhabitants, and the 'objective' configuration of the physical environment. Four urban areas from Singapore and Sri Lanka have been studied. The investigation is based on the theoretical premise that spatial information in images is structured in a web of 'nodes' and 'links'(2). The nodes are propositioned to be integrated in a 'relative' manner for which they cannot

be studied in absolute terms. Therefore, a technique evolved through 'analytic hierarchical process' is employed for the investigation of both subjective and objective configurations.

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CREATING AN INTERDISCIPLINARY URBAN DESIGN STUDIO FOR STUDENT AND COMMUNITY EDUCATION

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Local governments seek to influence development through such actions as comprehensive and sector plans, land development regulation and design guidelines. Providing more specific guidance for local design requires awareness of and consensus on design issues among many local interests. Thus, mechanisms must be created to discuss issues of civic design, educate a variety of public groups regarding the value of these discussions and engage diverse sectors in creating design alternatives. The broad range of design professionals and academicians must be engaged in this process, including architects, planners, landscape architects and urban designers. Involving the university will enable students and faculty to help traverse the whitewaters of competing political interests that are typically involved in urban design issues. Design centers connected with universities are not uncommon, but the City of Greenville has asked us to take on the unique responsibility to help guide the development of their downtown master plan.

This paper discusses the creation of an urban design center in Greenville, South Carolina by the city government and Clemson University's College of Architecture, Arts & Humanities. This center will serve a variety of needs for the City and the University. For the City these include:

- Assist the City through design and planning studies/projects
- Provide advice to the City on urban design issues
- Provide a forum for urban design education to the general public
- Provide a forum for design professionals.

For Clemson University these include:

- Provide an interdisciplinary studio experience in an urban setting for more broadly educated architects, planners and landscape architects
- Support broadening of the School of Design's offerings in urban design
- Enhance the University's relationship to local design professionals

This studio will incorporate the ability to communicate design concepts to decision-makers and the public in general. Involvement of local design professionals, political leaders and various sectors of local groups will be encouraged. Steps to be discussed include creating a graphic baseline data set, developing a forum for local designers, creating a public advisory committee, and working toward a public education process.

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HOW CAN WE REVITALIZE THE DECLINED TOWN CENTER? - A CASE STUDY FOR THE TOWN CENTERS AROUND THE TOKYO DOWNTOWN AREA

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In Japan, as well as in Western countries, we can find many cases of declined town center which had been popular and prosperous until 1970s.

One reason of decline is the progress of motorization. Many of old town centers are located near the railway station or along the old main street called 'Kaido'. So if many people come to the area by car, they will face the problem of traffic jams and shortage

of parking lots. Another reason is the progress of business style and distribution system. Traditional storekeepers cannot meet the demands of the new age quickly, and the next generation feels no attraction for inheriting their business.

The problems of declined town center are considered characteristic in local cities where population is decreasing and aging. But in Tokyo metropolitan area, similar problems are becoming apparent, though the reason of decline is a little different.

In this research, I will take notice of the cases in Tokyo metropolitan area. One of my study cases is the area in Higashi-Nakano, west of Shinjuku, and another is in Hachioji about 40km west from the core of Tokyo downtown area. I will make an investigation into the present condition, some questionnaires and hearings. From the result of them, I will try to think about the method of revitalizing the study areas, and about how we can realize the town center area where many people visit, live and enjoy.

There are various aspects that I must think about for solving this problem. In this thesis, I will attempt to make two proposals as follows:

- 1) to propose some devices for revitalizing the whole area mainly from the questionnaire for storekeepers and young users
- 2) to propose improvement design and plan which lead to revitalization of shopping streets by using landscape simulation system

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URBAN DIFFUSION IN THE IRISH TOWN

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In Ireland, as in many countries, there is a tendency for all land uses, including residence, to migrate outwards from urban centres. When towns are small, this tendency often causes uses to locate well beyond the edge of the settlement, destroying in the process the ability of the town to retain frameworks of access and communication.

The availability of cheap attractive land in the countryside has in recent years drawn residence out of Irish towns into a scattered rural community of single houses. The emerging effects of the phenomenon on both the town and the countryside have become a major current issue in Irish planning.

This paper considers current research at Urban Institute Ireland and UCD, by the author, which examines the relationship between urban nucleus and hinterland.

Some particularly alarming tendencies are observed and the future state and role of smaller towns is examined, with some disturbing conclusions.

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THE ROLE OF TOWN CENTRE MANAGEMENT (TCM) IN URBAN REGENERATION - MANAGING FUTURE TOWNS AND CITIES

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In my Doctoral research, I am investigating the role of Town Centre Management (TCM) in the regeneration of urban areas which coincide with the inside of traditional and metaphoric walls: the town centre. In the UK, TCM has been seen as a tool for town centre regeneration in relation to specific issues such as commercial viability, marketing, promotion and safety. However, the actual function of TCM has been diverse ranging from the provision of a day-to-day servicing to strategic thinking for a future vision of town centre, and the role of TCM has not yet been established in relation to urban regeneration more broadly. TCM might have the potential of delivering urban regeneration in town centres beyond the present state of pursuing commercial and business ends. The investigation of my research question is based on empirical findings from selected case studies in England. The methods of selecting a small number of sample towns was established by identifying appropriate criteria which interpret the characteristics of different TCM initiatives, other forms of urban regeneration programmes, as well as demographic, social and economic aspects in each location. Among 300 towns which have the TCM schemes, twelve locations were selected for the survey. The survey is based on a qualitative approach and comprises a combination of taped semi-structured interviews, filed observation and secondary sources.

This paper presents the findings from the survey and suggests new elements for urban design theory to help in managing future town centres. The research concludes that

the mechanism of TCM over the past fifteen years, should be re-drawn in response to the broader needs of other aspects of urban regeneration, as well as the impact of Information Technology. From this research, three possible approaches to town centres are emerging, and these can contribute to the discussion as to how new management approaches can be responsive to evolving urban forms and our changing life styles.

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URBAN DESIGN AND DOWNTOWN REVITALIZATION: ASSESSING THE IMPACT OF THE TEXAS MAIN STREET PROGRAM

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The Texas Main Street Program seeks to revitalize downtown areas of Texas cities utilizing a four point approach of design, promotion, organization and economic restructuring. The managers of these programs in a questionnaire survey reported important changes in the physical, social, and cultural environment of their downtown districts due to this program. However, these managers, of course, may have a vested interest in reporting these improvements as a product of their programs' activities. It is unclear whether those changes occurred because of those activities or due to other naturally occurring changes in the overall physical, social, and the economical climate of their Main Street Program City.

This paper systematically compares the reinvestment statistics compiled by the Texas Main Street Program for the Main Street districts, with the archival indicators, such as jobs created data, of the state and federal agencies for the Main Street cities. The results indicate that significant economic changes occurred in the 79 active Texas Main Street districts studied and that the changes in the districts participating in the Main Street Program appear to be greater than the changes in the overall economic climate of the Main Street city indicating that the Main Street Program, part of which is urban design oriented, is having a beneficial effect.

EDITING THE URBAN DESIGN PROCESS

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A great deal of research has been put forth over the past couple of decades which traces the evolving nature of urban centers as layered metropolitan systems. Through new and enhanced infrastructures cities are not only being re-linked internally, but have developed new relationships with their regions and global neighbors. The emerging character of the 'networked city' as a place of rapid change challenges the designer to operate more as a strategist, forging relationships rather than focusing solely on physical form. This focus on form remains bound by traditional political control mechanisms yielding image-driven results often rigorously scrutinized by bureaucratic agencies. However, opportunities lie in the existing array of local, regional and global flows that permeate the contemporary city. Rather than imposing new and/or 'finished' solutions, strategic frameworks that re-present and influence present and future urban conditions should be explored.

If the design of the public realm is truly to be a reflection of contemporary culture, it is necessary to expand the traditional tools that urban designers use to represent and design the environment. Other disciplines such as media design, music, and film are evolving with these new cultural patterns through innovative uses of technology. Much of this work has used techniques of editing to explore and re-present environments in a unique way that recognizes the multiple voices and flows of information that affect our lives. These advancements can provide significant insights into the ways urban design is envisioned and approached.

The research we propose focuses on three aspects.

1. Review existing urban design theories and projects as a foundation to discuss their relevance in the networked city
2. Explore how these projects 'read' and interpret the multi-faceted urban forces to better understand a particular place
3. Using advances in other design professions, explore 'editing' techniques that may capture a broader range of issues within the urban design process

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KEY INDICATORS OF LIVABLE COMMUNITIES FOR RETIREES

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There are many social and economic benefits to communities to attract and retain retirees, particularly those who are young and healthy. Many have adequate disposable income for recreation and leisure activities, an interest in participating in community life, and/or the time and interest in volunteering in civic activities. Despite the potential increases in costs for services to those who become ill and or suffer infirmities, the number of communities actively pursuing newcomer retirees has increased in recent years. Retirees who are seeking a new location, however, have decisions to make. Of course weather, taxes, and the cost-of-living are major concerns. Yet these are not issues that planners and local decision makers have much control over. There are, however, many features of a community that are within the purview of local public policy. Many retirees are not able to or prefer not to drive, so public transportation and pedestrian elements are important. The location and proximity of shopping and services to homes is equally important, as is access to and the affordability and availability of home repair and maintenance services and recreation and leisure facilities. Communities that wish to attract and retain an older population must attend to the myriad elements and design features that make a community elder-friendly. This research seeks to identify the key elements that contribute to retirees' quality-of-life. Indicators were identified through a series of focus groups, conducted in communities across the country with both able and frail older people. The indicators were used to develop a questionnaire that was administered by interview with older people in selected small cities. The interviews were coded to explore the features of a community that were most important in contributing to quality-of-life. Results should be useful to policy makers in developing priorities for community improvements to attract and retain an older population.

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FROM THE UNREGULATED TO THE WELL-MANNERED AND ICONIC: THE URBAN DESIGN AGENDA IN SYDNEY

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While Sydney has a reputation for its setting, iconic buildings and spectacles the City itself has succumbed to successive waves of speculative office building and State grands projects, delivering an urban environment of mediocrity away from the harbour. Elementary dimensional controls and floorspace bonuses failed to protect the city's qualities as the State ensured commercial growth was unfettered. In the 1990s the city struggled to develop its independence and to develop a design agenda through public space projects, heritage bonuses and a qualitative approach to bonusing, becoming much more discriminating about commercial, if not residential development. Through new plans, design controls and now design competitions it has sought to promote 'the well mannered and the occasionally iconic' to good effect, but these efforts are seen by some as 'a reduction of planning to a politics of surface'. This paper examines the contradictions of a more design led planning regime in an overtly global city and the role of a design fetish in international urban competition.

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PREDICTING URBAN DEVELOPMENT IN TENNESSEE

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The proposed paper will demonstrate a model for simulating urban growth patterns at the county level in Tennessee (USA).

The Tennessee Advisory Commission on Intergovernmental Relations (TACIR) requested the Graduate Program in City and Regional Planning develop a model for predicting the location of future development in six sample counties within the state. After consideration of several models (see for example, Batty and Sun, 1999; Bernard and Kruger, 2000; Clarke and Gaydos, 1998) the Urban Growth and Simulation Models presented by Landis (2001) was selected for adaptation to the Tennessee context. Similar to the CURBA model, the Tennessee Urban Futures Model (TUF) simplifies the estimation of development probability by combining all urbanization into a single class. More like the CUF II model, the TUF model focuses on predicting future development patterns. Similar variables were used in the TUF model. Differences depended on data availability and local context.

As in the CURBA and CUF II models, the TUF model includes two phases. The Urban Growth Model involves calibrating a logit equation for each county that describes past urbanization patterns and uses the equation to construct a probability of future development for all undeveloped sites. The Growth Simulation Model involves allocating a county wide population projection to developable sites based on an average development density and the relative probability of development for each site.

This paper will report on the results of application of this model in six Tennessee counties: Shelby, Tipton, Williamson, Maury, Wilson, and Sevier. These counties represent a variety of development and environmental types, including metropolitan city center (Shelby), suburban (Williamson and Wilson), exurban (Tipton and Maury), and rural recreation (Sevier). The paper will present the results of the TUF model and how it compares to the Landis models. It will describe the data bases that were used and costs associated with obtaining and modifying the data bases for use in the model.

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ASSESSING THE IMPACT OF THE 24-HOUR CITY: A BENIGN USE OF SURVEILLANCE TECHNOLOGY.

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The idea of mixed-use is now thought to be the way to create 'liveable' cities for the 21st century (Jacobs 1961). The 24-hour city provides a further enhancement of this idea, put forward as the urbane solution to many of the problems of the central city. The expansion of the evening economy, often related to boosting economic development and tourism, has become a contentious issue in neighbourhoods with established or expanding residential populations.

In this pilot research project we conducted a detailed study of a small area in Soho, London, over 48 hours to examine in depth the extent and nature of the problems associated with the night-time economy. Many feel that Soho is becoming a 'liminal' zone, where visitors and tourists feel they can behave in unacceptable ways. Others suggest that residents have suburban expectations. Our research tested the anxiety people have about the night-time economy in central London, for which there is only anecdotal and journalistic evidence, with empirical facts, by putting together a technological toolkit to observe and record such problems. Building on techniques pioneered by Whyte (1980) in New York, we used time lapsed video recording equipment and noise meters to assess the precise volume and nature of activities in the street. In this instance video and sound recording technology was used, not as a means to combat deviance but as a tool to facilitate debate around the democratic use of public space (Graham and Marvin 2001).

Our findings provide support for the view that night-time entertainment is not so much out of hand, as excessively concentrated. Residents' complaints of unacceptable levels of noise, activity and waste can be substantiated. By contrast, detailed police statistics do not support a picture of exceptional crime. This, we conclude, does not mean that the mixed use, late night centre is doomed. Instead we suggest it needs more careful regulation and management to achieve a true urbanity. In this, more highly developed tools of surveillance and noise monitoring should play their part.

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THE INFORMAL ENTERTAINMENT ZONE: ARCHITECTURE, NIGHTLIFE, AND THE AMERICAN DOWNTOWN

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At a time when cities across the United States are dedicating significant public resources to the creation of formal urban entertainment destinations, other, more informal zones of leisure are evolving in or near the downtowns of many mid-sized and large cities. Occupying historic, often industrial buildings and urban spaces marginalized by the development and planning processes of the twentieth century, these informal entertainment zones demonstrate both the resilience and flexibility of small-scale, vernacular architecture and urbanism, and the importance of these elements in creating a truly vibrant and diverse downtown. Our paper examines the nature and origin of the urban entertainment zone: What are their design and performative components? How do they function, and how did they develop? What is the place of entertainment zones in the downtown, and what are its implications for enhancing the urbanism of these places? Our initial findings suggest that the informal entertainment zone is the product of small, creative, flexible buildings and spaces combining with an unplanned and incremental development process; in other words, a process which is completely the opposite of current conventional wisdom for downtown urban design and planning. The entertainment zone therefore offers critical lessons that could result in radical revisions of current planning practice in the American downtown.

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CORRIDOR DEVELOPMENT AS PART OF THE NETWORK CITY. URBAN PLANNING, DESIGN AND PRAXIS IN THE FRANKFURT RHEIN MAIN REGION.

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The spatial development along the lines within urban networks tends to be neglected in urban design education and ignored or rejected by spatial planners. The spatial development along these lines (corridor development) is an integral part of the network city with its own dynamics, functions and aesthetics. In the paper this development is regarded as a spatial expression of the postmodern organisation of production and society, requiring new values for urban planning and design.

The Frankfurt Rhein Main Region is an example of a postmodern urban landscape containing both postfordist production industry and postindustrial service/knowledge economy. The region functions as an urban network in which not just the main commercial and cultural nodes are important but also the 'space of flows' gains importance; the lines between the main nodes.

The region uses an offensive strategy to deal with (inter)national competition, in which location politics and (spatial) quality of life play an important role. The major spatial strategy for the region focuses on the development of the major urban nodes and a strictly planned and controlled growth of smaller towns and cities. In the national

planning documents of Bundesland Hessen the spatial development along infrastructural lines is acknowledged and promoted, yet this gets ignored in planning at the regional level which focuses on conservative and romantic ideals of the compactness of settlements and the openness of the landscape. The paper aims to describe the actual corridor-development in the region as part of its development as an urban network, focussing on changes in planning, users and design.

The corridor development is researched by using a Deleuzian vocabulary and conceptual framework in order to analyse and describe the spatial processes in the region as a 'space of flows' of people, money, data, goods, interests, etc. that clash, meet, mix and interfere and thereby shape the landscape. Data are mainly collected through observations, interviews with researchers and planners and comparison of spatial plans.

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THE ROLE OF CIVIC DESIGN ORGANIZATIONS IN URBAN REGENERATION

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During the twentieth century there were noticeable shifts—from business elites to government—in the politics of initiating and implementing urban design projects. In the last few decades both have abdicated their leadership positions. The subsequent void is, sometimes, filled by civic design organizations, (CDOs—interdisciplinary, cross-jurisdictional coalitions dedicated to creating politically achievable solutions). Initially advocacy organizations championing particular causes deemed important by the membership, CDOs have evolved into a "third place" where diverse constituencies gather to build civic visions. The recent widespread re-emergence of CDOs raises issues regarding the politics of creating and implementing civic visions. The research questions fall into two categories. One examines the operations and structure of design organizations as instruments of change. The other considers the position of design organizations within broader cultural issues and theories of urban redevelopment. Two case studies, Milwaukee Redevelopment Corporation and Chattanooga Design Center, identify how grassroots organizations mediate between public and private sectors to generate and implement place-specific visions. The cases provide two models—business association and University/Foundation alliance—that illustrate the influence local conditions impose upon organizational structure. A close comparison identifies a model for the politics of implementing urban design. This provides a valuable contribution to the working approaches of each sector—public, private, non-profit—as they combat serious issues with diminishing resources.

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- CDOs rely upon education and persuasion to effect change. Innes and Healy explore the centrality of communication in practice. They suggest that planning has the potential to promote democratic change if planners can articulate a common understanding of the social problems in a world of multiple, divergent cultures. Frieden and Sagalyn, and Loukaitou-Sideris and Banerjee examine the changing nature of development coalitions, identifying a shift from urban government to urban governance. As champions of development projects that traditional players perceive as undesirable, I position CDOs within this change in politics to urban governance. (Drawn from partially complete dissertation, advisor Gary Hackgahack@pobox.upenn.edu)

REFRAMING TRANSFERIA: FROM MACHINE TO ARTIFICIAL ECOLOGY

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Powers and speeds of networks are dependent on the strengths of the linkages between different networks and ubiquity is hampered by the ongoing tendency of 'unbundling' of infrastructure and 'splintering' of the environment. In this context, we will focus on a hot spot of the network-society, the point where mobility and urban design meet: The paper will draw on the hypothesis that "transferia" would better be considered as connectors in the networks. In fact, more than transferring movement from one modus/network to another, they also possess a high potential for social interaction and urban restructuring.

The "machine" is an apt metaphor to deal with a number of characteristics of such connectors, resulting from the interplay of flows and space. First, the "machine-body" inevitably articulates urban space which has an immense impact. Second, the "node" inside, the subsystem of linkages, becomes very complicated if one also considers architectural elements (stairs, ramps, halls, ...) and activities that are intensely interwoven. Third, this "generator" establishes different kinds and intensities of development. These qualities will be illustrated by means of cases.

It will be demonstrated that this metaphor has its limitations however. Therefore transferia will be reframed as an "artificial ecology". The paper will elaborate on the potentialities of this metaphor as a heuristic device for analysis as well as design.

Complex phenomena like connectors of urban mobility need an integral approach and an integrated vision in a dynamic perspective. The concept of "artificial ecology" is well suited because it hints at the many interrelations and interactions that are at the core of mobility and urbanity. Both are ecologies of potential relationships.

Using literature and analysing cases, the paper will present a matrix that will help to demonstrate how this second metaphor:

- enables a better understanding of the structural an generating effects of connectors,
- enables to evaluate the interplay between mobility, space and people,
- enables a more sustainable use of means.

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PUBLIC SPACES IN THE URBAN PLANNING PROCESS

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Public spaces in cities in Czech Republic have long history and tradition. The crucial impact to the city life and public spaces had the second world war and next communistic regime. The new impulse for city life and public spaces creation came in 1989 when the communistic regime was falled down and new democracy started to build. Newly created level of communal politicians quickly understood that rehabilitation of our real democracy connected to rehabilitation of public spaces - after all our welvet revolution started on squares and streets too. Many squares were reconstructed and many streets were rebuild as pedestrian zones. But our urban planning theory and practice did not respond the changes in polirical and social sphere and still look at the public spaces as "blank" residual areas in the city - places with no functional use or only with traffic importance. In the frame of master plans the public spaces are mostly not solved at all.

Newly formed urban reseach at Faculty of Architecture, Technical University Brno try to fill the gap in urban planning theory and practice and re-habilitate the importance of public spaces in urban planning process and what more rehabilitate them in our city life. The paper is focused nor on public spaces basic classification, either on city public spaces system and their levels. There are some practical examples from cities as Brno and Hradec Kralove, where exiscence and rightfulness of public spaces system were studied. The major output is then in composition of groundwork for creation of separate part of our city master plans, which will be focused on public spaces systems.

THE SHAPE OF THE METROPOLITAN AREA: DIFFERENT SCENARIOS OF URBAN EVOLUTION THROUGH TIME AND SPACE

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Questions of shape and size have been one of the central concerns of planners. The idea that certain shapes and sizes are the guarantee of good city performance have been the background o most of the planning process and theory.

The 1997 Kevin Lynche's book "The image of the city" or 1997's Mumford book "The city in History" are some of the best-known examples that seek to understand the previous objective. Recently books such as Batty and Longley 1994 book "Fractal Cities", or Wilson's 2000 "Complex Spatial Systems" reflect some of the recent trends that keep the same quest.

Present scientific advancement in conjunction with technological improvements allowed for a new way of researching the shape our cities. Simulation is now the cornerstone of great advancements in city regional sciences. Modeling with Cellular Automata has allowed for simulations that represent realistically past patterns and processes, and

at the same time allow for gaming strategies of what could be the possible shapes and sizes of the metropolitan area (Silva & Clarke 2002).

This paper reports the study of two Portuguese metropolitan areas, the main goal was to assess quantitatively and visually the evolution of these two metropolitan areas through time. This analysis allowed not only to understand the past patterns but also to simulate future scenarios. One of the key concerns was the integration of the urban, the environment, and the public spheres in a modeling approach.

Several simulations were performed using two Cellular Automata models (SLEUTH model and CVCA model): These simulations that include the environmental, urban and expert's inputs vary both visually and quantitatively and will be explored throughout the presentation and the paper.

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URBAN DESIGN, POWER RELATIONS AND THE PUBLIC INTEREST: DESIGN GUIDELINES IMPLEMENTATION IN JAKARTA

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This paper presents findings from an almost completed doctoral research under the supervision of Prof. Jon Lang (jonl@unsw.edu.au). Major questions explored are how power relationships in the urban development process effect design outcomes in terms of the public interest, and why some urban design guidelines are more effective than others in their implementation. It examines the relationship within and between public planning agencies and private development corporations, and evaluates the impact of these power relations on the effectiveness of design guidelines implementation. While dealing with the broadest theoretical concerns emerging through empirical research, the study focuses on Jakarta, which is placed within a wider context of urban design practice in Indonesia. Recent publications attempt to address the nexus between power and urban design, while earlier studies have assessed the role of public interest in urban development. The study shows that urban design outcomes are highly influenced by the dynamics of power relations between agencies involved in making decisions. In the case of Jakarta, it is that design guidelines implementation has not been truly in the interest of the public, since power relations between actors dominate the process. At the empirical level, effective implementation of urban design guidelines depends on the clarity and integration of their formulation, communication and administration phases. From the experience of Jakarta, legal basis for enforcement becomes the critical factor for effective implementation. Research methods include in-depth interviews conducted with past and present actors involved in the decision-making process of urban design. Case-studies of urban development types in different power relationships with the local government (private developers, public-private authorities, community associations) are also assessed.

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CARTOGRAPHIC INNOVATIONS FOR URBAN TIME PLANNING AND MOBILITY

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The new paradigm of sustainability originated an international work programme focusing its attention on time-related aspects of urban lifestyle: the structure of working times and private times of citizens (Boulin, Mueckenberger, Supiot); urban rhythms - that is aggregate rhythms of settled communities (Bailey); daily practices for the conciliation of individual and collective times of citizens and especially of women (Zajczyk, Meda, Bonfiglioli); the structuring of social time in opening/closing time schemes (Chiesi); the chronotopic assets of different urban areas (Bonfiglioli); the calendarization of flows

and of the attractiveness of activities towards the movements of people and goods; social morphologies (Martinotti). Urban time-oriented policies were originated in Italy in the mid '80s and assumed social time and urban time as a domain for policy development. This wide spectrum of instrumental and theoretic research has been using urban time-oriented policies as a laboratory for experimentation, research-action and observation. Moreover, an international theoretic programme is currently being developed for the building of a time-oriented urban planning discipline: a specific interest being dedicated to recent cartographic advances in the field of urban time representation - especially concerning mobility, which is a phenomenology of urban times. In literature a number of examples of time-related thematic cartography are found, concerning, for instance, urban organization (such as mobility maps) or social time, but available researches have so far explored time-cartography problems as representation problems, not questioning the power of chronographic cartography as a systematic surveying technique and design tool for urban problems of a spatio-temporal nature. A system of chronographic tools and prototype maps has been developed at Politecnico di Milano by the research area Time Oriented Urban and Mobility Planning, through a partnership with seven Italian universities. Research work has been carried on since 1997, and it is still running, concerning prototype development for the chronomaps system, non-systematic mobility simulation, urban time-space design methodology, GIS tools.

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URBAN DESIGN BETWEEN THEORY AND PRACTICE: FROM CONCEPTUALIZATION TO REALIZATION AND BACK AGAIN

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The paper is based on my PhD-project, *Vision, Plan and Reality*, which is in the phase of completion.

Problem formulation:

There is often a gap between what is considered good urban design and the built reality of many urban environments. This may be the case, also when planning authorities have high urban design ambitions by the development of urban areas. As the justification for urban design is its capacity to guide the urban development process, the gap between vision and reality presents a fundamental problem to the profession.

Hypothesis:

It has become widely accepted among urban designers, that the failures of urban design are caused by forces which are 'external' to urban design, such as economy, politics or complexity. But instead of referring to external forces in society as the comfortable reason for the failure of urban design, it is held that urban design must be reconceptualized, in theory and practice, both in terms of its normative foundations and its procedural aspects.

Research approach:

Two interdisciplinary investigations are made; one of urban design practice--in the form of a case study of the implementation process of two urban design schemes in Denmark--and one of urban design, planning and urban theory. The empirical part focusses on the different actors of the urban development process. The theoretical part focusses on the aspects of normativity and process in the disciplines of the city. Paper:

On the basis of a summary and discussion of the empirical and theoretical findings of the project, the paper concludes that urban design is an inherently interdisciplinary activity whose normative foundations must reflect the processes of society, and whose procedural approach must incorporate the interests of the manifold actors who have a stake in the urban development process. In this light, the paper attempts to outline some implications for the future of urban design, in practice as well as in theory and education.

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Urban planning theory:

John Friedman, Patsy Healey.

Urban theory:

David Harvey, Stephen Graham

RURAL VERSUS URBAN ARCHITECTURE FOR THE SMALL COMMUNITIES: CASE STUDY OF ANDROS ISLAND

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In the era of the network society and globalization, the development of vernacular architectural values for the housing in the rural areas appears as an aesthetic choice. The paradox is that the urban fluctuations need rural's architecture model for the regional development ("glocalisation?").

In Greece, the primer differentiation between rural and urban architecture, is the grouping of housing in small villages with population under 2000 inhabitants, providing vernacular architectural elements for each settlement's "microstructure". In concern with the representation of the "macrostructure", the primer differentiation results from the roofing pattern and the density of the buildings.

The topics of rural versus urban housing pattern and their "macrostructure" representation are surveyed in the case study of Andros Island's settlements, in order to evaluate the state of rural and traditional architecture, in respect of the new context of planning.

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CHALLENGES AND OPPORTUNITIES FOR URBAN DESIGN IN THE INFORMATION-TECHNOLOGY ERA

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Current trends point to a future city of increasing complexity and contradiction. The city will continue to transform in fragments with viable and distressed areas located side-by-side. Older areas will have the unique opportunity to renew themselves and become viable through information-technology (IT) economy. The increasing use of broadband and wireless communications and the resulting interconnectivity of cities, cross-border uses of monetary and creative capital, changing consumer preferences, are transforming the city centers into global nodes and destination places. What are the opportunities and challenges for urban design? Can the western model of city design continue to be relevant? What will the image of the emerging 21st century city be? The relevancy of the western model of urban design will be challenged, as contradicting forces will require new ways of understanding and structuring segregated, unplanned, and competing public/private urban spaces. Traditional urban design principles that were able to structure the city center and establish a holistic sense of civic space will increasingly be used to produce invented spaces, to thematise developments. The downtowns of major cities are being transformed to corporate products driven by short-term gains from the emerging experience economy. Based on literature and experience with urban design projects involving distressed areas, this paper will establish the background for understanding the key issues, and will explore the challenges and opportunities for urban design by promoting the concept that cities will increasingly becoming a puzzle of contradictory 'places' characterized by their visual attributes, places as products, places resulting from processes, and places containing experiential meaning.

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TOWARDS ACCESSIBLE URBAN ENVIRONMENTS BY INCLUSIVE PLANNING

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Cities are a conglomerate of public and private spaces with different access to different people. Some people have access to all public spaces; others have only limited access, due to the fact that they cannot overcome the barriers that surround these spaces. People differ in body and mind as well as in capabilities to overcome physical barriers such as height differences. This increasingly causes problems, especially in our greying society.

In the last decade a growing attention is paid to differences other than race, income, opinion and culture (e.g. see Gleeson, 1999). Douglass and Friedmann (1998) have called this 'the rise of civil society'.

An increasing number of authors have recognised that the term 'disability' is a social construct (e.g. Finder and Jacobs, 1998; Butler and Parr, 1999). It is defined as 'the disadvantage or restriction of activity caused by a social organisation which takes no or little account of people who have physical impairments and thus exclude them from the mainstream of social activities' (cf. Buttler and Bowly, 1997, p. 411).

It is increasingly recognised that this must have consequences for the way urban spaces and their design are considered, both in theory and in practice. Professional attitudes have to change but, as Imrie and Hall (2001) clearly outline, this is not an easy task due to, among others, lack of appropriate knowledge, prejudices of developers and insufficient involvement of interest groups concerned.

The purpose of this paper is to explore the accessibility issue more closer. After a theoretical reflection, attention is especially paid to barriers in public spaces. Examples are given and alternatives are considered. In addition, the focus will be on planning approaches that may overcome such barriers. A Dutch case study is presented which shows the importance of an early involvement of disabled persons.

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THE URBANIZATION OF SILICON VALLEY

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Silicon Valley is the most famous industrial district in the world, but it is rarely thought of as an important urban place. As a result, little is known about its development and the forces shaping its civic landscape. The most common image of the Valley -- as a shapeless suburban sprawl -- is 25 years out of date (another fine old canard is that it had no urban history before 1950). In the last quarter century, the new Silicon City has filled in and built up into one of the densest urban areas in the US, with strong growth boundaries, good planning and revivification of its many city centers -- most notably the

highrise downtown of San Jose. It has also become one of the leading centers of wealth accumulation and philanthropy in the country, and one of prime reception areas for immigration, especially of Asians. All this has had a dramatic effect -- mostly for the better -- on landscape and life in the City of Silicon. Yet the Valley remains a curiously uninspiring place that suffers from geographic decentering, impermanence of industry and populace, and the monetization of land and buildings, as well as the high tech obsessions of the bourgeoisie, pacification of public discourse by a well-oiled governing regime, and long term disorganization and invisibility of the working class. Which is why 'Do know the way to San Jose?' is still an apt question.

Track 6

Social capital and social patterning

BUILDING CIVIC CAPACITY THROUGH MICROENTERPRISE DEVELOPMENT

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Microenterprise development, a movement that assists low-income people in starting and managing very small business enterprises, is a relatively new field in the United States. This socio-economic initiative has been successful in creating jobs, generating income, building financial assets and personal skills among economically disadvantaged groups, predominantly women. Reports show that program participants become productive citizens who actively participate in building civic capacity. The proposed paper discusses how the microenterprise field has become a viable strategy to create social and civic capacity. The central theme of the paper focuses on how the various aspects of microenterprise development (i.e., business education, loan assistance, technical services, personal development training, etc.) contribute to building civic capacity. This theme will be addressed by describing two microenterprise programs in Atlanta, Georgia. As evident, poor women have become empowered so that they are able to positively impact their families and local communities. The paper will discuss results of quantitative and qualitative analyses of program outcome measures such as increase in household incomes, personal growth and acquisition of skills. Key data gathering tools were longitudinal surveys, interviews with staff, and personal records. The paper contributes to planning practice by introducing alternative strategies in assisting low-income people accumulate wealth and skills to become more productive citizens in society. It suggests that compared to traditional economic development strategies, microenterprise development is a sustainable bottom-up approach to building social capital and community capacity.

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THE SOCIAL PRODUCTION OF PUBLIC GOODS IN THE FRAGMENTED CITY

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The paper addresses the theme of the relationship between social capital and space in contemporary fragmented urban societies. While all the traditional spatial forms of urban aggregation seem to become weaker and weaker as is the case of local branches of political parties, parishes, and many kind of local institutions, there is evidence of the emergence of new forms of social aggregation and social production of public goods that have a complex relationship with space.

With this aim the paper presents the results of a research work that has been conducted at the Milan Polytechnic upon new forms of urban governance. The research has studied about 15 case-studies of mostly voluntary and third sector organisations that are dealing in Milan with public problems and are producing public goods outside the institutional public sphere.

The cases are very diverse: from the "social centers" promoted in occupied buildings by associations of young squatters that evolved over time towards the role of real cultural centres, to the environmentalist association that manages an innovative "urban wood" that became a very important resource of the city, to the charity institution that starting from a very traditional assistance activity decides to develop an interesting urban project that deals simultaneously with social, housing and cultural needs, to the neighbourhood organisations that are developing an interesting new activity for promoting and defending a neighbourhood identity that is threaten by gentrification processes, etc.

All these cases are new forms of production of social capital that can be analysed in contrast with the impoverishment of social capital due to the weakening of traditional intermediate organisations. The general idea is that we need to go back to study the city and particularly the forms of social organisation of public activities because our old categories are not effective any more.

The paper proposes therefore a discussion through empirical evidence about how planning is affected by the emergence of new forms of (private and fragmented) production of public goods.

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DOES COMMUNITY INVOLVEMENT EMPOWER ETHNIC MINORITY GROUPS? REFLECTIONS ON UK AND THE US EXPERIENCES

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The British planning system is currently facing fundamental review in the light of the recent Government Planning Green Paper (2001), and central within this is a critical re-evaluation of the values underpinning public participation in planning and its effectiveness within policy making processes. In broad terms the role of community involvement in planning is being questioned and renegotiated in Britain as the latest phase in an ongoing debate over public involvement which has underscored planning theory and policy since the 1960s.

In parallel with this re-evaluation, since the Race Relations (Amendment) Act, 2000, UK local authorities, amongst other public bodies, have had a duty to promote racial equality. This remit means that local authorities must review their policies and practices to assess impacts upon racial equality and to ensure they do not have detrimental effects upon ethnic minority groups and ensure their participatory strategies are inclusive. However, they are facing significant problems in how best to balance engagement with local communities with the often conflicting initiatives to streamline the planning system. In contrast, the US has a markedly different policy approach to issues of race and public involvement. This paper considers differing structures of community involvement and their potential impacts upon marginalized groups.

The paper is based on empirical research conducted within the UK and the USA. Community government within the US is founded upon a differing political philosophy which emphasises the importance of individual involvement. This differing and more developed approach within the US is highly informative to current UK preoccupations with increasing public involvement. This research is timely in light of legislative change within the UK emphasising the understanding of differing and marginalized groups.

The current British planning system is ambiguous in stating how communities should be involved in planning decisions. There are conflicts between models of representative and participatory democracy. The paper reflects on the consequences of community involvement in empowering marginalized groups.

COMMUNITY NETWORKS IN HOUSING AND INCOME GENERATION: A CASE STUDY OF HOMEWORKERS IN HYDERABAD, INDIA

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Community networks are an effective means by which low-income households address their housing and income generation needs. Land, housing finance, employment and microenterprise loans are some of the resources individuals gain access to, through them. Most importantly, they provide individuals information about states' poverty alleviation programs. This provides great succor to low-income, semi-literate/illiterate communities often impeded in their efforts to access resources provided by states. Inversely, community networks are used by states, to ensure repayment of loans for housing and income generation. This paper examines the impact of community networks on the ability of low-income households to gain access to housing and income; and, the ability of states to increase sustainability of their programs by using them for repayment of loans.

The paper is based on in-depth interviews and ethnographies of low-income women engaged in home-based, wage earning and entrepreneurial activities to generate income in Hyderabad, India. Preliminary findings indicate that individuals benefiting from states' programs use their community networks to access relevant information. The ability to access resources depends on the size and homogeneity of the community; networking among community members; position and status of individuals in the community; and linkages between the community and those with access to power to distribute states' resources. The analysis also shows that repayment of loans depends on linkages between concerned officials and community leadership.

The paper discusses how these findings can broaden policymakers' knowledge of community networks: their potential as sources of information to low-income households; and, how they can use community networks to disseminate information, distribute resources and secure repayment of loans.

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The central theme of this paper is how to address the marginalisation of gender issues in urban regeneration theory, policy and practice. Recent research (Brownill and Darke, 1998) has shown the extent of this marginalisation. This paper will extend the discussion by drawing on a critical reflection of recent attempts in the UK to mainstream gender in regeneration, including some which the author has been personally involved in. This practical experience will be linked in discussion to key issues which extend beyond the boundaries of the individual examples. These will include conceptualisations of regeneration and the extent to which these are able to incorporate a gender dimension; the gender blindness of much recent policy; mainstreaming equality in practice and what possibilities and limitations are shown by these examples (Gilroy and Booth 2000) and the extent to which these examples can be seen as steps towards a transformed planning practice (Sandercock, 1988).

The paper is highly relevant to key current debates about mainstreaming issues of equality and diversity in planning and regeneration theory and practice. It will also provide useful case-studies for teachers and practitioners.

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JUST PLANNING: THE ART OF SITUATED JUDGEMENT**CAMPBELL, Heather**University of Sheffield, Sheffield, United Kingdom
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Concern with justice is inevitably central to a political activity such as planning. This is reflected in the initial influence of consequentialism, particularly utilitarian conceptualisations and more recently the application of Rawls' notion of justice as fairness and Habermas' discourse ethics. However, contemporary normative theory has been extensively criticised by studies which take as their starting point the material realities of planning practices. In this paper we argue that notwithstanding the crucial contributions of Habermas and Rawls to political philosophy their constitutional level conceptualisations were never intended to be applied to the task of situated judgement which is central to the planning activity. The result has been the dominance of a largely procedural view of justice within the planning literature; a perspective which tends to privilege individual liberty and rights. However, a view of justice in which the individual dominates finds it hard to deal with situations where liberties clash or obligations are owed to strangers including future generations and the non-human world. Contestation, both of process and outcome, lies at the heart of the daily activity of planning; the challenge is to conceptualise a form of justice which can inform the ethical choices planners must make between better and worse. The paper is divided into three parts. The first reviews the dominant influences on conceptualisations of justice in planning. The second focuses on the nature of the planning activity so as to provide the necessary grounding for the third section which builds on Onora O'Neill's assumption (although not all her conclusions) that an adequate account of justice must be able to link abstract principles to context sensitive judgement of particular cases. This in turn we argue must involve concern with issues of value and the collective good.

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RELIGIOUS-BASED SOCIAL CAPITAL AND ETHNIC ENTREPRENEURSHIP IN LOS ANGELES KOREAN COMMUNITY

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This paper will explain ethnic entrepreneurship and business pattern of Los Angeles Korean community in terms of religions based social capital. The ethnic entrepreneurship has been explained in culture, network, and segregation aspects. In this research, researcher will emphasize the role of the religious based and bonding social capital of Korean congregations for ethnic entrepreneurship. This community has more than 700 Korean churches, and the highest self-employment rate among all foreign-born groups in the Los Angeles Metropolitan area.

To answer this question, the paper will use descriptive analysis and case study from the relevant literature, survey data, and further in-depth interviews. The survey regarding social capital and churches of Los Angeles Korean community has been conducted from Fall 2002. This has 44 responses mainly from randomly chosen members of Korean churches and some business owners of Korean Small Business Development Seminar of USC MBDC. Also, in-depth interview and observation will be conducted in some Korean congregations and non-profit organizations. The secondary data in the research are demographic and business data of Census, addresses data of businesses and churches from Korean community telephone directory.

This research helps us to develop policy perspectives on minority owned small businesses and their social asset.

* This paper is a part of dissertation project of author.

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WHO'S COMMUNITY IS IT ANYWAY? EXAMINING THE CREATION OF SOCIAL CAPITAL THROUGH US FEDERAL HOUSING POLICY IN LOUISVILLE, KENTUCKY

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In the US, cities currently benefiting from infusions of federal social housing dollars are spending these funds in the most severely distressed communities; a logical focus for such funding. A stated goal of one specific program, the HOPE VI grant, is to deconcentrate poverty in order to engage the community in creating social capital. There is a belief that the most severely distressed communities lack social capital, which can be promoted through the deconcentration of poverty. The goals make sense, empower the powerless through a community building process that creates mixing of incomes. Little attention is paid, however, to potentially negative side effects of the program like reductions in social housing units, further concentration of poverty in other currently less-distressed yet low-income communities or the destruction of existing social networks. Not that community building isn't a worthwhile goal; we all want to help struggling communities move away from the destructive cycle of poverty. However, to artificially engineer social cohesion is to make assumptions about a community that may not be correct, potentially creating more harm than good. This paper examines the notion that severely distressed communities lack social capital and will do so through a case study of a completed HOPE VI project and a subsequent proposal for an additional HOPE VI project, both located in Louisville, KY. The research will involve a series of interviews with local housing agency officials, community development organizations, community organizing groups, and affected citizens. The research will examine the initial nature of the communities involved and the process by which they were (or proposed to be) transformed and try to determine whether it was in fact the concentration of poverty that was the true problem or perhaps some other barrier that was more difficult to address.

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TOWARDS A NEW MANUAL FOR DESIGNING PUBLIC SPACES

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This paper is based upon a comparative analysis of three public parks in Ghent, Belgium, executed within the framework of a Flander's thesis at the Catholic University of Leuven (promoter Louis Albrechts, Louis.Albrechts@kuleuven.ac.be). The study investigates how notions of gender are inscribed in parks through literature, observations and interviews. Elements of analysis are the physical morphology, history, signification and the use by different kind of park visitors. One park is rather 'feminine' in terms of use as well as of design, plan concept and connotations, another rather 'mixed' and a last rather 'masculine'. This paper focuses especially on the Citadelpark in an attempt to contribute, with one concrete, empirically based and theoretically framed case study, to the understanding of how space can mediate between different subgroups. I highlight how different subgroups use, discover and experience the park, and how genderrelated connotations are very important in these respects. One such a specific subgroup exists of the homosexuals. They develop tactics to appropriate a very specific space in the park in a way that they don't leave traces. Also other groups have an own way to deal with the park space. Criminals for example make use of the same spatial provisions as gays do, whereas women avoid exactly those spaces. This research results in a first step towards a design and policy that is aimed at dealing with the different expectations and needs from different subgroups. This case study shows the relevance of genderstudies for the evaluation of design and projects, whereas it points at the same time to the need to develop an adequate understanding in the field of planning of the spatial specificities of other subgroups, like elderly, homosexuals, children,... It shows that the manual to design public spaces needs an up-date. My research is based on theory in the field of genderstudies, public spaces and anthropology (Erwin Goffman) and the planning theory of Leonie Sandercock and Ann Forsyth.

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- (Doctoral Student, drawn from dissertation to finish my postgraduate "Urbanism and Spatial planning" which is awarded by the Flemish Movement of Spatial Planning, November 2002)

THE SPACE OF MONOCULTURES: SOCIAL PATTERNING THROUGH URBAN DESIGN IN THE NETHERLANDS

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This paper examines the rise of urban 'monocultures', in the large scale organization of space in the Netherlands. Driven by property developers, the planning and urban design professions have adapted from social theory the notion of lifestyle, which is becoming the guiding principle in designing urban areas as 'monocultures'. For instance, housing neighborhoods are pre-designed for uniform subgroups of the population, assumed to have the same patterns of daily life (i.e. 'urban villagers', 'young climbers' and so on); which populations are then screened to fit into the given lifestyle categories of the built environment.

The paper traces the morphological developments in urban space at the periphery of Amsterdam, where such a development in isolated and uniform compartments is evident. It couples this with the parallel development of discourse in public administration, planning and urban design, to buttress the developments on the ground. Sources are topographical maps and photographic surveys of the study areas; as well as analysis - not limited to the study areas - of plan documents, of policy documents, and of the architectural press.

From the analysis, it appears that such a direct and mimetic association of lifestyle, and thus social group, to a given built environment has become the taken for granted assumption today. The argument is that it creates an environment of little long term social sustainability.

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SOCIAL NETWORKS IN THE URBAN DOG PARK

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The study of the movement of people has revealed that people choose amenities over any other reason to move to a particular place (Thompson, 1982). In the light of the study of amenities and reasons why people live where they do, we looked at what they enjoy about the places they go and their utilizing public space (Freedman, 1975; Sorkin, 1992). This study focuses in on one particularly highly frequented place of public interest, the dog park and its role in the urban fabric. For a framework of study, general parameters are established for estimating the overall role of parks in the lives of urban citizens. Of interest are possible ecological benefits to people from interacting with others and/or nature. If we can contain our needs for ecological interactions to urban parks, will we be able to encourage life in the city, and most importantly, reduce the desire for sprawl (Strauss, 1971). This study is a comparative case study consisting of participant observations and semi-structured interviews in a combined qualitative format (Burns 2000; Firestone, 1987; Goodwin, 1984; Jacob, 1988). The participants were asked for their level of familiarity of the parks, then to compare and contrast their experiences in the dog park to other parks. The amount of interactions between subjects were noted in addition to time spent and levels of satisfaction. Additional data was collected through rich field notes. The travel distances were computed in a GIS software for visual imaging and dispersion patterns.

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FROM HERE TO THERE: CHURCHES BRIDGING LOCAL TO GLOBAL

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Recent scholarship reflects attention to the social side of global economic liberalization. Because labor rarely enjoys the protection of transnational institutions, perseverance requires faith as well as informal survival strategies. This paper explores through qualitative research how evangelical churches function as institutions while articulating messages of hope.

Despite declines in mainline Protestant membership, immigrants enjoy a lively marketplace for faith (Finke et.al 1998). Entrepreneurial church leaders reframe adversity as other-worldly opportunity through individual salvation in a 'post-denominational' challenge to denominations (Miller 1998). Yet churches also function in this world to connect local neighborhoods to larger contexts - bonding diaspora community and bridging 'here' to 'there' through tradition. As nodes of social capital they have been underexamined (Putnam 2000).

Salvation and worldly engagement remain in tension in evangelical churches (Jelen 1989). How they balance this-worldly and other-worldly spheres - preparing members as spiritual beings, global citizens, and even community stakeholders - illuminates churches in an urban context as artifacts of this world. * Participation in local governance offers one view, and Los Angeles a case study. Local neighborhood councils invite

participation by defining 'stakeholder' without regard to citizenship and explicitly include congregations.

Observation suggests evangelical churches are not participating as expected. This paper presents semi-structured interviews with clergy (neighborhood council referrals) from evangelical churches balancing this-worldly concern and other-worldly faith to describe evangelical ministries in the North American context as complex institutions within the urban immigrant community, simultaneously networked and autonomous.

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GENTRIFICATION THROUGH NEIGHBORHOOD REDEVELOPMENT IN INNER-CITY BEIJING - A CASE STUDY OF JU-ER HUTONG

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The process of social restructuring is occurring through the redevelopment of 'old and dilapidated' neighborhoods in Beijing. It offers a unique and urgent context for studying gentrification as a process of social transformation, because of its transitional economy and an accelerated redevelopment process due to the 2008 Olympics. As a showcase won the UN Award, residents' mobility in Ju-er Hutong neighborhood offers evidences of gentrification process. Studying social changes is important because it will yield insights into the social consequences of urban redevelopment, and will help to inform policy and decision-making processes.

China's transitional economy is causing dramatic social restructuring. Scholars have identified inequities in income and housing (Logan, Bian 1999). Gentrification, as a form of inequity in accessing inner-city housing stock, has already aroused scholars' concern. It is used here as a broad concept for change in socio-economic composition and physical state of inner-city neighborhoods.

This proposed paper will evaluate gentrification process in the redeveloped Ju-er Hutong. It aims to understand how the larger social, cultural, political, and economic context influences the socio-economic restructuring. It will mainly rely on data from archival studies and field work, including interviews and household surveys.

The redevelopment has focused on being financially viable. Study shows that some social goals are being undermined by the growing real estate industry. Meanwhile, the attraction to foreign tenants is evident. The social transformation in Ju-er hutong shows that both sides of gentrification debate in western literatures, production-side (Smith 1979) and consumption-side (Jager 1986) are equally valid. More cases are planned toward the final dissertation research for a comprehensive understanding of gentrification in Beijing's context.

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THE GEOGRAPHIES OF TEMPORARY EMPLOYMENT: AN EXAMINATION OF LOW WAGE WORK AND THE PERSISTENCE OF POVERTY

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Mapping employment patterns permits a closer examination of the impact and importance of temporary employment agencies on restructuring local labor market segmentation. A study of the Detroit metropolitan area provides both the traditional model of work in a core "old economy" sector and the increasing introduction of "new economy" working relationships. This paper discusses the spatial components of the political economy in terms of employment contingency and the social dynamics of place and space.

Presenting quantitative data from a household survey and qualitative data based on site visits to a sample of temporary-help offices permits an exploration of the contingent geographies of temporary help agencies in Metro Detroit. This concept of contingent geographies provides a handle on the way a general process (the increased use of temporary workers) contributes to increased labor market segmentation through the emergence of place-based labor markets. Economic restructuring is a place-dependent process dependent upon, and in turn a determinant of, the social dynamics of agency temporary work in and beyond the city limits. Furthermore, this research renews a discussion of the nature of race and gender in the dynamics of labor market segmentation as traditional economies give way to knowledge based production processes.

PROMOTING SOCIAL CAPITAL AND SOCIAL INCLUSION BY ICT-BASED COMMUNITY NETWORKS: A NEW CHALLENGE FOR PARTICIPATIVE URBAN PLANNING IN DEVELOPING COUNTRIES

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In his trilogy on the information age Manuel Castells pointed out the organisation in networks as one of the most determinative features of modern society leading to a significant reorganisation of modern society, above all with regard to the economic sphere. This general tendency, however, contrasts with counter-tendencies of fragmentation and disorganisation that can be observed in the weaker sectors of society, on community or neighbourhood level, particularly in developing countries. In the Brazilian context of widespread social and digital exclusion "the rise of the network society" tends to reinforce social, political and economical exclusion, to weaken the social bonds on community level, and as a consequence, to weaken the role of common citizens in urban planning processes.

In this paper we try to demonstrate, from a theoretical perspective, the potential of ICT-based community networks as fundamental elements in participative urban planning processes able to promote the enhancement of social capital and social inclusion. The description of some initial Brazilian experiences regarding the use of the Internet as a tool of social inclusion and empowerment will serve for the concluding evaluation of the suitability of the approach for participative urban planning.

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BUILDING ON CAPABILITIES OF VICTIMS: DISASTER RECOVERY PROCESS IN THE CONTEXT OF HUMAN DEVELOPMENT (CASE OF GOLCUK, TURKEY)

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What is the significance of disaster victims' "capabilities" in the disaster recovery process? I propose to examine this question in my paper through a case study of the earthquake recovery process in Golcuk, the epicenter of Marmara earthquake that hit Turkey on August 17, 1999. Measuring 7.4 on the Richter scale, the earthquake claimed over 17,000 lives and was a major disaster for the northwest region of Turkey.

Drawing upon Amartya Sen's (1990, 1992, 1999) and Martha Nussbaum's (1995, 2000) capabilities approach, I hypothesize that (a) disaster stricken people are active agents with inherent capabilities that help them recover from disasters; thus, they are not passive victims; (b) capabilities of disaster victims have an intrinsic and instrumental role in the disaster recovery process; and (c) these inherent capabilities could be impaired or enhanced by external institutions, which are formal (e.g. constitutions, laws, regulations) and informal (e.g. sanctions, taboos, customs, traditions, and codes of conduct) rules devised by human beings (North 1990).

The principal goal of my research is to understand how planners and policy makers can utilize and expand capabilities of disaster victims in the disaster recovery process. Few studies have focused on the resilience and resourcefulness of disaster victims during disaster recovery. By adopting the capabilities approach, I situate disaster recovery within the larger context of "human development," which aims at creating an enabling environment for people to enhance their capabilities (UNDP 1990).

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ACCESS TO THE CITY: MUNICIPAL GOVERNANCE, LAND REGULATION, AND SOCIAL CHANGE UNDER PROGRESSIVE LEADERSHIP IN LATIN AMERICAN CITIES

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Relevance

Throughout Latin America municipal government has for the last ten or 15 years been at the forefront of social change, promoting access to the city. New efforts have received special attention in Brazil, where literally hundreds of cities, including the very largest, have elected reformist and socialist mayors and city councils, which have sometimes instituted far-reaching changes to draw the normally excluded lower classes into public discussion, to improve the balance of taxation and service delivery to benefit the poor, and to open to public view the budgetary and regulatory operations of government. In many countries municipal change has been stimulated by national-level pressures for decentralization, sometimes accompanied by large transfers of fiscal capacity to local governments, sometimes not. In part because such a high proportion of giant metropolitan populations live in precarious and "informal" conditions, typically on the distant periphery, discussions have often involved regularization and "legalization" of land ownership. As with decentralization, proposals and activities have come from the right and the left.

Data Sources

The data sources will be the round table participants themselves, both city and national officials and scholars, from several countries. We have made contact and found mutual interest with potential participants from Mexico, El Salvador, Chile, Peru, and Brazil, as well as France, the Netherlands, and the United States.

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- Martin Smolka directs the Latin American Program at the Lincoln Institute. Two upcoming seminars are on *Land and Building Taxation in Latin America* and *Large Scale Urban Redevelopment*. <http://www.lincolninst.edu/education/index.asp>
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EXPANDING THE PUBLIC SPHERE: CULTURAL ACTION AND THE CITY

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One of the most striking aspects of urban policy and urban research in recent decades has been the attention given to the role of culture in processes of urban development and regeneration. Much of this attention has focused on the capacity of cultural projects to contribute to the achievement of economic goals. But there has also been a growing recognition in some quarters that the significance of cultural policy is not limited to its economic effects. Cultural action also has the potential to play an important part in

overcoming social divides, fostering civic engagement and creating an expanded public sphere.

This is especially the case in a context of changing patterns of social and cultural diversity and inter-community conflict. The power of cultural action in this regard derives mainly from the work it can do in relation to shaping identities and creating contexts for communication.

The paper will start with a brief review of alternative discourses of urban cultural policy. It will then examine ideas by McGuigan and others on the role of culture in the formation of a more active and inclusive public sphere, and in creating areas for democratic expression and politics. In discussing these ideas it will draw on empirical research on recent European Capital of Culture bids by UK cities, and on initiatives in selected cities including Bristol and London.

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REDUCING INTRA-URBAN INEQUALITIES: A SPATIAL ANALYSIS OF ALLOCATION OF SOCIAL INVESTMENTS

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When economic development is not sufficient to improve the human development conditions of a population, attention needs to be directed to programs that can help improve education, health, and income. If the public agenda has no social equity goals and the market is left to operate freely, the degree of inequality among different regions and districts within municipalities may increase (Ravallion, 1997a b). Assuming that Brazil has experienced this limited level of economic growth, this paper will examine the human development conditions in the year 2000 in two municipalities in Brazil: São Paulo Municipality and Recife Municipality. The study will rely on GIS technology to provide the data integration platform for analyses using spatial econometrics. The main research objectives are to examine the level of intra-urban differences in human development in those two municipalities, and to determine the allocation of social investments that are used to influence it.

These analyses will be performed to answer the following questions: (i) are the districts from Recife equally provided with physical infrastructure when compared to districts from the São Paulo; (ii) is there a relationship between provision of physical infrastructure and the human development level in the analyzed districts; (iii) is the public allocation of investments contributing to reduce intra-urban inequalities; (iv) are the social programs implemented effectively and efficiently.

These findings will be reported at the municipal level, and will involve the Human Development Index (HDI), and other variables related to physical infrastructure and their location (e.g. education, health care, sewerage, and garbage collection). The HDI will be also associated with public investments for social programs. The social programs that this study will address are: Bolsa-Escola, Merenda Escolar, Bolsa-Alimentação and Saúde da Família.

A Confirmatory Spatial Data Analysis (CSDA) will be conducted to generate a typology based on the relationship between neighboring districts, and identification of complementary and competing neighbors. Using CSDA this paper will explore potential existence of spillover effects in/from particular districts from development in neighboring districts.

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LOCAL GOVERNMENT RESPONSE TO POPULATION DIVERSITY

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* One of the three people in this panel might not make the deadline (she is traveling internationally). They will try to submit their work late if that doesn't work out then, please consider my paper as an individual submission--thanks, stacy).

As the notion of community becomes less stable, homogenous and spatially bounded, new patterns of transnational migration, the idea of citizenship and role of community participation present local governments with new challenges, both theoretically and pragmatically, in creating and sustaining communities. Immigration, more specifically, remains one of the most volatile issues in U.S. cities, particularly in the Sunbelt. While immigration policy is widely understood as a federal level issue, the impacts of immigration are most noticeably experienced at the local level where communities (re)negotiate the meaning of space as part of today's new politics of belonging. Increasingly political action and regulation has focused on the impacts of immigration, particularly in places encountering disproportionate rates of Pacific Rim immigrant populations. Yet at the same time, little research exists on these multicultural communities. The following papers explore local government response to population change in California cities: Is Planning Inclusive? Immigration and Land-Use Regulation in Orange County, California by Stacy Harwood, University of Illinois, Urbana-Champaign; Neema Kudva, Cornell University; Defending The Homeland/Defending The Suburban Home: Whiteness, Local Governance, and Mexican Immigrants by Rigobert Rodriguez, University of Southern California

Suggested Discussant: Charlie Hoch, Leonie Sandercock or a discussant from the AESOP.

IS PLANNING INCLUSIVE? IMMIGRATION AND LAND-USE REGULATION IN ORANGE COUNTY, CALIFORNIA

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The recent waves of immigration from the Pacific Rim have forced planners to return to a long standing debate about the use of physical space in maintaining healthy communities. City and town planning regulations embody the evolution of many intellectual and social concerns. Land-use policies related to residential overcrowding, street vending, work centers and home temples, for example, while directly linked to concerns about health, safety and physical aesthetics, cannot be separated from social and cultural constructions of clean, healthy and safe built environments. The surge in local action around land-use is a key policy issue in urban planning since such local legislation directly influences the integration of immigrants into a local community--socially, politically and economically. The proposed paper address the lack of knowledge about local level "immigrant policy" by presenting a new evaluative framework for land-use regulation that assess whether local governments support visions of exclusion, assimilation and/or pluralism. The framework is applied to several cases draw from Orange County, California. The stories from Orange County provide a ripe starting ground for this emerging area of research because the region has been an important destination point and stepping stone for immigrants and legislative response to immigration has been at times vitriolic but always politically volatile. As a widely recognized region for political action aimed at immigration, Southern California provides lessons and clues for (in)effective strategies for coping with immigration. The conceptualization and analysis in this paper will consequently provide a framework in which to conduct future studies about the implications of local government policy and regulation. This project is significant because it represents a first step in clarifying immigration from a local government perspective, and characterizes the issues, strategies, and impacts of planning practices and regulation.

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PINNING DOWN SOCIAL CAPITAL

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This paper provides an overview of how social capital is defined in the community and economic development literature. Is social capital a thing that can be measured, is it a process, is it a collection of attitudes, or is it a measure of the number and quality of relationships? Does it adhere to communities or individuals or both? I include examples of how social capital is operationalized and measured in social science and policy research beginning with how the World Bank defines and measures it.

Whatever social capital is, there are those who think it is critical to community and economic development. Some argue that social capital is missing from lower-income communities and that is what perpetuates poverty. Does that depend on who defines and how one defines it? In that regard, what does it mean for the World Bank to have latched on to it as a development tool? Putnam(1993) argues that the absence of social capital damages democratic institutions and societies, but is it not true that social capital, like human or economic capital, can be used toward totalitarian ends? He also argues that there is a distinction between types of social capital that can be used either to broaden networks or reinforce insular social ties (Putnam, 2000). This ignores the possibility of a process that does both simultaneously.

These questions and more need to be addressed to develop a useful conceptualization of social capital. Otherwise, there is a risk of losing a useful meaning that is at once definable and measurable. This paper seeks to clarify the ways in which social capital has been defined and measured and suggest which ways provide a more useful conceptualization for policy implementation.

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THE 91 FREEWAY CORRIDOR: UNDERSTANDING THE COMPLEXITIES OF RACIAL AND ETHNIC DIVERSITY IN LOS ANGELES COUNTY

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The Last 40 years has seen the rapid emergence of diverse cities in the US that have come to replace the segregated cities so common in the 1960s and 70s. Social science research has today focused on new and varied levels of racial and ethnic diversity in cities that in many cases has resulted in proclamations of "the most diverse city." The research is usually anchored in large urban centers and can be characterized as statistically descriptive and comparative. With very few exceptions, this kind of statistical analysis ignores smaller municipalities within the urban matrix of racial and ethnic diversity and areas, or agglomerations, of equally diverse racial and ethnic mixing. The cities running alongside the 91 Artesia Freeway south and southeast of Downtown Los Angeles is one such agglomeration. Many of the cities located along the 91 Freeway corridor fit nicely into the new and varied definitions of what makes a city racially and ethnically diverse, but more importantly, these cities offer the opportunity to delve deeper into the data and further understand the complexities of racial and ethnic mixing within the urban landscape.

This paper will describe the racial and ethnic diversity found in an agglomeration of cities running along the 91 Freeway Corridor in Los Angeles County through analysis of US Census data from 1980, 1990, and 2000. By tracing how this agglomeration of cities, which is embedded in the landscape of a diverse urban center, has changed over the last 20 years this paper hopes to come to a more complex understanding of racial and ethnic diversity in cities today.

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RAISING ECONOMIC CAPITAL TO BUILD SOCIAL CAPITAL - THE CASE OF THE SHEFFIELD EMPLOYMENT BOND

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This paper draws upon a doctoral dissertation to be submitted autumn 2003. It explores an innovative attempt to raise economic capital & build social capital in a British city with marked spatial divisions & fractured institutional relationships. Launched in 1999 in the wake of major job losses in the steel industry, the Sheffield Employment Bond (SEB), echoes the thinking of 19th century philanthropy as well as current EU and UK policy emphasising the role of the social economy in neighbourhood renewal. The SEB raised finance by voluntary subscription at zero rates of interest, against the expectation of social returns. The money was invested through a network of third sector organisations to support jobs for the long term unemployed, whilst the participation of subscribers in the supported projects was encouraged to bridge between advantaged and disadvantaged communities. Based on interviews with supporters and beneficiaries, participant observation and comparative study, the research finds some empirical support for the existence and generation of social capital but identifies a number of impediments to the process of transforming it into sustainable economic development, such as low levels of trust; short issue-attention cycles; and the vulnerability of organisations built on informal relationships & networks, to monetary pressures & the power of established institutions. The research challenges the prevalent sectoral view of the social economy, derived from the rational economic paradigm, with a more holistic interpretation based on socio-economic theory, in which social capital interacts with economic capital in a continuum from voluntary association to free market activity. The paper concludes that the role of social enterprise in local economic development is more limited than perspectives from within the 'social-economy sector' suppose.

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WEAK TIES IN STRONG WELFARE STATES

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In his work on the decline of social capital in the American society Putnam (2000) divides the concept of social capital into two: bonding social capital and bridging social capital. The distinction between bonding and bridging social capital is first of all influenced by economic sociologist Mark Granovetter (1973), urban sociologist Xavier de Souza Briggs (1998) and Ross J. Gittel & Avis Vidal (1998) writing on the role of social capital in community building. In the article I will argue, that the distinction between bonding and bridging is a fruitful conceptual approach when it comes to understand the impact of networks and civil society on strong welfare states as they have evolved in the Nordic countries.

GLOBAL NEIGHBORHOODS IN A MAJORITY 'MINORITY' CITY: DEFINING BOUNDARIES AND COMMON INTERESTS

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New York City's status as a majority 'minority' city is reflected in many 'global' neighborhoods that exemplify the racial and ethnic diversity of the urban landscape in the 21st century and which have "no parallel in previous waves of immigration" (Foner 2000, 58). Spatially defined neighborhoods remain central to shaping local opportunity structures, resident life chances, and quality of daily lives (Wilson 1987, Galster, Metzger, Waite 1999). Although historic ethnic neighborhoods remain central ports of entry, the immigrant geography of NYC includes enclaves as well as numerous global

neighborhoods including Jackson Heights, Elmhurst, and Richmond Hill, Queens and Sunset Park, Brooklyn. These neighborhoods raise important questions regarding the spatial and social dimensions of an immigrant-driven urbanization, the incorporation process, and shaping of local opportunities, race and ethnic relations, and neighborhood quality.

This paper investigates how local community organizations mediate race and ethnic relations and engage in community definition and building. Immigrant enclaves are distinguished by dense informal networks and ethnic institutions. While bonding social capital supports ethnic solidarity, defining and advocating common interests in multi-ethnic, multi-racial contexts require institutions that engage in bridging social capital. This paper examines the social organization of global neighborhoods especially the role of non-profit organizations in promoting bonding and/or bridging social capital (Putnam 2000). In addition to ethnographic methods, I will build on a survey conducted last year that asked community stakeholders to define neighborhood boundaries and concerns.

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SUCCESS IN SLUM UPGRADATION: AN ANALYTICAL FRAMEWORK LINKING OUTCOMES AND INSTITUTIONAL STRUCTURE

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This paper proposes a new methodology and framework for analyzing the impacts, sustainability and scalability of slum upgrading projects. Earlier evaluations of slum upgradation processes have not given satisfactory answers as to why some work and others do not. These earlier evaluations have not conducted a rigorous analysis of a wide range of interventions across various institutional and policy environments to develop a best practice framework. This paper contributes to this literature by presenting a methodology for comparing upgradation approaches in South Asia. It further focuses on linking project success in terms of impacts, sustainability and scalability to the institutional structure and policy environment framing the intervention. Earlier conceptions of institutional structure have used a narrow framework; however, in this study we define institutional structure in a broader way to include five components: stakeholders, land policy, financing, organizational capacity/commitment for scale, and the extent of integration with city-wide networks. A greater understanding of the effects of institutional structures on upgradation outcomes will enable planners to recommend changes to institutional structures to improve implementation results and to adapt project implementation to existing structures in the short term, with the end result being improved livelihood security among the urban poor.

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FROM GLASGOW TO AMMAN HISTORIC CITIES, TOURISM AND THE SENSE OF CIVIC PRIDE

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The study is a comparative analysis of the tourism marketing policies and practices in Glasgow, Scotland and Amman, Jordan and the effects of this marketing on the local residents.

Planning for cultural tourism in urban settings is usually done indirectly either through the provision of infrastructure or through marketing the 'city' aiming at increasing tourism revenue. Overlooking residents' needs in planning for tourism results in a gap between the objectives and the impacts of tourism planning. The study focuses on the policies and practices of the public sector in tourism marketing and the effects of this marketing on residents' sense of civic pride through attempting to answer the question: How are the efforts for tourism marketing affecting the sense of civic pride of the residents of Amman and Glasgow?

The two cities share similarities in their demographic growth and with their residents' identification with them; they also share similar socio-economic challenges, although for different reasons: post industrialization for Glasgow and political instability for Amman. Both cities have been selected as capitals of culture. This offers a suitable framework for a comparative study that would offer insights for future action that considers the local residents in the process of planning for tourism.

The research methodology compares quantitative data from both cities, mainly official statistical data for demographic growth and for tourism growth, patterns and revenue. A survey on a non-random sample was used in Amman to assess residents' identification with the city and their level of participation in the cultural activities. Moreover, newspaper articles, websites and personal contacts were essential tools for data collection in both cities. Visual materials were used to analyze the branding and the image in the marketing media, while my personal experience in both cities as well as anthropological approaches were utilized in Amman's case.

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UNINTENDED EFFECTS OF SECURITY MEASURES IN RESIDENTIAL ENVIRONMENTS

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This study surveyed 518 residents of middle-class gated and ungated suburban communities in central California regarding their preferences for residential environments and examined whether various residential security measures affected perceptions of safety, beauty, and status. Residents were asked about their preference for three types of street layouts, whether they wanted to live in a gated or non-gated neighborhood, and to describe their ideal residential environment. In the survey, photographic simulation methods were used to isolate elements of security design. Subjects were asked to evaluate the images on semantic differentials using adjective pairs derived from the literature on aesthetic evaluation and perceptions of safety. In all questions, respondents seemed to prefer environments similar to their current residential environment. As expected, many of the security measures at the scale of individual residences had a negative effect on perceived attractiveness, safety, and even status. However, all street treatments designed to accentuate street entry had positive effects on these evaluations. It may be that these design elements help define a sense of territory at the street scale and may make a neighborhood feel more exclusive and hence higher status. The results indicate that the scale at which a security measure is implemented may play an important role in its effectiveness in reducing fear and may have other unintended effects.

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LOCAL GOVERNMENT RESPONSE TO POPULATION DIVERSITY

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* One of the three people in this panel might not make the deadline (she is traveling internationally). They will try to submit their work late if that doesn't work out then, please consider my paper as an individual submission--thanks, stacy).

As the notion of community becomes less stable, homogenous and spatially bounded, new patterns of transnational migration, the idea of citizenship and role of community participation present local governments with new challenges, both theoretically and pragmatically, in creating and sustaining communities. Immigration, more specifically, remains one of the most volatile issues in U.S. cities, particularly in the Sunbelt. While immigration policy is widely understood as a federal level issue, the impacts of immigration are most noticeably experienced at the local level where communities (re)negotiate the meaning of space as part of today's new politics of belonging. Increasingly political action and regulation has focused on the impacts of immigration, particularly in places encountering disproportionate rates of Pacific Rim immigrant populations. Yet at the same time, little research exists on these multicultural communities. The following papers explore local government response to population change in California cities: *Is Planning Inclusive? Immigration and Land-Use Regulation in Orange County, California* by Stacy Harwood, University of Illinois, Urbana-Champaign; *Neema Kudva, Cornell University*; *Defending The Homeland/Defending The Suburban Home: Whiteness, Local Governance, and Mexican Immigrants* by Rigobert Rodriguez, University of Southern California

Suggested Discussant: Charlie Hoch, Leonie Sandercock or a discussant from the AESOP.

ECOLOGICAL NETWORKING AND SOCIAL PATTERNING IN SICILY: HOW TO CONSTRUCT NEW ALLIANCES BETWEEN NATURE AND LOCAL COMMUNITIES?

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The institution of protected natural areas in Sicily is a process which, on one hand, has been going on through delays and obstacles and, on the other hand, can be considered an interesting and potentially innovative project/action to safeguard and exploit environmental resources, to educate and develop local communities, and create trust and civic capacity.

The paper will investigate this process by selecting appropriate case studies: plans, initiatives and policies for six Natural Reserve Areas, differing in size and characteristics, but all managed by the same agency - Legambiente - sticking to the same cultural and political approach. The aim is to address the following question: how can we put together environmental protection, local development, recognition/defence of the identity of places and communities, ecological and social patterning? The selected case studies all refer to the innovative policy of ecological networks and at the same time are an occasion to promote dialogue and cooperation with local communities. Participation, consensus building, community visioning, community-based environmental protection, capacity building and education are complex and controversial issues which, in our recent past, have already been only partially dealt with but which still require deeper consideration and efforts in such a 'marginal' context as Sicily. Starting from the analysis of the above-mentioned case studies, the paper will explore the most suitable practices and guidelines to develop community-based ecological actions and promote self-sustainable development within the 'frail' and complex interaction of ecological networking and social patterning.

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SAFEWALKS: INNER CITY GREENWAY CASE STUDY

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In 1989, I developed the concept of Safewalks or inner city greenways that facilitate safe and social passage to the midnight basketball game, the corner store, or school. The justification of this urban design concept arose because greenways were being created for white, affluent, already-recreating populations and there were scant design alternatives for the inner-city minority populations. Several articles were written about the concept, available on the web even in Chinese, and a Safewalk was created in Nashville, Tennessee.

With recent attention on urban form and physical activity in response to the rise in obesity, the paper will discuss the case study Safewalk in Nashville. Emphasis, though, will be placed on what did not work. This will be a single case study and, therefore, lack generalizability to other exemplars but lessons exist in the 10 years since Nashville's Safewalk creation. The individual paper will describe the: 1) concept; 2) creation and; 3) use of Nashville's Safewalk. The data will be collected through open-ended interviews with key individuals in Nashville and selected residents.

The Nashville Safewalk was built and is maintained by City Parks. The corridor travels along Shelby Avenue to Shelby Park, a traditional park with open space, a lake, and ball field. After creation of the corridor and installation of other signs, adjacent residents were asked if they would accept the gift of trees along the corridor; they declined, stating maintenance and leaf raking issues.

According to key individuals, the residents within the Shelby Avenue corridor never bought into the concept. No one thinks of the existing sidewalk as a Safewalk or greenway and the residents did not engage their children in using the corridor. The concept was deemed great but the project "fizzled." While Nashville has surpassed its goal of 10 miles of new greenways in 10 years, the Safewalk has not achieved the high use of the other area greenways.

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ON OFFER FROM COMMUNITY HOUSING GROUPS; SOCIAL CAPITAL IN PLANNING OF REGENERATION: THE CASE OF SUNDERLAND

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The author's PhD research is on 'The Role of Residents in Planning Housing Regeneration'. It is based on a case study of the Sunderland New Deal for Communities (NDC) Programme.

"What role do the residents want to play and how can this be achieved?"

This paper considers three housing groups that existed before the start of the regeneration programme. It brings out the dimensions in a 'citizen-led' planning process of neighbourhood regeneration. The residents' perception of themselves and of the other partners defines how they inform and contribute to the programme.

The 'Grounded Theory' approach is adopted with interviews and ethnography used to obtain qualitative data.

Findings cover past experiences, roles, the resources within the community and the expected benefits as perceived by the residents themselves. The challenges to the residents because of the formal structure of regeneration programmes are exposed. The author discusses the application of these findings to regeneration programmes and concludes with the contribution of this research to practice by suggesting ways to optimally tap community resources while supporting appropriate development strategies for the residents to take on the roles that are assumed of them so as to achieve the most favourable outcome.

KEY DATA SOURCES

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Qualitative data research with members of Peel Street Housing Co-operative; Moberly and Salem Street South (MASSS), a pressure group against demolition of their homes; and 3L's, a resident group comprising of social housing tenants and owner-occupiers.

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GENERATING INFORMATION ON QUALITY OF LIFE AND URBAN GROWTH: A UNITED STATES-EUROPEAN COMPARISON

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This paper presents comparative research aimed at generating information designed to inform public policy and regional planning in the Detroit region and in the Brabant region in The Netherlands. The impetus for the research is the Detroit Area Study (DAS), an annual regional survey. Over 4,000 respondents participated in the study in April-August 2001. Behavioral measures included residential mobility; social interaction; community participation; and recreation and travel. Attitudinal measures covered neighborhood quality, public services, and the environment, and sprawl.

Identical measures were obtained from Brabant respondents who participated in a national panel survey in the Netherlands. Nearly 400 telephone interviews were conducted in the Brabant province and produced data for policy makers covering four sub-regions of the province. Brabant Area Study (BAS) data also allow Dutch and U. S. researchers to explore several issues of theoretical importance to planners and social scientists from a cross-cultural perspective. Common issues are social capital, community cohesion and identity, residential satisfaction, environmental quality, travel behavior, and quality of community life.

The paper first describes DAS and BAS, discusses their similarities and differences, and then presents findings covering two issues central to both regions: quality of life and regional growth. Using the findings from both studies, relationships between the latter and the former are explored. Finally, the status of the two studies and uses of the information in both regions are discussed.

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MIXED FRUIT AND RESULTS? RADICAL RECONSTRUCTION EFFORTS, BUFFALO, NY

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In a 2001 paper, Taylor and Cole (2001) describe their strategies to "radically reconstruct the inner-city built environment" of Buffalo's Fruit Belt neighborhood. As a member of this team, I am proposing this paper as a critical reflection on the work we have undertaken to date.

The Fruit Belt is one of the poorest neighborhoods in the city and has suffered from decades of neglect. Taylor and Cole argue that this is based in structural racism and inequity. They call for significant investment to create a neighborhood more attractive homebuyers by improving the physical infrastructure and developing commercial and social facilities appropriate for employees in the adjacent medical campus. But they also appear wary of displacing the existing residents, the community that the plan purports to serve. By creating a cross class, multi-cultural community, the residents should be able to address the structural inequities that have damaged the neighborhood. While some authors attribute the perpetual poverty of neighborhoods to a lack of social capital (Lang 1998), this attempt to alter the demographic make-up aims to address this shortcoming. But questions remain about the type of civic engagement and social cohesion that will be present in this radically reconstructed social environment. And

little is being done to enhance existing social capital. As I review this work-in-progress, efforts are proceeding on two fronts: City Hall and the community. Involvement with local politicians has focused on creating funding mechanisms for the plan. Other attention is also needed, especially if we are to avoid the threat of gentrification. My major concerns are at the community level. The community is urged to pressure political representatives to implement this plan, and to monitor its progress. But little effort has been devoted to community organizing for these political goals, work that has benefited other efforts (Reardon 2000).

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THROUGH A CHILD'S EYES: COMMUNITY MAPPING IN NORTHEAST DETROIT

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The children of today will one day be entrusted with their nation's economic, political and social institutions and with the continued vitality of society. This is critical for all children but in particular, for urban children who often reside in communities that record high rates of poverty and crime, poor housing conditions, overcrowded schools and negative health factors. Families need assistance in finding supportive activities and resources that will enhance the well-being of their children. To develop an agenda that addresses these all-important issues, planners and policy makers need feedback from the standpoint of children and their parents/guardians. This investigation focuses on the northeast sector of Detroit, Michigan, a densely populated area with recorded social and economic demographics suggesting multiple barriers exist for the area's residents. The project deviates from what has been done in the past by examining the community from a child's perspective. The first step was to construct a comprehensive data base that included collecting and mapping various demographic data reported on children and families. Second, representatives from community organizations/agencies were interviewed regarding their perceptions of community from the standpoint of children and youth. Third, focus groups comprised of youth ages 10 - 14 years were conducted. Participants were asked a series of questions addressing safety, housing, social, physical, health, recreation, and community development issues. Finally, youth were given cameras and asked to take photographs highlighting positive and negative factors of their neighborhood. Preliminary research findings have been shared with community youth, children's agencies/organizations and city planners and policymakers. Ongoing work embodies the knowledge gained from this research while seeking to more explicitly link the field of children's policy research with neighborhood planning practice and its impact on the functioning and well-being of children and their families.

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REALISING SOCIAL CAPITAL BY SITUATING POWER AND TERRITORY: A NEW ZEALAND PLANNING CASE STUDY

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Following Bourdieu, the author presents a study of the conditions for realising public participation in Auckland, New Zealand. This paper proposes, after Howe and Langdon (2002), that planning practices can be valuably reconfigured using Bourdieu's concepts of 'social capital', 'habitus', and 'field' to better integrate power and territory. Moreover, social rupture or conflict exhibits an unappreciated capacity for galvanising and coevolving land use planning and civic participation. The driving force of tension might be positive (protecting heritage or environment) or negative, local (NIMBYism) or global (nuclear testing). It is submitted that the waxing and waning of civic engagement and reciprocity is more natural than any utopian expectation of perpetual democratic revolution. A reflexive use of social capital in planning processes should grapple with the (less)

virtuous aspects of normative and consensus-seeking imperatives of legitimacy. The strengths of planned strategic visions should be balanced with intuitive or practical wisdoms discovered in the impromptu moments of implementation. Thus, prudent planning sustains a civic commitment that is durable, effective and cultivates societal momentum. Ultimately, it appears opportune to persist in directing our planning attention to the reflexive and situated politics of civic engagement, and to promote continuous social learning in the region of governing mentalities and action.

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FROM CONFLICT TO TRUST, WAYS TO COLLECTIVELY BUILD UP SOCIAL CAPITAL IN LOCAL POLICIES

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Our society is increasingly characterised by uncertainty, flexibility, risk, loss of identity. In the face of such transformations, a way to ensure effectiveness for urban and local development policies is based on the idea of embeddedness: to more thoroughly embed policies within their social and territorial context, their very environment. In doing so, urban and local development policies use terms such as social capital, civiness, trust, and so on, letting us understand that they need very much to use as widely as possible different kind of common goods, moral resources that are often a by-product of social relations. The paper argues that if this is the policy context, it is possible, under certain conditions, to produce and reproduce moral resources like social capital through intentional policies, and that it is important that those resources circulate widely as a first requirement (they should not be considered as scarce resources, but the other way round: they tend to increase if/when they are used). We can mention different ways to produce and reproduce such resources: policies for the enhancement of social capital where it is already present (the case of industrial districts in Northern and Central Italy for instance); the difficult creation of social capital in situations characterised by indifference, weak economic development; and finally the habit to face innumerable conflicts that characterise Western democratic societies. This last point has been positively linked to good levels of social capital, but there are different kind of conflicts, and not all are a good base for the reproduction of social capital: while ethnic conflicts, or value conflicts, tend to destroy social links, distributional conflicts can have a good influence. Using empirical evidence from EU funded economic development policies in Southern Italy, the paper aims at more deeply explore the last two ways of reproduction of social capital and other common goods, trying to understand which kind of policies are more apt to activate latent resources in the different local contexts.

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SOCIAL CAPITAL AND LOCAL DEVELOPMENT POLICIES: A CASE STUDY FROM IRELAND

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My intervention will focus on the topic of "social capital", considered as the heritage of relational networks existing and produced within a social community. The concept will be analysed within the frame of local development processes: the social capital can be particularly considered as one of the decisive elements for the efficacy of policies aimed at the socio-economic development of disadvantaged communities. Peculiar attention will be given to the relation existing among the social capital of a community, its "collective" identity and the development policies implemented. Both the concepts of social capital and identity of a community are considered as evolving entities and not as static ones. Theoretical reflections will be done starting from the in the field study of the activity and the role of the South Kerry Development Partnership, that in the last ten years has been implementing many and diverse development policies in the South Kerry region, Ireland. The SKDP has increasingly assumed a referral role for the local community and the other public Bodies, it has become an actor of absolute

relevance within the arena of the local development policies, progressively building a considerable capital of professional skills, trust and relational networks within the local community. Some remarks will be also done on the theme of accompanying the building and the strengthening of the social capital of a local community.

The theme will be approached starting from both the in field study of empirical cases -in particular the Irish one- and the analysis of the disciplinary literature on local development and social capital.

The contents of this contribution are drawn from a PhD dissertation proposal not yet officially approved but already discussed with my supervisor, prof. Pierluigi Crosta (E-mail: monicap@luav.it)

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PLANNING, PUBLIC EDUCATION, & OPPORTUNITIES FOR SOCIAL-CAPITAL FORMATION IN THE URBAN CLASSROOM (& BEYOND)

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In the US, the public school long has been regarded as a vehicle for social "leveling" and economic mobility, a powerful mythic component of the American dream. In reality, unequal educational access reinforced by institutionalized racism and embedded assumptions about different categories of students has made the public-school classroom arguably one of the places that American social patterning forms most deeply. Despite periodic efforts to reduce the power of early advantage by compensatory forms of intervention, particularly in inner-city communities of color, public education is pivotal in the under-development of both individual and community capacity.

Planners and planning educators rarely have the professional opportunity to intervene or participate directly in the K-12 educational process, particularly in the American urban ghetto. However, the Metro-Paterson Academy for Communications and Technology (MPACT), a public high-school "academy" in Paterson NJ with a special focus on planning and design, community development, and information technology, is an experimental program that suggests that an urban planning and design curriculum can be a powerful tool for preparing young people from inner-city communities of color to become engaged, aware citizens as well as active agents in the planning and redevelopment of their distressed inner-city environments. While the program was not designed specifically as an exercise in social-capital formation, in retrospect social capital was an important topic both implicitly and explicitly because of the program's emphasis on institutional analysis as part of a communicative approach to the empowering of urban youth to become agents of change.

A complementary paper presented at ACSP 2002 offered a set of reflections on the authors' experience as teachers and institution-builders. This paper documents the voices of the MPACT students as they reflect on the nature of their own learning through the program's planning and design curriculum. It also inquires into students' own definitions and understanding of social capital and its relative presence (or absence) in their community, drawing preliminary conclusions about the impact of a communicative planning approach on their conceptions of themselves, their neighborhoods, and their city as dynamic sources of social capital.

DEFENDING THE HOMELAND/DEFENDING THE SUBURBAN HOME: WHITENESS, LOCAL GOVERNANCE, AND MEXICAN IMMIGRANTS IN ORANGE COUNTY, CA

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"Race" in the United States has functioned historically as a discourse that naturalizes and regulates a spatially articulated black-white spatial dichotomy, instantiated most prominently in the inner-city/suburban divide. As Mexican immigrants enter suburban spaces in greater numbers largely as flexible and cheap labor, they cross a racial social-spatial boundary that is arguably as regulated as the geo-political border separating Mexico and the United States.

This paper examines the how city governance networks discursively reconfigure "whiteness" in order to regulate the presence of Mexican immigrants in suburban spaces. Drawing from a comparison of two neighborhood planning efforts in Orange County, CA, that attempted to transform the physical landscape of areas where Mexican immigrants were a demographic majority, I trace how suburban whiteness regulates the presence of Mexican immigrants by conflating "defense of the homeland" with "defense of the suburban home," that is, the defense of the space of racial privilege. My analysis focuses on the crucial way that the "maintenance of an aesthetic order" (e.g., compatible uses, single family residential, etc.) serves as a discursive basis to transform the "blighted" spaces where Mexican immigrants reside. I suggest that city planning practices supporting the maintenance and regulation of a suburban aesthetic spatial order can function as a form of regulating (i.e., marginalizing, excluding) Mexican immigrants in suburban settings.

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THE ROLE OF SOCIAL CAPITAL IN SPATIAL PLANNING FOR RESOURCE MANAGEMENT

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Social capital has been much touted as a solution to the problems of building agreement on and joint commitment to environmental planning. The work of Elinor Ostrom on the management of natural resources has been particularly cited as demonstrating this potential of social capital. This work has also highlighted the value of social capital in combating the tendency to free-ride on environmental public goods. However, much of this work has concentrated on developing countries and on the development of social capital within civil society. In developed country contexts, relations between civil society and the public sector, and also within the public sector are also highly significant. One aim of the research presented in this paper is to extend the use of the social capital contexts in this way. It also seeks to use empirical research to test the value of social capital as a policy tool, hoping to balance the strong normative element in much of the existing literature. The paper will present preliminary findings of an Anglo-Norwegian research project investigating the potential of social capital in four resource management situations (three in Norway and one in England). As this three year project is still at an early stage, it will explore the theoretical framework for the extended use of social capital and the methodological issues involved in assessing the extent and impact of social capital. The four case studies will be outlined, with a view to establishing the key hypotheses for further detailed work.

PLANNING FOR GENDER EQUALITY FROM A SOUTHERN EUROPEAN PERSPECTIVE

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Planning for diversity in a context of increasingly complex societies has become one of the main themes of contemporary planning. Gender, as well as ethnicity, have joined class as significant factors of social differentiation with which contemporary planners have to deal. Although in academic circles planning for gender equity has reached, at least in the anglosaxon world, a recognition of its own, practice still has a long way to go. While the European Union has been setting in the last few years a legal framework which increasingly requires member states to introduce in all policy fields measures aimed at reducing inequality between men and women -the so called gender

mainstreaming-planning for gender equality remains often in practice a field either ignored or subject to tough political confrontation.

Gender issues have come to the forefront of political agendas in Spain as a result of the alarmingly low birthrate -among the lowest in the world-, the equally alarming extreme ageing of the population -after Japan the greatest in the world- and the great stress under which young couples manage their daily lives -due to the inexistence of facilities and infrastructure to facilitate conciliation of work and family in a country with one of the lowest rates of social spending in Europe. There is however great discussion as to the approach to be taken. This discussion is as yet more centered on models of the family and on what type of social policy best suits these alternative visions of the family, than on issues regarding the problem of gender inequality and on the physical and urban aspects of such policies.

This paper will center precisely on these two issues: the urban and spatial dimensions of gender inequality, and the specific planning approaches which are needed to solve the new forms of inequality arising in our cities as a result of changing gender roles. These approaches put in center stage gender and women rather than family. It will draw on empirical data based on the situation in Madrid and on a analysis of the international literature to set the Spanish case in context. It will use, as theoretical underpinnings, the concepts of new everyday life and of infrastructure for everyday life, introduced in the Scandinavian countries.

DISCOURSES OF "QUALITY OF RESIDENTIAL LIFE": A CASE STUDY OF SPATIAL AND GENDERED ASPECTS OF CITIZENSHIP

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Through a case study in a multiracial neighborhood of Los Angeles, this paper will explore the spatial and gendered aspects of citizenship as central to particular discourses about quality of residential life

Recently both public and private (dis)investments in local infrastructures of consumption like homeownership and schools have increased importance of neighborhoods for both better-off and poor people. Within these new uneven spatial developments of urban space, new local relations as conflicts and alliances among local activists emerge mostly around the "quality of residential life" (Harvey; Abu-Lughod; Logan and Molotch). Neighborhood activists develop discourses about quality of life to encourage communities for political action at locale. As communities develop as a potential basis for bonds of citizenship and civic culture, these discourses reveal gendered dimensions of community building (Dietz; Pateman; Bookman and Morgen).

The data for this study is collected through interviews with 40 members of 11 neighborhood associations, and 30 staff of local churches, development organizations, and schools in this neighborhood. I analyze these with classic and feminist arguments on citizenship, urban politics and urban space, and themes of community identification, political participation, and political action at local scale (Marshall; Pateman; Dietz). Moreover, I take gender to be a cultural code of representation, a way of structuring a social order by constructing categories of behavior and embodiment that are primarily, though not exclusively, connected to signs of sexual differences.

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EMPOWERING PARENTS AND BUILDING COMMUNITIES: THE ROLE OF SCHOOL-BASED COUNCILS IN EDUCATIONAL GOVERNANCE AND ACCOUNTABILITY

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This paper examines the impact of reforms for parent participation in school-based management (SBM) on community development through an analysis of case study evidence from Chicago, El Paso, Kentucky, and Hawaii. A number of school systems have recently adopted reforms for SBM, and have specifically mandated the formation of school-site councils (SSCs), which are usually composed of principals, teachers, parents and other community representatives. These councils often have significant authority in the areas of curriculum, personnel, budget, and extra-curricular activities. We hypothesize that participation in SSCs by parents and community representatives may enhance community development in several ways: parent participation may lead to schools providing services to community residents such as health care, counseling, or literacy assistance; participation may enhance leadership in communities by developing leadership skills among parents; collaborative decision-making may strengthen ties between schools and communities; SBM may lead to more appropriate curriculum and instruction, leading to improved educational achievement and reducing or reversing middle-class flight.

The case studies were developed based on an analysis of documents and reports regarding school reforms, and interviews with school administrators, policy-makers, academics, representatives of community organizations, and members of SSCs. We conclude that reforms for SBM can have a significant impact on community development where: SSCs are given significant budgetary and policy-making discretion; parents are elected by their peers and represent a majority of council members; and parent members of SSCs receive training and technical assistance from independent non-profit organizations working on issues of educational reform.

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THE CAPITAL OF WHOSE SOCIAL: WHAT IS IT THAT PLANNERS ARE TRYING TO BUILD ANYWAY?

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The current cache of social capital in planning literature and practice brings to light fundamental questions about just what we as planners mean by social cohesion and what norms are assumed to enable collective action. Much of the interest in efforts to produce social capital is premised on the belief that social cohesion is "critical for poverty alleviation and sustainable human and economic development" (World Bank, <http://www.worldbank.org/poverty/scapital/>). While not an objectionable premise, there is a potential tension between the social capital as a product (i.e. social cohesion) and the processes that are presumed to produce it, particularly when those trying to build social capital are positioned outside the community. Three specific concerns are raised and addressed in this panel:

- 1) The limited focus of efforts to build social capital only within poor communities. Not only does this position presume that it is lacking in poor communities based on the evidence of poverty, it also ignores the need to develop a more cohesive society by building "bridges" between communities that currently do not interact, even if they inhabit the same neighborhoods;
- 2) Much of the work on social capital talks about empowerment but does little to address power relations. Building within a framework that does not adequately challenge the systemic power structures that lessen the political and social status of some based on race, ethnicity, gender, sexual identity and class; because it frames the problem too narrowly it misses opportunities for real empowerment.
- 3) Efforts to build social capital need to be clear about what exactly is meant by cohesiveness, who defines the goals and vision of the collective, and how that is done. In this sense, the process is equally if not more important than the product.

While these concerns may appear an oversimplification of current conditions, we provide evidence through four papers that corroborate these points. Going beyond critique, each paper looks to provide some evidence of how planners can work to build cohesion between communities, bring the power relations to the fore and facilitate processes that are more democratic and participatory.

Participants: Sarah Coffin, Richard Milgrom, Lauren Heberle, Janet Smith

Moderator: Richard Milgrom

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(UN)EQUAL OPPORTUNITY HOUSING: TRANSFORMING PUBLIC HOUSING IN CHICAGO

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Chicago's public housing is being transformed. While constituting less than 4% of the housing stock, the scale of this change is striking with 51 high-rise buildings being demolished and replaced with mixed-income communities. This paper 1) situates the transformation plan in the racial and economic mix in the specific communities being affected and in the larger housing market of the region using US census data and 2) examines challenges and opportunities to maintain these new mixed-income communities and promote a more diverse region based on interviews with key actors working on this issue. While most research focuses on the mix within the site (i.e., how many public housing units, how many market rate, etc.), this paper focuses on the mix outside the site, to look more closely at efforts being made to "cut across" and work with different communities in the region. This includes fair housing advocates and religious groups trying to help open up communities, so that they are more receptive of public housing relocates and low-income renters in general. A key concern addressed in this paper is that while well-intentioned, many of these efforts are premised on the notion that poor people are a potential threat to stability and cohesion in the "receiver" communities, as evidenced by the language used to describe housing (e.g., attainable not affordable since that is equated with public housing) and discussion of the proportion of low-income renters a community is expected to "receive" and be "responsible" for. On this latter point, the paper situates Chicago in the current research and discussion of strategies to respond to NIMBYism (Galster et al 2003) and to prevent negative neighborhood change (Galster and Quercia 2000), as well as to promote mixed-income communities (Smith 2002, Turner, Popkin, Cunningham 2000, Brophy and Smith 1997, Schwartz and Tajbakhsh 1997). The conclusion discusses the potential and real effects of these strategies, which take a narrow path towards building social capital, one that restricts rather than expands opportunity in process and product as it concerns the poor residents that are supposedly the beneficiaries of these efforts.

NEGOTIATING SOCIAL INCLUSION IN THE CITY: LEARNING PLANNING PRACTICES FROM RACIALISED GROUPS IN TORONTO, CANADA

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Social planning practice has often sought the outcomes of promoting social inclusion and building the capacity of communities for civic engagement. The social inclusion literature has explored the role of factors such as poverty, gender, and disability that often have the effect of excluding individuals and groups from society. However, the perspectives of local grassroots planning organizations and racialised groups have so far been under-represented among those engaged in this exploration. Studies of the economic and structural inequalities experienced among racially diverse groups in Toronto, Canada have revealed the socio-economic polarization between a European majority and all other 'ethno-racial' groups. The burden has been placed on racialised communities to integrate into existing city planning processes and politics, rather than placing the onus on the planning and political systems to change so as to politically engage these communities.

This paper provides an examination of the practice of social planning and perspectives on social inclusion among three local planning organizations representing groups of South Asian, Chinese and Latino communities in Toronto, Canada. Through this examination, I argue that current conceptualizations of social inclusion do not clearly consider how social inclusion can be democratically constructed and implemented in planning practice. I argue that negotiation among individuals, planning groups, and the city's governance and institutional structures should be considered in the process of building an inclusive city.

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SPATIAL SEGREGATION AND CHANGING PATTERNS IN SOUTHERN CALIFORNIA

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Spatial segregation is a social phenomena triggered by individual preference or discrimination. This individual preference/discrimination is expressed in two forms: one is the market preference/discrimination, and the other is the government discrimination. The paper analyzes both forms but with emphasis on market preference/discrimination. Market preference/discrimination is the differentiation behavior performed by market participants, which can be either individual buyers/sellers or market institutions such as real estate companies, community committees. With the analysis of market preference/discrimination from demand side and supply side, the paper thinks that discrimination from market participants is mainly caused by history or dominant customs and the way of people using the group characteristics as a proxy for individuals. As a policy suggestion, without recognition of the role that history and custom are playing in the market discrimination, the conventional efforts in prohibiting discrimination from supply side might not be efficient. More effort has to come from the government in the form of education to change the bias.

The case study taken up for developing a frame of reference for spatial discrimination/segregation in this paper is the southern California region in the U.S.A, consisting of Los Angeles, Orange, Riverside and Ventura Counties. The data used is the 1990 and 2000 U.S. decennial census at individual tract level. Because of the lack of information, the study does not present a separate measurement for market and government discrimination. However, by acknowledging legal prohibition of discrimination, this study shows that market discrimination is playing a role in shaping spatial segregation pattern in these four counties. The analysis also indicates that the spatial segregation pattern has undergone a structural change and the occupational segregation has emerged as a new pattern. At the same time, racial segregation for Asian and Hispanic groups has become intensified in the last decade and is accompanied with urban sprawl.

(paper has no relationship with the dissertation)

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INTERPRETATIONS OF PLACE AND TERRITORY IN AFRICAN CITIES: IMPLICATIONS FOR FORMAL PLANNING SYSTEMS

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Certain approaches to planning currently prominent in the international literature, including collaborative planning and those that argue for sensitivity to multiculturalism, tend to be based on a number of assumptions that do not always hold in the cities of Africa. In particular they are based on assumptions regarding commitment to place and territory, and the ability of formal agreements to regularise and enforce such commitment. In a context characterised by high levels of personal fluidity and mobility, by the need to continually create and maintain social networks which can span considerable distances, and by the often shifting and strategic use of identity, such assumptions require re-examination. Such characteristics are frequently a response to the need to survive under conditions of economic marginalisation, social conflict and violence, and they are unlikely to disappear even in the longer term. They pose particular difficulties for planners (and other agents of government) who see their task as that of extending and maintaining the grid of formalised "development" across urban

space. The paper draws on a case study of community resistance to a recent housing project in Crossroads, Cape Town, in which competing rationalities emerged to demonstrate the significant gap between notions of development and citizenship held by formal authorities and those held by local resistance groupings. Formal planning and development assumptions regarding citizenship, divisions between state and civil society, and commitment to territory and land ownership, were all brought into question during this series of events. The paper concludes that, as planners, we must treat homogenised and universalised concepts of development with caution, and make far greater efforts to understand processes of cultural "translation" which takes place in rapidly changing and urbanising areas. It points to the need for planners to develop new theoretical frameworks which are more context-sensitive and more open to the multiple realities experienced by the inhabitants of African cities.

Track 7
Housing and
community
development
(Fannie Mae
Foundation
Track)

IMPROVING HOUSING CHOICE AND AFFORDABILITY OF LOW-INCOME FAMILIES IN US CITIES THROUGH ECONOMIC SELF-SUFFICIENCY

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Family Self-Sufficiency (FSS) programs are designed to help low-income families receiving housing assistance to become economically self-sufficient. Economically self-sufficient families could relocate in the private housing market. The Department of Housing and Urban Development (HUD) helped set up FSS programs and continues to support them. In 1999, there were 1400 such programs in operation all over the country.

Very few studies have attempted to assess the benefits from such programs and most of them examine only income changes in program graduates. This research examines whether FSS program graduates find affordable housing in the private housing market and attempts to answer the following questions:

- Do FSS program graduates find affordable rental or ownership housing in the private sector upon moving out of public or assisted housing?
- Do FSS program graduates find ownership or rental housing in the private sector in dispersed locations away from spatial concentrations of poverty?

The research focuses on the graduates of two FSS programs that maintain detailed demographic information on participant families. This data is used in a pre-test/post-test quasi-experimental research design with control groups using regression techniques. The unit of analysis is the family. The findings of this study would help HUD, local housing authorities and other agencies that operate or support FSS programs to improve program benefits.

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THE CHANGING INSTITUTIONAL LANDSCAPE OF CENTRAL CITY MORTGAGE MARKETS

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A number of developments over the last decade have affirmed the importance of 'historically underserved' mortgage markets as a research and public policy domain. First, a wave of mergers, acquisitions and 'financial modernization' has transformed the financial sector, raising concern that financial capital has become 'unrooted' and integrated into an increasingly global marketplace where investments are held to new standards of risk and liquidity (Dymski 1999). Second, a relative surge of lending in central cities through the 1990s promises a reversal of decades of disinvestment, following a transformation of lending practices from 'redlining' to 'tapping underserved markets' (Listokin and Wylie 2000). Addressing the 'social efficiency' of these changes requires researchers to sort out a variety of institutional processes unfolding at different scales, including financial modernization, community reinvestment politics and a complex and contradictory regulatory and policy environment. This paper argues that the position of 'socially desirable' investments at the fringes of credit markets - lending for low-income homebuyers and affordable rental housing - is contingent upon the local resolution of these broader conflicting pressures. Using evidence gathered from the author's dissertation research [Dissertation advisor: David Listokin, listokin@rci.rutgers.edu] in Chicago and Philadelphia, this paper probes how different institutional arrangements and strategies - local financial structures - have contributed to the variability of credit market outcomes for historically underserved markets. I believe this research will have important implications for how we interpret the opportunity structures available to central city residents, the development paths open to neighborhoods, and the regulatory and policy environments necessary to expand credit access.

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ASSESSING THE QUALITY OF LIFE IN A NEIGHBOURHOOD: A RELATIONAL APPROACH

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The quality of life in a neighbourhood is often determined not only by the housing environment and physical amenities in the neighbourhood but also by the resident's perception of his or her relationships in social networks and the sense of attachment to the neighbourhood. This paper describes these relationships and sense of attachment as intimacy and the sense of belonging embedded in a neighbourhood. Wellman (1988, 1992, 1996) has shown that the type and the strength of social networks are not necessarily spatially confined; hence, the perception of intimacy and the sense of belonging may extend beyond a neighbourhood into a broader definition of community. These ties may be loosely or tightly knit and contribute to the general well-being of a community. This paper expands on Wellman's studies and explores how social capital is accumulated from external networks, and how it flows back and adds to the quality of life within a neighbourhood. That is, how do external networks affect the quality of life within a neighbourhood? The first part of this study adopts an agency perspective to define neighbourhood by a resident's perception of intimacy and the sense of belonging. Thus, neighbourhoods are treated as fluid instead of fixed entities. The paper spatializes Wellman's Social Networks Project data of Toronto to categorize the type and empirically measure the intensity of intimacy (number of respondents is 33 and the total number of observations in the network is 599, 1977-1979). In the second part, the study explores how the resident's perception of intimacy and the sense of belonging are reflected in the physical housing environment of a neighbourhood. This part of the study complements Wellman's database by combining it with the census information and using GIS techniques to examine the spatial component of networks. The quality of life in a neighbourhood is thus an outcome of the social capital built within and outside the spatial boundary of a neighbourhood.

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COMMUNITY ARCHITECTURE VERSUS SPECULATIVE HOUSING: THE DILEMMA OF RENEWING POSTWAR HOUSING ESTATES IN THE NETHERLANDS

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This paper addresses the effects of neighborhood renewal on everyday life, in postwar estates of mass housing. The question is: does renewal, as practiced today, help or hinder community development - especially integration?

To answer, three estates have been chosen as case areas. All are in Amsterdam's belt of postwar housing; all are undergoing renewal at present; and all have some proportion of ethnic minorities, as well as ethnic Dutch.

For each of the areas, recent urban plans have been analyzed, as well as statistical data sets for the population. Qualitative interviews have been carried out with residents living in renewed areas, as well as with residents still living in their old housing.

The finding is that many older residents of estates depend on a wider community, with a securing role in their daily lives. There are, furthermore, specific spatial needs, some of which are proper to ethnic minorities. Moreover, a sense of security in the own community helps rather than hinders the integration of minorities into the mainstream. However, renewal operations as carried out today do not provide for these spatial needs in their design. Furthermore, they tend to displace the poorer residents to other areas, breaking up communities. Thus public policy aims (integration, community development) are defeated by speculatively driven neighborhood renewal. The paper closes with discussion points on why planning needs to help reconcile the aims of the housing market with those of public policy.

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WELFARE USAGE AND GEOGRAPHIC ACCESS TO EMPLOYMENT: A CROSS-COUNTY COMPARISON

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Numerous studies show that the spatial mismatch is still relevant for central city residents who remain isolated from employment opportunities increasingly located outside of the traditional urban core. However, the spatial mismatch may be a less significant employment barrier in smaller, more compact metropolitan areas where less distance is involved.

Previous studies show that welfare recipients also face a spatial mismatch between their residential locations and employment opportunities. However, these studies tend to focus on major metropolitan areas such as Detroit and Los Angeles. In this study we examine the relationship between geographic access to employment and welfare usage rates across 15, diverse California counties controlling for other factors that influence welfare usage.

To conduct this analysis we use geocoded welfare administrative data for California as well as U.S. census data, and employment data from the American Business Information. To measure spatial access to employment we apply a modified gravity model in which we estimate the number of potential jobs that low-income workers can reach within a certain distance of their residences accounting for the competition for those jobs. We use this measure in a regression model in which we predict welfare usage rates (the ratio of welfare recipients to the low-educated population by census tract) controlling for other factors.

The model results show that for all but two counties, geographic access to employment is significantly associated with lower welfare usage rates. In both the San Francisco-Bay Area and Southern California, the job access term is highly significant and negatively associated with welfare usage rates. For the other counties, the negative relationship remains, however the significance and magnitude of the job access term varies. The findings show that the spatial mismatch hypothesis may be less relevant in smaller, more compact urban areas. However, the results also show that in most California urban areas, welfare recipients may benefit from programs to improve their geographic access to jobs. In these counties, housing mobility programs, economic development programs, and improved transportation services may help welfare recipients achieve economic self-sufficiency.

DILEMMAS FACING COMMUNITY DEVELOPMENT CORPORATIONS IN THE U.S.

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Community Development Corporations, or CDCs, are nonprofit organizations that produce and rehabilitate housing for low-income households and are a key component of the U.S.'s social housing sector. With public housing in disfavor and without funding for new public housing production, CDCs are looked to as one of the prime vehicles for meeting affordable housing needs. However, given the range of serious housing problems and dilemmas facing these groups, the ability of CDCs to continue to produce and maintain housing may be threatened. After briefly reviewing some of the key challenges facing CDCs, it will explore the two central questions of the paper: 1) What are the key organizational, contextual, and programmatic dilemmas facing CDCs? 2)

How can CDCs, the public sector, and the local and national nonprofit organizations that support their operations work towards resolving these dilemmas? To answer the first question, ten dilemmas will be presented, along with empirical examples based on case studies of CDCs done by the authors as part of research projects completed over the past few years. In addressing the second question, the paper will conclude with a series of recommendations. Although an exploration into the non-U.S. experience is beyond the scope of this paper, it raises the question of the extent to which these dilemmas are also being encountered by European nonprofits.

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NEW URBAN AND STANDARD SUBURBAN SUBDIVISIONS: EVALUATING PSYCHOLOGICAL AND SOCIAL GOALS

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After presenting a conceptual model of how New Urbanist neighborhoods are expected to relate to resident experience (Leccese & McCormack, 1999), resident reactions to a New Urbanist ("NU") and a more standard suburban ("Sub") sub-division were assessed. NU had gridded streets, smaller lots, front porches, and back alleys with accessory apartments over detached garages; Sub lacked these and had cul-de-sacs and 47% larger lots (Brown & Cropper, 2001). After controlling for two important social/demographic variables (length of residence and moving to the subdivision to be near family or friends), NU and Sub residents had reported similar levels of sense of community, which does not confirm NU claims. However, in support of NU claims, NU residents reported more neighboring behaviors, outdoor use, and more positive reactions to alleys and apartments. Sub residents were more satisfied with their larger front yard setbacks and front-loaded attached garages. Design and management improvements from other places were suggested as crucial to New Urbanist ideals generally and to alleviate this site's complaints about the rental apartment appearances and too many cars in the alleys.

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REGENERATING COMMUNITIES FROM THE TOP: CAN LOCAL AUTHORITIES IMPOSE COMMUNITY BASED HOUSING ORGANISATIONS?

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The large scale voluntary transfer of public housing stock has become a cornerstone of regeneration policy in the UK. Early models of transfer adopted common UK housing

association organisational structures. Latterly, other organisational models of transfer have developed. The Welsh Assembly Government supports a "community mutual" model - requiring the full participation of tenants in the ownership and management of the organisation and its engagement in the physical, social and economic development of the wider community (Gaskell, 2002, Morris and Rowlands, 2002, WAG, 2002). Implicit is the need to involve tenants and communities in identifying both problems to be tackled and possible solutions. Despite a growing concern during the 1990's to involve local communities in regeneration initiatives, earlier research has shown little evidence of successful integration of local communities into the policy process (Taylor 2000).

This paper uses a case study of the first Welsh local authority which has announced its intention to adopt the 'community mutual' model of transfer as part of a wide-scale community regeneration project. It explores the inter-relationships between politicians, officers and tenants and residents. Paradoxically, despite a long history of poor housing service delivery, the drive for change has come from housing officers, along with some local politicians, rather than from the tenants themselves. As tenant involvement is at the core of the community mutual ideal, can such a radical change be implemented without wholehearted support at a grass-roots level? The paper will examine the development of the housing stock transfer process in this Authority and consider the prospects of implementation, in the light of criteria which might be considered necessary for success.

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ISRAELI PALESTINIANS AND ISRAELI JEWS LIVING TOGETHER: A CASE STUDY IN NAZARETH ELIT

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Out of 6.5 million Israeli citizens, 80% are Jews and most of the others are Palestinian Arabs. The majority of Arabs live in Arab towns and villages in Israel and the others in a few old mixed towns, including Jerusalem, Haifa, Acre and others. Gradually, Arabs are also entering Jewish "new towns" (a' la the British term). We selected one of them - Nazareth Elit (NE) - as a test case. In 2000, 44,000 persons lived in this town, about 10% of them Arabs.

Jews and Palestinians are deeply engaged in a political conflict, which also has cultural and economic aspects. The research questions were related to the dominance of this conflict in day-to-day urban life in NE, including internal migration decisions, local spatial behavior and attitudes towards others in the locality. The research analyzes only the Arab point of view, based on 200 interviews with heads of Arab households, conducted at their homes, in Arabic, by an Arab student (the second author of this paper), in early 2000.

The Jewish new town of NE is located next to the old Arab city of Nazareth. Arabs started moving into NE soon after its establishment in the mid 1950s. We found that 75% of the interviewees moved from old Nazareth and most of the others came from close-by Arab villages; 76% were Christians and the others - Muslims; their distribution by level of education was relatively high and very similar to Jews in NE. Most (90%) of the interviewees said that they were not discriminated against when they came to search for a home in NE. They tended to live not only in ethnically mixed neighborhoods but also in ethnically mixed apartment buildings, which have been mixed and stable for decades. A great majority (95%) supported the statements that Arabs and Jews should live together in mixed towns, neighborhoods and buildings. About 70% said that they had Jewish friends. Three quarters of the interviewees were satisfied with living in NE; 76% saw it as their permanent place of living and only 5% said it was just a temporary housing solution.

Based on the relevant literature, the paper proposes plausible explanations to the findings in NE. It ends with a discussion of implications to urban planning, including the concepts of the "penetrating group" and the "tipping point" in socially mixed neighborhoods.

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HOUSING AND URBAN SPRAWL IN BRITAIN: A CASE STUDY OF MERSEYSIDE

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This paper is one of a series being written as a contribution to the Urban Sprawl in Europe project funded under framework 5 of the European Commission's research programme (other contribution cities include Stockholm, Leipzig and Athens). The focus of the paper is sprawl and re-urbanisation in the provision of housing. The paper explores previous definitions and theories of urban sprawl and begins to explore the dynamics underlying the processes that cause urban areas to sprawl. Much of the existing literature on urban sprawl emanates from North America. This study reviews this material from a European perspective. Whereas many previous studies have defined sprawl in terms of descriptive characteristics, this paper proposes a definition of sprawl as a process and provides a theoretical model of this process based upon the trade-off model of urban land use change. This definition is then operationalised and tested through empirical studies of the changing location of housing demand and development in Merseyside - a large conurbation in North West England. The findings of the study reveal that whilst housing development continues to sprawl, the rate of sprawl is declining as planning and regeneration policies begin to have a positive effect on re-urbanisation. The implications of these findings for the creation of more compact and sustainable cities are considered in the conclusions.

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COMPARING INTERNATIONAL TAX INCENTIVES FOR HOUSING

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Tax treatment is one in a multitude of policies used by governments to provide incentives or discouragement of a particular activity. Housing receives tax incentives in many forms and in many countries. Tax incentives are typically a part of broad housing policy that also includes direct housing subsidies and housing finance enhancements. Housing policies are sometimes targeted to specific populations and support a particular tenure. Some incentives are not unique to housing but are targeted to a limited set of goods and services deemed essential or superior.

This paper briefly reviews national tax incentives available in 12 countries. The data were collected based on a survey of members of the International Housing Association, additional information came from government websites and the limited literature on the topic. The article is divided into five sections. The first presents some housing statistics for each country. The second section delineates the various categories of incentive mechanisms, the beneficiaries and some disincentives built into the various countries' tax systems. The remaining sections compare the many tax incentives available for housing through producers (builders, developers), consumers (owners and renters) and housing operators (landlords).

The final section considers some of the policy implications for the various players in the housing market and the tax disincentives that may inhibit more housing production. We find that tax incentives overwhelmingly favor housing consumers over producers or operators. The paper argues that because of low administrative costs, tax incentives can be an additional means of encouraging more affordable housing production for developers and housing operators.

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VALUING QUALITY OF LIFE: DIFFERENCES BETWEEN RENTERS AND HOMEOWNERS

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City planning efforts often strive to preserve open space, alleviate traffic congestion, improve air quality, reduce crime rates and create jobs. Regional action aimed at preserving and enhancing quality of life (QOL) operates under the assumption that residents value such goals. Which QOL factors matter most to residents? To what extent does valuation differ by homeownership status? This paper examines the difference in capitalization rates of regional amenities in the housing market by homeownership status.

Implicit prices for urban amenities are derived for homeowners and renters. Using individual-level data from the 1980 and 1990 Census of Population and Housing (1% PUMS) merged with metropolitan-level economic, social and environmental factors, hedonic rent equations are estimated to derive the value of QOL factors for 257 metropolitan areas in the United States by homeownership status.

We currently know very little about how renters and homeowners value the urban environment. In this paper, renters and homeowners are hypothesized to value the urban environment quite differently. Renters are mobile and can be viewed as less engaged in their community. As such, the rental housing market may be much more sensitive to shifts in regional quality of life. A decrease in QOL may prompt renters to relocate to a more desirable location, and thus cause rental rates to fall quickly. Homeowners are thought to be more stable residents with a stake in their community, since homeownership represents a large investment and asset for most households. The health and vitality of a community can directly affect the welfare of homeowners through the appreciation of land and housing values. Hence, the success of community development programs is expected to differ depending on the share of local residents who are homeowners.

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RECENT CHANGE IN HOUSING PROVISION AND PLANNING SYSTEMS

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With the decline of social housing programmes in recent years, housing supply for owner-occupation has become more important in all countries in Europe and N. America. My argument is that this means that increasingly for governments, 'planning' policy for the use and development of land has become a central mechanism to ensure satisfactory housing policy outcomes (in terms of building for owner-occupation). In this sense housing policy has become part of planning policy.

One recent analysis (Barlow and Durcan 1994) has suggested that there is a broad relationship between the nature of welfare state regimes and intervention in housing promotion and production and that different states have evolved distinctive roles for their planning systems in identifying and releasing land for housing development. This historical legacy provides different starting points for recent trends in different states. But we know very little about how this transition has been played out, how both housing promotion and production processes have changed, what the obstacles have been to this transition and what the impact has been on planning policy, both in terms of the form and content of plans, and other land development policies (grants, subsidies, taxation etc) pursued by central and local governments in different countries.

There seems to be no formal network of scholars with an interest in these topics (though undoubtedly much interest exists) and one of the aims of the informal round table discussion would be to identify a group of researchers and practitioners in different countries who would be interested in participating in comparative research in this area. I would write an introductory paper setting out my argument in more detail drawing on experience in Britain. This would be circulated to those who submit abstracts to this Track, in advance of the Congress, inviting them also to participate in this discussion session by giving a short informal presentation on trends and processes in their home country. Contributions would thus be invited from both practitioners and academics in countries with different housing and planning traditions.

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EXAMINING NEIGHBORHOOD DYNAMICS: IDENTIFYING THRESHOLD STABILITY

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The dynamic stability of neighborhood processes has not been investigated, aside from work on racial tipping. This examines empirically a number of neighborhood quality-of-life indicators to determine whether they evince stable or unstable patterns. Stable indicators are those which, when altered by some external, non-recurring force, tend to gravitate toward their original, pre-incident values, all else equal. Indicators may exhibit stability over some range of values then become unstable past a certain critical value, or threshold point.

Administrative and home sales data for Cleveland, Ohio census tracts, available annually from 1993-1999, was analyzed. Indicators included rates of: tax delinquency, low birth weight, teens giving birth, property crime, violent crime, housing sale transactions, and median value for housing sales.

Instability was assessed by regressing each indicator on its value in the previous year, using time series-cross sectional procedures that included tests for nonlinearity involving quadratic and spline specifications.

Some of the indicators displayed stable dynamics, but housing sales transactions, violent crime rate, and tax delinquency rate proved unstable past their respective threshold points. These indicators displayed properties of "threshold instability," i.e., fluctuations caused by outside forces led to destabilizing changes only when they pushed indicators past their threshold point.

This work contributes to the literature on predicting neighborhood change and targeting programmatic interventions. It highlights particular indicators that, past their threshold instability points, pinpoint special intervention by planners to prevent situations from progressively spiraling out of control.

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HAVANA: PLANNING, SUSTAINABLE DEVELOPMENT AND PRESERVATION

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This paper will examine the dramatic redevelopment of Old Havana over the past ten years. Havana remains one of the last bastions of socialism and we will examine how redevelopment in old Havana has impacted housing, jobs, preservation and planning. While noting some of the successes of this program, we also show some of the mistakes as well.

Note: Dr. Gilderbloom, the author, has been to Cuba 25 times to lead educational programs covering preservation, planning, housing and ecology.

TRANSFORMING COMMUNITY ORGANIZATIONS THROUGH CAPACITY BUILDING

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I propose a paper on understanding the process of building capacity among CDCs and other community-based nonprofits. I will further develop a definition of capacity (drawing from previous work) and measure the levels of capacity among a group of CDCs that were supported under the Ford Foundation's Community Development

Partnership Strategy during the 1980s and 1990s. Further, I will draw from a recent analysis of the human capital development initiative to examine attempts to increase this element of capacity among CDCs. Finally I will explore research that I have been doing with a large network of community organizing groups to help them build community power among poor people in the U.S. Southwest.

GEOGRAPHIC AND SOCIAL DISTANCE IN MOBILITY PROGRAMS: THE ROLE OF SPATIAL MISMATCH AND SOCIAL CAPITAL IN EMPLOYMENT OUTCOMES.

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Residential mobility programs aim to move poor households out of poor neighborhoods in order to improve their living conditions. Among the potential benefits to participating families is greater levels of employment as a result of the move. If such impacts occur, however, it is not always clear whether the reason is because the move has corrected the problem of spatial mismatch (that is, brought the family members to closer proximity of jobs), or corrected problems of social capital (i.e., the lack of role models, or the restricted or redundant social networks) that exist in poor neighborhoods. Using data from a mobility program in Minneapolis, the authors examine these issues by determining whether changes in employment status for mobility participants was more associated with the geographic distance of the move or the social distance of the move. Social distance is defined as the degree of change in the socio-economic characteristics of the participants' neighborhoods.

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NETWORKING SELF-SUFFICIENCY AMONG REGIONAL HOUSING ORGANIZATIONS

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The value of interorganizational collaboration to programs aiming to promote economic self-sufficiency among low-income families is well established. An equally prominent strategy directs families beyond the inner-city to tap regional resources and diverse social networks. Yet organizations operating such programs often lack widely spread connections with potential partners. This paper explores how interorganizational collaboration works with geographically dispersed clients and social service systems extending over multiple localities.

HUD's Family Self-Sufficiency program as implemented by eight regional nonprofit housing agencies in Massachusetts embraces this combined approach; practitioners connect housing voucher recipients with services throughout their regions. Comparative analysis of network data from interviews, group discussions, and administrative data on each region informs the analysis.

Findings suggest that practitioners of tenant-based self-sufficiency programs can cultivate relationships on the regional level. Two regional factors help explain the number of interorganizational ties per agency and the ways these ties add value for clients and the program overall: *density*, the dispersion of providers in relation to one another and to participants' residences and *cohesion*, the availability of forums where providers convene to exchange information, coordinate activities, and collaborate on programs. The degree of home agency support for the self-sufficiency agenda is an additional explanatory factor.

Findings extend theories about the interplay of geographic and organizational conditions fostering inter-agency networks and offer practical lessons for policy and practice about linking housing and social services in a regional context.

The proposed paper draws from a dissertation being completed under the supervision of Langley Keyes. It builds on findings presented at the ACSP 2002 conference.

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IMPLEMENTING THE RIGHT TO HOUSING IN FRANCE

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Most Anglo-American discussions of the right to housing focus on the principle, on the legal implications and on the broad arguments for and against. Critics argue that the right to housing is a distraction from the processes that keep people in poverty. The supporters, in contrast, argue that the right to housing is a declaration of public responsibility; is likely to help people in need and is an extension of other basic human rights.

In this context, the French experience is of interest for the following reasons.

a) In terms of a research strategy, the French experience draws attention not just to the principle of a right to housing, but to the extent of its institutionalisation by the state, by local authorities and by voluntary agencies and, in addition, to its operationalisation by housing providers. The right to housing as a principle is not always respected in practice, especially given the existence of conflicting policy aims (notably the promotion of social balance), conflicting legal obligations (notably the right to property) and financial constraints.

b) In relation to the arguments for and against the right to housing, the French experience shows how housing policy in one significant European country has changed in a way that provides a closer link between individual and social responsibility and is, as a result, highly ambiguous in terms of conventional understandings of the welfare state.

c) In relation to the process of policy innovation, the French experience highlights the role of housing pressure groups and the tactics they use. The language of a "right to" and many of the innovative provisions in practice can be linked to voluntary groups rather than the state. For these groups, the right to housing is a heuristic device that allows them to conceptualise their demands and to find out through practical action the extent to which these can be achieved.

The method of research has involved a combination of the textual analysis of the main laws, a literature review and discussions with housing practitioners and their representatives in relevant national federations.

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HOUSING CHOICES AND RETURN MIGRATION: EMPIRICAL EVIDENCE FROM MEXICAN MIGRANTS TO THE US

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Some migrants stay permanently; others return after saving enough to meet goals such as investment in housing at home (Lindstrom 1996; Dustmann 1997). This paper explores the relationship between migrants' remittances for housing and their decision to return. Migrants' housing in receiving countries reflects their long term plans for return migration. Massey and Constant (2002) found homeownership in Germany was negatively associated with return migration, whereas a home in the country of origin made return more likely; temporary migrants often share housing to reduce expenditures on shelter (Schill 1998). While new immigrants are initially more likely to rent, recent US immigrants are increasingly becoming homeowners (Pitkin 1997; Painter 2002), yet Mexican immigrants are less likely than other immigrant groups to become homeowners. This paper presents an empirical model of remittances for housing over time by Mexican migrants, linking housing expenditures at home to decisions to stay (in the US) or return (to Mexico). It uses Mexican Migration Project Data: household surveys of migrant sending communities in Mexico, and of migrants from those communities working in the US.

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RESIDENT PARTICIPATION AND COMMUNITY COHESION - THE IMPLICATIONS FOR RENTED HOUSING IN BRITAIN

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Within British housing policy, there is an assumption that encouraging participation by tenants in decisions concerning management processes and procedures will lead to benefits for residents themselves but, perhaps more importantly, for housing providers. Recent policies have emphasised the value of community cohesion in urban regeneration, and implicitly, the building of social capital that can result from such initiatives. Using a series of interviews with tenant and resident representatives and with tenants and residents who are not involved in any formal processes, this paper seeks to explore the extent to which social capital has been developed on two London housing estates - one with a history of tenant involvement, and one where involvement has arisen only as a result of recent government initiatives. In so doing, the paper examines the implementation of tenant participation policies in local areas, explores networks and linkages that have developed as a result of those policies and seeks to assess the extent to which community cohesion is likely to result.

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STRATEGIC HOUSING PROVISION IN THE NEW PLANNING SYSTEMS OF THE U.K.

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Planning systems in the UK are undergoing an unprecedented process of change under the impetus of the UK Government's agenda for devolution, modernisation and sustainable development. An important aspect of this process is a change in the institutional context (or governance) in which planning takes place, which has been associated with a shift in the 'rationalities' associated with important spheres of policy. This paper is concerned to examine the extent to which a change in the 'rationalities' of planning associated with one policy area - housing provision - can be discerned in the new planning systems emerging from the process of devolution in England, Scotland and Wales in the UK. The central theme to be addressed is the extent to which, in relation to planning for housing, a single planning system can still be discerned in the UK, or whether different systems are emerging which have distinctly different orientations to market intervention?

The UK Government has initiated a fundamental change in planning for housing, based upon 'plan, monitor and manage' rather than 'predict and provide'. This change is being

implemented in different ways in the three territories of the UK and involves different sets of planning instruments which utilise different techniques and technologies. The paper will explore the governance contexts for planning for housing in the three territories, and analyse the interrelationships between the planning systems and the housing land supply process, utilising a comparative approach. The paper will analyse strategic approaches to housing provision in the three territories, and investigate the proposed methodologies for linking planned housing requirements with housing provision via land supply instruments. It will be argued that the specific conjunction of circumstances in the three countries is affecting not only the governance of planning, but is also leading to new types of 'governmentality', and hence new kinds of 'rationalities', associated with planning for housing.

The paper should be of interest to researchers working in the fields of planning and housing, as it seeks to relate important institutional changes with theoretically-informed debates. For practitioners, the paper will highlight important new developments in the way in which housing land supply will be delivered over the next two decades in the UK (which should also be of interest to an international audience). For planning education, the paper raises important issues relating to the underlying rationality for planned intervention in housing markets, and the appropriateness and adequacy of the instruments utilised by planning agencies.

SUPPORTING PEOPLE, SOCIAL NETWORKS AND SOCIAL INCLUSION

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The research question addressed is to what extent the new UK 'Supporting People' programme will help criminal offenders to be socially included within their communities. It draws on social network analysis theory to answer this question. Social exclusion is a central concern of planning. Social exclusion and offending have a complex reflexive relationship. Offenders attract little public or political sympathy, and are, therefore, some of the most difficult people for whom to devise policies to increase inclusion. Communities can be hostile to offenders in their midst. Social relations can be analysed using social network analysis. In this theoretical framework individuals relate to each other and form networks of interaction and information. Offending behaviour may be influenced by the networks to which the individual belongs. Hence, creating the opportunity for an offender to gain access to new networks - economic, social, cultural - may allow behaviour to change, and reduce crime. The UK Government has introduced a new programme of support for vulnerable members of society. 'Supporting People' will go 'live' in April, 2003 and should allow individually tailored packages of support to be delivered to offenders, and others. Housing and related support (concerning substance misuse, employment, etc.) will be delivered to offenders in their own accommodation and will not be administratively linked to the tenancy. This should allow particularly excluded groups of offenders - such as ethnic minorities and disabled people - to be more effectively reached than hitherto. This paper will draw on interviews to be undertaken with a small sample of housing and other professionals working in specialist UK housing associations who have been at the forefront of developing the Supporting People services. It will assess the scope which the new system offers for helping offenders to develop new social networks, including within their local community, and becoming better integrated into wider society.

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DEVELOPMENT PROCESS OF LUXURY HOUSING PROJECTS AND THEIR EFFECTS ON ISTANBUL METROPOLITAN AREA SINCE 1980

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Globalization had a significant effect on social, economical and spatial changes in Ystanbul as the largest city of Turkey since 1980. Development of sectors such as banking and financial services formed a series of prestigious areas and luxury housing projects in Ystanbul. These luxury housing projects mostly developed towards the north where the natural resources of Ystanbul Metropolitan Area are located. However, they are planned as individual projects with their own security systems, modern comfortable components, they developed without an integration to the metropolitan master plan.

The aim of this paper is to examine locational preferences and planning process of luxury housing areas and prove their effects on the transformation of urban periphery and land use. Their effects on the land values, land use, transportation, infrastructure and the role of the central and local governments on this process are examined as well.

While occurring of the new municipalities, growth and change of population are analyzed in Ystanbul Metropolitan Area, the interviews are conducted with the construction firms of luxury housing in order to test the hypotheses. The main findings of this paper put forward that existing luxury housing projects became attraction points for new projects and independency of new municipalities has caused to increase the speed of investment process of luxury housing.

REGIONAL FAIR SHARE HOUSING PLANS: THE U.S. EXPERIENCE

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Suburban exclusionary zoning that bans or limits the entry of below-market housing continues to prevail in most of the United States. There are only a handful of examples of policies enacted at the state or regional level aimed at overcoming suburban resistance to so-called affordable housing.

In 1969 the state of Massachusetts enacted what is called the "anti-snob" zoning law (Chapter 40B), which created a statewide Zoning Board of Appeals. Housing developers proposing affordable housing who are denied building permits can appeal those decisions to the state board, which can overrule a municipality's denial of a permit under its home rule authority. After more than thirty years, approximately 25,000 units have been approved by the Board in 173 Massachusetts municipalities. In the 2002 gubernatorial campaign, many municipalities attempted to weaken its provisions. While that has not happened, newly-elected conservative Massachusetts governor Mitt Romney announced in February, 2003 the creation of a task force to review this policy. The authors will analyze the impact of this policy, proposals to change it, and the politics surrounding this current controversy.

About the same time (1970), the Miami Valley (Ohio) Regional Planning Commission (MVRPC) proposed a regional "fair share" housing plan for Dayton, Ohio and its suburbs. It proposed to address segregative housing patterns in the mostly white suburbs by requiring every municipality to provide housing for low-to-moderate income families. Despite strong opposition from these suburbs, the MVRPC unanimously approved a plan for dispersion of about 14,000 federally subsidized housing units in a five-county region. Over thirty years later, of 9,300 federally-assisted units which exist, more than three-fourths are located in the suburbs surrounding Dayton. This Dayton fair share plan stands as a model. The authors will analyze the plan, the process of achieving approval originally, and its implementation.

The authors will draw larger lessons for the U.S. from these two examples, which, while having less an impact on suburban exclusionary zoning than hoped for, are instructive models for proponents of state and regional fair share housing policies.

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URBAN RESTRUCTURING AND SOCIAL IMPLICATIONS; WHAT CAN WE EXPECT?

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Since 1997, housing policy in Dutch post-war neighbourhoods has been dominated by restructuring of the housing stock. Through demolition and upgrading of social rented housing and new construction of owner-occupied dwellings, the housing stock and the living environment are improved (Van Kempen & Priemus, 1999).

During the 1990s, policymakers and planners assumed that diversification of the housing stock should prevent segregation, promote social mix and improve social cohesion and social capital in the neighbourhood (Veldboer et al., 2002). These assumptions have provoked severe criticisms. The neighbourhood is not a traditional community but has different meanings for individual residents. Opposite, there is broad consensus among planners that restructuring is an adequate housing strategy to meet residents' housing preferences.

But if restructuring does not solve social problems, then what does it achieve for the social quality and social capital of the neighbourhood? After all, the social composition

of the area changes due to major resident moves in and beyond the neighbourhood. Are there any significant changes in social interaction, expectations, trust, mutual (dis)agreement on basic social norms and their preservation, and organisational capacity? The paper reviews social implications of restructuring in Dutch neighbourhoods, from the perspective of social capital theory (e.g. Portes, 1998; Putnam, 2000). Furthermore, research in several other Western European countries is reviewed. The preliminary answers of this review may provide reasonable expectations of the implications of housing restructuring for community development.

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TO MOVE OR NOT TO MOVE: AN ANALYSIS OF HOPE VI RESIDENT RELOCATION CHOICES

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One of the goals of the U.S. Department of Housing and Urban Development's HOPE VI program is to disperse poverty. Because this program creates new housing to replace older public housing, residents ultimately have to move, even if temporarily. In relocating, residents of HOPE VI sites have choices: they can move permanently (to other public or private housing), move temporarily and return to the redeveloped site, or stay on-site throughout the redevelopment process. Some choose to move before demolition plans require them to do so. Despite this array of options, little attention has been paid to how public housing residents make the choice to move or stay, what constraints they face, where they end up living and why. The ability of HOPE VI to fulfill its purported goal of poverty dispersal depends in part on public housing residents' wish to leave the site being redeveloped, yet no one has examined their desires to do so. This paper uses the results of interviews with 200 original residents of the High Point HOPE VI project in Seattle, Washington, to examine differences between residents' choices regarding their prospective move and their final outcome. We ask: How do resident demographics, opinions of neighborhood quality, or other conditions influence their choices? How do variations among residents explain why some leave as soon as the grant is announced, while others wait for the housing authority to go through its relocation process? Anticipating how residents make relocation decisions will help housing authorities plan resident services and phasing of construction when undertaking a HOPE VI project. Further, understanding stated preferences, resulting moves, and their variation from each other will help policymakers to understand the potential pitfalls of HOPE VI as a dispersal policy.

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BOOMBURBS: INSIDE AMERICA'S NEW SUPER SUBURBS

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A new type of large, rapidly growing US suburban city (or "Boomburb") emerged in the latter part of the 20th century along with the Sunbelt and the suburban-dominated metropolis. This research focuses on identifying the different types of Boomburbs and providing in-depth analysis of representative case examples, which includes looking at various problems associated with rapidly growing suburbs such as traffic and affordable housing.

Boomburbs are defined as places with more than 100,000 residents that are not the largest city in their metropolitan areas and have maintained double-digit rates of population growth in recent decades. The United States currently contains 53 Boomburbs: four top 300,000 in population, eight surpass 200,000, and 41 exceed 100,000 people. Boomburbs accounted for over half (51 percent) of 1990s' growth in US cities with between 100,000 and 400,000 residents. They now contain a quarter of all people who live in such places.

When late 19th and early 20th century satellite cities reached a large scale, they developed as dense urban cores. But while Boomburbs possess most elements found in cities, such as housing, retailing, entertainment, and offices, they are not typically patterned in a traditional urban form. Boomburbs almost always lack, for example, a downtown. Boomburbs can thus be seen as distinct from traditional cities—not so much in their function, but in their low density and loosely configured spatial structure. Boomburbs are urban in fact, but not in feel.

While Boomburbs may be found throughout the nation, they occur mostly in the Southwest, with almost half in California alone. Many Boomburbs, especially in the West, are products of master-planned community development and the need to form large water districts. Even a relatively small metropolis such as Las Vegas, with its expansive master-planned communities and desert surroundings, contains two Boomburbs.

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FORECASTING FUTURE DEMAND FOR AFFORDABLE HOUSING AND HOMELESS SHELTER FACILITIES

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This paper reviews literature and practice on modeling affordable housing. Methods using agency client data, aggregate external data on households and housing units, and individual property or household data will be compared.

The use of Internal Data concentrates on analyzing client characteristics and on predicting trends. (Metraux and Culhane, 1999; Culhane, Metraux, and Hadley, 2002; Mars, 1999). Methods using External Data include time-series forecasting and methods of a non-statistical nature. As one moves from the nation to regions, it becomes difficult to find dependent and independent variables, and to find repeatedly measured data sources for regression. Projection methods based on population forecasts, household formation rates, and households by income level form a basis for national and state or provincial housing forecasts (Myers, 1999). At the city level, some problems of data sparseness, scarcity or proprietary ownership may arise.

Modeling Individual Housing Choice has been done through the price paid for purchased units—the hedonic pricing models. Now research has also focused also on housing affordability. (Skaburskis, 2002).

The paper will make recommendations on what appears to be the best method or combinations of methods. It is expected that it will also make strong recommendations on what data must be "preserved"—that is what data gathering cannot be abandoned, and what new data gathering methods might be practical.

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NEIGHBORHOOD WELLNESS: AN EXPLORATORY ANALYSIS OF NEIGHBORHOOD HEALTH

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National health studies find inner-city blacks at-high-risk for heart disease, cancer, diabetes, and hypertension. The U.S. Healthy People 2000 (1990) initiative has called for more collaborative efforts in community-based health initiatives to redress ethnic health disparities. The premise underlying community collaborative efforts is that individual behavior is embedded within social, economic, and built environments that shape behavior and provide access to resources to maintain healthy living. We argue that accounting for health disparities is access to healthy food. Black dietary studies indicate that blacks consume less fresh fruits and vegetables and more cholesterol rich foods than other ethnic groups.

Missing in the public health literature is attention to the potential role of community planning in community health collaboratives. Community planning bridges the gap between where a community is and where it could be. Ecologic studies of health behavior show an association between health behavior and resources available in the environment. Planners, however, have not actively engaged in addressing issues of community wellness as it relates to the community food system. This paper illustrates with a case study application of community planning principles to constraints placed on inner-city blacks for food shopping.

The case study is an exploratory analysis of an inner-city neighborhood (Near East Side) in Buffalo, New York. We utilize 900 face-to-face interviews to examine neighborhood constraints for healthy food shopping opportunities. We overlay the results of the face-to-face surveys with maps of food shopping opportunities and site visits of neighborhood food stores to contextualize the interplay between access to opportunities for eating healthy in the neighborhood and the resources available in the neighborhood for accessing healthy food.

The relevance of this research for planning practice is the illustration of potential applications of community planning practice to community health issues and community health capacity building to planning practice.

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SECURITY AND FLEXIBILITY IN PRIVATE RENTAL TENURE: IMPACTS ON SOCIAL NETWORKS

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This paper explores 'security of tenure' in private rental housing. Based on a survey of low- to moderate-income households in SE Queensland, Australia, it explores the several meanings of security of tenure, then links tenure security and flexibility to social networks.

The survey explored households' experiences and expectations of security of tenure and how security of tenure was traded off against flexibility. Five concepts of 'security of tenure' emerged:

- Legal security of tenure, associated with the conditions and length of a lease;
- Security as choice, where tenants felt they had a choice of whether and how long they stayed;
- Security as control, where tenants felt it was them rather than the landlord that controlled whether they stayed;
- Security related to costs, through the tenants' perception of their continuing ability to pay their rent; and
- Security as certainty that the dwelling and area were appropriate for their needs.

The legal concept of security of tenure is that most used in the literature, although its meaning varies depending upon tenancy legislation. A common pattern in Australia is for a preliminary fixed term lease of 6-12 months followed by periodic extensions.

Each of the several concepts of tenure security has implications for housing and planning policy. Some are linked to the illusive sociological concept of 'ontological security'. Because different kinds of household sought different balances between security and flexibility, both housing and planning practice need to better understand the range of understandings of tenure security.

The balance households choose (or are forced to make) between housing flexibility and tenure security (however defined) impacts on their position in, and use of, social networks. The paper ends with several speculations on these linkages.

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LOCAL STANDARDS, LOCAL BATTLES: A REVIEW OF EVIDENCE ON LOCAL TARGETING OF HOUSING FUNDS

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A series of reports has documented the growing housing affordability crisis in the US, particularly in regions with dramatic income growth. Studies highlight the continued severe crisis faced by the poorest households but also find that the affordability gap has grown for households with earnings closer to the regional median, particularly in "new economy" regions.

Federal policy trends have exacerbated the crisis for the very poor. Programs targeted to the very poor have been cut dramatically or restructured in ways that disfavor the poorest households. While devolution in housing has lagged other social program areas, the rhetoric of local control and decision-making is on the rise. Local control is assumed to produce locally appropriate or sensitive policies, targeted at local needs—something presumably prevented by federal standards.

Declining federal support, and the increased visibility of housing needs at the local level has facilitated creation of locally funded programs for housing—most notably local housing trust funds. While such funds emerged first in places with relatively strong advocacy coalitions, they are now more ubiquitous and are found in cities of varied size and sophistication of their housing advocacy coalitions. Proposals to loosen targeting of remaining federal funds (HOME, CDBG) are emerging. Local discretion over the use of these funds, historically important sources of funds for housing, would then increase. Decisions over their use (whether for housing or not, and how any funds for housing are targeted) would be mediated by local politics.

This paper reviews existing evidence on the targeting of state and local housing trust funds (using data from a 2002 report on the 280 state and local funds in the US, where targets are set as a percentage of regional median family income), the use of HOME and CDBG funds, and on local debates over housing priorities. This evidence provides support for the view that local control is significantly worsening the affordability crisis for extremely poor households.

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DOES NEO-TRADITIONAL DEVELOPMENT REDUCE AUTO USE AND BUILD COMMUNITY

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Neo-traditional development has grabbed the attention of planners, architects and developers. The various kinds of development under this label claim to replace the traditional auto-dependent suburb with pedestrian-oriented development that builds sense of community. The present study tests these two claims of neo-traditional plans. In a community having a neo-traditional area, and a traditional suburban nearby, interviewers surveyed 120 residents—60 from each area. The analyses compared measures of sense of community, auto-dependency, and reasons the residents chose to live where they did. The results support the claim that neo-traditional plans reduce

auto-dependency, but they failed to support the claim that neo-traditional plans or the reduced auto-dependency translate into increased sense of community.

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GEOGRAPHY OF ETHNICITY IN GLOBAL CITY NEIGHBORHOODS: EMPIRICAL EVIDENCE FROM SAN FRANCISCO, 1990-2000

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The hypothesis of this paper is that cities are becoming increasingly heterogeneous as a result of international migration and that different forms of ethnic clustering are emerging. The spatial assimilation model developed by Massey (1985) predicts the persistence of ethnic enclaves in inner cities where a stream of newcomers sustain transitional neighborhoods until residents improve their economic situations and move to more affluent areas. To what extent does the new wave of immigrant settlement patterns follow this model? Research shows that ethnic clusters are emerging even in suburbs where some immigrants follow networks of kin and friends along migration chains and bypass inner cities altogether. Overall, the ethnic geography of major metropolitan areas connected to the global economy—where the immigrant population is most pronounced—is exhibiting increasing complexity.

To address the question of "what forms do contemporary ethnic clusters take" this paper will apply a typology of ethnic clusters (e.g., ethnic enclaves, ethnic communities, ghettos) to characterize the distribution of major ethnic groups (Asians, Hispanics, African-Americans) as well as major immigrant groups (Chinese, Mexicans, Filipinos—San Francisco's largest foreign-groups) in San Francisco in 1990 and 2000. Building on past research by Logan, Alba, and Zhang (2002) on Los Angeles and New York, an ethnic cluster is operationalized as follows: areas with high concentrations of an immigrant group and areas with a slightly lower concentration that are contiguous to it. The unit of analysis is census tract. The paper will use a spatial analysis tool (GIS) to identify clusters of major ethnic groups and clusters of Chinese, Mexicans, and Filipinos. Selected housing and socio-economic characteristics in immigrant clusters and nonimmigrant clusters will be compared to determine the extent to which ethnic clusters identified by the spatial analysis method can be characterized as ethnic enclaves, ethnic communities or ghettos.

The paper is relevant to planning education, practice, and scholarship, as it will provide otherwise unavailable information to understand the spatial distribution of immigrants and ethnic clusters in San Francisco and relate findings to other global cities examined in the literature, particularly Los Angeles and New York. It will contribute to immigrant housing literature.

DETERMINANTS OF HOUSING PRIVATIZATION DECISION IN RUSSIA

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Since the beginning of the decade of the 1990s, the Russian Government has started the policy of housing privatization as part of the broader effort to privatize the state assets in the economy. The purpose of housing privatization has been the creation of housing market, in particular a secondary housing market, as opposed to a primary one where the new units are sold. By becoming owners of their dwellings, people acquire a valuable asset. Nevertheless mass housing privatization did not take place. Following the studies of Bater, 1994, Guzanova, 1998, this paper explores the determinants of household decision to privatize their dwellings. It attempts to take into account a host of factors potentially influencing the decision to privatize a dwelling, including individual, household, dwelling and locational characteristics.

The analysis is comprised of a dynamic programming model that is estimated using a discrete choice econometric model of the decision to privatize the dwelling. The data used in estimation come from Russia Longitudinal Monitoring Survey.

Preliminary results indicate that older age is associated with greater likelihood of privatization indicating bequest as the motive for privatization. An interesting policy implication is the positive relationship between the level of education and privatization decision. The extent of privatization is location-dependent. The results of this study can be used in comparative housing policy research and as guides in designing housing systems.

This study is part of my dissertation under direction of Prof. Kieran Donaghy, donaghy@uiuc.edu

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URBAN COMMUNITY GARDENS AND INNER-CITY REVITALIZATION

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Urban food systems are slowly but surely gaining prominence in planning practice and literature. Urban gardens - one of the components of the urban food system- are often the subject of heated debates among planners, real estate developers, politicians and community members. Proponents of urban gardening argue that urban gardens offer a viable community revitalization tool in that they increase food security, enhance the connection between people and their environments, and assist in reducing urban blight. Opponents on the other hand, argue that urban land should be allocated to 'higher rent' generating uses rather than be devalued by putting it into use as urban farms and gardens, particularly when urban agriculture may well be an inefficient means of food production. Further, opponents argue that there is little empirical evidence that gardens assist in bringing about overall community revitalization.

This paper critically examines the role of urban gardens as a viable tool for community revitalization -- particularly for older industrial cities in the United States.

The empirical research for the paper will be grounded in case studies of 12 neighborhood urban gardens located in the City of Buffalo, New York. Lessons from the case studies will be used to assess the potential strengths and limitations of urban gardens as a planning tool for assisting in inner-city revitalization.

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ACCOMPANYING PHYSICAL INTERVENTIONS WITH SOCIAL ACTIONS. A CASE-STUDY IN DEPRIVED PUBLIC HOUSING AREAS IN TURIN, ITALY.

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In 1998 Avventura Urbana was commissioned to undertake the "Social Accompaniment Plan" (PAS) as a part of the Urban Recovery Programme (PRU) for a major public housing complex in Turin. PRU is an integrated programme aimed at the physical, social, economic and cultural regeneration of an area with 30,000 inhabitants, including 4,000 in two council house sections. The upgrading measures were directed to restructuring of the council houses, improvement of the streets, parking areas, green spaces and public gardens and rehabilitation of public buildings used for sports and meetings at a cost of Euro 160 million. The PAS was composed of several parts, aimed at the linking of social aspects with urban design and public spaces issues. Main interventions were: - communication designed to the public; - participative planning actions; - active listening and interaction with residents (over 70 outreach meetings, about 60 "life story" interviews, 2 "promenades" through the sections, 2 permanent listening posts and the shadowing of some local personalities); - participative design for the area public spaces; - a teaching course for schoolchildren in order to enable them in designing the spaces around their school and planning suggestions for the re-employment of some disused buildings of the area; - opening of two permanent reference points associated with the extraordinary maintenance sites to secure a "social direction of the works" by providing information, acting as a go-between and working out proposals for changes in the work envisaged in the project; - handling of the relationships between the residents and the Local Housing Agency through a creative methodology of disputes settlement.

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DESIGNING SMART COMMUNITIES FOR OLDER PEOPLE: HIDDEN CONFLICTS AND CONSTRAINTS

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This article reports on part of a recently completed study undertaken for the Fannie Mae Foundation. The first part of the study found that there is little planning literature on the implications of community design and housing policies for non-poor older people. The paper will describe the real and little explored conflicts between the needs of older people and 1) the housing design components of Neo-traditional/New Urbanist strategies, and 2) the transportation infrastructure and policy components of those strategies.

First, most NU and NT designs fail to take into account the likelihood that older people will need different housing modifications than those considered. Second, many advocated design features raise security (crime) and safety (crashes) concerns. Designs which attempt to increase walking, in part by reducing private car use, often fall disproportionately on older people who are 15 times more likely to be injured or killed as pedestrians than they are as car drivers or passengers. Alleys have been linked to increased crime. Poorly maintained or crowded pedestrian facilities can lead to falls; hospital emergency room visit data show that street falls are as significant a health risk to the elderly pedestrian as traffic crashes!

Therefore to ensure that communities newly designed or redesigned in response to a variety of Smart Growth strategies are genuinely multi-generational it is necessary to re-think some of these strategies and find options that address the dysfunctional consequences of otherwise laudable community and housing approaches. The paper

will end by suggesting a series of options to to meet deficiencies in widely advocated home design and pedestrian strategies.

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SECURITY VERSUS STATUS: THE TWO WORLDS OF GATED COMMUNITIES

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The term "gated communities" for most people conjures up images of exclusive developments with fancy homes and equally fancy lifestyles. Much of the popular and academic literature on gated communities promotes this view.

Yet the common perception of gated communities as privileged enclaves turns out to be only partly correct based on our analysis of the first ever census survey of these places. We instead find two very different worlds of gated communities. There are gated communities comprised of mostly white homeowners with high incomes that have a secure main entry – the kind of classic gated community in the public mind. But there are also gated communities that are inhabited by minority renters with moderate incomes. We believe that these two worlds reflect a divide between gated communities one based on status versus one versus one motivated by concern for security.

While much of the discussion surrounding gated communities focuses on perceived civic and social costs, little research has concentrated on the associated benefits. If walled and gated communities in fact provide security (real or perceived), it should be reflected in the level of neighborhood satisfaction expressed by residents. We are using the 2001 American Housing Survey (AHS) to answer these questions. The AHS includes several questions that can be used to gauge residential satisfaction, along with information about reasons for moving to current residential locations. Responses to survey questions that characterize household types, unit types, community types, residential location, mobility status, along with residential satisfaction will be analyzed to determine whether walled or gated households benefit from the safety, security, and separation intended by the physical barriers around their neighborhoods.

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RACIAL SEGREGATION AND SOCIAL EXCLUSION IN A MULTI-CULTURAL STATE

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Introduction

During the 1990s, California's population became more racially and ethnically diverse. By 2000, no single race or ethnic group constituted a majority of the state's population. This paper attempts to answer three questions: (1) Did the growing Latino and Asian populations lead to greater segregation in some cities or did neighborhoods in these cities reflect the diversity of the cities' population? (2) As components of larger geographic areas, how did these neighborhoods define the character of cities, counties, and regions? and (3) How stable were diverse neighborhoods over time?

Data and methods

To measure diversity and segregation in California census tracts, I will use a diversity index, known as the 'entropy' measure. Scores range from 0 to 100, where 0 is homogeneous and 100 is heterogeneous. Diversity index scores for cities and counties will be a weighted average of the diversity index scores for the tracts contained either wholly or partly in the city or county. I will divide census tracts into four categories according to the diversity index. A tract will be diverse if its diversity index is 75 or greater, somewhat diverse if its index is 60 to 75, somewhat segregated if its index is 45 to 60, and segregated if its index is 0 to 45. I will also create a relative segregation index for each city.

Policy implications

One key debate on residential segregation has focused on the fact that racially integrated neighborhoods can't exist for long periods. I attempt to show two trends: (1) stable racially integrated neighborhoods are becoming prevalent, and (2) racially segregated neighborhoods remain clustered in the most disadvantaged parts of California cities. Moreover, the policy implication from this research is that there is not one policy to address segregation. My research will inform policy by:

1. empirically testing how stable diverse neighborhoods were over the past ten years;
2. empirically examining the racial composition of neighborhoods to determine if the neighborhoods were becoming more diverse or segregate; and
3. empirically testing the economic differences between the four types of neighborhood diversity.

PRIVATIZING SOCIAL HOUSING IN THE UNITED STATES

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The United States relies overwhelmingly on the private market to meet the housing needs of low-income households. The pillar of federal housing policy since the 1970s is "demand side" assistance, which subsidizes eligible households' rent in privately owned dwellings. Only four percent of the U.S. housing stock consists of units produced with federal subsidies to make them affordable to the poor, and market forces are steadily reducing the number of low-rent, non-assisted units.

Working against the tide, two federal programs currently support affordable housing production. HOPE VI directly funds significant improvements to selected distressed public housing developments; the Low Income Housing Tax Credit program expands the pool of equity capital available to develop private units offering below-market rents. Each program had known shortcomings when it was adopted, but promised important benefits, too. HOPE VI is necessarily very costly, and its design requires a reduced number of deeply-subsidized dwellings, but it improves the quality of the worst public housing while promising to eliminate neighborhood blight and reduce high concentrations of poverty. The Tax Credit program stimulates production of affordable units by tapping new sources of equity, but provides a shallow subsidy that puts those units beyond the reach of very low-income households.

Unfortunately, the expected benefits of these programs - although important -- have proven smaller than initially expected, while the shortcomings have proven more important than many anticipated. The paper will focus on four of these unfolding outcomes.

- HOPE VI project costs are higher than projected, and the number of on-site, very-low-rent units is being squeezed down. The loss of truly affordable units has been very high.
- Improvements in housing and neighborhood conditions are substantial, but the circumstances of families who are displaced from the projects is uncertain.
- Tax Credit developments have produced substantial numbers of units outside of poverty areas, but the benefits of living in such areas accrue to those poor households least in need.
- Many Tax Credit projects rehabilitate and preserve existing affordable housing units; consequently, the net number of new affordable units produced is less than anticipated.

CDC HOUSING IN NEW YORK CITY: AN ANALYSIS OF THE LOW-INCOME HOUSING TAX CREDIT PORTFOLIO

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Community Development Corporations (CDCs) have developed thousands of units of low-income housing in the United States in the past 25 years. In many cities they are among the primary providers of affordable housing in inner city neighborhoods, working in close collaboration with city and state government. While some attention has been



paid to the challenges CDCs face in financing and developing housing, there has been much less research on the long-term viability of this housing once it has been completed. This paper will examine the financial viability of one of the largest portfolios of CDC housing in the United States: Rental housing in New York City developed by CDCs and financed by the Low-Income Tax Credit. The study analyzes the financial performance of 246 rental developments containing nearly 16,000 units. The developments were syndicated by the New York Equity Fund, a partnership of the Enterprise Foundation and the Local Initiatives Support Corporation. The analysis several measures of financial performances in the most recent year for which data are available (2001) and over time. In addition to basic descriptive statistics, the paper also examines the relationship between selected indicators of financial performance and such variables as neighborhood characteristics, the size of the CDC's tax-credit portfolio, and development configuration. The analysis will gauge the financial health of the city's tax-credit housing under CDC stewardship and offer recommendations for ensuring the stock's long-term viability.

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FIRST SUBURBS: RENEWING HOUSING, PRESERVING NEIGHBORHOODS

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The prevailing housing trend in many U.S. cities is that affluent residents are moving to newer suburbs in outlying areas. Countering this trend is the desire of some for a more urban lifestyle—in real estate terms this typically translates to downtown loft conversions and infill development. Given the current dynamics of the real estate market, housing in inner-ring suburbs gets caught in the middle. Not "urban" enough to attract city dwellers, yet unable to compete with newer suburbs at the fringes, many aging inner-ring suburbs are struggling to keep their housing competitive in the regional market place. In Ohio, the First Suburbs Consortium (a group of 14 municipalities that ring the City of Cleveland) is addressing this problem with a housing initiative. The initiative considers two types of housing: the post-war bungalow and the two-family home. Shifting demographics and lifestyle changes have caused these housing types to all but lose their original market niches. The initiative intentionally disregards municipal boundaries in a collaborative effort stimulate new demand for housing throughout the inner-ring. To do this, the initiative addresses the following questions: Who are the most likely new residents for bungalows and two-family homes in the inner-ring? What are the characteristics of these households in terms of income, age, family size, etc? How can the existing housing stock and neighborhoods be adapted to appeal to prospective residents? How can the needed improvements be financed and implemented? A multi-disciplinary team, including GreatLakes CB, City Architecture, and the Urban Design Center of Northeast Ohio, set to work on these questions. GreatLakes CB analyzed market trends and conditions. Using these findings, City Architecture developed alternatives for retrofitting the existing housing to respond to the market conditions. The Urban Design Center developed neighborhood improvement plans, also with the intent of increasing the market appeal of the existing housing. The initiative is now in the implementation phase, where phasing plans and funding tools are being developed to bring the housing designs and the neighborhood plans to life.

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HOUSING RENEWAL PROJECTS AND RESETTLEMENT IN SEOUL

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The purpose of this paper is to examine the actual contribution of housing renewal project to improve the residents' housing welfare. With the chronic problems of housing renewal project, a Joint Redevelopment Project was introduced in the early 1980s. There has been considerable improvement of physical aspects, which resulted from housing renewal project. However, it has led to various problems such as the lack of residents' participation in planning process, the equity of the housing allocation and affordability of low-income residents. In Korea the government has followed what may be called a "trickle down" or "filtering" strategy. Put simply, the government has concentrated on providing thousands of housing units for the middle and upper income groups, believing the forces of supply and demand would eventually take hold and address the housing needs of the poor. The project is basically profit-oriented and does not take into account the residents' ability to pay. Most of the occupants of redeveloped estates are belong to middle income group who are not the original residents. The survey evidence demonstrates that only 20.7 percent of original residents rehoused after the completion of the housing renewal projects. The low-income community has broken through the project. The resettled original residents, particularly tenants, are facing a serious economic burdensome for keeping new apartment. The owner-occupiers have got some benefit through housing price increase. But tenants have to pay more money for maintenance cost and rent. Even though rehoused residents have much improved housing facilities, they do not satisfied with new residential environment in terms of the culture, human relationship and community sense of belonging. They are losing low-income social network, which they enjoy, the squatter settlements consensus. It appears that substandard housing must be accepted as inevitable in the short term. To bulldozer squatter housing is nothing but an authoritarian and repressive exercise, incapable of making any positive contribution to the solution of Seoul's housing problems. The government should consider instead community upgrading and other alternatives that prevent the dislocation of people from their existing homes

FEMALE HOUSEHOLDS AND GENDER-RELATED DIFFERENCES IN HOUSING PREFERENCES

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Since the 1980s, feminist scholars have critiqued research on women and housing that does not explain the processes that lead to women's disadvantageous housing situation. The result is a body of literature that focuses on patriarchy, labor market variables, and their impact on women's housing situation. Though a step towards an understanding of gender differences in housing situations, these contributions have not considered that gender can affect housing preferences beyond the question of affordability of housing, and the contribution of planning scholars to the topic has been modest. This paper combines research findings from different disciplines to show that gender differences in preferences should be considered in planning for housing. It argues that although differences in income are an important variable, economic disadvantage of women is not the only relevant factor. The type of housing that a household aspires to can be related to lifestyle, and gender in its interrelatedness with lifestyle can be important in this regard. The findings suggest that the dominant single-family, suburban housing concept assumes particular lifestyles and that the planning of residential development does not acknowledge the heterogeneity of lifestyles that exists today in the US. Because of the assumption inherent in traditional housing concepts that most households are male headed, the failure to recognize the diversity in household structures negatively affects female households in particular. The implications are that the market does not cater to the demand for alternative housing concepts, and that changes in housing policies are needed in order to better serve the needs of the growing number of female households in the US. Proposal related to disseration proposal in progress, advisor Hazel Morrow-Jones, *morrow-jones.1@osu.edu*

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STATE TRANSFORMATION AND HOUSING POLICY IN TAIWAN

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This paper analyses the relationship between the transformative role of Taiwan's state and housing policy. It takes state transformation as the main theme to understand the changing process of housing policy, from the bulldozing of squatter settlements to the capital subsidy to private sectors. In the 1960, there was about one-third of population lived in squatter settlements in Taipei. Compared with the plight of the poor, the Taiwan's developmentalist state plays an extremely conservative role in housing provision (only 5% of housing is public construction). Dramatically, 1.5% population lives in squatter settlements nowadays. I question how did Taiwan's state bulldoze squatter settlements in the absence of the public housing provision. In order to maintain legitimacy, Taiwan's state bribes the local elite. The state favors them the profits of land speculation by authorizing the power of land use planning to local governments that are mostly under private developers' control. Political democratization and global competition have greatly transformed the state role since the late 1980s. The housing policy is skewed to private sectors. Huge capital subsidy has been invested to real estate developers from central government. The poor is further excluded from the housing policy. A city based on the interests of the state, private developers, and the middle class has been created by the housing policy in Taiwan.

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THE DECISION TO BUY INTO NEW URBANISM: SURVEY RESULTS FROM CORNELL, TORONTO'S FIRST NEW URBANIST DEVELOPMENT

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This paper presents the results of a survey carried out December 2002 in Cornell, Canada's oldest New Urbanist (NU) community started in the early 1990s. More than 200 completed questionnaires were returned through the drop-off pick-up administration method. The survey questions ask about the reasons residents decided to move to the NU project. It examines the options that were considered to gain information on the substitution effects of introducing this neighbourhood option. The paper draws conclusions regarding the overall effect of NU on urban land consumption. The main focus of the questionnaire is on the options residents considered at the time they made their decision to move to Cornell in order to test hypotheses regarding the effect of NU developments on the overall density of built form in the region. The null hypothesis suggests that the NU option has no effect on density and this has to be tested against alternatives suggesting that the introduction NU increases or it decreases overall urban densities. A two tailed test is called for because a household buying into a NU development might have moved to a higher density inner city condominium or to a lower density suburb. The NU option might draw one group of people who would have contributed to sprawl, or, the option might attract the inner-city group of households. Due to the small sample size, this research can only provide a low-power test of the hypothesis. It will provide a general view of the relative size of the two groups.

NEW URBANISM'S PROMISE: RESENT SURVEYS - INTRODUCTION

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This panel presents survey research findings regarding resident satisfaction with New Urbanist development in the United States and Canada. The papers present work that will help evaluate this housing and neighbourhood form.

LINKING HOUSING AND PUBLIC SCHOOLS IN PUBLIC HOUSING REVITALIZATION

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A growing body of literature has emerged in recent years examining the feasibility and desirability of economic mixing on a residential basis (Brophy and Smith 1997, Rosenbaum et al. 1998) but little attention has been to the feasibility of this mixing when it involves middle-class families with children. This paper examines school-housing linkages as part of HOPE VI public housing revitalization at City West (Cincinnati, Ohio) and Park Du Valle (Louisville, Kentucky). Overall, the study highlights the difficulty of achieving mixing of children from lower- and middle-income homes in schools serving public housing revitalization sites.

HOPE VI planners in both cities placed little or no emphasis on attracting of middle-income families with children. Instead, officials emphasized income mixing and improved homeownership opportunities for low and moderate income families.

Overall there has been closer housing-schooling cooperation in Louisville than in Cincinnati. Jefferson County Public Schools was highly involved from the start of the HOPE VI application process because the school system had been involved in an earlier Empowerment Zone application. While Cincinnati Public Schools was not involved at all in the early plans for City West, it became involved during the implementation phase because CPS was conducting its own facilities master planning process.

While Park DuValle has attracted many middle-income families with children, all of the middle-income families moving into City West have been childless. Park Du Valle's success is largely due to the fact that Louisville's schools are part of a county-wide school system based on busing. Unlike other cities, families considering moving to Park Du Valle are not influenced by perceptions of neighborhood school quality; they know that their children will be bused to a school outside the neighborhood. Because Louisville's countywide school system is so unique among American cities, it may be difficult to replicate Louisville's success elsewhere.

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STRENGTHENING THE CAPACITY OF URBAN ABORIGINAL HOUSING PRODUCTION NETWORKS IN CANADA

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State and public institutional restructuring have had profound effects on the processes of low-cost housing production for Aboriginal and non-Aboriginal people in Canadian cities. The actors, and their roles, in these processes have been changing. The affordable housing crisis in Canadian cities is particularly acute in the Aboriginal population, and all levels of government are recognising the need for initiatives to address this. Governance networks in Canadian cities are emerging to produce low-cost housing. The long-standing relationship between the federal government and Aboriginal peoples, and the movement toward self-governing urban Aboriginal institutions, add new dimensions to mainstream discussions of state-citizen relations and urban governance. I will present research conducted in 2002 on the low-cost housing sector in Winnipeg, Canada. Perspectives from Aboriginal and non-Aboriginal housing actors at the municipal, provincial, and federal levels were gathered through 37 semi-structured interviews. The actors are wide-ranging in their involvement and levels of jurisdiction, and include government and third-sector housing providers, advocates, planners, financial sponsors, and developers. Views on the benefits and challenges that Aboriginal actors face as they participate in mainstream neighbourhood low-cost housing production networks,

and as they pursue separate urban Aboriginal housing initiatives will be discussed, and the competing narratives highlighted. This work will be particularly relevant to policy planners and scholars who grapple with whether or not mainstream low-cost housing programming is sufficient to meet the needs of Aboriginal people, or whether specific urban Aboriginal programming is needed. This proposal is from an almost completed dissertation. My advisor is Dr. Evelyn Peters (evp818@duke.usask.ca).

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URBAN STRATEGIES IN PUBLIC NEIGHBORHOODS.

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In opposition to many existing countries of Europe, the number of public housing in the United States is representing a minor portion of the housing stock. In many ways public housing exemplify social stigmas, and economic issues in local areas of the city in Europe as well as in the US.

Taking the examples of France and the US, public neighborhoods characterized by a Modern architecture and planning during the fifties and sixties, built a strong image in neighborhoods and marked those areas by specific social structures. Defined as projects, or 'grands ensembles' in France - in both countries their urban and social features established a new political and urban design order for a decade.

In the United States, HOPE VI, also known as the Urban Revitalization Demonstration, is designed to revitalize the Nation's most severely distressed public housing. Congress and HUD created the HOPE VI grant program in 1992 to provide a flexible source of support for investments in public housing developments and for their residents. Even though the urban design approach was oriented by new urbanists visions, local organization, community development corporations (CDCs) and grassroots movements build a new political planning process.

In France, on the contrary, public institutions drive the planning process. However the Politique de la Ville is trying to institute a new type of governance, and orienting urban design strategies to a set of negotiation between stakeholders, public and private, developers and non-profit organizations.

The aim of this presentation is to compare the dynamics in the two countries. Also it defines the political organization as a key to spatial organization in those 'public neighborhoods'. The 'jeux d'acteurs' as networks between stakeholders are essential to understand the future and strategies to resolve urban and social issues in public neighborhoods.

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RESIDENTIAL PATTERN OF THE INFORMATION-AGE ELITES: A CASE STUDY

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In an era of time-space compression (Harvey 1989) and network society (Castells 1996), urban analysts from a variety of areas indicate that the rapid growth in information technology has contributed to the decentralization of employment and population, and a more dispersing urban form (see e.g. Gordon et al., 1998). With the shift to a new type of knowledge economy, the places valued by the information-age elite (e.g. knowledge workers, and the FIRE managerial and high-tech elite) can determine the metropolitan form to a large degree (Castells 1996).

This paper raises a series of questions regarding the urban form effects of the information-age elite: what are residential location and density of them from 1990 to

2000? Are these elites showing any difference in residential pattern by immigration status?

Based on the 1990 and soon-to-release 2000 US Census Public Use Micro Sample (PUMS), I will conduct a case study IT-related workers in San Francisco region. The PUMS data of individuals and households allow the identification of occupation, location (central city vs. suburban area), and key density characters (units in structure, big site area, and so forth). The residential location and density of IT-elites and other workers are compared. According to the 1990 data, the residential pattern of IT-elites is quite mixed: there is no strong evidence that these workers tend to live in suburban areas than other workers, but those who live in suburban areas are likely to live in lower-density and relatively newly built houses. Furthermore, foreign-born IT-elites does not contribute more to urban sprawl than native-born IT-elites. With the release of the 2000 PUMS data, it is also possible to find out the changes in residential pattern over time. This study will present strong policy and market implications for developers, policy makers, and planners.

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STATE VS. MARKET INSTITUTIONAL ROLES: HOUSING PROVISION IN THE U.S. AND THE NETHERLANDS

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The provision of housing in the U.S. and The Netherlands reveals clearly delineated roles of the state, the market and the non-profit sector. The evolution of these respective roles has differed significantly between the two countries. The U.S. possesses a private market-driven system, while a state-dominated approach characterizes The Netherlands. Each context has witnessed the development of housing markets within urban places that are differentiated by tenure, income and often by race, ethnicity and nationality. The paper asks a basic question: are institutional roles becoming more similar (i.e. converging around the market model) as market-driven housing policies become more common in the Dutch context? To address this question the paper uses a comparative analysis of key ideological, social and economic factors that have shaped the development of institutional roles in housing within each country. Extensive literature review is used to identify major policy landmarks. Data are drawn from government, private sector and non-profit housing sources. This analysis suggests that although significant differences continue to exist between U.S. and Dutch housing policies, that recent changes in Dutch policy signal a greater role for private market housing. The important brake on the convergence of institutional roles is the unique structural arrangements in the Dutch context that allow public sector (i.e. state) and nonprofit institutions to retain significant positions within the housing provision domain. Given the direct involvement of planners in the shaping and implementation of housing policies, this analysis provides an opportunity to consider the implications of different models for the provision of housing.

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LOW HOUSING MARKET DEMAND AND POLICY RESPONSE: THE CASE OF THE HOUSING MARKET RENEWAL FUND

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The British government's current housing policy framework has focused on the development of a stronger, more strategic role for local partnerships, enhancing the scope for intervention in local housing markets. At the wider policy level, this has been influenced by the Urban White Paper (2000), Local Strategic Partnerships (2001), and

the National Strategy for Neighbourhood Renewal (2001). These elements come together in the Housing Market Renewal initiative that focuses on low demand affecting many multi-tenured neighbourhoods in older housing areas. Widespread interest in the issue (Bramley & Parson 2002, Power and Mumford 1999), culminating in a bid for new policy intervention mechanisms (Nevin 2001). The launch of the Housing Market Renewal Fund (April 2002) and the preparatory programme of work in Pathfinder areas provides the focus of this concern, with the establishment of local Partnership Boards, the development of holistic frameworks (Strategic Integrated Investment Framework) and local 'action plans' (Area Development Frameworks). This paper focuses on the approaches adopted by the Pathfinder Partnership Boards to the preparation of the SIIF agenda, with the focus on the institutional capacity for action - network relationships and working methods; interface with established and emerging policy realms; stakeholder participation and interface with key interests; and delivery mechanisms and agents. Whilst the paper considers documentation relating the preparatory activities of the 9 Partnership Boards, it will look in detail at the working relationships, capacities and programme focus of the Manchester-Salford HMR Pathfinder.

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PROGRESS TOWARD HOMEOWNERSHIP: URBAN RESIDENTS IN CHINA'S HOUSING REFORM

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China is undergoing housing reforms in an attempt to establish a housing market and promote private homeownership. The late 1990s was marked by rapid run-up in homeownership rates and tremendous demographic changes. Through the analysis of the Chinese Census 2000 data and the 1995 one percent mini census, this research is to estimate cohort progress of urban residents toward homeownership. This study will investigate specifically defined cohorts, identifying these by age, migrant status, and household registration for each district and county in Beijing between 1995 and 2000. From a cohort perspective, it sheds light on China's housing reform, providing urban planners and policy makers better understanding of the emerging housing market.

Demographic influences are particularly relevant in China, because of many turbulent shifts over the past century. Each cohort, marching towards old age, bears distinctive imprints of the eras and occasions, such as the Cultural Revolution and the one-child policy. Cohort differences should be evident in homeownership attainment. We would expect that younger adults are better prepared to respond to commercial housing opportunities than more settled households, while senior residents over their age of retirement may encounter substantial difficulties in reaching homeownership. We would also expect to find significant differences in homeownership attainment between central cities and urban prefectures, between rural and urban residences, and between migrants and city-registered residents. In China's emerging housing market, institutional factors are still important in housing distribution.

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WILLS AND WAYS: POLICY DYNAMICS OF HOPE VI IN THE 1990S

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Starting out in 1992 as an inconspicuous experiment in socioeconomically and physically rehabilitating problem projects, HOPE VI has evolved into an ambitious yet controversial plan to reinvent America's public housing using a mixed-financing, mixed-income model.

This paper aims to answer how and why HOPE VI evolved as it did by unfolding the events leading to the creation and revision of HOPE VI within its broader political, socioeconomic, and intellectual contexts from 1992 to the enactment of the Public Housing Reform Act of 1998. The authors show that an "increasing returns" process was established after the severity of troubled projects and the availability of policy alternatives in the late 1980s interrupted the forces of path dependency that had sustained existing public housing policies. Fueled by shifts of issue definition, HUD's reinvention of its institutional image, new characters' attendance into the policy scene, and increasing publicity, HOPE VI policy had been constantly framed and reframed at both the national and local levels, resulting in greater departures from its original path. The study is qualitative in approach, relying on discourse analysis of congressional hearings, case studies, and in-depth interviews with key policy makers and practitioners involved in the program. Bringing together theoretical frameworks from political science, public policy, and urban planning, this study promises deeper insights into how political wills are shaped, and the ways that implementation practices reflect and redefine HOPE VI and public housing policy in general. By exploring the temporal dimension of policy dynamics, and by analyzing the national-local policy dialectic, the research also contributes to theories about policy change and implementation.

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IMPACTS OF COMPETING RISKS OF MORTGAGE TERMINATION IN UNDERSERVED AREAS

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This paper seeks to provide empirical evidence to help policy makers and mortgage lenders reevaluate mortgage termination caused by default or prepayment behavior, so as to promote policies regarding equal opportunity to access housing finance and to help residents living in underserved areas become homeowners.

Central Theme and Hypothesis

The paper will focus on the performance of FHA-insured mortgage loans in underserved areas, using a large random sample of FHA loans originated during a five-year period in the 1990s. Prior research has provided substantial evidence of default risk among low income and minority borrowers. However, we hypothesize that, the reduced total mortgage termination possibilities by the significantly lower prepayment possibilities of underserved borrowers might represent more profitable loan investment opportunities. Indeed, since FHA loans are insured and are often backed by guarantees if securitized, from the perspective of investors, a FHA loan termination via default is equivalent to what derives from prepayment. Therefore, policy makers and investors in recognition of this mortgage performance should facilitate their greater willingness to facilitate loans in underserved areas and at more competitive pricing.

Approach and Methodology

Built upon the competing risks (prepayment and default) framework, this paper will employ well-specified proxies for the default and prepayment equations, control for borrower credit scores and other common underwriting variables among approximately thirty time-constant and time-varying indicators of borrower, loan, and geographical factors, and explore the differential performances between FHA loans in underserved areas and in overall local markets.

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Track 8

Planning history

NEW YORK CITY: SUPER-CAPITAL - NOT BY GOVERNMENT ALONE

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New York qualifies as a capital city under two categories: a provincial capital (a one-time United States' political capital that retains an important urban role) and a super-capital (being the headquarters of the United Nations (UN), the international governmental organization). New York is a super-capital for distinct reasons. New York was a national capital for only one year (1789-90), and, today, the City is neither its country's, nor even its state's, political capital. It became a kind of world capital after winning the competition to host the United Nations in 1947.

While capitals share many features with other cities, they have distinct design and development characteristics that set them apart. In the New York case, many urban design elements had first-time application and became exemplars of their type. With regard to the political context, New York demonstrates the workings of a tri-partite governmental (city, state and federal) structure where each level has sharply defined powers. And in implementation, New York shows how the public and private sectors partnered to fashion creative funding and administrative structures. This added up to a "chemistry" of design, politics and finance that catalyzed New York's emergence as a super-capital.

New York reached its super-capital status because it possesses a singular combination of activities. Its prominence devolves not only from the UN presence and but also from its function as the premier home to international business and culture. Four large-scale developments embody this phenomenon. This narrative focuses on these projects. It identifies the leaders who built them and examines the political, design and implementation strategies employed in their execution.

A PROPERTY PORTFOLIO: THE DECLINE OF LEASEHOLD CONTROL AND ITS CONSEQUENCES IN 19TH CENTURY SHEFFIELD

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Property relations in the early modern world in England were governed by understandings that had developed in the later middle ages. The use by landlords of leasehold tenure became a powerful tool in the promotion and control of urban development. Leasehold tenure supposed both a clear hierarchy of status and an understanding of mutual interest and responsibility. It continued as a major means of controlling urban development during the 19th century, but the social and philosophical underpinnings of the leasehold system were disappearing.

This paper explores the forces that were leading to changes through the examination of one case study, that of the Sharrow Estate in Sheffield, developed by the cutler George Wostenholm from 1853 onwards. At its outset, Sharrow appeared as a classic leasehold development with Wostenholm's own mansion as the centrepiece. But Wostenholm began to sell freeholds of the land that he had bought and by the time of his death it was no longer a coherent territorial unit. The paper will argue that there were both contingent and structural causes for the change and that the change led ultimately to the need for statutory land-use planning by the public sector, to replace the control that had traditionally been exercised by private landlords. The premise on which the paper is based is that the Sharrow Estate exemplifies a general process of change.

The work draws on archival material and contemporary published material to develop a narrative of the development of Sharrow from the 1830s, when Wostenholm began to purchase land on the outskirts of Sheffield, to the time of his death in 1876. This narrative account is set within a theoretical framework set by Offer (1981) and Cannadine (1980) who both develop theories of the change in attitudes to property in the 19th century.

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THE LAST CHAPTER OF NETWORK HISTORY: NEW REGIONS OF SPACE THROUGHOUT INFRASTRUCTURAL PLANNING AND DEVELOPMENT

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Concentration of settlements and development corridors are the new images of space planning in Europe. But Europe is a large amount of 'layers' with different networks design, different maps of networks connecting different regions of space and people. Corridors, which are developing particularly in relatively urbanised areas, are often trans-national or cross-border, and therefore require an integrated spatial planning approach that also goes beyond purely national policies, involving a new concept of space strictly linked to a new regional approach.

The contribution will focus on these concepts and it will present some European and North American case studies, reading the creation of new 'regions' between existing places, born through new infrastructural planning, putting together existing things in different ways, giving light to new relations and significances, understanding the role of regions and local development in historical interregional transportation planning.

The case studies will focus on new European associations between municipalities and regions asking for new infrastructural projects to connect existing new regions of space (from the first Italian 'autostrada' project to the new interregional networks), the construction of new interregional highway or railway systems to connect different places in Europe, the American practice of the transportation corridors management as new way to connect local land use planning with regional or national transportation networks planning (Portland, Metro2040 metropolitan plan, Oregon, Tri-State Campaign). The American perspective will be studied also with historical cases studies, to show how different projects changed, changing the scale of the project, the relationships between places (the construction of new Grand Central Terminal in NYC and the opening of Park Avenue as first redevelopment metropolitan corridor, or the Turnpike system as first trans-national highway network between regions and states in Pennsylvania, New York and New Jersey).

The paper will develop some indications to read ages, different city's images, different regions connected or disconnected to others, and above all it will help in understanding the role of networks in shaping the image of territories and cities, now and in the last century.

GLOBAL/LOCAL NETWORKS BETWEEN THE NEW TOWNS' ERA AND THE OECD'S URBAN RENAISSANCE NETWORK. A CASE STUDY OF THE AUSTRALIAN CAPITAL

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The central theme of the paper is the significance of various networks at the local, municipal, regional and global level in the development of Canberra between the 1950s and the year 2002. Among these are, in the 1950s, local networks associated with engineers of the Snowy Mountains Hydro Electric scheme and, at the international level, an elite of British planners involved in the New Towns movement of the 1950s, who joined the network and in many cases migrated to Canberra. Conversely, many Australian architects and planners who went to work in the UK were employed in the New Towns context and brought that knowledge back to Canberra later. This exchange of planners had an important influence on the development of the Australian planning system and of planning education in Australian universities.

In the 60s and 70s the British connection was superseded by a similar influence of American schools of land/use transportation and retail planning. From the mid-70s, Canberra began to be a source rather than a recipient of planning advice and to sprout networks geared towards the development of cities elsewhere. In Australia it became known "as an exemplar of many decentralized cities," in particular the New Towns in the South East of the continent. Another network extended to the planning of capitals in Third World countries.

The 1980s saw the emergence of a new kind of connection, when the OECD was instrumental in the planning of a new satellite district along ecological lines - a forerunner to the OECD's 2001 study on Canberra as an "Urban Renaissance City." As one in a series of case study cities, Canberra has since become part of a Renaissance City network. Coupled with this emergence of new global networks was the strengthening of local and regional networks including the staging of a mayors' forum in Canberra. The approach of the paper is to analyse the emergence, significance and effect of these networks on the development of the city, the interests and the ideals pursued, the processes behind urban development as well as the changing nature of the networks themselves.

THE NORTH-AMERICANIZATION OF NORTH-AMERICAN ZONING: LAND-USE REGULATION AS HOMEGROWN PRODUCT

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Contrary to what the title of Thomas Logan's classic article suggests (see References), American zoning--or North-American zoning, if one includes Canada in the picture--was not a European import that was adapted to suit local conditions. It is true that transatlantic exchanges stimulated thinking about land-use regulation and that, in particular, the proponents of the first comprehensive zoning code in New York City, in the mid-1910s, made frequent references to German practice. But, despite the exchanges and references, zoning grew from local roots and was adopted on a different basis in the US and Canada. For instance, as other researchers have pointed out, zoning in North America was used much more as a tool to control existing urban areas than as a means to shape town extensions.

This paper attempts to describe the limited role that European practice (in particular in Germany and Great Britain) played in the adoption of North-American land-use regulation and to highlight the indigenous basis of zoning in the US and Canada. Based on the author's own work on the genealogy of zoning as well as on the work of other historians, the paper sketches out how both the regulation of construction and land-use by districts and the comprehensive planning of urban development--the two main ingredients of zoning--evolved from local experiences in US and Canadian cities. It concludes that the reference to European planning, for instance in New York City, served more to legitimate North-American practice in the face of local opposition than to shape it technically.

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PLANNING TWENTIETH CENTURY CAPITAL CITIES

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The design and development of capital cities was one of the defining tasks of twentieth-century urban planning. Capital cities were often the archetypical 'big plans' which required mobilization of political support, vast financial resources and the best urban-design talent. Implementing these plans might take decades, as in Washington or Canberra; at the other extreme, Brasilia was first carved out of the interior in less than four years.

This session will present material from a forthcoming book (Routledge 2004) that examines the plans for fifteen of the most important capital cities: Berlin, Brasilia, Brussels, Canberra, Chandigarh, Dodoma, Helsinki, London, Moscow, New Delhi, New York, Ottawa, Paris, Rome, Tokyo, Washington. Planning Twentieth Century Capital Cities also traces the cross-boundary diffusion of planning and urban design, and the international influence of planners such as Le Corbusier and Walter Burley Griffin.

The politics, finance and urban design of the plans are being examined to determine why some schemes were implemented quickly, while other plans "sat on the shelf" or limped along for decades. This historical analysis yields important insights into the special problems of planning capital cities and the larger issues involved in implementing big plans.

The session will report on some of the most important themes of the book and will include the following presentations:

- "Planning New York as the 'Capital of Capital,'" Eugenie Birch, U. Pennsylvania (USA)
- "Urban Design for Capital Cities," Larry Vale, MIT (USA)
- "Financing and Implementing Capital-City Development," David Gordon, Queen's U. (Canada)

References: David Gordon (ed.), *Planning Twentieth Century Capital Cities* (forthcoming, Routledge 2004).

THE HISTORY OF PLANNING AS APPLIED SOCIAL SCIENCE

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The concept of planning network has changed significantly over the past century. For much of human history and in many parts of the world today planning was/is conceived as a design activity with the network of elements contained in the designer's mind. Towards the middle of the 20th century planning began to be conceived as a scientific activity, something requiring substantial knowledge and research into the network before planning proposals could be set forth. These plans were composed of programs and budgets as much as designs. Planning at this stage was seen as a form of applied social science defined by the prevailing epistemology of positivism, with the network of elements perceived in a mechanistic framework (Camhis 1979, *Planning Theory and Philosophy*).

Experiences with advocacy planning and the broader movements of the 1960s encouraged different perspectives on the appropriate networks for planning. One paradigmatic change involved the introduction of phenomenological insights into the understanding of the social world and the manner in which it is 'socially' constructed, a world composed of networks of intersubjective human beings in addition to more mechanistic elements. Social reality is quite different from nature in this respect, with profound implications for planning, particularly if the words democracy and participation are to be taken seriously (Needleman 1974, *Guerillas in the Bureaucracy*).

The tumultuous events of the 60s also prompted more radical investigations into how the built environment, for example, was created. Here networks of powerful actors operating within the structure of capitalism pursue specific interests according to the rules of that structure. Capital is to be invested for a profit, and political decisions 'influenced' to facilitate that process. This suggests at least one other paradigm in planning thought related to the manner in which the networks of planning are structured by actions and events in ways not necessarily intended by those who constitute them (Harvey 1973, *Social Justice and the City*).

Each of these paradigms suggests different ways in which planning theory is to be conceived, with important effects upon the way in which planning is to be practiced in the networks of the 21st century.

THE EUROPEAN UNION IN BRUSSELS

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The choice of Brussels as one of the provisional headquarters of the European Communities in 1958 set new parameters for the urban development of the Belgian capital and the particularly the Quartier Leopold, the area that houses most of the institution's buildings. While the European Communities reserved themselves the right to select a definite capital city at any time and refused responsibility for the design and implantation of its buildings, the national and local governments tried to redefine the city as 'capital of Europe', initiating a re-orientation of urban planning concepts. The analysis of the European presence in Brussels illustrates the problems of housing international institutions.

This paper analyzes chronologically the impact of the presence of the European Union on the urban development in Brussels and the major actors of this process. The earliest period is characterized by the disparities between visions for a monumental capital of Europe and the reality of the. During this period, the national government and the building industry worked together to promote the European presence, staging events such as the Expo 58. The second phase saw the confrontation between the European institutions and the Belgian government on one side, local citizen opposed to the rapid destruction of their city on the other. At this time, Brussels becomes renowned as the 'city of a 100 citizen initiatives.' The third phase looks at the period after 1985, when the election of a regional government for Brussels, introduced a new actor, who speaks for the citizen and at least partially oppose national politics.

English-language analysis of Brussels urban planning and the European presence is rare, the only major source in this field is Alex G. Papadopoulos, *Urban Regimes and Strategies*. This article is based on primary and secondary research that I have done since 1985, first in the context of my diploma thesis on Brussels and later in my doctoral thesis on the question of a capital city of Europe.

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THE NETWORK SOCIETY: MODERNITY AND NOSTALGIA

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Cybernetics, freeways, the "non-place urban realm," systems planning: the history of networks in the postwar era initially seems straightforward, a narrative of increasing interest in technology, communications, mobility, and progress. "Network thinking" dominated planning discourse in the first two decades after the Second World War, emphasizing process over plan, relationships over form, choice, and flexibility. Network thinking represented a major critique and expansion of modernist planning, particularly in its efforts to encompass economic and social as well as physical aspects. This paper, however, suggests that a very different type of network thinking also developed during the postwar years, associated as much with nostalgia for the traditional city as with change or progress.

This paper addresses the question of social networks, modernity, and nostalgia by reconsidering two classic studies of urban neighborhoods published in the late 50s and early 60s, *Family and Kinship in East London*, by Michael Young and Peter Willmott, and *The Urban Villagers* by Herbert Gans, and by investigating the impact they had on postwar planning. Both were closely observed accounts of social and familial ties in working-class urban neighborhoods, accounts that had an enormous impact on postwar renewal and attained a canonical status as major critiques of housing and slum clearance policy. The study of these working-class social networks challenged previous perceptions of atomized urban life and suggested that the replanning of the slum might be more harmful than slum living itself. Just as importantly, these two books began a period of investigation into social networks and urban subcultures that held important implications for planning theory and policy. A closer look at both these two studies and their impact on planning discourse demonstrates that networks could encompass tradition as well as technology, social ties as well as mobility, and anxiety about the future as well as enthusiasm for it. Representing a largely unacknowledged nostalgia for the traditional city that played an increasingly important role in planning theory in the 50s and 60s, the impact of these two works helps us more fully understand the significance of social networks in the postwar years.

A "NETWORK" AND A "DICTUM"

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Normally planners in countries such as Sweden, Netherlands and Denmark blame "modern life" and, in particular, the car and the lifestyle it brings for most of the spatial problems encountered in urban areas, for instance "sprawl", "the fragmented town" etc. However, the critic should concentrate more on a small "network" of a few architects and planners, including an inspector (C. D. Buchanan, UK) and a single police man (H. Alker Tripp, UK) who were heavily involved in the process of integrating the car as an element in the planning of urban areas and developing recommendations for road planning principles in urban areas.

These road planning principles were a spin-off of a pure urban planning ideology but was primarily used to solve the massive road safety and accessibility problems in the urban areas created by the car. The strong ideal shared by the people within the "network" were based on the dictum "forms follow function" about mans behaviour, the car and the structure of the urban areas and was based on very little empirical research. The use of the urban planning thoughts expressed as road planning principles indicated and supported a changing perception of the urban areas, although people in the "network" (Le Corbusier, F. and Clarence S. Stein, US) had very different ideas about how the urban ideal itself should be expressed. Basically, the recommendation concerning traffic and specifically the car was the same, segregation.

This shift in perception had spatial implications: Firstly through the recommendation of turning the individual urban (residential) areas inwards or upwards i.e. away from the car traffic on the streets. Secondly the recommendation concerning the orientation of the individual (residential) buildings - the most important facades on (residential) buildings should face the sun or nature and not the street. Thirdly through the recommendation of combining particular functions in particular urban areas - schools in residential areas, business and industry in industrial areas etc. and thereby created highly segregated urban areas and segregated traffic on the streets in the areas.

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SUBURBAN HOUSING IN THE FEDERAL REPUBLIC OF GERMANY

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In Germany planning history of postwar urban planning is still very much focussed on the change of guiding concepts, programme, implementation and outcome of the new built extended residential areas that have been dominated by social rental housing. This was due to several well known facts. Most of these major urban planning projects had a high professional profile. Most of them were subject to competitions. They formed a favourite focus of architectural and urbanistic debate. And the social intentions of their concepts could be rooted back to the very beginning of housing reform after World War I.

In contrast to that my paper concentrates on the modern urban planning history of postwar owner occupied housing, which mostly meant residential areas of single-family houses. It is known that most of the urban planners see owner occupied single-family housing areas as an inevitable reality, but also as a land consuming, traffic generating, anti-urban eyesore.

The paper gives an outline of the various public efforts to improve the planning quality in suburban housing areas, e. g. concepts of low rise/ high density housing, concepts of individual town houses and others that have been subject to funding programmes, public competitions, housing exhibitions et cetera. What were there main objectives? What were there outcomes?

The paper summarizes results of a major interdisciplinary research project (1999-2001 funded by the Wüstenrot Stiftung) on Suburban Housing in Germany 1860 - 1999, conducted at the University of Stuttgart in cooperation with colleagues from the Technical Universities of Aachen and Berlin and of the University of Saarbrücken.

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TOWN PLANNING IN POZNAN BEFORE WORLD WAR I - A DEMONSTRATION OF PRUSSIAN DOMINANCE

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Poznan, in west Poland, is a town which before World War I was to a great extent newly arranged according to modern urban-planning principles. The central question is whether the newly-arranged streets and buildings may be considered a demonstration of political power.

My paper looks into the extension of the town, which was performed in a short period of time, around 1900. It is based on archival research in Poznan archives and on site observations. The area in which the extension of the town was carried out, was an enormous military fortifications. Which buildings did the Prussian Protestants built to represent themselves? What kind of functions did their representative streets and houses have within the townscape? What kind of political significance did these elements have? What kinds of forms of urban development were used? And finally, how was the supremacy of the Germans in the town demonstrated?

The Prussians replaced the fortifications by a cultural urban extension. In the first ten years after the turn of the century, many new institutions were established, i.e. a library, a museum, an academy and a theatre. The greatest public buildings were erected in the vicinity of a newly-built palace belonging to Wilhelm II. These buildings were regarded as a political demonstration. The demanding concept of the extension, the employment of outstanding foreign architects, the legal and economic perfection with regard to its performance and the highly modern technical equipment of the buildings were distinctly emphasized in the townscape. Everything was regarded as an expression of economic and technological progress and was marked by Prussian superiority. Anyone who was able to have a look at the urban extension in Poznan could not but agree that it was a manifestation of Prussian supremacy.

My paper shows that the new instruments of modern town planning were also used in the eastern provinces of Prussia. The combination of urban planning and political intention is evident: more than in western towns of the "Deutsche Reich" town planning in Poznan was part of Prussia's political aims.

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REGULATION AND DISSATISFACTION: "BALLOT BOX ZONING" IN LOS ANGELES IN 1904

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Since the early twentieth century in the US, zoning codes - created and implemented by municipal planners and zoning boards - have been the principal means of regulating urban land use. They have been supplemented more recently by historic preservation districts, environmental laws, and growth limits, as perceptions of what constitutes the public welfare have shifted over time. All of these techniques of controlling use are legislatively enacted - which means that they can be legislatively un-enacted, or amended, through the political process. Recently, voters are bypassing the legislative process to vote directly on initiatives and referenda concerning development and preservation. "Ballot box zoning" is not a new phenomenon. My paper describes citywide slaughterhouse district balloting that took place in 1904 in Los Angeles, perhaps the first instance of the use of "ballot box zoning" in the United States. In the paper, I will describe the context of the controversy over the location of meat packing plants in the rapidly growing city, local struggles to systematize some kind of urban land use regulations, the escalating spatial conflicts, and the racial and class aspects of the clash.

One of the reasons that citizens - then and now - resort to the ballot initiative is a dissatisfaction with the political process status quo. The purpose of this paper is to discover the nature of that dissatisfaction a century ago, and how it affected and changed the abilities of the city to deal with land use issues.

Primary sources include city council petitions written by individuals, businesses and communities in Los Angeles. These petitions resulted in discussions that are described in the minutes and annual departmental reports of the city. Close reading and textual analysis of these sources are supplemented by numerous newspaper accounts.

This paper is based on a chapter in my dissertation, "Property Rights and Land Use Regulation: The Balance of Individual and Community Interests in Los Angeles 1885-1915." Committee chair: Greg Hise, University of Southern California, hise@usc.edu

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Novak, William J. 1996. *The People's Welfare: Law and Regulation in Nineteenth-Century America*. Chapel Hill NC: University of North Carolina Press.

A HIGH-DENSITY AMERICA?: CONDOMINIUMS AND THE NEW U.S. CITY

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Since the late 1950s in Puerto Rico and the early 1960s in the US, the condominium has had an immense impact on American land use. While technically a legal device to facilitate the ownership of multi-, and certain cases single-family, housing units, the condominium in practice has stimulated the development of new building, neighborhood, and urban typologies. In an era when the popularity of traditional single-family development remained all but unchecked, the condominium facilitated the development of single- and multi-family CIDs, as well as many mid- and high-rise, high density neighborhoods in otherwise low-density cities.

By making apartment, "townhouse," and home ownership—rather than rental—more affordable to middle income individuals, the condominium has helped transform both the appearance of many American cities and the way that many Americans live. Likewise, the emergence and enduring popularity of the condominium reflects various cultural, economic, and demographic transformations that U.S. society has experienced in the past forty years.

This paper begins to explore the history, and evaluate the impact, of the condominium from a legal standpoint, a design standpoint, and an urban standpoint, while attempting to draw linkages to such wider social forces. It draws largely on research I have been conducting for the past eighteen months under my advisor's supervision (Margaret Crawford, mcrawfor@gsd.harvard.edu) on a particular high-rise condominium development in suburban Miami Florida, called Aventura. This research will form the basis of my dissertation—though I have yet to submit a proposal for approval.

Research includes extensive historical documentation of the development, design, and marketing of condominiums in Southeast Florida; analysis of national, regional, and local demographic changes; and study of the impact and implications of condominium on planning and patterns of urbanization. Sources include national and regional business and real estate journals; newspaper articles; advertisements; planning documents; U.S. census data; interviews with developers, architects, and planners; records of relevant local governments; studies and trade literature from the fields of residential, retail, and

commercial real estate development and planning; and study of urban and architectural designs (including extensive photographic records).

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S. D. ADSHEAD 1868-1946: FROM ARCHITECTURE TO PLANNING AND CIVIC DESIGN

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Introducing the first stage in his recent analysis of the 'uninterrupted dialogue between architecture and town planning', Jose Luque (2002, 37) comments how 'the [1910] conference organised by the RIBA ...left no room for... the English architects who were more concerned with an architectural solution for cities, who were met with a respectful silence.' Among those English architects was S. D. Adshead, the newly appointed professor of civic design at Liverpool University, who presented a paper on 'civic improvement'. In those circumstances, 'it is not surprising that the debate ended', Luque continues, 'with a warm vote of gratitude for Professor Adshead, but completely ignored his concerns.'

The purpose of this paper is to explore the development of Adshead's work as an architect drawn into the newly emerging activities of civic design and town and regional planning in the early twentieth century. This is an introductory paper, whose focus is on Adshead's practice in England. It builds on earlier biographical essays, revisits Adshead's quite fragmented published material and draws on other sources held in family papers and archives. The paper begins with a discussion of Adshead's early practice as a civic designer in the decade after the RIBA Conference and moves on to consider his work as a pioneer consultant town and regional planner in the 'experimental era' of the 1920s and 1930s. It concludes that Adshead in fact continued the dialogue between architecture and planning, and that although his suggestions for a monumental approach to civic design largely fell on deaf ears, his record suggests the scope for a personal re-appraisal and a re-evaluation of the architectural contribution to and involvement with contemporary town planning.

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TOWARD AN UNDERSTANDING OF THE ROLE OF IDEOLOGY IN THE CREATION AND EVOLUTION OF THE NEW ENGLAND MILL COMMUNITY

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The nineteenth century New England Mill community has long been a research topic for city planning and urban historians. And yet, the literature is significantly quiet concerning the ideological underpinnings that influenced how these special places formed and evolved. It is the intent of this paper to make a contribution toward overcoming this shortcoming.

The premise of the paper is that there were strong ideological currents that influenced how these communities were built, evolved, and operated. Moreover, the legacy of these currents remains with us today.

The paper begins with a definition of ideology and then traces the key ideological influences that impacted the communities ranging from myth, the Bible, Calvinism, Puritanism and the Jefferson-Hamiltonian perspectives to pragmatism, transcendentalism, and utopianism. It will also examine how leading New England writers interpreted the "place" of the mill community in their works. This will be followed by a discussion of how the perspectives noted above were actually applied. The Mill, always necessary, was a critical feature in every Puritan community. And yet, as was the common case in Greek, Roman and Medieval myths, the miller was rarely accepted as a full member of the community. Both mill and miller were on the edge of the community.

From a Utopian perspective, we will explain the influence of Robert Owen on the development of Lowell. His thoughts lead to a unique settlement form and to social reforms and paternalism in Lowell as well as other mill cities across the region. They also contributed to labor unrest, strikes, and unionism across New England.

The paper closes with a summary of the critical factors outlined above with particular attention to how these communities are places of utility rather than beauty, places that

are intentional rather than organically evolutionary, places where one commits one's economic capital rather than one's social capital and, perhaps most importantly, places that are still critical to our economy and culture. They are indeed special places.

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THE PERSISTENCE OF THE GARDEN CITY IDEA IN TWENTIETH CENTURY AMERICAN PLANNING: FROM YORKSHIP TO HOPE VI

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Six projects are studied, with their garden city elements identified and photographed. It is the author's hypothesis that those project elements identified by Howard and others at the turn of the last century are understood and appreciated by today's residents. Site visits, site plan comparisons, a literature review and informal discussions with residents will provide the data for the paper.

American experiments and innovations in city planning rarely happen by government fiat. There is no national land use policy, and states only rarely intervene on land use matters. Individual property rights and local government autonomy are the planning paradigm. This paper describes six notable experiments in town planning that defy the dominant paradigm to some degree, and the paper explores the social values behind each project. In some instances, federal government programs have inspired and partially funded the project. In each circumstance, turn-of-the-century English garden city theories have influenced the project planners and developers - albeit borrowed in bits and pieces and modified to fit times, places or shifting politics. The six projects considered are: Yorkship Village in Camden, NJ(1918); Radburn in Fair Lawn, NJ(1928); Greenbelt, MD(1933); Columbia, MD (1967); Kentlands, MD(1990) and Hope Village in Baltimore, MD(2002).

The author makes no claim that these projects are wholly perfect in their design or execution. However, they each represent attempts to think about the communal and social effects of our planning and to move away from the individualistic and atomistic approach that characterizes much of what has been built in the twentieth century. Further, garden city theories have been discredited and often unacknowledged as the philosophical underpinning of planning innovations. This should be set right.

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THE HISTORY OF URBAN NETWORKS IN TAMPERE URBAN REGION

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Tampere is an inland city in Finland founded in 1779. Today the Tampere Urban Region has about 300000 inhabitants. The aim of this paper is to analyse the different phases in the morphological development of this urban region and the role that planning may have played in this process. The main concern is with how the original compact city form gradually dissolved and how it finally became a complex network, covering an urban region.

Functionally, several periods can be distinguished in the development of Tampere: (a) according to the industrial structure: the industrial Tampere (1800-1970), the Tampere of services (1970-1980), and the high tech Tampere (1990-); (b) according to the dominant transportation technology: pedestrian (1779-), railway (1877-), bus (1930-) and private car (1960-).

On the national level, the urban network under the Swedish rule (up to 1809) was defined by the coastal towns which helped to connecting Finland to Sweden. Towards the end of the Swedish rule it was considered necessary to found more inland cities, in order to utilise resources more efficiently. Tampere, among other cities, owes its existence to this extension of the urban network.

On the local level, the compact city form lasted until the end of Russian rule (1809-1917). The first garden suburbs of early 20th century were built within walking and biking distance. The mass production of suburbs was made possible by widespread

motorisation, starting in the 1960s. Since then also the neighbouring municipalities have become part of the daily commuting area of Tampere.

On the regional level, a new phase started in the 1990s, with the regional network no longer corresponding to a simple hierarchical order in which Tampere city is the only centre and the suburbs and neighbouring municipalities are subordinated entities. The urban network today is more open and multinuclear, supporting a specialisation of various nodes.

Morphological changes can be compared to the plans made to guide them. Early plans propose an abstract order, which is followed in the implementation. More recent ones reflect the dissolution of the urban form and present a rationalisation in arrears of ongoing development.

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PLANNING THE EXPRESSWAYS OF DETROIT, 1940-1950

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This paper focuses on how new planning theories of the 1930s and 1940s affected the design of Detroit's expressway system and thereby affected the expressways that were built and stand today. Through a careful study of primary sources including, for example, Detroit City Plan Commission documents, the papers of Michigan State Highway Commissioner G. Donald Kennedy, and Wayne County Road Commission documents, this paper demonstrates that during the 1940s Detroit's expressway designers looked to planners of international fame for the latest theories of city planning. Specifically, Thomas Adams' idea of the "city of neighborhood units" provided a conceptual backbone for the design of Detroit's expressway system. This paper explores the various ways in which Detroit's expressway planners learned of Adams' theories through the developing networks of professional planners, University planning programs and planning publications. Adams' concept of dividing the city into neighborhood units was employed by Detroit planners, but rather than using a combination of parks, parkways and expressways to divide the city, as Adams' had instructed, Detroit's planners used only new expressways as dividers. The result, in downtown Detroit, is a vast grid of expressways overrunning Detroit at its core. Graphic comparisons are used to illustrate the extraordinary conditions created in Detroit as a result of the influence of Adams' theories.

Detroit, once a world leader in industry, has lost over half of its population in the last sixty years and has been plagued by crime and violence. Although its problems are not unique, Detroit has deteriorated on a scale unimaginable in other American cities. This paper provides new information that helps to construct a better understanding of the complicated rise and fall of this once great metropolis.

Stephanie Pilat is a Doctoral student at the University of Michigan. This paper has no relationship to her dissertation. Her advisor is Lydia Soo (lmsoo@umich.edu), however for this paper she has been working with Robert Fishman (fishmanr@umich.edu).

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THE PLANNED NATURE OF URBAN SPRAWL. A CASE STUDY IN THE KEMPEN REGION, BELGIUM

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Recent urbanization processes are increasingly interpreted as the mere result of socio-economic evolutions. A great deal of attention is paid to identifying the underlying societal processes that led to a dispersed settlement pattern since 1945. The resulting settlement pattern is often described in generic terms as urban sprawl, especially in countries with a weak planning tradition such as Italy or Belgium. Very little attention is paid to planning and design concepts that might have structured this new settlement pattern. This paper will investigate the relation between urbanization, socio-economic evolutions and explicit planning and urban design concepts in the post war era for a selective part of the built up territory of Belgium.

Three case studies in a formerly rural area of Belgium, on the southern edge of the Kempen region, provide the empirical basis for this investigation. Historical morphological analysis based on the approach of the morpho-typological school (Castex et al.) is

combined with a study of planning documents and the local socio-economic development history. Socio-economical developments are understood within the framework of economic regulation (Anglietta) that identifies crisis and subsequent societal restructuring, leading to new modes of production. According to the concept of the geological metaphor (Massey), different modes of production have deposited different layers or traces in space. This metaphor allows to connect the societal transformations to spatial mutations.

Planning strategies that are applied in these cases today, neglect the planning history of the area. These formerly rural areas are considered -mistakenly- as environments that have never been influenced by planning or urban design thusfar. Recent urbanization of these areas is characterized as chaotic, the result of planning *laissez faire*. The paper argues that a careful re-reading of the local planning history could yield more effective planning strategies for these areas. A better understanding of the premises that structured post war urbanization in these environments should be at the basis of a more adequate planning practice.

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ROUNDTABLE ON COMPARATIVE PLANNING CULTURES

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Assuming the planning culture of any country is defined as the collective ethos and dominant attitude of their planners regarding the appropriate role of the state, market agents, and civil society in influencing the quality of life of its citizens:

- (i) What distinguishes the planning cultures of the country the author is describing? Which geographical features, historical conjunctures, religious beliefs and public policies influenced the formation of distinctive planning cultures?
 - (ii) To what extent is the dominant planning culture being influenced and transformed due to the intensification of global interconnection in trade, capital flow, labor migration, artistic endeavors, and technological connectivity?
 - (iii) Internal to each country, which social practices are challenging the dominant planning culture? Which ones are reinforcing established norms?? Which institutions are mediating such challenges? And, finally, what explains progressive responses to such challenges in contrast to regressive responses and intensification of social conflicts?
- I have confirmation that the following members will participate: Rachelle Alterman (Israel), Tridib Banerjee (India), Eugenie Birch (USA), Philip Booth (UK/France), Andreas Faludi (the Netherlands), and Leonie Sandercock (Australia). They will present answers to the questions posed above based upon their knowledge of the planning traditions the countries noted.

I will chair the session and will provide a few comments at the end regarding the similarities as well as sharp differences among the planning cultures.

TRANSNATIONAL SOCIAL MOVEMENTS, PARTICIPATORY PLANNING AND THE INSTITUTIONALIZATION OF UTOPIAN REALISM

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A vital exchange between East and West ensued when the West discovered Japanese art for the first time. This dialogue, broadly referred to as Japanism, profoundly influenced Western art and architecture at a time when the decorative arts and architecture were at the center of progressive efforts to use design as a lever to reform society. This design reform movement gave rise to the modern movement—a common language shared by the political and artistic avant-garde to break with the past and invent new forms of expression. Thus it is said that Japanese influence served as the "mid-wife" of Western modernism. Much less well understood is how Japanese influence gave birth to modern images of the ideal decentralized community and the means to achieve it—modern utopian planning.

This occurred in the development of a major line of planning thought: that people should be empowered to shape their own environment. This theme runs through the work of Frank Lloyd Wright in the thirties, John Turner in the 1960s, Christopher Alexander in the 1970s and the community design movement in the eighties. The creative dialogue between East and West that gave rise to this syncretic set of ideals—an image of the ideal decentralized community, based on cooperation and in harmony with nature—is an ongoing process, which culminates today in the global consensus on the concept of sustainable development.

This paper examines the formation of the dynamic synthesis of Eastern and Western social-aesthetic ideals in the participatory line of planning thought by examining specific networks of people who are actually responsible for their globalization, with the rise of planning as a professional and intellectual movement worldwide, through the new role of the UN in community development in mid-century, and the establishment of the new field of urban design at Harvard in the late fifties and sixties. The paper highlights the role of Jaqueline Tyrhewitt (1905-1983), a pioneering town-planner, editor, and educator, whose career intersects with some of the crucial persons and events that were influential in this story.

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PUBLIC HOUSING AND THE RESTRUCTURING OF THE SOUTHERN CITY, 1936-1965

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The historical literature on public housing in U.S. cities examines how it affected the social and economic structure of the inner city. The work of Hirsch (1983), Bauman (1987), Sugrue (1996), Silver (1984) and Silver/Moeser (1995) document how public housing reinforced racial and income separation in already declining inner city neighborhoods and triggered white flight from the inner city. Moreover, it is accepted that public housing projects had a deleterious impact on the value of adjacent neighborhoods. Public housing not only reinforced racial homogeneity but drove out the middle and working classes from adjacent neighborhoods, thereby sapping life from the inner city. Unfortunately, the available literature is based upon a rather limited city sample. It centers on Chicago, Detroit and Philadelphia, three of the biggest U.S. cities that represent only one type of urban experience. Expanding upon my previous work, this paper will undertake a more systematic appraisal of the social and economic impacts of public housing in southern cities. It will map the location of all public housing projects in 8 sample cities from the 1930s through the 1960s. It will examine changes in characteristics of neighborhoods affected by public housing, examining variables such as property values, homeownership rates, population size, racial composition, and level of education of residents. This research may reinforce the conclusions from existing studies, but with greater detail and a more precise understanding of what went on. It will expose the longterm impacts of public housing on urban neighborhoods in the rapidly changing South both before and after World War II.

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EMERGENCE OF MODELS OF PLANNING THEORY IN PRACTICE: A REVIEW OF URBAN WATER RESOURCE PLANNING EFFORTS IN MAJOR AMERICAN CITIES BETWEEN 1790 AND 1840

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Examination of the responses of major American cities to increases in population density at the turn of the eighteenth century provides an opportunity for identification of emerging water resource planning paradigms prior to their identification and discussion in the context of modern debate. Beginning in the 1790s, the cities of New York, Boston, Baltimore, and Philadelphia each undertook campaigns of infrastructure development partially in reaction to perceived and actual increases in risk of fire and epidemic disease, but also in recognition of the inadequacy of existing tapped supplies. This effort does not aim to present a comprehensive recital of the details of the development of water supplies for the cities under review, but rather to illuminate the commonalities and contradictions observed through comparative review of their individual strategies under the lens of modern planning theory- the rational model, incrementalism, and "garbage can decision making." Each city wrestled with delegation of supply responsibility and related authority to private corporations, reliance on emerging technical expertise to identify and evaluate alternatives, interactions with political will, and resolution of conflicting interests over resource use. These struggles, when examined for incidences of planning theory in application allow for the identification of three main themes to describe this era of urban water supply planning in America - the rise of public services, struggle over privatization, and, within a limited context, the advent of long-range planning.

I am a doctoral student working with Dr. Bruce Stiftel (fsu.edu), and hope to incorporate this work into the framing of my dissertation.

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THE SETTLEMENT HOUSE JOURNEY FROM BRITISH ROOTS TO AMERICAN SOIL

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Housing reform was a key element of urban planning when the profession emerged in the late 19th century, and settlement house workers were among its first advocates. In Britain and the U.S., participants in the settlement house movement fought to improve slum housing in industrial cities by living and working in the poorest neighborhoods. Trips, letters, lectures, and published essays bound activists in London, Boston, Chicago, and New York to a network that strengthened American arguments for progressive reform.

Toynbee Hall in London's East End was the model on which the American settlement house movement was based. It was founded in 1884 by Samuel and Henrietta Barnett so that religiously motivated men might live among the destitute, share their plight, and lobby for change. Their primary goal was to take higher education to the working classes. Three Americans who would become significant in settlement house history visited Toynbee Hall within a few years of its opening. Jane Addams established Hull House in Chicago after seeing Toynbee Hall; Vida Scudder founded the New York Settlement (and the College Settlements Association) after her visit there; and Robert Woods opened South End House in Boston after a similar experience. American settlement houses offered educational opportunities, but they also provided an array of social services that included child care, nursing, and public health initiatives.

The purpose of this paper is to examine the British-American network that promoted the settlement house movement agenda to examine two differences between the British and American experiences. First, the British model emphasized college-level education,

while the American model focused on social service delivery. Second, the British movement was largely a male endeavor, but the American movement became predominantly female. The goal of the paper is to understand how and why these program and gender transformations occurred, and their consequences for housing reform in the U.S.

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CAPITAL CITY URBAN DESIGN IN THE TWENTIETH CENTURY

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The planning and design of national capitals is inseparable from the political, economic, and social forces that sited them and molded their development (Vale, 1992). Peter Hall's useful typology of capitals (Hall 1993; Gordon, forthcoming) distinguishes such cities chiefly according to the functions they perform in the national and global economy and in terms of the period and reasons for their ascendancy. This paper attempts a global comparison of the role of 20th century urban design in making capital cities appear as a distinctive type of place.

The paper singles out three major developments of the 20th century—the dismemberment of empires, the emergence of new federal systems, and the growing importance of super-national groupings—and analyzes the effect of these developments on urban design.

Sweeping sorts of economic changes also drove the urban design of capitals during the 20th century. With the fall of centralized monarchies and trading empires, many capitals (especially port cities) experienced a major shift in patterns of commerce. Docklands, slaughterhouse districts, and other areas changed their role and significance, as service economies and new patterns of transportation altered the form of cities.

In all this, it is striking how much investment has occurred in each capital city to manipulate and sustain its image and symbolic centrality. From the imperial neo-classicism of capital city urban design that greeted the 20th century to the high modernist variants that gave bombast a different skin, urban design remained a vital part of the public projection and reception of capital cities in the 20th century.

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THE INTERNATIONAL TOWN PLANNING EXHIBITION, BERLIN 1910: NEW PLANNING THEORIES AND CONCEPTS

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In June 1910 an International Town Planning Exhibition was arranged in the city of Berlin, which later in the same year was moved to the city of Dusseldorf and in parts even was transferred to London. The exhibition, based on the results of a comprehensive town planning competition for Greater Berlin, was one of the core events in the development of the planning profession before World War I, an event, which launched town planning as a new key discipline throughout Europe at the advanced stage of industrialization, between the railway age and the upcoming car city. The exhibition concentrated on two main and outstanding features in urban planning: on the aspect of improving and updating the transportation networks of the extending cities and metropolis as well as the organization of open space and landscaping as - instead of sheer places of decoration - a necessary urban network system to improve the liveability of the in space and density growing cities - two items which were new in theory and concept.

The exhibition was organized and documented by Werner Hegemann, a German architect who had some earlier experience in the United States, among which he participated in the preparation of the Boston exhibition in 1909. In this way several examples of actual planning concepts and practise in American cities were transferred to the Berlin and Dusseldorf International Exhibition, under which the plan of the Boston Metropolitan Park Commission and the Burnham Plan for Chicago were outstanding features. The

argument is, that the planning movement before World War I gained from both, the results of the competition for a Greater Berlin Plan as well as from international - European and American - innovative approaches.

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AFTER THE NEW TOWNS

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The new town programme stands out as Britain's greatest planning achievement but since the 1970s it has been allowed to disappear. The idea of creating substantially new, relatively freestanding communities (or, indeed, the need for them) has not disappeared, however. Despite a very marked shift towards brownfield development, central government still anticipates that 40% of housing needs will be provided on greenfield sites. This paper examines new settlement planning in Britain after the new towns. The paper begins by briefly reviewing the post-war tradition of British new settlement planning outside the new towns programme. It focuses more specifically on the post-1976 period (when the first serious reverses of the new town programme began). There is a detailed consideration of the often tempestuous politics of these projects, especially during the 1980s. Much attention is given to the development processes that were envisaged and which have eventuated. The relationship with official planning processes at local and central level also forms an important theme. There will also be some brief consideration of environmental and design matters, though these will not be the main focus. The paper will conclude by considering the moves currently underway to encourage large scale greenfield development in several locations in the outer south east of England. For the first time since the 1970s (and rather later than the VINEX areas identified as part of national planning policy in the Netherlands ten years ago), Britain's central government has recently identified major sites for greenfield development. At the time of writing, it is unclear exactly what the envisaged development mechanisms will be, particularly the amount and nature of public investment. This proved one of the critical considerations that ended the original new towns programme. Yet no effective private mechanisms for private development of new settlements evolved. Preliminary discussion suggests that the early 21st century will see some significant commitments by central government to public funding. Whether this will also sufficiently strengthen the role of public interest planning to, at least partly, return to the new town tradition remains to be seen.

LAS CALLES: THE HISTORICAL URBAN FORM OF LATIN AMERICAN STREETS

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This paper presents a chronological history of Latin American streets and their planning in the context of the political, social, economic and religious forces which shaped them. This topic has not received as much attention as the history of the grid and the "plaza", particularly in English publications. Yet, a study of these streets, many of which are still functional, can enhance our understanding of the structure and function of Latin American urban settlements.

The study analyzes key historical components of different types of streets at different times, including the indigenous streets of the great empires of the Aztecs and Incas, the colonial streets, the boulevards, and "alamedas" developed under European models, and the modern streets and highways.

It also illustrates how the Latin American street has served as a political, ceremonial and social space, accommodating successive occupations cultures.

One important aspect of the analysis is the description of patterns of segregation and/or separation of groups by place of origin, found in all the historical periods that shaped the Latin American street.

The methodology involves the review of English and Spanish publications, on the history of streets and the history of development in Latin America. It also uses information obtained from maps and documents in the Archive of the Indies, Sevilla, research institutions and field surveys.

This study is relevant because it provides a new and comprehensive historical view of the planning of Latin American streets in the context of each of the historical groups

that shaped them. This will be useful in classes on the evolution of cities. It will also assist preservation efforts as each of these modern cities, and its historical streets, face development pressures.

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NETWORKS OF IDEAS: URBAN PLANNING AND JAPANESE AMERICANS DURING WORLD WAR TWO

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The objective of this study is to examine how the social science of planning was connected to the maintenance of ideas of Euro-American cultural superiority as they played out in the policies of the War Relocation Authority (WRA), the United States government agency that had custody of 120,000 Japanese Americans during World War Two. The central theme is the historical relationship between urban planning and racialized minorities. The approach is an analysis of the beliefs and actions of the central subject of the study, Dillon S. Myer, who headed the War Relocation Authority for most of its existence.

Myer was a part of overlapping professional and cultural networks that included urban planners and other social science theorists and practitioners. These networks produced the social scientific ideas that informed WRA policies and generated the civil servants and social scientists who applied these ideas to the administration of Japanese Americans.

The methodology for this interdisciplinary historical inquiry is based on (1) archival research and the use of primary documents relating to Dillon S. Myer and the WRA and (2) the reinterpretation of secondary studies on cultural domination and the resettlement of Japanese Americans. Key data sources include the Carey McWilliams Papers at UCLA (Los Angeles, CA), the Dillon S. Myer Papers at the Truman Library (Independence, MO), the War Relocation Authority Papers at the National Archives (Washington, D.C.) and the United States War Relocation Authority Records at the University of Arizona Library (Tucson, AZ).

Despite the invisibility of Asian Americans in planning history and the near-invisibility of planning in the established historiography on Asian Americans, as this paper demonstrates, the two histories do overlap; they share a network of theory and practice. Also, both planning and the experiences of Japanese Americans during WWII are marked by cultural hegemony based on ideas of racial inequality. This paper brings Asian Americans into urban planning literature and uncovers a hidden history of urban planning during which Asian Americans were subjects of planning; in so doing, the paper contributes to the growing literature of critical planning and to our understanding of urban planning and race.

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Track 9

Planning education

TEACHING "WORLD CITIES" COURSES: EXPERIMENT IN DISTANCE EDUCATION

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In 1991, the ACSP Commission on Undergraduate Education raised a number of concerns about the future of planning education at the undergraduate level in the USA. One of the commission recommendations was to expand planning at the undergraduate level by providing planning courses as part of liberal studies.

This research paper will examine a recent trend in undergraduate education of offering "World Cities" courses. These courses are to acquaint undergraduate students from a variety of disciplines with the study of cities in an international context. They are often designed to fulfill requirements of multicultural and liberal studies. The growing demand for "World Cities" courses points to the importance of investigating different methods to teach these particular courses and their institutional contexts.

Major research questions are: What are methods used in teaching "World Cities" courses in undergraduate education? How to use distance education in teaching "World Cities" courses? Is distance education an effective approach for teaching these courses? To address these questions, planning programs were surveyed by e-mail to investigate methods used to teach "World Cities" courses. In addition, insights from an experiment in teaching a "World Cities" web-based course in the department of Urban and Regional Planning, Florida State University, will be provided.

This research paper contributes to planning education by providing strategies and methods used to teach "World Cities" courses and indicating how to integrate the new technology in teaching these courses. The findings of the research would enhance planning education and contribute to the expansion and globalization of planning curriculum.

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INTERPROFESSIONAL ISSUES IN PLANNING EDUCATION

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One of the distinctive features of planning education at UWE Bristol is that it takes place in a Faculty of the Built Environment in which "interprofessionalism" is a key educational principle. Interprofessional Issues is the final year module in a series of modules designed to develop the interprofessional theme in the Faculty's undergraduate programme of studies. The Interprofessional Issues final year module is designed to prepare students for future professional work in the public arena. The intention is for students to use their accumulated knowledge, analytical skills and interprofessional competencies to identify and appraise, for a specific client, key issues within the context of a current topic of major significance to professionals operating in the Built Environment. The emphasis on interprofessional working has been given added salience as awareness has grown of the interconnected nature of urban and environmental issues, and of the need for cross-disciplinary and inter-agency approaches. Working in this multi-disciplinary and interprofessional way tends to expand, overlap and blur traditional professional boundaries, whether in construction or more generally in business. It also places an increasing importance on correct and appropriate identification of specialist knowledge and competencies. The recognition and management of this potential contradiction between thinking holistically and demonstrating a specialist focus is crucial to success in contemporary planning practice. Encouraging, developing and promoting this ability is a key aim of this module. It is essential to the education of planners to become aware

of and value the contribution of other professions in the Built Environment. Planners need to understand that, to achieve their objectives, it is essential to work with others and to engage in the development process. The Interprofessional Issues course provides not only an understanding of this but, through role play and groupwork, a real education in the difficulties and benefits of multi-disciplinary working.

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ETHICAL DILEMMAS WHEN PLANNING FOR A RESILIENT AND SAFE SOCIETY

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Ethical dilemmas when planning for a Resilient and Safe Society

A Master course at Stavanger University College

At Stavanger University College in Norway, professor Kjell Harald Olsen, has worked the last 3-4 years on developing a master course dealing with a safe and resilient society.

I have had the opportunity to take part in this work for the last two years. The program has a very broad approach. Students have been doing projects dealing with such different problems as, the risk associated to elderly people driving a car, the fear of BSE

(mad cow disease), risks of accidents at large sport- and concert arrangements and the risk of information "leakage" when going from traditional manuals to electronic devices in hospitals.

In addition to more traditional teaching of risk perception and risk management by probability calculations, and risk analysis, we also focus on the individual actions of persons involved in situations where crucial choices need to be made. This leads us to the question of different ethical dilemmas.

In the history of philosophy of ethics most often two main traditions are mentioned, the deontological and the utilitarian tradition. The former is based on rules, rights, and actions that are right in themselves, and is most often related to good old Immanuel Kant. The latter focuses on positive consequences when deciding what is right, and often look to a large extent for what is good for the vast majority. This tradition dates back to Jeremy Bentham and John Stuart Mill.

But there is a third way, mostly based on Aristotle and his practical and pragmatic ethics. It is very context-dependent and based on wise judgment in a specific situation, and deeply rooted in a culture with a comprehensive and common understanding of cultural values in that society.

It is the Aristotelian tradition we find the most interesting in a very dynamic society, where planners and people in general continuously have to make choices when dealing with risk perception and risk management. In this context the issue of rhetoric also plays an important role.

IMPROVING COMMUNICATION BETWEEN STUDENTS AND PROFESSIONAL PLANNERS: USE OF A BASIC IT APPLICATION FOR INTERNATIONAL PLANNING EDUCATION

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Our research focuses on the following two questions: 1) Can an application of IT between professional planners and planning students assist effectively in the learning process for a complex and controversial topic such as growth management in the United States; and 2) Could such an application be used by students for the study of foreign planning topics? The purpose of the first phase of the research has been to use a moderated listserv to make connections between the classroom and academics to the real world planning experiences in growth management. We formulated a set of questions and circulated them to over 400 Washington State planners. Questions were based on the subject we covered in the course each week. Planners responded to our

questions enthusiastically, as did the students during organized discussion periods of the planners' comments. A detailed website provided background and further WWW links for each of the topics covered in the class. Evaluations from both students and planners revealed that the students, planners and instructors learned a great deal during the course. However, the current application is limited to the United States. A second phase of the research will be to apply the lessons that we learned from the growth management project to use in international planning education. Because we made use of a basic IT application, we believe that the existing approach has potential for use in international planning education for communication between students and planners in both developing and developed nations. For the second phase of our research, this same IT application will be used to attempt to make connections between students and planners in the comparative context of planning in and among the nations of the Pacific Rim. This international focus will allow us to expand on our existing methodology for study of the Western Hemisphere of the Pacific Rim to the context of planning in the Eastern Hemisphere. Progress on the second phase of research will be made during April-June 2003. The results of the first and second phases will be reported in the paper.

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THE TROUBLED RELATIONSHIP BETWEEN TEACHING AND RESEARCH IN PLANNING EDUCATION: MAXIMISING SKILLS AND KNOWLEDGE FOR A NETWORK SOCIETY

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This paper will explore the troubled relationship between teaching and research in the context of British planning education. This relationship is described as 'troubled' for four reasons. First, because academics experience tensions to do with status and resources within their departments about the need to balance research activity with engagement in teaching. Second, it is generally recognised that 'research-led' teaching is usually superior if carried out by research-active staff yet little is known about the different ways in which teachers incorporate and convey an understanding of research in their teaching. Third, there is a growing debate about what counts as research and how best planning students can acquire the skills needed to both evaluate different kinds of research and, quite possibly, produce it themselves when in employment. Finally, there has been little debate about how the nature of the Network Society is promoting the need for the development of new forms of inquiry and evaluation in order to utilise fully the outcomes of 'research'. The latter may fall on a continuum from academic 'blue-skies' thinking, to a independent piece of research, to a policy debate from a 'think-tank' or government agency.

This paper will explore the implications of all these issues for planning education, drawing extensively on an on-going research commission funded by the Higher Education Funding Council for England, involving four built environment schools in English universities.

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CHARETTE AS A DESIGN AND CONCEPTUALIZATION METHOD

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In architectural schools the term "charrette" means intense and concentrated effort needed to finish a project. Its image comes from the practice at L'Ecole des Beaux-Arts, where projects were collected and piled onto a cart (charrette) and while wheeled

through the studios students would run along the moving cart trying to finish the last-minute details.

Today charettes are associated with different activities and functions. In the US it is now used in community-based planning, in "visioning" exercises involving experts or lay citizens, in achieving consensus among multiple stakeholders and interest groups, in preparing expert recommendations, and the like. It involves collective brainstorming, convergence of ideas from multiple and different perspectives, values, and experiences. The process implicitly subsumes negotiation, bargaining, advocacy, and consensus building. It helps build collaborative spirit, mutual understanding, and group dynamic skills. The emphasis is on the broad concepts, rather than details. Time constraint and hence intensive nature of work involved are the common features of charettes. In Germany such "charettes" are better known as "future workshops" or "community fora," a much appreciated and widely used instrument to imagine possible futures.

In this paper we will report on the experience of a collaborative studio involving graduate planning and policy students from the Technical University of Berlin, and the University of Southern California. The theme of the studio is "entertaining cities" - exploring the role of arts, culture, and entertainment in urban revitalization and local economic development. The studio will involve two collaborative charettes exploring: in Los Angeles alternative visions for the Hollywood Boulevard entertainment district, and in Berlin whether Tempelhof airport, which will be closed at the end of the decade, has a future as a local and/or global entertainment space.

We will argue that charettes can be seen as an important explorative design and conceptualization method, and a creative pedagogic tool. As a design method charettes help to integrate outsiders' view with local "metis,"* contributing to a better outcome. Here it also emulates for the students a taste of a collaborative international consulting experience.

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CERTIFIED PLANNING COMMISSIONERS' PROGRAM

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The Cincinnati metropolitan area has hundreds of local units of government that have planning commissions with citizen planners. This balkanized structure is a challenge to effective metropolitan planning. This program provides training for these citizens planners so they can operate effectively in the larger metropolitan context. The Metropolitan Growth Alliance of Cincinnati funded the University of Cincinnati (UC) School of Planning and the Hamilton County Regional Planning Commission (HCRPC) to create a Certified Planning Commissioners' Program.

Curriculum design focused on an assessment of the skills necessary for planning commissioners to be successful in their roles. A workshop was held with 15 currently serving planning commissioners from throughout the metropolitan area to identify essential and recommended competencies necessary for a successful planning commissioner. The depth of the skills needed was detailed as well. HCRPC professional planners and UC faculty served as observers in this process. HCRPC professional planners and UC faculty then took the competencies identified and designed a curriculum that either introduced, reinforced or taught these competencies and skills. This needed to be accomplished within 16 hours of instruction thus priorities of competencies and skills were identified.

The following were the competencies and skills identified to perform the essential duties of a Planning Commissioner: interpret and analyze technical and legal information; recognize the need for information and the ability to get it; reach decisions fairly and efficiently; understand laws that affect planning commissioners; understand the unique role of the planning commission; understand the process of comprehensive planning; and conduct efficient public meetings. Case studies and mock sessions simulated and reinforce real life situations. Reading materials and a planning handbook were used to supplement and reinforce important planning concepts. Pre and post test were administered. Participants evaluated each trainer and session. Low evaluation sessions were re-worked to ensure a high participant satisfaction.

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MAKING IMPLEMENTATION MATTER IN PLANNING EDUCATION

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In the U.S. the Planning Accreditation Board (PAB) and their guidelines have shaped the educational training planning students receive. To be accredited, a planning program must demonstrate that their students possess the knowledge and skills to make plans and understand the process by which plans are implemented (PAB, 2001). Thus, knowledge of plan making and implementation is considered necessary to becoming a competent planner. However, despite this educational focus, few studies assess plan implementation and few planners know to what degree the plans they craft are actually implemented (Tallen, 1996a; Ragatz, 1983). While many textbooks discuss the importance of evaluating plan implementation most discussion tends to be very general and fails to demonstrate how it should be done. Given this situation it is no wonder that both planners and communities question the effectiveness of their plans and the very success of their efforts. We propose to develop new empirical methods of assessment of plan implementation and apply them to case studies. To do this we will build on the limited research literature that already exists such as Tallen, 1996a; Tallen 1996b; Landis, 1992; and Booth, 1989. The case study plans that will be evaluated will consist of plans that have been recognized by the American Planning Association as award winners. These plans have been recognized by the profession as high quality and will be evaluated on whether they have actually been implemented - to what degree have they achieved their goals and guided the future development of the community. By developing this case book of examples, these new quantitative methods of implementation assessment will more likely be added and taught within the planning curriculum. Plan implementation can no longer be consider an inherent part of the planning process. Planners are increasingly being challenged to demonstrate their worth and success, and one measure of this is our ability to guide the future physical development of communities.

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PREPARING PLANNING EDUCATORS FOR UNIVERSITY TEACHING AND RESEARCH: THE USE OF FACULTY MENTORING PROGRAMS TO PREPARE PLANNING FACULTY

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In recent years, concern has been expressed that planning schools can and should do a better job of preparing doctoral students and junior faculty for launching careers as effective researchers and teachers (Hamin et al. 2000). The purpose of the research proposed here is to report on ways in which ACSP, doctoral-granting programs, and hiring planning schools can structure programs that will better prepare new faculty for launching their careers.

The approach for determining ways in which these institutions can do a better job of preparing faculty is three fold. First, a focus group of 50 junior faculty and doctoral students was assembled at the 2001 ACSP conference and asked to list ways in which doctoral programs, ACSP, and hiring programs could do a better job of preparing faculty. Second, the results from this focus group were then presented to a group of 30 junior faculty and doctoral students, many of who participated in the 2001 focus group, at the 2002 ACSP conference. They were each asked to rank the recommendations coming from the 2001 focus group. Third, the research will conduct a series of case studies of faculty mentoring programs, both in the US and abroad, that are conducted at planning schools as well as other university programs.

The information from these case studies will be used to complement the information collected at the 2001 and 2002 ACSP conferences so that a complete picture will be obtained of what doctoral students and junior faculty would like to see in faculty mentoring and what is currently being offered by universities that have faculty mentoring programs.

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CHANGING DIRECTIONS IN THE PLANNER'S USE OF INFORMATION

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Effective planning practice requires information to be gathered from relevant sources with appropriate and affordable methods. Information must be processed and analyzed so as to yield insight and strategy for effective action. And, central to professional success is the ability to communicate this information effectively. The Planner's Use of Information: Techniques for Collection, Organization and Communication was first published twenty years ago to help practitioners to obtain the skills and concepts needed to successfully master the use of information in planning practice. Verbal, written, graphic and interpersonal modes of communications were addressed and the need for judgment and skill in interpersonal communication underscored. The book continued to find an audience and has remained on APA Planners Press list for two decades.

A revised edition of the book has been completed and forthcoming in 2003 from APA press. The author was the editor of the original volume and is editor of the revised volume. The revisions of individual chapters in the extensively revised edition have addressed the many ways in which technological changes, particularly the ubiquitous use of computers and the internet, have made for changes in the ways and means by which information is used in planning practice. Drawing on the new book this paper will provide an overview of what remains a constant and what has changed dramatically over the last twenty years in planner's use of information. It will provide a vignette of what remain key and constant skills in effective practice and what new sensibilities are mandated by changes in technology.

CREATIVE PLANNING CURRICULA

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Over the last decades of the 20th century, the nature of planning has changed for a variety of reasons including changes to government structures and attitudes, globalisation, and a growing awareness of environmental issues. With this, new demands on the planning profession and the education of planners arise. Emerging knowledge and skills requirements for planning education include, for example, management and facilitation of urban regeneration, environmental protection, heritage conservation and the interpretation of international laws and regulations.

Individual academics, professional institutions and associations have responded to the challenges of formulating planning curricula in various ways, documented in guidelines, articles, reports and other commentaries (e.g., Batty 1983, Castells 1998, Sandercock 1999, Fubini and Romice 2002, RTPI Education Commission). Responses range from the radical to modest adjustment and from proposals for national, regional or global co-ordination of education goals and research to calls for diversification and specialisation.

The purpose of this paper is to review and compare the most prominent suggestions - looking for common threads, similarities, differences and emerging preferences, patterns, paradigms. Are there common observations despite different national contexts? A selection of contemporary texts outlining the future of planning education are evaluated and analysed, including the Royal Town Planning Institute's Education commission report. The results of the Creative Planning Curriculum - a recent UK workshop designed to think afresh about the purpose, structure and content of planning education are drawn upon.

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RENOVATING AN UNDERGRADUATE PLANNING CURRICULUM

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This paper arises out of a process of review and revision to an undergraduate planning degree. Prompted by concerns about sustaining strong interest from prospective students, the review process revolved around a series of consultations with stakeholder groups. Focus group meetings with industry and professional representatives to discuss the problems, trends and challenges of planning education were central. Cultivation of these conduits into wider professional networks provided significant inputs beyond internal assessments driven by day-to-day experience and educational theory. They also help re-nourish the town-gown linkages vital in vocationally-orientated education. The paper records in outline the overall process of review concentrating on aspects and insights of greatest interest to a wider audience. After considering the broader background setting of undergraduate planning education, the paper describes the specific institutional setting of the degree in question: the Bachelor of Town Planning at the University of New South Wales in Sydney, Australia. The structure and market appeal of the degree are outlined, general procedures of the review process are described, and outcomes of the review process are documented. At the end of the day, the changes were not intrinsically radical but being informed by a wide cross-section of industry opinion should enable the degree to maintain and consolidate its standing within Australian planning programs and react readily to future educational challenges and international networking opportunities.

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CRAFTING COMPARISON IN PLANNING: FROM FASHION TO CONSEQUENCE

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Comparative work has become somewhat of a fashion in recent planning pedagogy and research. One aspect of this work is the frequent nature of comparisons between European and American cities, for example in areas of urban form, transportation, and environmental planning. There is also a trend of first world/third world comparative urbanism, often based on universalistic notions of the effectiveness of the state and the efficiency of the market. The paper advocates for a more consequential approach to crafting comparison in planning. The approach is based on four elements: theoretical sophistication (e.g. how we compare is more significant than what we compare); methodological rigor (e.g. rendering the units of analysis comparable through mechanisms such as functional equivalence); contextual grounding (e.g. understanding the empirical evidence and phenomena within the specificities of each political-economic and cultural context); and significant benefit (e.g. reflecting upon the exact purposes of comparative analysis).

The approach is developed via an interdisciplinary seminar for masters and doctoral students entitled, "Learning By Comparison". This paper describes the pedagogical approach of the seminar, its purpose and structure, and a set of critical readings designed to assist students in crafting their own comparative analyses. The paper then summarizes some of the outcomes on the seminar, including research on alternative housing programs for the urban poor in Bangkok and Chicago, global capital and downtown spatial organization in Kuala Lumpur and Los Angeles, and access to micro-credit in Paris and Dakar. The paper concludes with critical reflections on this approach, its pedagogy, and its implications for future research and policy.

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PLANNING EDUCATION AND POWER: THE CONSTRUCTION OF PLANNING EDUCATION IN A CONTEXT OF GLOBALISATION

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Tertiary education is under pressure to adapt in a context of increased student diversity, high attrition rates, skills deficit of applicants to educational programmes, budget cuts, and the restructuring of tertiary institutions both internally and externally in the form of amalgamation with other institutions. Many of these pressures have to do with the local outcomes of global capitalism, and an ideological response that has been referred to as 'neo-liberalism' that is focused primarily with securing competitive advantage. At the same time however there is a transformation imperative that relates to South Africa's need to challenge pedagogical practices of the past and to interrogate the planning theories and practices that have accompanied this *modus operandi*.

The aim of this paper is to identify these global and local influences and to begin to develop an understanding of the forces that are currently informing planning education in the South African circumstance. The central tenet within this study is to identify who constructs 'planning education', how is it constructed, for what purpose and ends and finally whose interests are being served. In a broad sense this Foucauldian position of power in planning relates to the title of a recently published planning book "the power of planning" (Yiftachel et al 2001). In this paper I enquire about the nature of what it is we are teaching, how we are teaching (the teaching methodologies) and to what extent we are preparing students for the workplace or for broader educational enquiry. Several interviews have been conducted in South African Planning schools informing this paper. Core competencies identified by the Heads of Planning Schools provides a further basis on which to critique planning education in a networked society.

This study forms part of an approved PhD dissertation, entitled: "New Vocationalism Versus Critical Pedagogy: The case of planning education". Supervisor Professor Philip Harrison, *harrisonp@archplan.wits.ac.za*

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GLOBALIZATION: REDEFINITION AND IMPLICATIONS TO PLANNING EDUCATION AND BEYOND

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Globalization has become one of the most frequently talked about subjects in academia, the mass media and the public policy arena in recent years. And yet, what it means is not clear. The recent debate between Stiglitz (formerly at the World Bank) and Rogoff (the IMF) illustrates this point well.

While globalization has several dimensions-- economic, political, technological, environmental and cultural--it has been mainly interpreted, perceived and used as economic phenomenon.

The consequences of economic globalization are uneven among nations and different groups of people within a nation. Under these circumstances, proponents of globalization argue that it brings positive benefits to people, while critics claim that it damages the well-being of the poor. Societies which lack political cohesion, social justice, knowledge and ethical norms can easily fall prey to global forces. Proponents of globalization are knowledgeable professionals, large businesses, advanced nations and international organizations. Opposition comes from those individuals and entities that suffer monetarily or mentally from the globalization processes.

These observations imply that in order to make reliable analysis of the impacts of globalization, in general or on a specific aspect of a society, it is necessary to have a broad conceptual understanding about the nature of globalization and its implications. This round table deals with the redefinition of globalization and its implications to planning.

We shall try to answer the following questions:

What is the current, prevailing mode of definition of globalization?

Do planners need to redefine globalization?

What are alternative definitions of globalization, in particular, that is relevant to planning?

What are the implications of globalization to planning in terms of education, research, and practice?

What should planners do to deal with globalization?

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EDUCATING PLANNERS: DO REMOTE SENSING AND GIS PLAY A PART?

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This paper describes the way GIS and remote sensing are taught to undergraduate and postgraduate students on the Town and Country Planning courses at the University of Liverpool. Although vector data is the main data type and ArcView is the main package used for mapping and GIS analysis, Arc/Info and IRDAS IMAGINE are also used in teaching and research at the University of Liverpool. This paper will draw upon a wide range of case studies and examples to discuss the unique way that UK academics and their students can access the wide range of software, data and training materials available to them and asks the question 'Are we using remote sensing and GIS enough in educating planners of the future?'

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CHOOSING TO PLAN IN A LAND WITHOUT PLANNING: ON BECOMING AN URBAN PLANNER IN LEBANON

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This study seeks to examine the decision of certain Lebanese individuals to become urban planners, or at least to study planning. For several decades now, their number has remained quite limited as there was (till recently) nowhere to study planning locally, but it has been growing. This choice is made within the specific context of Lebanon, where urban planning as a profession remains in the process of being defined. But where a fundamental change is taking place in that a choice now exists as to where to study the subject, either part-time inside the country in one of several institutions, or full-time by going elsewhere (especially to Europe and North America). Indeed, the fact itself that it has become possible to obtain a Masters or equivalent in this field

without having to drop everything and go abroad represents a significant change relative to previous years.

To explore the process that led to such a choice and the results of the choice, a survey was undertaken within the framework of a research program on "Urban Planning Milieus and Cultures in the Southern Mediterranean." The principal objectives of this inquiry were thus to clarify:

- The sources for the interest in urban planning
- The expectations behind the entry into the profession
- The role of education as an access point into the profession
- The sense of belonging to a community of urban planning professionals

This paper will examine the results of the survey so far, by considering two distinct periods. From the time of the Independence of Lebanon in 1943 through the end of the internal war that ripped the country until the end of the 1980s, a very gradual increase in the number of those who study urban planning overseas can be identified. In the dozen or so years after the end of fighting, the "Reconstruction" period witnessed the creation of three Planning Masters programs and other programs in related areas. The number of those having undertaken some sort of study of planning (or doing so now) grew from a handful to dozens. The presentation will thus assess what this noticeable shift represents for the condition of being a planner in Lebanon, while placing it within the context of the planning realm in the decades after Independence. Ultimately, it will consider the potential link between the presence of planning education and the emergence of a planning 'milieu'.

HOW DO PRACTICING PLANNERS LEARN AND WHAT DO THEY WANT TO LEARN?

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There is very little research concerning the continuing professional development (CPD) needs of practicing, let alone citizen planners, along with their preferred modes of learning. The lack of this data is significant because there has been an ongoing discussion concerning CPD within the American Planning Association (APA) and American Institute of Certified Planners. There is an additional aspect to the discussion that has to do with mandated vs voluntary CPD. Another issue is what entities are responsible for such CPD programs. A few have argued that there is a responsibility of continuing professional education within the Planning Accredited Board (PAB) institutions since CPD and outreach are part of the criteria for accreditation, though not weighted heavily during the accreditation process.

From reviewing the websites, it appears that both the City and Town Planning Association (CTPA) and AESOP consider CPD an important aspect for a planning professional. CTPA lists CPD programs on the web site. Whereas on the AESOP web site under the heading Challenges for the 21st century, one of the challenges mentioned is "to promote continuous professional development."

The research for this paper focuses on the CPD needs of practicing planners and the preferred modes of learning for CPD programs. The population being surveyed is the APA membership along with Planners Network and Association of Collegiate Schools of Planning membership. The research method is an online survey. The sample is not random, but geographically distributed. At this writing the response rate is 450. To enhance the validity and reliability, same type questions are being used as were in previous research. The survey can be viewed at www.urban.uiuc.edu/ce/cpd/survey.asp. This research will give an indication of the CPD needs of planners and how planners prefer to learn. This information should be useful for all of the above mentioned organizations for the design and implementation of programs. Even though the research does not focus on the issues who should need CPD (AICP members, APA members, all practicing planners, citizen planners), whether CPD is mandatory vs voluntary, and what venue is responsible for offering CPD programs, does not negate the importance of these questions.

EDUCATION AND PLANNING

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In Italy, the last reform on the University Teaching Autonomy (Decree n.509 of 1999) introduced new logics by the definition of educational routes and has led to draw many distinctions about working fields, without doubt with the view to giving specific competences to the students.

In every Degree Course or Master Course the teaching regulations determine the credits, sharing them among several educational activities, where, around the basic activities, the characterize activities and the related activities acquire a very particular

relief. It is among these two last, therefore, that the different curricula are articulated, the educational goals and, consequently, the professional ambits are defined. The scientific-disciplinary sectors of Urban Planning and Technique and Urban and Regional Planning are present in many Classes of Study Courses. The situation appears substantially characterized by the presence of two logical types: one centralized on the possibility of training which is more or less specialized in planning and design, the other stretching to support multidisciplinary and integrated approaches, in which these sectors, although they are important, assume a complementary role.

Looking at education means not only arguing and moving in relation to the training of "territorial planners", but also thinking in transversal terms, not least as regard a connecting strategic role, also ancillary, of the town planning field.

It is very important that graduate or post-graduate has to have an education that allows him to be able to see problems and to work towards finding solutions.

Developing techniques for the conservation, protection and governance transformations of the environmental system demands also profiles of experts who can evaluate impacts and involves appropriate educational paths, for instance of a culture on heritage resources.

The governance of transformations, substantially articulated in plan, programme and management, first requires correct identification of the processes able to answer social demands and, for this, to shape and realize a future consistent to its expectation.

CORNELL URBAN SCHOLARS: AN INTERDISCIPLINARY APPROACH TO PUBLIC SCHOLARSHIP FOR PLANNING STUDENTS

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Powerful global forces have reduced economic security for many urban residents and increased the complexity of urban development and planning. The Cornell Urban Scholars Program provides undergraduate internships for urban and community-building efforts of non-profit and government agencies serving low-income communities in New York City. The program draws mainly on experiential learning and action research. Students are encouraged to consider public service careers. Through careful selection, placement, and mentoring, students are groomed to provide real assistance to non-profits. Program curriculum and learning experience complements classroom learning. Students gain greater clarity in the systemic causes of poverty, develops the next generation of participatory urban planners.

Now in its second year, the program has had many accomplishments and failures that begs further analysis - an analysis that has far reaching implications for excellence in planning education across the globe.

Can a program that brings together a synthesis of disciplines, beliefs, and skills develop deeper transformative learning and change that is sustainable both for the students and the communities in which they serve?

Qualitative data: from interviews and focus groups of 24 urban scholars student graduates, and the community agencies in which they served.

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ASSESSING THE QUALITY OF BRITISH PLANNING SCHOOLS: JOHN PUNTER (CARDIFF UNIVERSITY UK)

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British planning schools are assessed by three bodies each looking at a different dimension of planning education and academic practice. The Royal Town planning Institute accredits planning courses against their educational guidelines, but it does

not attempt to measure differential quality being concerned with the school's contribution to the profession in the broadest sense. By contrast, the research output of Planning Schools is assessed very four years through peer review as part of a national government exercise, and each school's output is assessed on a five point scale with funding being allocated accordingly, with a major impact upon staffing levels. Thirdly teaching quality is also assessed by peer review as part of a national government exercise, but with only minor financial benefits to those schools who perform well. All three mechanisms are controversial to some degree, and all three are under review and subject to change. All three impact significantly on planning education and research, and this paper considers these differential impacts and the debates they engender about quality, both within academe and practice.

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COORDINATION, GOVERNANCE STRUCTURES, AND AN INTERAGENCY TRANSPORT PLANNING CASE

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Coordination is essential in many planning efforts, and it is achieved in different ways in different governance structures. The conceptual discussion here outlines the ends, means, and techniques of coordination peculiar to the governance structures of market, hierarchy, and network. Coordination in these structures is primarily achieved by competition, command, and cooperation, respectively. However, other coordinative planning techniques are also dealt with. Types of coordination tasks are identified, and the coordinative features of familiar planning styles are briefly noted. For example, communicative planning is associated with the network structure.

The case study deals with coordination and cooperation, in particular. It gives an account of how the central administrative agencies of public roads, railways, civil aviation, and coastal infrastructure work together in the Norwegian national transport planning process. The administrations take varying interest in the integrated plan and have divergent power in the coordination process, which caused some tension. Hence, it is shown how institutional differences between cooperating agencies make coordination difficult. The differences are due to dissimilar financing, organisation structure, size, and strategic planning competence. The result is different cooperation strategies that can be interpreted by utilising the governance structures and coordination concepts above. The case also gives an account of the planning issues that are particularly challenging to the cooperative planning effort.

The cooperative achievements of the agencies reflect the fact that they make up only a loosely organised network, and that this network is situated in a political-bureaucratic hierarchy in which the administrations have both principals and agents. This hierarchical structure is revealed by, for instance, the important role of directives, viz., the two national political guidelines specifying mandate and tasks. The looseness of the network is indicated by the relatively strong competition between the road and rail administrations and by the withdrawal strategy of the aviation agency. Even though there are also common network goals, separate agency objectives remained important throughout the cooperation process. The coastal agency and especially the aviation agency found many issues and tasks in the cooperative planning process to be of little interest.

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GLOBALIZATION, SOCIAL CONFLICTS & PLANNING EDUCATION

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How should planning curriculum be restructured to respond to the challenges posed by globalization?

The American Collegiate School of Planning (ACSP) formed a task force in January, 2002 to respond to this urgent question in the aftermath of September 11, 2001. The task force consisted of three sub-committees, including one on curriculum changes, which is headed by Bish Sanyal with ten faculty from various U.S. planning schools (see attached list).

The curriculum subcommittee met once at MIT in April, 2002; later we met again in Baltimore in November, 2002 at the ACSP conference; and we are currently drafting our final report, which should be completed by February, 2003.

The report will have three sections:

- (i) An overview of the current curriculum, particularly its deficiencies in educating planners to respond to the opportunities as well as the problems of globalization.
- (ii) The rationale for changing curriculum to cultivate a new planning sensibility for citizenship at multiple levels, local to global.
- (iii) Recommendations to: (a) ACSP; (b) the Global Planning Educators Interest Group (GPEIG); and, (c) individual planning programs.

The proposed round table will focus on the first and the second of the sections, amplifying particularly the rationale for a new curriculum.

It is my impression that, of the eleven members of the sub-committee, at least six plan to attend the ACSP/AESOP joint meeting in Leuven. I will chair the session

Planning Education Task Force

Bish Sanyal, Massachusetts Institute of Technology, Chair

John Browder, Virginia Polytechnic Institute and State University

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INTERNATIONAL KNOWLEDGE NEEDS OF URBAN DESIGNERS

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Working from the results of surveys conducted in the United Kingdom, the United States, Australia and New Zealand, this paper reports and compares the knowledge needs of urban designers in these four countries. Profiles of the average respondent in each of these countries are presented and compared. These random sample questionnaire surveys in each of these countries represent the most comprehensive survey of architects and urban designers in the English-speaking world. The results presented also discuss these respondents' view of the future of their field, the role of globalization and their satisfaction with their chosen careers. While the United Kingdom results have been published, the others have not yet been presented in any national or international forum. In brief, the results indicate that there are many areas in the education of those who practice urban design that they believe were under served in their university-level education. They indicate that urban design practice may be served

better by combining elements that are commonly found within the curricula of not only architects and urban planners but also of management.

UNDERGRADUATE PLANNING PROGRAMS: A COMPARISON OF COURSE CONTENT IN AUSTRALIA

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Town planning programs at undergraduate level are rare in Europe and the United States of America, but have been increasingly used in Australia since 1967 to provide direct entry into the planning profession. At present there are nine 4-year full-time undergraduate planning programs available at Australian universities and they produce about two-thirds of all planning graduates. All are accredited by the Planning Institute of Australia (PIA) [formerly Royal Australian Planning Institute (RAPI)], which defines educational parameters, but encourages planning schools to develop their own focus. Schools have responded by providing considerable variety in program structures and the relative proportions of core, elective, and research components (Siksna 2001).

The paper examines the detailed course content included within the core, elective and research components of Australian undergraduate planning programs, and identifies the different ways in which they meet PIA core curriculum requirements (RAPI 2001, 7). Course descriptions drawn from current program handbooks are also systematically analysed in terms of their relationship to categories, such as theory, law, practice, design, policy, environment, etc. (similar to Gunder & Fookes 1997). The analysis reveals that extremely varied course contents are used to satisfy professional accreditation requirements. The paper suggests that Australian undergraduate planning programs might also provide a diversity of suitable models for European, American and Asian universities contemplating the introduction or revision of undergraduate planning programs.

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INFRASTRUCTURE EDUCATION FOR PLANNERS

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During the 1985 ACSP conference, the question was posed: are we adequately educating planners about infrastructure? At that time, more than 40% of planners in the United States had some level of influence in the way infrastructure elements were planned and used (Nelson, 1987). Since then, the urban and rural landscapes have changed and through land use planning, economic development and environmental regulations, etc., planners continue to exert influence on the demands and use of a city's infrastructure. There should be no question that infrastructure is vital to all cities and

towns. It is the physical framework that supports and sustains all economic activity and produces services central to the quality of life (Cain, 1997). It is important to note that a city's physical infrastructure is not a single element or facility but a combination of several elements. These elements include: roads and bridges; buildings and outdoor sports areas; transportation services; water and sewer, waste management; energy production and distribution; and communication (Federal Public Works, 1993). Those disciplines involved in the planning, construction, management and policies affecting the various elements have recognized the need for an interdisciplinary approach to infrastructure education. Planners, policy and decision makers need to understand the technical issues intrinsic to the functioning of physical facilities and engineers need to be familiar with policy issues that affect the decision-making process (Bernhardt & McNeil, 2001). The purpose of this roundtable is to bring together academics and practitioners to discuss the status of infrastructure education in the planning curriculum and to share ideas on the breadth and depth of information necessary to adequately prepare future planning professionals.

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TEACHING ETHICS TO PLANNERS: A DIALOGICAL APPROACH

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At an ACSP roundtable on teaching planning ethics several years ago, there seemed to be two different conceptions of planning ethics and two different approaches to teaching ethics. Here we present our conception and our approach, and contrast them with their more common alternatives.

The common conception of teaching ethics to planners seems to be in a separate course, which often focusses on the personal ethics of planners, reflecting the traditional focus of professional "codes of ethics". Our conception involves putting ethics at the center of planning. The notion of planning rests of ethical footings. The social institutional framework of public planning derives its legitimacy from shared ethical concepts, ideas and principles (Rawls 2001). Planning debates ranging from general plans to site designs, frequently involve conflicting ethical conceptions.

The common approach to teaching ethics to planners begins with abstract theories, from which principles are derived, leading to more specific rules, which then get applied to make judgements about concrete individual cases. This hierarchical approach reflects the "scientism" of Modernism. Our Pragmatic Dialogical approach begins in the middle, with ethical intuitions about situations, moving to more general principles, back to concrete cases, and then bringing in ethical theories and concepts, going back and forth between "levels" of specificity, with no set hierarchy or sequence. This approach reflects and illustrates the planning process of Wide Reflective Equilibrium, which we advocate (Jamal, Stein and Harper 2003). It also demonstrates the kind of dynamic interaction which we would like to encourage between planning theory and practice. We believe that our conception and approach to teaching ethics to planners can help them to see more clearly and act more ethically while in the tumult of practice.

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ACTION ORIENTED "PROJECT WEEKS" TO CHALLENGE COMPLEX PLANNING PROBLEMS

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The "Urban Studies and Landscape Planning Network" (former ORL-Institute) at ETH Zurich offers a part time postgraduate education in spatial planning. Based on their previous studies (e.g. in architecture, engineering, law, economics), the students are prepared for employment within the area of spatial planning.

The second part of the two-year study focuses on practical work and involves an interdisciplinary approach. Groups of planners and specialists from varying fields increasingly work together in ad-hoc-organisations to solve complex planning problems. This form of postgraduate education reflects this and offers a versatile and practical set of planning methods for collaborative decision-making. During six one-week sessions the students learn how to collaborate in interdisciplinary teams and how to tackle spatial problems efficiently and effectively under various conditions.

This paper introduces our teaching methodology using the project week "Urbanism as a process" as an example. The students' task was to deal with complex planning problems on the interface between architecture and urban planning. The students should learn to comprehend architecture and urban planning as a process of understanding existing problems and opportunities for which creative and suitable solutions have to be designed.

For this particular project the planning task was to develop a strategy for urban restructuring of a harbour area in the city of Flostock. In this context important objectives were to learn about the elements of a strategy, to consider the important relationships; to implement evaluation criteria that identify the elements and processes which constitute positive developments; and to understand the motivations and objectives of different actors and their areas of influence.

The type of questions posed, the preparation materials developed and the structure of the project week itself enable the students to create solutions in a tight time-frame. The main elements of the project week itself are a close proximity to the project area itself, interaction with the stakeholders on the site; input from external experts; and the interdisciplinary discussions amongst the students themselves. The involvement of the stakeholder provides a further motivation for the students to produce credible results. This framework encourages a close relationship between theoretical knowledge and planning practice.

CAREER DEVELOPMENT WORKSHOP: DESIGNING YOUR RESEARCH PROGRAM

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Intended for young academics, this roundtable aims to help you plan an agenda of scholarship that will lead to career success and make a difference in our discipline/profession.

Panelists will comment on these questions:

- 1) How does one define and bound a successful program of planning research?
- 2) Should a career research program focus tightly around one set of relationships or is it desirable to diversify among several topics?

- 3) Should the young scholar select work similar to that of an existing group of researchers, or should s/he try to go it alone in breaking new ground?
 - 4) How useful is it to conduct work aligned with a discipline or research community outside of urban and regional planning (economics, operations research, environmental design, etc.)?
 - 5) To what extent should the availability of funding sources influence the selection of a research program?
 - 6) How important is it to select a research program that has direct implications for planning practice?
- CVs of several mid-career scholars (with names masked) will be considered as examples of varying strategies for career success.

FACULTY QUALITY AT U.S. PLANNING SCHOOLS: AN NRC-STYLE STUDY

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U.S. planning schools are reviewed using the faculty quality assessment measures employed by the National Research Council in its 1995 study of research-doctorate programs in the United States. Measures examined are ratio of publications per faculty member, percent of faculty members publishing, Gini coefficient of concentration of publications among faculty members, ratio of citations per faculty member, and Gini coefficient of concentration of citations among faculty members. School included in the study are those that are either full members of ACSP, PAB accredited, or both. Results are interpreted in terms of what they say about relative research strengths of the schools, and overall research productivity among planning faculty nationwide.

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PROVIDING AN INTERNATIONAL EXPERIENCE FOR PROJECT COURSES

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Encouraging students to participate in an international educational experience has been a goal of many universities. Cost has been a major factor in reducing the number of students that take advantage of such programs. In addition, the brevity of the traditional four semester North American graduate planning curriculum has discouraged enrolment in typical one semester "study abroad" programs. A partial method to overcome some of these barriers is to provide a comparative experience as part of an existing course. This has been demonstrated to be an efficient way to expose students from different backgrounds to an international component on a short-term basis with a minimum of organizational difficulty.

The faculty in Spatial Planning at the University of Dortmund in Germany has established informal arrangements with a number of programs in the United States, including Michigan State University and the University of Southern California. This exchange involves the typical project or studio course. Each university selects a similar subject for the workshop. During the term, students and faculty from each Program exchange 2-3 week visits for two purposes:

- Conducting an interim project review where visiting students and faculty provide feedback on the host institution's progress to date
- Engage in a collaborative and participatory exercise that would substitute for an actual short-term project.

- Allowing visiting students and faculty a chance to do limited regional travel for project related sites
- Using a recent (Spring Semester, 2003) exchange on brownfield redevelopment, faculty members from the University of Dortmund and Michigan State University propose a paper that discusses the mechanics of partial semester student and faculty exchanges. Some questions to be addressed during the session include the following:
- How are similar projects selected by both universities?
 - Are there reimbursements available for travel costs?
 - How often are such exchanges feasible?
 - What is the relationship between these arrangements and more traditional semester or year long programs?
 - How to organize universities for an exchange of knowledge about the different approaches to planning questions in each country
 - Evaluation of the outcomes of the project
 - Limitations on the use of a short-term segment of a single semester project

PLANNING EDUCATION IN CHANGING ENVIRONMENT OF LATVIA

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Development of a new democratic planning system going in line with European planning principles started in 90ties after re-independence of Latvia is still under way. The system is established but there are still serious problems to be solved both in terms of planning quantity and quality. One of the issues to deal with is planning education system. Local governments which are main employers of planners put forward following problems: 1. Shortage of qualified specialists available, especially in rural areas; 2. Unsatisfactory practical knowledge of graduates of universities; 3. Unsatisfactory knowledge of planning legislation and economics. At present three main universities prepare specialists working in planning field: leading school - Riga Technical University, Faculty of Architecture with specialization in physical planning; qualification - architect; Latvian University of Agriculture, Department of Rural Engineering with specialization in territorial planning; qualification - landscape architect and planner and The University of Latvia, Faculty of Geography. Based on experience of all above mentioned education establishments development of a new national planning school is started with main task: educate a new generation of urban and regional planners with basic sustainable thinking and train our practising colleagues in changing their approach to actual planning problems. The complexity and dynamics of cities and rural regions requires better understanding of urban decision-making and systems for integrated and effective planning and management. New generation of urban and regional planners with sustainable thinking and training in system approach to actual decision making and management problems of spatial development is coming. The contemporary tendencies are characterised by transition from priority of economic criterion to priority of social and human values in the spatial planning. Little by little the ecological criterion and ideas of sustainability break in our common life. The first steps have already been made: in co-operation with universities, the Ministry of Environmental Protection and Regional Development first profession standards for planners are prepared. To fulfil requirements of standards we need to develop professional study program, based on the linkage of research and teaching in the academy.

NEW CHARTER OF ATHENS

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This session is designed to explore the New Charter of Athens prepared by the European Council of Town Planners and its implications for planning education.

The revised version of the New Charter of Athens is addressed primarily to professional planners working throughout Europe. The original Athens Charter of 1933 contained a prescriptive vision of how cities might develop, with high density living and working areas, connected by highly efficient mass transport systems. By contrast, the New

Charter focuses essentially on the citizens and their needs in a rapidly changing world. It is designed to support professional planners - to give them confidence in their quest to find solution to the problems of European cities in the 21st century. At the same time, it promotes a vision of better cities, which can be achieved by planning and town planners. It is realistic, however, in making a clear distinction between those aspects where planning can exert a real influence and where it has a limited role.

The Charter is essentially a long-term vision for the future development of cities, embracing the principles of sustainable development. There are four key elements - social progress, which recognises the needs of all citizens; effective protection and enhancement of the environment; prudent use of non-renewable resources, including land; and maintenance of high and stable levels of economic activity and employment. The structure of the Charter is arranged in four parts, covering -

- Issues and Trends - discussing the problems currently affecting cities and the opportunities for tackling them (Part 1);
- Vision - suggesting the desired qualities for the possible form and shape of European cities in the 21st century (Part 2);
- Recommendations - how to secure the three pillars of sustainability of the cities of the XXI century: their social, economic and environmental qualities (Part 3);
- Commitments - giving specific guidance on the roles of planners and the professional bodies involved in city planning. It establishes the pre-requisites for planning European cities in the 21st century (Part 4).

[The session will also include a commentary on the Report of the Education Commission of the Royal Town Planning Institute, published in January 2003, and its views on how the discipline of spatial planning should underpin professional education.]

Track 10

Information and communication technology and cities

INFORMATION TECHNOLOGY AND REGIONAL DISPARITIES

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The emergence of information technology as a world highway has a deep impact on the production system and spatial organization of the world.

This kind of technology can dominate locational factor, connect the different geographical points of planet to each other, facilitate the production process, decrease the cost of production and increase the profit margins via flexible production.

Information network and information flow strengthen the market opportunities and investment decision making. They provide labor force requirements and determine the cost of goods and services, so that they affect the importance of special geographical areas.

Analysis of information technology extension and its impact on the development of areas is the main aim of this research.

The Study based on some Sources and observations and analysis of data shows The Information flow extends via limited paths according to "Hagstrad" theory. The Information technology needs some special infrastructures and Labor forces, so that it attends to centralize on some nerve centers in the economic system in which the information are gathered and processed, and leads to three kinds of disparities.

1. At the international and national level, the disparities between developed and undeveloped area.
2. At the regional level, the disparities between cities and their hinterlands.
3. At the city level it leads to bipolarization and dual city.

THE DECENTRALIZATION OF THE PUBLIC ADMINISTRATION IN PORTUGAL AND THE DEVELOPMENT OF A NEW RURAL ECONOMY

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In the last years, in Portugal, the public policies have been developed seeking that in each governmental area is proceeded to the reform of the administration of the state - smaller bureaucracy and larger decentralization has been some of the key words of this approach process of the state to the citizens. The smallest concentration and transfer of some attributions and competences of the central administration for certain organisms of regional base have been contributing not only to approach the citizens' administration but it has been equally responsible for the development of new services in rural areas.

This communication intends:

1. to present some examples of these processes;
2. to evaluate the efficiency and the effectiveness of the application of the technologies of information and communication in the development of these new services;
3. to evaluate the impact of these services in the quality of life of the populations of areas rural;
4. to evaluate the impact of these services in the development of the new rural economy.

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ICT-BASED INNOVATION OF PUBLIC TRANSPORT: THE LINKS WITH SPATIAL DEVELOPMENT

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The interest in applying information- and communication technology in transport has grown rapidly. Challenging concepts of intelligent transport systems (ITS) have been proposed, such as intelligent support of vehicle drivers, smart management of infrastructure capacity and innovative logistics' organisation of transport chains.

A remarkable low attention can be observed for the issue of the relationship of ITS with spatial development. Attention for this issue is almost limited to the introduction of innovative ICT-based freight logistics concepts.

It was chosen to limit attention to passenger transport chains at the urban and regional level. At this level, we face various initiatives to improve door-to-door transport chain services. For instance: significant improvement of real-time on-trip information for travellers using public transport or switching from car to public transport on P&R's, the introduction of automated people movers for linking modes in the chain, the introduction of new bus service concepts based on intelligent busses on dedicated infrastructures in urban areas.

These developments are motivated by the need for better urban public transport in our cities. Moreover, these investments are assumed to positively influence the attractiveness of urban transport nodes for economic investments, because accessibility to these spots and in particular the reliability of transport services will be improved significantly. In case this is true, ITS might also influence decisions of people where to live and work and thus their time-space travel behaviour. Consequently, ITS might become one of the discriminating factors in spatial development.

This paper will first address these issues from a theoretical point of view. Next, two cases in The Netherlands will be briefly evaluated. One is the operational people mover in the city of Capelle a.d. IJssel and the other is the almost operational Phileas bus concept in the city of Eindhoven. The aim is to specify a framework for further analysis.

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NETWORK SOCIETY LANDSCAPES - NEW SCENERY FOR THE TERRITORIAL PROJECT

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The advent of computer and information technologies is radically transforming the dynamics of communication and the concept of reality, making the conventional paradigms obsolete.

The broadening of borders and horizons due to relations and changes connected to the transmission systems of knowledge and information, along with the speed of connection, creates instability and ambiguity in the way of understanding space and time.

The "elimination" of spatial conditioning limits and the increase of degree of locational freedom of a many social agents and activities leads to the investigation of the ability of the new technologies to reduce the condition of marginality and exclusion tied to the dominant concept of physical proximity characterizing marginal territories until now. This paper seeks to analyze the relationships between city and technological networks with the purpose to enhance the inclusion of marginal areas in the urban dynamics through a critical reading of some meaningful case studies that allows the exploration of the effectiveness of the processes initiated by the networks in different territorial contexts. Beginning from a review of the state of the art, the research is finalized to the identification of the conditions that favour the revealing of project action in the territory to start some processes of inversion of tendencies compared to some fields of remarkable problems, such as, for instance, depopulation of interior territories, whose abandonment

is often tied to inefficient organization and not to a disaffection and/or to a lack of identity of place.

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EMERGING SECTOR IN AN EMERGING MARKET: THE RUSSIAN SOFTWARE INDUSTRY AND ITS GLOBAL LINKAGES

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The economic transition in Russia has involved privatization, liberalization, creation of new institutions and the emergence of entire new branches and sectors of the economy. The slow demise of the Soviet military-industrial complex and the closely allied scientific establishment, the sectoral restructuring in the Russian economy and the prolonged economic crisis has led to a serious underemployment and underutilization of its human capital and its technical manpower. Major western firms active in computer related sectors were among the first to recognize this unapped resource of human capital. Apart from joint ventures and subsidiaries of multinationals, another form of collaboration has involved contract research between firms set up by the sprawling scientific-research institutes in Akademgorodok, Moscow, St.Petersberg and other major cities, with firms in Europe and the US.

In our survey of over 60 leading information technology firms based in Russia, we find that, a) the comparative advantage of Russian software sector lies in - i) the level and expertise of its skilled programmers that allows it to occupy a higher value-added niche, ii) the large numbers of skilled labor available, which creates a critical mass, as well as a functioning labor pool/market in programmers, iii) the relative costs of development. Also, b) Over 50% of the output of the software sector is exported to US and Europe. c) Lack of business skills, such as marketing, entrepreneurial flair, are considered by Russian software executives to be main impediments to further growth, while knowledge of English is not an issue. d) The average level of education in these software firms is significantly higher than in those in India, the other software powerhouse. e) The lack of an apex trade body, institutional support, provision of venture capital and underdeveloped bankruptcy laws are some of the key impediments to further growth. Some of the key questions we explore in the paper are: Are the emerging models of cooperation and collaboration in outsourcing to Russia different from those in other countries, and if so why? What are the threats to future competitiveness? What is the role of the linkages between the Russian scientific establishment and the software sector and between the Russian diaspora and the domestic IT industry?

ANNIHILATING SPACE & TIME IN THE CITY 1715-1850: COMMUNICATIONS BEFORE THE ELECTRIC TELEGRAPH

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Rapidly changing information and communication technologies are challenging our understanding of relationships in modern society. Many, like Castells, believe this process is unique to our age, but this paper supports Headrick's view that we've been experiencing such communications changes for three hundred years.

The paper shows how improving technology led to the travel time required between UK cities decreasing rapidly over the 18th and 19th centuries resulting in vastly increased personal travel and corresponding increases in personal communication. The steamship allowed the Post Office to commence scheduled transatlantic services between the US and UK in 1840, while a (UK) national rail network was constructed in the 1840s. After personal travel increased by orders of magnitude, electronic communication 'was required' to be invented' but it could be argued that it reinforced existing patterns of physical communication rather than created new patterns.

In the research tradition of Pred and Schwarzlose this paper explores the changing spatial relationship between Liverpool & Manchester and London during the 19th century.

ETHICAL REASONINGS AND DILEMMAS IN EVALUATION PROCESSES: PERSPECTIVES FOR INTELLIGENT ARTIFICIAL AGENTS

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Do planners consider moral arguments? When and how is moral reasoning used for evaluation in planning domain? How do planners include moral responsibility in the decision process? What is ethical in environmental evaluation (short-term vs. long-term benefits and/or costs: is a planner allowed to consider long term benefits more relevant than short term costs? local vs. global dimension in terms of behavioural rules and principles)? Is choosing among evaluation methodologies/instruments an ethical question? How do planners use ethical and/or technical evaluation (separately, parallel, shifting from one to another, consciously, recognizing the power associated to the one or the other)?

The complex domain depicted by the questions above is investigated in the paper within the perspective of designing an intelligent artificial system and by referring to two case studies: one is related to real estate market mechanisms and focuses on their ability to recognize, in prizes, some urban dynamics making ethical issues to be considered; the second regards environmental protection policies and the eventual conditional boundaries imposed by ethical principles.

When considering the use of IT instruments dealing with the above mentioned ethical dilemmas, many more basic questions arise.

Starting from previous work by the authors, in particular dealing with multi-agent knowledge engineering, hybrid quali-quantitative GISs, plan building, and evaluation models, this research explores the recent advances in AI with regards to moral/ethical reasoning; by using the two case-studies of environmental planning for a natural park and of real estate prizes formation, we investigate potentials of having AI agents able to deal with the often overlapping space of knowledge-decision in this field, becoming aware of the emergence, during the human-machine interaction, of moral/ethical ill-structured reasoning; our idea is that useful agents can be envisaged for supporting humans in managing the intriguing frontier between technical and moral/ethical-value based- reasoning, for instance providing alerting to humans about the changing reasoning environment and the related inadequacies of the machine and/or advice about the need -because of that changing environment- of shifting to be effective from monologic, monotonic, single, and simple reasoning to plurilogic, non-monotonic, collective, and complex reasoning.

DISTRIBUTED KNOWLEDGE IN ENVIRONMENTAL PLANNING: A HYBRID APPROACH TO BUILDING FUTURE SCENARIOS

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The new argumentative and communicative approach to environmental planning is increasingly replacing the traditional cybernetic approach based on the linear control of the dynamics of systems. A multilogic, multivalued weak and contextual rationality is today challenging the traditional strong and absolute rationality of planning. Not achieving targets, but rather building discourses and visions related to evolving situations are the new grounds of planning processes, where different stakeholders

can intentionally locate their behaviours, learning at the same time about themselves and their manifold realities.

In this context, cybernetic rationality is being increasingly re-considered as a quite strong theoretical limitation to environmental planning, a background being founded on merely linear paths of elements and states which is hard to be removed. This rationality is indeed able to cope with deterministic processes, but unable to face the probabilistic and chaotic environmental phenomena, so making it extremely hard to point out elements, to schedule times, to respect consistencies.

However, practical cases of experimentation of the argumentative approach to environmental planning are particularly rare and only sporadically they lead to explicit theoretical assertions and models. In the end, this occurrence is even able to prevent researchers from giving sufficient scientific trust to discussions about its actual attitudes and potentials.

Given this starting conceptual condition, the present paper will therefore deepen and argue its framework in order to give a proper contribution to the research field, particularly dealing with the potentials using an ICT-based argumentative and communicative approach to environmental planning. In particular, a proposed process will be discussed, with reference to future-studies methodologies (Ziegler 1991) and to the strategic choice approach (Friend, Hickling 1997), hybridized by the use of information technologies.

The context of such experimentation is a EU-financed project to build sustainable development futures in the Mediterranean region, started in 1998 and scheduled to end up this year. Under its aegis, scenario-building applications were carried out by setting up hybrid future workshops (Jungk, Mullert 1996), consistently structured and/or aided by computerized system architectures, whose process and outcomes will be analyzed and discussed.

ENVISIONING NIEGHBORHOODS: GIS INFORMATION DESIGN TO FACILITATE UNDERSTANDING PLACES OVER SPACE, SCALE, TIME, AND CONDITIONS

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A confusing cacophony of data associated with places is one by-product of the digital information revolution. This cacophony cries out for a sense of order so that the world's increasingly networked resources can be utilized to understand places, empowering urban analysts and enabling both them and the general public to better understand neighborhoods and other places and thereby make better decisions regarding these places.

This paper presents information design techniques and digital tools for area analysis building on "Envisioning Neighborhoods" concepts by Earl Bossard and principles developed by Edward Tufte and others. This paper introduces systematically organized layouts, called schema, of small replicate GIS maps, charts, photos, and tables to facilitate comparisons across space, scale, time, and conditions because data is best understood in a comparative context. Schema are shown to be the basis of computer templates which can synthesize data downloaded from the world's networks into logically arranged layouts which facilitate understanding by using vision to think, enabling persons to use their powerful, but often underutilized abilities to recognize patterns and anomalies as they compare and contrast sets of small multiple GIS maps, charts, and photos.

This paper demonstrates envisioning schema applications using US census data for urban neighborhoods, with multiple maps and charts facilitating comparisons across space, scale, time, and conditions. It also includes uncertainty conditions schema used to produce maps which highlight the uncertainty associated with using census data based on a one in six sample to describe small areas, such as block groups averaging 1500 residents. This schema presents a 2X2 matrix of thematic choropleth maps showing the published data (erroneously used by most people who assume it is exactly correct), along with the upper and lower 90 percent confidence limits for this data, with a fourth map indicating areas which may be misclassified by use of the published data.

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FROM "PLAN-DEMANDED" DATA TO "PLAN-READY" INFORMATION TO "PLAN-DEMANDING" KNOWLEDGE: BUILDING AN INFRASTRUCTURE FOR URBAN MAINTENANCE, MANAGEMENT AND PLANNING.

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This paper introduces the concept of a "middle-out" approach to the accumulation and sustainable upkeep of city knowledge, through a spatially-based, self-organizing framework produced semi-independently by individual municipal departments. This emergent knowledge infrastructure could permit an efficient collection, organization, integration, distribution and use of urban facts by government agencies and could thus guarantee the constant availability of information for the development of actions related to city maintenance, management and planning.

This research explores the feasibility and desirability of the creation of a reliable, permanent, updatable, maintainable, reusable and sharable knowledge infrastructure to support municipal operations at all levels, from the ordinary upkeep of basic city properties, to the complex envisioning of alternative futures through sustainable collaborative planning paradigms.

This paper focuses specifically on the mechanisms that can be employed to produce richly encoded information that can allow a shift from the current "plan-demanded" mode of data collection, to a more "plan-ready" approach to information accrual, which may lead to "plan-demanding" situations in which the mere existence of middle-out urban knowledge may engender plans which may have never been envisioned otherwise.

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ICT AND SMES: A WAY TO OVERCOME BARRIERS OR A BARRIER BY ITSELF?

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Rapid developments in Information and Communication Technologies (ICTs) and their widespread use changed the way people, firms and institutions live and act. We are now in what is known as Information Society. One of the main characteristics of Information Society is the growing competition between agents through innovation. By innovation we mean the capacity to manage creatively the knowledge as an answer to changes in social needs and in technology. Hence, innovation occurs as a means of competitive advantage. The paper addresses this issue by highlighting the importance of innovation for Small and Medium Enterprises (SMEs). It is argued that the access and use of information as well as the existence of interaction between agents are key factors for innovation. ICTs can play an important role by inducing and help SMEs to innovate. In spite of helping firms overcoming a wide range of barriers, ICTs can however become a problem to SMEs. Its access and the knowledge to use acquired information may differ according to the region the firm is located. The paper tackles this question by addressing some barriers that SMEs face in peripheral regions. Acknowledging this matter, several actions are being developed at the European level in order to face and overcome these problems. Following these actions, Portugal recently launched a national programme to help SME go digital (SME Digital). The paper analyses the design and implementation of this initiative and evaluates its results. At the end, the authors argue the need for regional and local strategies for assisting SMEs to go Digital.

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ICT AND CITY: A NEW TOWN PLANNING WAY TO MANAGE CITY CHANGE

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The wiring process of cities seems to promote the urban changing process.

Many scientists agree with the statement that all that will determine relevant changes also in the physical dimension, within which some urban areas will "dematerialise" and transformed into "electronic spaces" (Graham e Marvin, 1996).

Starting from this assumption, it can be supposed that the urban space will progressively change in intensity and configuration (Fistola, 2000).

Considering the urban technological changing process, town planning (in Italy) seems to be still at a start point. We've never considered how man and ICT interaction, within and with the city, could produce a planning system substantially different from those in use. NITC operates on urban system components and generate effect on located urban activities (Moss e Townshend, 2000).

It is widely known that technology follows diffusion and penetration processes which are difficult to be understood in space and time. Town planners still do not have models and city planning procedures in order to control this phenomenon. The paper tries to find a new way to understand city system in this time of change. Furthermore it proposes a new classification method for urban activities considering ICT impact.

The main points are:

- Definition of new interpretative models able to catch the present urban transformation imposed by the new communication technologies;
- Classification of the new city urban functions;
- Pre-figuration of city planning which take into account the new digital dimension of the city and the progressive change in functional weights.

Defying new city plan instruments in order to govern and direct land transformations requested by new technologies is among the tasks that nowadays community confers to city planners.

suggested discussant: Antony Townshend

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THE ROLE OF WORLD MARKETS AND INTERNATIONAL NETWORKS IN THE EVOLUTION OF INDIA'S HIGH-TECH CLUSTERS: RIDING THE COAT TAILS OR BUCKING THE TREND?

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While Indian software exports have registered impressive rates of growth during the last decade, the recent downturn in the US Information Technology industry have made the Indian software firms rethink their strategy for growth. As the boom in high-technology sectors came to an end in 2001 across America and Europe, Indian export revenues fell far below expectations, rising only 20% -- well below the 50% plus rates enjoyed during 1994-2001. The slowing growth of exports was met with a freeze on new investments and hiring. What followed since is an example of how firms innovate in the face of adversity. In 2003, the large Indian software firms are facing "surging revenues,

strong profit growth, lucrative new contracts and a massive recruitment drive " (The Economist, 01/11/03). The proposed paper seeks to analyze this transformation of the Indian software industry and provide a picture of the new industrial landscape as it relates to firm strategies, concentrations and new regional specializations.

The paper will first establish the initial evolution of software industry in India by studying the growth of concentrations with respect to the changing role of the different firms in the international marketplace. Second, Indian software revenues will be analyzed in comparison to the global market for software to determine its past and present performance in the global arena. Third, the changing business strategies of major players in the Indian software industry will be assessed. In this section, the following questions will be explored: What strategies are being adopted to maintain and increase revenue growth in the face of global slowdown in this sector? Which contextual factors helped or hindered the growth of Indian software? What institutional factors facilitated or posed obstacles for the reconfiguration of this sector recently?

Finally, a picture of the new landscape in Indian software industry will be painted together with some assessment of future trends.

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DIGITAL COMMUNITIES

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Digital communities are networked places and spaces that are connected, developed, and organized by means of information and communications technologies (ICTs). Such communities are composed of individuals, households, business firms, and organizations. Digital communities range across a continuum of scale and places from neighborhoods and villages, to rural areas and countryside, to towns and cities, to metropolitan areas and networks of metropolitan areas (megapolises), and to global-scaled connectivities that bind these elements into ICT-integrated digital communities. They are frequently local manifestations of the knowledge-based global economy.

The core context of digital communities is that they are place-bound and spatially-organized social and economic relationships and infrastructures that are facilitated by ICTs. When organized effectively, they can serve to advance the emerging science- and technology-driven economic and social development of people and institutions locally, regionally, nationally, and globally. Increasingly, digital communities are venues for policy experiments that seek to attract investment and stimulate employment through "upstream" research and innovation and through "downstream" intellectual applications and commercialization.

At this stage in the evolution and development of digital communities, there are many models around the world. It is important to study these models because they are important sources of learning for students and scholars of contemporary technology-facilitated development and urbanization. Digital communities also are important for policy makers and urban and regional planners who seek to invent digital communities as part of local, regional, national, corporate and global economic development strategies. A global perspective is valuable because different communities and societies see different needs and uses for ICTs. The panel assembled for this Roundtable will offer perspectives on digital communities in Europe, the United States, Southeast Asia, and China. This international perspective offers opportunities to learn about different approaches to digital communities. Scholarship and policy intervention, when working together, can reinforce each other to enable the planning, creation, and implementation of digital communities.

A CITY PLANNING GAME - VISUAL LANGUAGE FOR PLANNING SIMULATIONS AS A TOOL IN A DIALOGUE WITH CITIZENS

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One of the main problems of a contemporary city is its dispersion. Low prices of land around the city and human need for direct contact with "nature" encourage people to settle around the city in the non-built-up environment. The process is especially noticeable in poor countries with unstable legal regulations, devoid of long planning traditions. Examples of such countries in Europe are post-communist countries where people still see no distinction between the ownership of the land and the right to use the land. Apart from legal regulations, which are essential to preserve natural landscape and to establish well-defined boundaries of built-up areas, there is also a question of human awareness.

Can the computer simulation of planned environment help to convince people that building in the open landscape is not the most appropriate solution for their future settlement?

This paper presents an attempt at preparing a form of a master plan recording which uses the visual 3D language and may be accessed via World Wide Web pages.

Let's imagine an investor who wants to buy a plot of land. He browses through the web sites of local authorities, looking for legal regulations concerning his future settlement. He can see the present state of the site, he is also able to see the simulation of the future state of the site, with all the buildings arising in the neighborhood which are authorized for the area concerned according to the plan regulation. He is also able to learn how long it will take the municipality to provide the site with water supply and sewage systems, etc. and what the cost he will be obliged to pay will be.

The paper formulates the assessments for the application described above and shows the possibilities to create a prototype.

The paper is drawn from an approved doctoral dissertation proposal. My advisor is prof. Stelan Wrona from Warsaw Technical University, *wrona@arch.pw.edu.pl*

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DATA MODELS TO SUPPORT COLLABORATIVE PLANNING AMONG HUMANS AND COMPUTERS

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Contemporary ideas about how plans are made and used suggest that planning methods and models should be accessible in deliberative decision making situations. Communication among humans and among computers to support such processes could be significantly enhanced through development of data models (data schemas, data structures) to encode the information that should be available even though it is developed by and viewed by many disparate participants. Three papers present new ideas for modeling geographic data for analytical planning, modeling plans and regulations for deliberative decision making, and modeling plans and regulations as dynamic inputs to urban development models.

PLANNING MARKUP LANGUAGE: REPRESENTING THE MEANINGS OF PLANS AND REGULATIONS

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When deliberating or making decisions in a world in which authority and influence are distributed, it is essential to consider many points of view, which implies access to many plans, many forecasts, many regulations, and many models of how the world works. Computing support for using and making plans requires a shared data model

to represent the content and meaning of plans and regulations. Collaborative plan making requires a representation within which plans can be changed, communicated, and tested. In making decisions or shaping the focus of attention, participants must be able to access the content of many different plans from different sources made by different agencies. This paper describes the current version of a long-term effort to develop such a data model. The immediate focus is on encoding the meanings of plans and regulations so that users deliberating particular issues or facing particular decisions can access the meaning of plans and regulations developed by many different agencies. Such a data model must be sufficiently open that most plans and regulations can be successfully encoded and must have sufficient acceptance that most plans and regulations will be encoded. The approach to developing such a data model should imitate the process by which open data standards have emerged for GIS and the recent codification of these standards into GML (Geography Markup Language) as an extension of XML (Extensible Markup Language). Thus the objectives are to build a PML (Planning Markup Language) and an organizational structure sufficient to create and sustain it.

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ICT IN URBAN PLANNING

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The use of Information and Communication Technology (ICT) in urban planning has taken a giant leap over the last decade. Publishing information via the internet, communicating via e-mail, chatting and using interactive, real-time virtual reality to show the results of a planning process is the planners new normal day. But what drives this development? And what are the results of this development, intended as well as non-intended? Added democratization in the planning process as well as increased effectiveness in the public administration dealing with urban planning are two intended results. ICT makes it possible to produce, publish and access a vast amount of information in a planning process, which is an advantage for those who understand the often complex information in a planning process. For the average user the vast amount of information could present a problem when trying to identify relevant information without personal guidance from a public employee. So an unintended result could be either social imbalance in the planning process because the average user doesn't have the same knowledge as the professional user or an increased use of public employees which leads to increased instead of decreased public expenses. The paper addresses the above mentioned questions by looking at the experiences done in pilot projects carried out under the large scale project "The Digital North Denmark".

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<http://thedigitalnorthdenmark.com>

SPATIAL GROWTH PATTERNS OF US IT-PRODUCING AND IT-USING INDUSTRIES IN THE 1990S

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Despite futuristic predictions about the 'death of distance', research on information technology (IT) and urban form increasingly suggests that IT impacts may still be geographically bounded. Constraints in spatial growth stem mainly from uneven access to IT infrastructure and uneven availability of skilled labor and the continued importance of face-to-face contact. However, much of the literature to date is speculative, relying primarily on anecdotal evidence.

To address these gaps in the literature, this paper presents an empirical study that focuses on the question of concentration versus dispersion by analyzing location and growth patterns of both IT-producing and IT-using industries in the 1990s in the US. Underlying this analysis is the premise that IT-using industries tend to be more footloose

than IT-producing industries which are more likely to be clustered due to their knowledge-based characteristics. Moreover, IT-using industries are reshaping the contemporary urban space to a greater extent than IT-producing industries. The IT industry is defined in this paper as a group of 3 to 4 digit SICs based on the IT composition of the workforce in each industry obtained from the National Industry-Occupation Employment Matrix provided by the BLS. The Covered Employment and Wages data (ES-202) by the BLS provides county-level employment data by the consistent SIC system for the period from 1988 to 2000.

To analyze spatial growth patterns of the defined IT industries, we classify all US counties according to their size, the degree of urbanization, and location within and proximity to metropolitan areas, modifying USDA's Urban Influence Codes. This classification scheme enables analysis of IT industry location in both the inter- and intra-metropolitan context beyond the simple metro and non-metro dichotomy. Spatial statistics such as location quotient, spatial Gini coefficients, and Moran's I by IT sub-sectors are used to measure spatial patterns. The spatial growth patterns highlighted by this analysis will shed light on whether the IT industry is becoming more footloose or more geographically bounded.

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THE NETWORK SOCIETY AND TRANSNATIONAL PLANNING IN THE NORTH SEA REGION

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The countries surrounding the North Sea dominate the network society-ranking list produced at the occasion of the 1997 Annual Meeting of the World Economic Forum in Davos. According to this list Norway, Denmark, Sweden, Germany, the Netherlands and the United Kingdom take respectively position 3, 4, 5, 13, 10 and 14. This indicates a long and widespread active knowledge and experience with all forms of electronic communication.

At the same time, thanks to European Community Initiatives such as INTERREG there is a widely acknowledged awareness of the importance of transnational planning to tackle communal spatial problems. The combination of a growing awareness of the need for transnational planning and the existing long-time experience with a networked society has resulted in a number of projects and proposals to use ICT in support of transnational spatial planning. Notwithstanding these positive points of departure practice shows a less favorable image, as many projects never reach an operational status.

The main questions addressed in the paper are: what do people expect from ICT in support of transnational planning, why the low rate of success and what can be done about it.

To this end the paper presents an overview of ongoing and completed projects on ICT and transnational planning in the North Sea region, and their main characteristics. It furthermore provides an analysis of factors contributing to success or failure of these projects. On the basis of this analysis recommendations on how network societies can contribute to transnational planning are formulated.

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NET_CITY: A COLLABORATIVE ENVIRONMENT TO PROMOTE THE UNDERSTANDING OF THE CONTEMPORARY CITY

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Citizen's participation is a valuable factor in the development of a city. Since 1960, neighbors' associations have played an important role in the transformation of Barcelona. For many decades, the city has been developing as a structure of neighborhoods. However, in the last decade, the scale of the city has radically changed: it is becoming one more node in the network of world cities. As a result, a neighborhood might no longer be that part of the city that the citizen recognizes as a distinctive area (morphologically, sociologically). Rather, the city as a whole is now one neighborhood in a global city of imprecise limits and unknown center. Not only the limits of the city

are blurring, but also the modes of perception are changing. Direct experience of the urban environment no longer suffices. The image of the city that is forged through the media (tourist brochures, advertisement, Internet) is also contributing to shape our understanding of it. If we want citizens to keep playing a meaningful role in the urban transformation process, it is necessary to make them aware of the new dimensions that the urban environment is acquiring. Moreover, they also need to understand the city through the modes of perception that are peculiar to contemporary culture (the culture of the media). With this purpose, we have carried out a pedagogic experience, in which citizens and students of architecture -working collaboratively in a web environment created for this project- can share their views of the city. As a case study, we have taken the renewal of the old factory Myrurgia, in the neighborhood of Sagrada Familia. Thus, the application of information technologies enables us to eliminate existing boundaries (individual, social, cultural, political, disciplinary), and to create new spaces of interaction. A new vision of the city might emerge from this collaborative analysis; one that is conceived and expressed through the language of the new media.

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FINDING THE "INSTITUTIONAL SPACE" FOR DEMOCRATIC E-GOVERNANCE: INFORMATION AND COMMUNITY TECHNOLOGY (ICT) AND AREA-BASED MANAGEMENT (ABM) IN DURBAN, SOUTH AFRICA

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The notion that Information and Communication Technology (ICT) can assist effective local governance is an exciting one to explore in developing countries. Given that urbanites in developing countries suffer from the indignities of poverty, inequality and resource scarcity, the onus is increasingly on local governments to enable more effective service delivery and economic empowerment. The role of ICT in this regard is underpinned by technological and human resource capacity as well as social and cultural networks. Given the uncertain terrain that is governed by many municipalities in developing cities, a number of questions emerge when examining the interface between local government and ICT within this context. Firstly, how well are local governments placed to harness digital technology towards more effective service delivery? Secondly, how well is it placed to understand the civil society networks that underpin urban life in poor communities? Furthermore, does the institutional make-up of local governments in developing (and developed) countries allow for the use of ICT in a truly empowering manner? This paper will engage with these questions by investigating the prospects for enhanced democratic governance using ICT in Durban. The eThekweni Metropolitan Council, has recently embarked on a system of Area-Based Management (ABM) to enable decentralised governance within the city. The paper will attempt to understand whether the inclusion of ICT in ABM can promote the community networks and institutional learning necessary to achieve democratic governance. The research will be based on interviews with key community and institutional stakeholders implicated in these initiatives.

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EDUCATING TAX COLLECTORS AND TAX PAYERS: LONG-LASTING CHANGES IN TAX ADMINISTRATION IN BRAZIL.

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In this paper, I look at the roles that restructuring and computerization played in changing local governments and public bureaucracies' performance in Brazil. Policy analysts saw development failures, disappointments, and the welfare state crisis not simply as

the result of inappropriate policy choices, but also because state institutions were performing poorly. They proposed modernization, restructuring, and computerization as a panacea to these problems. Particularly, local governments used technological strategies as a means of rationalizing and of increasing efficiency and effectiveness in the public sector.

In the Brazilian State Taxation Offices, computerization and restructuring have led to faster and more accurate information, which, in turn, led to greater accountability and transparency in the tax collection. However, these changes did not suffice to enhance effectiveness or efficiency. Changes in the professionalization of public officials and the institutional arrangements were crucial to enable good results.

This is particularly relevant in Brazil, where 27 State Taxation Offices have undergone extensive organizational change and computerization. The analysis of six states in Brazil reveals the existence of core strategies for change, such as training of public officials, the sequencing of change, and the timing of these changes affect whether the new organizational structure works, how the cadre of professionals is prepared, their workplace, and institutional arrangements. The latter includes the relationship among public sector agencies and private organizations and professional associations, such as public officials' unions.

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FINDING E-GOVERNANCE?

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This paper examines e-government at the local level. Theoreticians (e.g., Laurini, 2002), government agencies (e.g., U.S. OMBudget, 2001), think tanks (e.g., Pew, 2002), and vendors (e.g., Greene, 2001) have argued that public planners view e-government as "liberating tools" in the effort to transform government processes into e-governance. While fashionable, the positive relationship between e-government and e-governance remains a hypothesis.

Odendall (2002) developed a framework, based on the work of Borja and Castells (1996) to assess this relationship in a comparative study of Brisbane and Durban. While successful as an overarching framework, the criteria of interest - the promotion of integration, transparent local government, development, strategic planning, and intergovernmental networking - were not fully developed to be more generally useful. Thus, this paper extends the Odendall framework by developing a rubric to quickly measure these attributes of government websites.

The rubric is used to examine the government websites of some 60 local governments in the South Florida, USA region. Measurements will be taken for each of these websites on each of the Odendall criteria to initially categorize and then portray the relevant status of their government websites in a matrix-representation from e-government (efficiency of providing information) to e-governance (participation in decision making).

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A WEB-BASED TOOL FOR STRATEGIC PLANNING AND DECISION MAKING.

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The paper discusses a process currently going on in the Turin metropolitan area (Italy), in which local authorities, coordinated by the "Torino Internazionale" association, decided to cooperate in strategic planning by means of a web-based shared tool: the "projects map", i.e. a GIS-supported on line data base reporting in a accessible, dynamical and interactive way complete information on planning and design schemes by all local actors, public as well as private, classified according to six strategic lines and evaluated by feasibility and advancement. Shared knowledge and continuous implementation make the map a fundamental support to decision-making, effective governance and integrated planning, fostering a participatory process that started with the collection of information, by an open outreach phase that added more than 300 hours of interviews to about 180 local actors and decision-makers, focusing on up to now 250 relevant projects in the whole metropolitan area.

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USE OF NEW & EMERGING TECHNOLOGY FOR TRAVEL INFORMATION & COMMUNICATION FOR THE DISABLED: A CASE STUDY OF HOUSTON, TEXAS

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Emerging technology has had the greatest impact on the communication systems throughout the world. The greatest impact of this has been on the marginalized disabled people. Information and communication about accessibility has been a major concern for this segment of the population in all urban areas. This involves both accessible transportation as well as access to buildings and homes etc. While accessible services are available in some cities, the quality and level of services cause major problems for those disabled travelers to unfamiliar location. This may be true for a visitor or a disabled local resident.

The paper addresses the need to provide detailed information for the disabled travelers and the collection, storage and of delivery of this information, using new technology. Since disabled populations have varied disabilities from the mobility impaired to those with hearing and visual impairments, their need for and their ability to access information may also vary. The standard sources of information through brochures, or telephone information centers, are unlikely to be easily available to disabled visitors, prior to travel. The research focuses on designing an appropriate database for the disabled, using GPS and GIS, and making the information available through the internet on websites. The information will allow disabled individuals and their escorts to plan a trip more effectively, regardless of the mode or the origin and the destination. Using empirical data, a sample database for the disabled tourist is proposed for Houston, identifying level of accessibility available for each type of disability. Such an information and communication system can be applied to any urban areas.

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STEPS IN E-COMMERCE AND COMMUNITY ECONOMIC DEVELOPMENT

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Researchers may wax enthusiastic about the promise of information and communications technologies, such as e-commerce, in marginalized communities. Diffusing ICTs that offer more concrete empowerment is not so easy. Building local e-commerce capacity involves a technical infrastructure such as back-end databases and server pages, much of which eventually may have to be locally maintained. Maintenance is more difficult because the social infrastructure, such as trained personnel and local partnerships between universities and businesses--may be more stressed in poor communities. This paper presents the first steps in a multi-year process to diffuse e-commerce to poor urban and rural communities. It covers design and implementation of a community tourism/e-commerce portal in rural Québec. The paper first describes the user needs assessment, software and hardware components. Second, it discusses the requisite social infrastructure for implementing this site, including identifying the appropriate community, establishing partnership agreements, and addressing social capital issues. Third, it demonstrates the prototype, in which a potential tourist can "view" the community presented in the community's words, print out a sample day trip and reserve/pay for community services online. Lastly, it considers the utility of technology diffusion in these communities: a seductive proposal, but is it necessary for these communities? Actual applications embedded in a social critique should advance the debate on the contribution of ICTs to community economic development.

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ANALYTIC MODELING MARKUP LANGUAGE FOR LAND USE PLANNING

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While analytic modeling is common in land use planning, there is often conflict over whether to use a particular model. The choice is usually a binary one. A particular model is either used or not used, or an environmental model is chosen over one focused on transportation. Ideally, we could benefit from an ability to integrate the best aspects of different parties' models and then refine them through an iterative process. We believe that a major barrier to such integration is the opacity of the modeling process and the limited extent to which geographic data and modeling components can be mixed and matched without labor-intensive effort. In order to promote distributed, collaborative analyses, models must be described in a common language that suits both modelers and machines. Developing a 'universal modeling language' is an immense undertaking that will take years of work in many domains. This paper describes an XML-based vocabulary and modeling 'middleware' that address the core aspects of land use planning models. We cover data input and output, attribute reclassification, spatial operations, and the general process of "McHarg-ian" geographic overlay analysis. Test cases are non-point source pollution modeling and site suitability analysis.

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BUILDING SEOUL DIGITAL MEDIA CITY

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South Korea leads the world in many areas of advanced digital communications infrastructure and usage. Extremely high levels of wired and wireless broadband penetration, far exceeding any other nation, have contributed to the development of a highly sophisticated society based upon the production and consumption of digital media.

This paper describes the experience of the Seoul Metropolitan Government, Seoul Development Institute, and MIT School of Architecture and Planning during 2001-2003 in their collaborative attempt to design an urban hub for the emerging digital media economy, culture, and society of South Korea. It address this topic in three broad strokes:

- Vision: What should a digital media city be? What is the goal and how is it to be achieved?
- Urban design: What can be achieved through digital mediation of urban space? What are the technological and spatial constraints of digital media?
- Organization: How does the public sector collaborate with digital media firms to achieve its vision? What are the complementary objectives? What are the conflicts? How can an urban media laboratory be developed and sustained?

This paper will describe one of the most ambitious projects underway today which seeks to integrate information and communications technology intimately in the urban environment. It will address both overarching theoretical forces and trends while maintaining a strong focus on practical challenges and techniques for realizing this vision.

THE WEBPOLIS CONSORTIUM: INTERACTIVE ONLINE LOCAL GOVERNMENT

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Inequities in the availability of online resources have created a "digital divide" within our communities. The WebPolis Consortium focuses on this problem by bringing interactive online applications to city officials, planners and residents, encouraging greater community involvement in local decision-making using enhanced Internet technologies.

The goal of the WebPolis Consortium project is to enhance decision-making for local governments, using Internet technologies to 1) provide consensus-building tools to local officials and citizens, 2) provide greater information resources to local officials and citizens, 3) encourage greater public input into local decision-making, 4) efficiently share information sources between communities, and 5) provide research opportunities in the area of community technology. It builds on research in the areas of Decision Support Services and Community Technology.

WebPolis has two distinct components. First, its Portal offers the WebPolis Toolbox, a series of online applications useful to local communities. Applications currently online include: discussion forums, financial analysis templates, 200 topic web pages, an interactive community newsletter template, a loan/grant search engine, and a unique "decision action process." Applications under development include online GIS analysis for economic development modeling and a standardized local government budgeting/financial model (utilizing the U.S. government's recommended GASB 34 format). Meta-linking and data mining allow extraction of information from user community databases by linking WebPolis software in an "Open Archive Initiative," with access privileges to these databases set by each community.

The second component is the "consortium" of member communities. The WebPolis Consortium allows communities to share resources and information with other member communities in an efficient and consistent format. Two charter members of the Consortium, Albion and Ypsilanti, Michigan, serve as demonstration communities. Other partner organizations in the expanding Consortium include the Michigan Society of Planning, Washtenaw County, Michigan, Albion College, and the Forks Initiative, Inc. Financial support has come from the U.S. Department of Commerce, the U.S. Department of Housing and Community Development and from Eastern Michigan University.

VIRTUAL VS. FACE-TO-FACE RELATIONSHIPS WITH COMMUNITIES: THE CASE OF CATALYTIC COMMUNITIES IN RIO DE JANEIRO, BRASIL

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In Rio de Janeiro, where low-income community leaders are aware of the need to utilize the Internet for project development, few visit the more than 70 public Internet facilities in such neighborhoods, or have computers at their community headquarters. Dependable Internet access is lacking.

As a result, the nonprofit Catalytic Communities (CatComm), began setting up the Casa do Gestor Catalisador (CGC), where such community leaders utilize the Internet.

CatComm's mission is to "empower...low-income communities...by providing a set of online tools..." Its original intention was to sustain itself as a web-based initiative, keeping costs down growing via a network of online volunteers.

The site's main service is its innovative Solutions Database, where communities anywhere document their projects and learn from their peers. The pilot city is Rio.

Face-to-face interaction and trust are key local themes. The decision to move beyond the virtual came after direct observation of community leaders and discussions of their needs.

With the CGC's implementation, questions emerge. How and why will community leaders that already knew of CatComm's website alter their use of its online resources now that they utilize this space? How does the natural evolution of this dot org compare with that of dot coms, from simple "clicks" to "clicks and mortar?"

In line with Flyvbjerg's call for phronetic social science research, this paper aims to describe one experience in order to inform future debate. Planners can better handle future efforts for empowerment content-building online by blending virtual and physical elements.

Primary data sources include interviews, focus group sessions with community managers, and direct observation at the CGC.

This study comprises a chapter in my dissertation, "The Evolution of a Dot Org: Catalytic Communities' Coming-of-Age" focusing on the case study of this organization I idealized and set in motion. It is drawn from an almost completed dissertation supervised by Seymour Mandelbaum (mandel@pobox.upenn.edu).

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Track 11

Land use policy and governance

VIRTUAL VS. FACE-TO-FACE RELATIONSHIPS WITH COMMUNITIES: THE CASE OF CATALYTIC COMMUNITIES IN RIO DE JANEIRO, BRASIL

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Track 11

Land use policy and governance

COMMUNITY RECIPROCITY AND THE MONETARISATION OF TERRITORY: THE PARADOX OF SOCIAL INNOVATION IN THE FAVELAS OF LATIN AMERICA'S LARGE CITIES

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This paper explores the relationship between the production of social innovations from proximity-based reciprocity relations and the real estate market valorisation of those community relations in poor urban areas. A "social paradox" in this relation is identified to the extent that social innovations reveal both the strengthening of community ties and, simultaneously, a valorisation of the real estate market in these poor areas (monetisation of the territory), a factor of eventual "expulsion" of local residents from those areas. Thus, this paper discusses the tension between the production of social innovations based on local reciprocity networks and the weakening of those networks as a result of the expulsion of the very families who structure reciprocity relations. The objective of this paper is to introduce the critical role of the real estate market and the dynamics of residential mobility in the local socio-spatial reorganisation. To this aim, we focus on Latin American "favelas" as an example where the absence of public action in the supply of basic goods leads to a community self-building process whose institutional framework is defined by legal and urbanistic informality. The first part presents the process of production of low-income settlements in Latin American metropolis from the perspective of social innovation. This discussion is built upon empirical research carried out in Rio de Janeiro's favelas that assessed the impact of community practices in the favelas' informal real estate market in the reconfiguration of spatial location of the poor. From the results of this survey, we discuss the relation between urban institutional forms (formal and informal) and their appropriation in the community relations of the favela and how they are expressed in the informal real estate market and in the residential strategies of the poor. The third section introduces the discussion about the eventual use of planning of some institutional (compulsive and incentive-oriented) mechanisms to reduce the tendency towards an increase of residential mobility in favela areas and their relation to community dynamics. The conclusion rescues the institutionalist and the social economy theoretical debate and we introduce the dimension of monetisation of space and the spatial mobility of the poor in the institutional framework of urban informality.

EFFECTIVE CITY-REGIONAL COOPERATION IN THE NETWORK SOCIETY? A COMPARISON OF LOS ANGELES AND BERLIN

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The network metaphor seems especially powerful when it comes to describing non-hierarchic decision processes in planning. It would be naïve to neglect the importance of hierarchy in conventionally administered planning processes that happen in everyday city life. Nevertheless, it is not surprising that the terms "governance" and "network" are fashionable among regional planners and community planners, that is in settings where the explanatory framework of traditional political science using the notion of hierarchy fails to give an adequate interpretation of how power to make things happen is generated.

Attempts to coordinate city development in city-regions in western societies where independent municipalities act in direct competition for new tax payers and private investment seem to be limited by the mere non-hierarchic setting that does not offer selective incentives for cooperative behaviour. However, the North American context has produced contractual forms of cooperation to tackle critical issues whereas the European context seems to successfully coordinate land use planning and economic development by regional planning and regional conferences. Conventional wisdom suggests that the European path is more recommendable in terms of cooperation since it allows to limit growth in sensitive areas and to redirect it to areas suitable for development. The paper compares the two settings by looking at the successes of city-regional cooperation in the area known for a maximum of sprawl (Los Angeles) and the area that had the chance to integrate all the experience gathered in the European planning debate of the post-WW-II-era after reunification of Germany in 1990 (Berlin-Brandenburg). It challenges the "success" of European planning by evaluating the planning networks built up in the two settings, characterizing the strategies used for problem solving, imbedding the settings into a wider national context, and examining the policies for preserved areas, transportation and technical infrastructure. It will be shown that each side could improve its system by incorporating instruments from the other side of the ocean, while the reality of political negotiations, the lack of hierarchy both in the administration as in the system of goals set up to operationalize the notion of sustainability reduces the regulative capacity in USA and in Europe drastically.

ONTARIO SMART GROWTH POLICY: FACT OR FICTION

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In the North American context, the early part of the 1990's was marked with Growth Management as the mechanism by which a number of high growth areas attempted to coordinate planning policies in an effort to control the negative effects of rapid growth. Examples of this approach were employed in the Portland area and the states of New Jersey and Florida. Later in the decade Growth Management evolved into a set of planning initiatives that focused on incentives. These applications have been identified under the title of Smart Growth. In 2001, the Provincial Government in the Province of Ontario indicated that they were planning to embrace the Smart Growth concept. They announced that they were planning to initiate a "made in Ontario" Smart Growth program. Urban experts were skeptical about the government's commitment to the initiative as recent Provincial government policies regarding affordable housing and transportation appeared to be directly contrary to Smart Growth principles and policies. The objective of this paper is to evaluate and critique the Ontario Smart Growth initiative. This will be undertaken in the context of broadly identified Smart Growth objectives and policies that have been applied successfully. The questions to be addressed include whether that Province is actually embracing the principles of Smart Growth, how they are approaching them i.e. tools and policies used, and whether they are undertaking the appropriate approaches. This requires identifying the key components that have been accepted as comprising Smart Growth, determining which of these are most important in the Ontario context, and evaluating the Provincial initiatives to address and implement these principles. Conclusions will be drawn regarding the commitment and successes of the Ontario Government's Smart Growth initiative as well as the roles and initiatives undertaken by municipalities in the GTA.

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ANALYZING MATURE SUBURBS THROUGH PROPERTY VALUES: THE CASE OF COLUMBUS, OHIO

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Many growth models introduced in the first part of the 20th century, predict continual outward growth of urban areas. Continued movement to the urban fringe raises the question of whether suburban communities adjacent to the inner city will face decline in the future. + Suburban decline can be viewed in light of the literature on neighborhood change in inner city neighborhoods. Before the 1990s, literature on neighborhood change concentrated on neighborhood renewal, including gentrification and on neighborhood upgrading. In the late 1990s researchers started to examine the same phenomena in suburban neighborhoods adjacent to inner city neighborhoods. Many researchers anticipate that suburban neighborhoods will have problems, for example Bier (2001) and Lucy and Philips (2000). Some argue that one has to differentiate among suburban neighborhoods, for example Puentes and Orfield (2002) and Margulis (2002). + The focus of this research is on property values, i.e., sales prices, of owner occupied single family homes located in mature suburban neighborhoods. This research explores the question of whether there are differences among suburban jurisdictions with respect to property values. On a more specific level, what factors have influenced property values of single family homes located in mature suburban neighborhoods and how do these influences vary among different kinds of suburban neighborhoods? What aspects are similar? What aspects are different? Special emphasis will be paid to specific factors as indicated by urban theory, for example, school quality, neighborhood racial composition, and age of housing unit. + The quantitative analysis will experiment with hierarchical linear models (HLMs) in addition to standard hedonic techniques. HLMs have not been introduced in the field of planning yet. Using a PaceNet data set of sales transactions by First American Real Estate Solutions for the years 1990 and 2000, this research will analyze whether and how different unit, neighborhood and jurisdictional characteristics have influenced property values of homes. Columbus, Ohio will serve as a case study.

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LEARNING FROM EUROPEAN CITIES

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This paper argues that to revitalize central city commercial corridors and centers, we should learn from the success of vital commercial districts in Europe and some American cities. This may entail us to change the way that we think about our commercial districts and related development process.

Walkable streets, visible storefronts, active public spaces, and a vibrant mix of activities are the ingredients of success in majority of downtown areas and other memorable urban districts throughout the world. The basic design characteristics found in these areas are not new concepts, but their merits continue to attract many residents and businesses with location options to these active environments in which people live, work, and play. To bring that vibrant atmosphere, investment activity, and strong sense of place to other areas, American cities have adopted design standards for special areas.

Design guidelines are regulations that govern the appearance of a development. They are used to create distinctive attractive places, and ensure that present and future development is context sensitive. Implementation of appropriate district-specific design guidelines can also create a mix of land uses in a compact pattern that will reduce dependency on the automobile, improve air quality, and promote high quality, interactive neighborhoods.

Regulatory guidelines have been an American means of accomplishing the desired environmental ambiance. Notably, there are aspects of the European experience with such developments, which can be imported to American for adaptation to the American experience.

In this paper we will discuss the enhancement of the America experience through both such means, importation of relevant elements of the European experience and application of design regulations, at neighborhood, community, and metropolitan levels. We will present examples of European design characteristics, which can be successfully imported along with any relevant adjustments necessary to fit the American context. Similarly, we will detail use of design regulations to create environments like that of European experience. The examples would additionally provide insight into culture as a distinctive feature and a converging feature, while comparing and contrasting their specific socioeconomic aspects in relation to elements suitable to import.

CONDUCTING AN ECONOMIC ASSESSMENT OF LAKEFRONT REDEVELOPMENT

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The city of Cleveland is undertaking a major initiative to plan for the redevelopment of its lakefront. The planning process requires coordination between planning professionals and economic development specialists to assess the economic feasibility and impact of various scenarios proposed for the lakefront. This paper will focus on the efforts to align the work of planners and economic developers and the process of conducting an economic analyses of lakefront redevelopment.

To spearhead the lakefront redevelopment initiative, a partnership has been formed among public and private sector leaders. One of their objectives is to determine which alternative development concepts are most economically feasible to implement and will provide the greatest long-term economic benefit to the community. While the partners want to encourage visionary planning, they also want to ensure that plans for the lakefront are practical from an economic standpoint.

The economic analyses of lakefront redevelopment is focused in three areas: 1) current and projected market conditions should lakefront redevelopment not occur; 2) the economic conditions of the city and region; and 3) the economic impact of alternative land use plans. The paper will include a discussion of the methodology for conducting

these analyses and the issues involved in coordinating the efforts of the planning team and economic analysis team.

MUDDLING THROUGH COMPLEX CONTEXTS: MAKING SENSE OUT OF A MYTH

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This paper explores the way the Multi-purpose Alqueva Project (Portugal) became a myth that politicians and experts strove to justify since 1957, and how the explanation evolved along these years to adjust itself to increasingly complex contexts.

The Multi-purpose Alqueva Project, Alqueva for short, consists of a large dam in the Guadiana river which springs in Spain. The original Alqueva project was designed in 1957 and the governmental justification at the time was the irrigation purpose. Most of the local and regional population lived on agriculture, drought was the problem to face, and Alqueva was the solution. After the Democratic Revolution in 1974, local population started abandoning agriculture and exited the countryside to the cities. This trend continuously emptied the region of its productive activity, and Alqueva was seen as the fix for maintaining people working the land. This idea was shared both by local population and the Portuguese government. Meanwhile, in the beginning of the 1990's, environmental NGOs started contesting the project and Alqueva was named as "a megalomaniac project", "a mistake", or "a waste of money". Although some of the infrastructures were built in 1976, the dam starts taking form only in 1998, against all NGOs protests. At this point the political justification is the need to constitute a strategic water reserve against the damming of the water upstream in Spain.

The brief description presented about Alqueva is but the tip of a resourceful case in which different narratives took place along time, representing different values and assumptions, and framing the problem in different ways. These narratives were so successfully that the project muddled thought the different complex contexts it faced and become a myth, so inextricably impossible to contest.

Attention will be paid to those different narratives, explicit and inexplicit, and the values and assumptions framing the need for Alqueva to be built in different points in time. Analysis of key information and a review of newspaper's articles will support most of the research.

In an increasingly networked society, where knowledge changes and information runs fast, where metaphors, symbols and myths shape communication and determine which opinions are to be formed, even if ephemerally, it is essential to understand why some narratives hold to the status quo and efforts to breakthrough are useless.

A DISCUSSION ABOUT THE 5TH EDITION OF URBAN LAND USE PLANNING

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Land use planning faculty of the University of North Carolina (Phillip Berke, David Godschalk, and Edward Kaiser) are collaborating to produce the 5th Edition of the classic book, *Urban Land Use Planning*. The panel will explore major challenges of land use planning, including increased computational power to predict future conditions, heightened public attention toward large-scale visionary ideas, and increasingly diverse stakeholder groups with increasingly diverse valuations about the future.

Panelists will then assess how well the proposed 5th Edition meets the challenges. The 5th Edition consists of four parts.

● Part I: The Ecology of Land Use Planning. The community is conceptualized as an urban ecological system consisting of various interacting subsystems, including the land resource base, stakeholder groups, and national and state land policies, with the planning program as a central coordinator. This conceptualization also links

long-range sustainable development with mid-range new urban and smart growth principles.

- Part II: Planning Support Systems. To facilitate understanding of complex urban ecological subsystems and their interactions, planners build planning support systems to store, analyze, and view data that can be used to assess future conditions, and the sustainability of outcomes of policy choices.

- Part III: Making a Land Use Plan. Plans influence the sustainability of land use patterns and must be based on an understanding of urban ecological subsystems. Spatially oriented plans progress from the largest geographic scale involving the areawide land policy plan to increasingly smaller scaled plans. They form an integrated hierarchy of plans to guide land use change decisions with each plan created to support land use policies at the larger (and smaller) scale.

- Part IV: Development Management, and Monitoring and Evaluating Plans. Plan implementation occurs through a development management program, as well as monitoring the sustainability outcomes caused by changes in land use. Emphasis is placed on a short-range action agenda to influence land use change. Monitoring feeds into the planning support system to continuously track progress of plan implementation, and provide a factual basis for plan revisions. It also serves to inform citizens and stakeholder groups.

Moderator: Steven French

RESIDENTIAL STRATA MANAGEMENT URBAN GOVERNANCE, SOCIAL NETWORK AND CIVIC IDENTITY.

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Theme- The central theme of this paper is an examination of the effects of apartment management bodies, also known as bodies corporate, on the quality of urban life and the social interaction and civic identity of residents in new medium density housing developments.

Approach- Its findings are based on an analysis of interviews with members of bodies corporate and residents of new inner urban residential developments in Sydney.

The vast expansion of apartment living and medium density housing in New South Wales, Australia in the past decade is an outcome of housing preference, changing lifestyles, demographics and compact city planning policies. Such developments are governed by management bodies composed of residents under strata titling legislation which provides individual occupants of multi-unit developments with the security of separate title and ownership of their individual unit. Legislation of this type is also found in other states of Australia, New Zealand, Singapore and Malaysia.

At least in the Australian context community social networks and civic identity have traditionally been formed in relation to owner occupancy of detached dwellings. Strata management offers new opportunities for participation in an intermediary level of governance. Strata management bodies are de facto managers of a large part of our urban environment, and of the open space and recreational facilities in new areas with the potential to insure the decline or enhancement of the environment. Bodies corporate impact on issues of urban social governance in respect of the behaviours policed within the residences and the common property. They could be related to what Dear and Flusty(2002:218) following McKenzie(1994) have called privatopias.

Relevance- The paper relates to planning concerns with urban management and urban governance, civic engagement, urban redevelopment and residential amenity.

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NETWORKED GROWTH MANAGEMENT: A NECESSITY FOR URBAN HEALTH?

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This research compares the importance of networked regional growth management strategies in producing healthier central cities to the health of other cities. Some of the most successful central city revitalization efforts have occurred in cities without regional growth management (for example, Cleveland and Boston). Could it be that the common belief that "sprawl is bad and growth management is good" is a myth? This line of

thinking could lead to arguments for a shift of focus from residential growth management to management of employment locations, with networking from remote sites.

Thus the research question: Is regional containment of sprawl necessary to improve the health of central cities? Two hypotheses were derived:

Hypothesis A: Retention and attraction of jobs are more important for central city health than is population retention and attraction.

Methodology: Abandonment measures were correlated with 2000 Census data for 87 cities that responded to a previous survey; poverty and vacancy rates over time were correlated with Census data for 154 cities with a population of at least 100,000.

Hypothesis B: Regional growth management strategies are important facilitators of central city health.

Methodology: For cities over 100,000 population, the extent of containment was correlated with Census data. A similar analysis was done for the cities that responded to the TOADS survey.

Results: There are many specific correlations and qualitative data to discuss here. As the networked society increases development in the urban fringe and rural communities, the specific suggestions that will stem from this research may become even more relevant.

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HOW TO COORDINATE CHANGES IN LAND USE

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Land use decisions can be coordinated by different models of coordination and different instruments (Buitelaar, forthcoming). An example (of hierarchical coordination) is land use planning that often uses zoning as an instrument. Which model or instrument is better in doing this, is dependent upon the particular circumstances. User rights (which is one of the rights within the whole bundle of property rights), are central in this approach. In practice, coordination often takes place by either changing the content of user rights (e.g. by zoning or covenants), changing the ownership of user rights (e.g. transactions or compulsory purchase) or a combination of both.

The way land use decisions are coordinated differs from site to site. Therefore, I speak of site-specific user rights regimes. These juridical regimes are combinations of both the general delineation of property rights within a country (usually in Civil law) and the site-specific application of spatial planning regulations. I argue that it cannot be determined in general which kind of user rights regime, whether more market-like, network-like or hierarchical, is better (see also Lai, 1997; Alexander, 2001). To determine this, we have to compare the performance of different regimes. Three important 'performance' criteria are effectiveness, efficiency and legitimacy. The aim of this paper is to elaborate the framework, and make it practically applicable to thorough case-analysis.

The relevance of this approach is to get a better analytical-normative approach of how to carry out land use coordination, than the way it is often approached. The discussion is often rather black-and-white, in terms of market versus government. But each site is different, e.g. in terms of the composition of ownership, and therefore asks for a site-specific approach.

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BALLOT BOX PLANNING: FRIEND OR FOE IN DEVELOPING LAND USE POLICY

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Citizen are not longer sitting idly by and watching as plans and policies are made for them. They have become increasingly frustrated over a specific planning decision, over

a group of decisions, or over a lack of any decision(s). Instead, they have turned to direct democracy as a means of getting their voices heard. Direct democracy allows citizens to formulate a legislative policy, go through a process to get the matter placed on the local ballot, and then have the electorate decide the fate of the legislation. If passed by the electorate, the measure becomes law and must be enforced by the local government. This paper examines how citizens have used the ballot box to decide key planning issues at the local and regional levels of government in the United States. A special focus is placed on the use of direct democracy in California - a leading user of direct democracy for planning issues. Among the topics analyzed in the paper are the reasons for direct democracy, the processes needed to be followed to place an issue on the ballot, the types of issues found on ballots, and the politics of planning at the ballot box. An important part of the paper will be focused on the desirability of allowing planning issues to be decided via the ballot. This remains a key issue that continues to be debated.

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GAUGING THE POSSIBLE NEGATIVE EFFECTS OF SPRAWL'S LIMITATION: METROPOLITAN DENSITY, ROADWAY CONGESTION, AND HOUSING AFFORDABILITY

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Sprawl's most important benefit, its proponents assert, is housing choice and affordability. Limit sprawl, they argue, and housing costs will rise relative to household income. Choice will be diminished. After affordability, roadway congestion may be their next most potent argument. They assert that sprawl's limitation is secured at the expense of increasing interior roadway congestion. I first offer a critical review of the literature. I then report the results of a longitudinal analysis of the empirical relationship between metropolitan density and both affordability and congestion, respectively, in a sample of metropolitan areas in the United States.

This work examines censal, TTI and other data sets using various multivariate approaches. I next explore the interaction between housing affordability and roadway congestion under alternate scenarios noting possible policy interventions. Global relevance is assessed. The upshot of this work is a commentary on the notion of "good form", and the difficult interplay between material form and the social valuation of form's diverse properties.

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"THE UNEASY RELATIONSHIP BETWEEN LOCAL ADEQUATE PUBLIC FACILITIES ORDINANCES AND MARYLAND SMART GROWTH IMPLEMENTATION."

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In the Spring of 1997 the Maryland State Legislature approved the Smart Growth Areas Act, which directs State funding into already developed areas and areas that county

governments designate for future growth. The Act's intent is to discourage sprawl by denying State subsidies for it, and to promote development and revitalization in cities and inner suburbs.

However, in 2003 it is clear that in many locations in Maryland there is tension between enforcement of local Adequate Public Facilities Ordinances (APFOs) and the implementation of development consistent with Smart Growth principles. For example, several developers interviewed by the author have complained that the two biggest obstacles to Smart Growth implementation in Maryland are NIMBYism and APFO's. The central questions to be addressed in this paper are: (a) in what ways and to what degrees do local APFOs frustrate Maryland Smart Growth implementation; and (b) how can the apparent conflict between APFOs and Smart Growth be resolved? The questions will be addressed through case studies of five Maryland counties which had strong APFOs at the time the Smart Growth initiatives were passed. Research methods include: review of literature on APFO's and "concurrency" policies; review of local comprehensive plans and other relevant planning documents in the studied jurisdictions; analysis of APFOs and other relevant planning regulations; case histories of specific development proposals in the studied jurisdictions; and interviews with planners, developers and other relevant stakeholders.

This research is directly relevant to planning practice. Large number of local governments in the U.S. have been utilizing APFO's for the past several years, and many of these jurisdictions have implemented (or are intent on implementing) smart growth policies and regulations.

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PRESERVATION AND DEVELOPMENT: ASSESSING LAND USE POLICIES IN RIO DE JANEIRO, BRAZIL.

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Preserving and maintaining urban historical sites in high-density areas has been a challenge for public officials and has been in the agenda of land use planners for a while. Buildings in those areas are subjected to enormous pressure from real estate developers, which want to maximize land use constructing up to the maximum permitted by legislation. In this paper I intend to analyze recent policies aimed toward preserving historic sites within large cities in Brazil. Despite the laws enacted to protect cultural and historic heritage, many historical urban areas are deteriorating or are under threat of real estate development. The debate on the most effective approaches towards preservation of our urban heritage is mobilizing different segments of civil society, from neighborhoods' association, to public and private agencies and international financing agencies. In order to illustrate the analysis I will present a recent debate that took place in a traditional high-income neighborhood in the city of Rio de Janeiro, where a legislation considered an entire neighborhood as a Special Historic District, preventing the construction of high rise buildings. In doing so I will also analyze a federal legislation recently approved, which contains interesting instruments to be used at preserving cultural heritage. I will review the development of preservation policies in Brazil in recent decades, and the growing political awareness and mobilization. My analysis will focus on political economic aspects of planning, particularly the role of interest groups and issues such as: control of densities; the preserving of neighborhood character; the sanctity of private property; the interference of State in private business; the activism of neighborhood's association; the need for new housing; and, the appropriateness of the legislation. Key data sources for this paper are the legislation itself, newspapers articles, and interviews.

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URBAN SPATIAL DEVELOPMENT IN PRO-LAND POLICY REFORM ERA: EVIDENCE FROM BEIJING

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This paper examined the characteristics of urban spatial development in Beijing and identifies to what extent these characteristics can be contributed to emerging land markets as well as land policy. Specifically, the paper focused on the impacts of the New Land Administration Law implemented in 1999 on urban development. Based on land use rights transactions from 1997 to 2000 in Beijing, analysis revealed that emerging urban development patterns were notably distinguishable from ones prevalent in the pre-reform period but similar to urban patterns in free economy system. For instance, land prices and land development intensity fall with distance. The falling land density and the presence of land-capital substitution, which depended on their relative prices, suggested the influence of market principle on land use and land allocation, whereas the shifts of land rent gradients revealed the policy impacts.

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A GEAR IN THE GROWTH MACHINE

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The debate over urban sprawl has generated an enormous literature both popular and academic. It is surprising, though, how little we know about the actual consumption of land in the United States, and how that consumption varies by region of the country, by type of area (urban, suburban, rural), and over time. In the recent study *Costs of Sprawl - 2000*, Burchell et al (2002) state that it still remains "necessary to obtain a measure of typical land loss per capita (i.e., 0.2 acres), so that a frame of reference exists for determining excess land takings relative to population growth (Burchell et al. p. 539). The purpose of this paper is to estimate how quickly this particular gear in the growth machine turns, and to explore how that speed may vary over place and time.

This analysis will utilize land use data from the U.S. Department of Agriculture's National Resources Inventory, a long-term (1982-1997) stratified cluster sample of approximately 800,000 data points across the United States (excluding Alaska), and population and employment data from the Regional Economic Impact System (REIS). The basic analytical strategy is to use multiple regression of county-level information to separate the land consumption effects of current population, population growth, current employment, and employment growth. The dependent variable is growth in acres of developed land. A preliminary analysis of the data shows promising results with (a) 7.7 acres of new land consumed per 1,000 existing persons (over five years), (b) 85.4 acres of land consumed per 1,000 new persons, (c) no additional acres consumed for each 1,000 existing employees, and (d) 48.3 acres needed for each 1,000 new employees. Further analysis will explore alternate model formulations and how these parameters vary over place and time.

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NEW FORMS OF LAND POLICIES IN METROPOLITAN AREAS: FROM A STATE SYSTEM TO A PUBLIC-PRIVATE APPROACH? THE CASES OF GRENOBLE(FRANCE) AND TURIN (ITALY)

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central theme: The central research is to give sense to the land question. It has been fully considered an economic subject (land markets, speculation) or a legal question (property right, right of pre-emption, compulsory purchase powers), but very few studies show that this object has evolved within dated conceptions of planning. The question of public land policies has lost a great part of its interest as a research theme in the 1980's. But since this period, a new economic, social and political context has made possible a new vision of this subject. Today, there are no longer long term land public policies. The state system described in the 60's 70's as the welfare state is over for urban field. Furthermore, after 20 years of decentralisation laws, only few local government have tried to keep a real land policy under their authority on the model of the state system: a long term and major action, buying and controlling the future urban land. The local governments, in order to realise some site developments, and to limit their investments have developed new strategies, based on a short-term action: the tendency today is to control and/or buy only the land needed for precise development areas or limited urban projects.

approach and methodology: This research will try to describe the process of new forms of strategy in local governments and how the paradigm of "long term public policies for land reserve" has changed to the new paradigm of "short and strategically local negotiation for an instant use". The aim is to demonstrate, based on a systemic approach, that this part of the sequence between planning and construction or rehabilitation has transformed from a strong controlling scheme to a multiple negotiating one;

relevance of the work to planning education, practice or scholarship: no relevance

key data sources: Agence d'Urbanisme de la Région Grenobloise, schéma directeur de l'agglomération grenobloise, 2001. Interviews of major public planners and private developers in Grenoble and Turin

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MOBILITY MANAGEMENT IN SALVADOR/BA, BRAZIL

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Introduction: Traffic congestion continues to be a problem that extends worldwide. People and freight mobility is vital for economic growth and normal access to daily activities. Transportation planners everywhere have been following different approaches. Mobility Management/MM and Transportation Demand Management/TDM models that rely on direct employer business participation tend to produce more efficient and cost effective results than those that rely upon government mandates and regulations.

Central Theme Question: What are the kinds of institutional, regulatory, pricing and technological reforms that would be adequate for Salvador to accommodate different types of MM/TDM actions?

Approach and Methodology: This study examines MM/TDM in Europe, Developing Countries, and US. It also makes a multi-city comparison between, Salvador/BA, Brazil, the San Francisco/CA Bay Area in US, and a selected European City, defining actions that improve existing models at application, providing a "bridge" to different approaches. The end result is to implement a MM strategy to define a procedure in order to improve public transport in Salvador.

Relevance of Work: MM is now a very important issue for urban-transportation planners and my approach will allow for a better insight to it, trying to critically examine the current institutional framework of the study area for urban-transport decision making.

Key Data Sources: Data from various sources, such as Bay Area Council and RIDES for Bay Area Commuters 2001, Manual do Transporte Coletivo para Salvador-2001, Pesquisa de O/D para Salvador - 1995, MOMENTUM ("Mobility Management for the Urban Environment") and MOSAIC ("Mobility Strategy Applications in the Community"), from Transport RTD Programme, part of the European Union's Fourth Framework Programme for Research, Technological Development and Demonstration Activities.

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THE PATTERNS OF THE SETTLEMENT SYSTEM DEVELOPMENT IN THE REGIONS UNDERGOING STRUCTURAL CHANGES

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The settlement system patterns are dominantly determined by the development of production sectors in certain phase of the society. The need for the structural changes follows from the structural changes in the society and its economic basis. These changes have various causes and also various external symptoms, forms and consequences that require various measures to overcome their negative impacts. Variety of these factors determine also specialised problems and cluster of problems of the industrial regions and centres in the Central and Eastern Europe. The process of the changes is very dynamic and severely affects the living and working conditions of the population as well as it reveals the burden of the past from the environment. The majority of the cities and regions in Central and Eastern however have framing conditions less conducive to tackling structural deficits and reversing the downward slide. They are the problem areas with the need of appropriate complex redevelopment strategy as the problems in the economy go hand in hand with social and environmental degradation.

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ANALYZING ALTERNATIVE LAND USE FUTURES FOR METROPOLITAN ATLANTA

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In the U.S. the Atlanta metropolitan region, home of the 1996 Olympics, is often considered the poster child for urban sprawl. In the 1990s an exceptionally strong job market and rapid in-migration caused the region to grow by more than 1 million people, an increase of 39 percent. At the same time the extent of the region's urbanized area nearly tripled in size. This rapid increase in the extent of the urban area is indicative of the low-density pattern of development commonly known as urban sprawl. The region is expected to add another million people by 2025. This paper presents the results of a regional planning studio course that developed and analyzed four possible land use configurations for this growth. The official 2025 forecast by the Atlanta Regional Commission is compared to land use scenarios that (1) emphasize preservation of environmentally sensitive areas, (2) concentrate growth in activity centers and (3) develop along transportation corridors. Key environmental, demographic and transportation performance measures are calculated and compared for each of the four scenarios using a detailed GIS database. This comparative analysis is intended to inform planners and decision makers on the size and type of benefits likely to be derived from policies that produce various land use patterns. An improved understanding of the effects of alternative land use patterns is critically important as the Atlanta region grapples with accommodating its next million residents.

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OWN GLOBALLY, USE LOCALLY: PATTERNS OF RELATIONSHIP BETWEEN FINANCIAL AND REAL ESTATE MARKETS

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The paper discusses, from a theoretical point of view, some recent trends in the relationship between financial and real estate markets in developed countries. The central hypothesis is that real estate is less and less the leading form of control over spatial conditions for both service production and commerce in our cities.

The need for space is a general condition to every human activity. Until now, this need for space has been secured through the institution of private property. Capitalism rests also on the basis of individual property rights as a device enabling access to space and, in so doing, to both economic and political power.

More and more in recent years we observe a different trend concerning the function of real estate in a global economy. On the one hand leading corporations are selling real estate off with few changes in their spatial organization and market role. On the other, buyers are not concerned about any direct use of the assets they buy. Their primary concern is the rate of return on investment. Buyers are often financial institutions - such as pension funds, investment trusts, commercial banks - using rents as a security for the money entrusted to them by investors and households. Though not movable and intrinsically sensitive to location, real estate is increasingly considered as a financial asset, or a paradoxical portion of circulating capital.

Historically, financial uses of land are known. Ebenezer Howard's celebrated scheme for the financing of Garden Cities is one of them. However, the present increase of integration between financial and real estate markets deserves further investigation and it is very relevant to planning practices. Enhanced separation between owners and users of the built environment might lead to urban markets where space is, so to speak, owned globally though used locally, while land use regulation is unable to face pressures of a global dimension.

(Drawn from an approved dissertation proposal. Dissertation supervisor: Prof. Luigi Mazza, *luigi.mazza@polimi.it*)

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THE PAST AND THE FUTURE OF UPPER SILESIA AGGLOMERATION

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The Upper Silesia agglomeration is situated in southern Poland and consists with sixteen cities and towns. The agglomeration comprises a continuous urban area of 1237 square kilometres populated by about 2.2 million inhabitants and it is one of the biggest European coal and steel regions. Industrial development began here at the end of 18th century. Following the 19th century land use patterns, the ironworks and other factories were clustered around coal mines and several historically located towns. Then workers settlements clustered the plants around. The result of urban sprawl and corridor development is an arrangement which can be described as complicated system of spatial (physical), social, infra-structural and natural elements which form network of the towns. During last century the network has been in a state of balance. No one of the towns based economically on their own ground (mineral resources) had gained an advantage in that network.

The economic, political and technologic changes of the 1990s have accelerated the decline of some large industrial areas. During the decade there were closed down more than 20% of coal mines and ironworks. The towns begin fundamental changes in their economy orienting it to the third sector and starting strong competition in this field. The problem discussed in this paper is: how the new relations between the towns influence functioning of the network? Which towns getting weak and which ones getting

strong in it? How will look like the network - still composed with equivalent elements or - in opposite - taking form of hierarchical system of urban space? The questions mentioned above have been studied in some last years in research projects carried out in Silesian University of Technology in Gliwice (Faculty of Architecture) and their results may be important for regional politics in Silesia province.

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INTEGRATING REGIONAL POLICY AGENDAS IN THE EAST MIDLANDS ENGLISH REGION

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Traditionally policy making and implementation in Britain has tended to be very sectoral. Central government is now advocating a more 'joined-up' approach to address 'cross-cutting' issues such as urban regeneration and take account of the interrelated nature of many policy sectors. This policy integration is also a subject of academic research and is beginning to permeate policy practice. The regional level is thought to be the English territory most suited to integrating regional policy because it is more strategic than the local level but has a territorial focus to help overcome central government sectoralism. However despite an extensive rhetoric on integration and 'joined-up thinking' it is not easy to clarify what exactly policy integration means at the regional level and the practicalities of making it happen. This paper is based on part of my PhD research which addresses these questions. Of relevance to planning practice and scholarship is the relationship of regional spatial planning with other regional policy sectors and the implications for its role, processes and effective implementation.

The paper presents the results of a case study on policy integration in the East Midlands English Region, drawing on material from: a review of literature on policy integration and the East Midlands region; interviews of key strategy makers and regional players; and an analysis of the current regional strategies. It looks at what is really meant by policy integration in the region and what the strategies and organisations are doing to try and achieve it. It explores how far the strategies fit together and where the conflicts between them lie. It also looks at the level of commitment from regional players to joining up regional policy, the different ways they work together to try and achieve it, and at the tensions between them. Looking to the future the paper identifies some of the barriers to integrating regional policy agendas and what can be done to enable it further.

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COMPARATIVE RESEARCH ON PLANNING PROCEDURES FOR THE RENEWAL OF UNDERUSED OR REDUNDANT HARBOUR AREAS ("BROWNFIELD" SITES) OF MAJOR PORT CITIES

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In many harbour cities port-owned or port-related areas near the city center have lost their traditional port-related commercial uses due to changes in shipping, cargo handling and logistics of land-sea transport. These areas, often called the 'waterfront' could be and have been reallocated for other non port-related urban uses. The development potential in these locations are often opportunities for cities to renew or 'revitalise' these prominent sites for inner urban uses and to reconnect the city and its people (or the public) to the open water of a river or the sea, so that the quality of the city and the quality of public spaces would be improved. There are often conflicts between public uses and the appropriation of high locational values to privileged private groups, like high value offices or luxury housing developers.

The question arises: Who can act under those circumstances and develop visions and urban plans for the future of these prominent sites? and who can realise the plans?

The answer depends to a large extent on who is the owner of the waterfront sites and what legal and planning regulations exist for the areas in question. It also depends on the strength of cultural and political traditions for public planning or for leaving those decisions to market forces, that is to private investors and developers. In most cases the land ownership question of port areas is rather complicated. Often port authorities exist and other institutions or organisations at the level of the city, the region or the central state, or private firms may have ownership rights or decision making claims over these former harbour areas.

The session could start with a short presentation of the planning procedures of three cases: the new "Harbour-city" in Hamburg, Germany, the Isle of Dogs development in London, England, and the Waterfront Landuse Planning in the port of San Francisco, California. The presentation of each case would follow similar lines and questions, so that juxtaposition and a tentative comparison would be possible. The aim would be to develop a framework for the analysis of planning procedures in "brown field" harbour areas of major port cities and an assessment of the results in terms of quality of public use and public space.

FROM THE URBAN CORE TOWARD THE SUBURBAN PERIPHERY: LAND USE VISIONS AND POLICIES IN METROPOLITAN CLEVELAND, OHIO

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The mixture of compatible land uses, particularly residential, commercial and public, is commonly regarded as an important principle in developing vibrant urban/suburban environments by a myriad of influential planning and design theorists (i.e. Calthorpe 1993). This paper analyzes the extent to which an integrative approach to land use arrangement has been adopted in local planning policies in the United States. The central hypothesis is that despite much rhetoric about land use mixture in planning literature and mainstream policy statements (i.e. American Planning Association 1998), in planning practice, this principle is barely present. It is further hypothesized that older urban centers are more receptive to land use integration than newer suburban areas, particularly those built after World War II. This is because older urban centers were originally built upon traditional urban principles that include land use mixture (e.g. apartments over storefronts), and a return to these principles is more compatible with their heritage.

The paper uses a case study - this of the metro-region of Cleveland, Ohio. It studies three cities in the region - Cleveland, Fairview Park (an inner-ring suburb built primarily in the 1950-70 era), and Avon (an outer-ring suburb currently under intensive growth). Analysis is based on interviews with planners and planning commissioners, current master plans and zoning ordinances.

The paper finds that, as anticipated, tolerance toward mixing land uses sharply diminishes from the core toward the periphery - from Cleveland to Avon. Further, while the idea of mixing land uses is well represented in rhetoric, that is, in master plans, it is suspiciously absent from zoning codes (see also Talen and Knaap 2003), and that this gap between rhetoric and practice widens from the core toward the periphery. The contribution of the paper is in highlighting how and why this gap occurs, and how and why it increases from the core toward the periphery.

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THE KEY TO SUCCESSFUL PRIVATE RESIDENTIAL DEVELOPMENT: ST. PETERSBURG, RUSSIA

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This paper will report the results of two case studies of successful private sector initiated residential redevelopments in St. Petersburg. In an environment of extremely high interest rates, very short loan periods, stringent historic preservation laws, legal restrictions on displacing current residents, and a complex city government permit and approval process, a few private firms have redeveloped apartment buildings in St. Petersburg's historic district. This study will examine the means and process by which these developers got city government approval and will identify how the projects were financed. It will also explore who was displaced and the economic status of the new residents. The purpose of this research is to identify keys to successful redevelopment and the social

implications of the current process, i.e. who wins and who loses under the current situation.

LANDUSE CONTROL AND GROWTH OPTIONS FOR ENVIRONMENTALLY SENSITIVE AREAS

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How to promote an environmentally sound and economically feasible settlement growth pattern in a resource-rich but environmentally-fragile region of a developing country? Egypt is desperately promoting population dispersion over new areas to reduce resource erosion of the congested fertile Nile Valley. Yet, whenever a new resource development axis is discovered, planners are challenged with the long-term environmental consequences of that growth, particularly when it relates to its most scarce resource, fresh-water. Because most penalizing legislative control measures have proven inadequate in protecting the environment against greedy developers, weak enforcement and unaware citizens, many realists advocate no development as the safest growth pattern. Yet the country is running out of spatial development corridors and new, potentially non-legislative options are sought. What are these alternatives? This paper contemplates and evaluates some design-based settlement development alternatives. In addition to the physical design and landuse proposal, an essential economic/participatory system of incentives is designed to promote sustainable growth and ensure land use compliance with environmental standards in Lake Nasser, Egypt. The region has an abundance of natural and mineral resources, but growth is hampered by the lake-pollution obsession that may result from uncalculated settlement growth along the lakeshores. The paper is based on hands-on planning experience with a long-range plan under the auspices of the UNDP and a team of Egyptian, British and French consultants. The issues raised and solutions sought adds to the bulk of environmental planning, land use control and governance literature in the context of a developing country with "less than perfect" pollution prevention track record and places at its theme the eternal development-environment paradox "to develop or not to develop" particularly when both (development or no development) are indeed a matter of life and death.

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PROPERTY RIGHTS AND SPATIAL PLANNING: A FRAUGHT AND CHANGING RELATIONSHIP

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The issue of land policy has become very important in the Netherlands the last couple of years. The main reason for this is that the practice of spatial planning has changed greatly: where municipalities used to be the main provider of building land, they recently discovered that, without the powers that they used to have as providers of building land, their statutory powers for spatial planning do not enable them to achieve what they want (see Needham, 1997). As a result, the issue of the relationship between property rights and spatial planning gained political attention, but has been till now marginally researched from a Dutch perspective, definitely compared with the United States. Insights and experiences from abroad can provide useful information on how to research this relationship both in general and case-specific. In doing so, new approaches from a property rights perspective can be used for the Dutch planning practice to tackle current problems regarding the way physical development takes place. The central problem of this study is therefore: How are property and planning institutionalized in different countries and how do these institutions relate to each other? The first part of the research will deal with general theoretical notions existing in literature about institutions and institutional change and the application to both property and planning. Based upon these insights translated into general hypotheses, the second part will explore the wider institutional environment of property rights and spatial planning in different countries, making use of the work of Zweigert and Kötz (1987) on the legal families of the world. In the third part we will explore the link between property markets and planning more specific. Our perspective will move towards local development processes and projects where planning and property market organizations meet each other and mutually construct the local property rights regimes. By doing case-studies in different countries, our hypotheses will be tested and applied to the Netherlands.

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EXPLAINING AND PREDICTING THE CHOICE OF STATE PLANNING MANDATE FOR HAZARD MITIGATION PLANNING: AN EMPIRICAL STUDY THROUGH A 'NEW INSTITUTIONAL PERSPECTIVE'

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This paper tries to show that a new institutional perspective can be effective in explaining why cross-state variation exists and in predicting the probability that a given state having no the mandate will adopt the state planning mandate for local hazard mitigation policy. First of all, my starting point in this paper is that the experience of disaster has no positive effect on the adoption of local hazard mitigation policy. With this point, I have also focused on whether the cultural differences determine the variation in adopting state mandate among states, which I think is current prevailing argument at the state level. Through data analysis by factor analysis and logit model, we can know that the institutional interventions into state level are very needed to make local communities prepare their hazard plans. In this paper, I approach through new institutional perspective based on the structure-, culture-, and agency-related approaches, and then have a clearer picture that the past experience and cultural factors are not good indicators to expect and explain the current policy adoption for natural hazard mitigation at the state level. The main lesson to be drawn from this paper is as follows: First, the explanation by the past disaster experience and the cultural difference among states is not appropriate to describe the choice of the state planning mandate for hazard mitigation planning. Rather, new institutional factors such as planning reform activity, legislative involvement in growth management or state agency's technical assistance for hazards are more proper variables to explain the policy adoption. Second, there is a positive relationship between planning efforts such as growth management and the adoption of hazard mitigation policy. Because growth management policy requires considerable public supports, those supports may lead to more adoption of state planning mandate for local hazard mitigation policy.

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THE CHARACTERISTICS OF FUNCTIONAL INTERDEPENDENCE BETWEEN LARGE CITY AND PERIPHERAL REGIONS OVER TIME: THE CASE OF KOREA

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The fundamental purpose of this paper is to examine whether the functional interaction between large cities and peripheral regions has been intensified or shrunk in the case of Korea during last ten years(1990-2000). The extent of the interaction is measured by commuting patterns.

Statistical analyses such as regression analysis will be conducted to identify what factors affect the degree of interaction.

This analysis will provide useful information for urban and regional planning and policy in the following senses. First, it will provide useful information on the effectiveness of urban growth control policies. Second, it will tell us why regional policies are best implemented at the greater-metropolitan level because of the interdependence within the region. Third, it will help to construct new concept of planning unit-functional metropolitan areas(FMAs) which is considered by Korean government and is similar with consolidated metropolitan statistical areas(CMSAs).

For these purposes, this paper utilizes Korean census data of 1990 and 2000(2% sample data). The six largest metropolitan areas - Seoul, Busan, Daegu, Incheon, Daejeon, and Gwangju - and their outskirts are selected as study areas. All data are stored and managed through geographical information system(GIS) and analysis results are presented in figures for visual convenience.

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DEATH IN THE ROSE CITY: URBAN FORM AND MORTALITYKNAAP, Gerrit

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There has been considerable interest of late in the effects of urban form on physical activity and health. Research on this relationship, however, has been limited due to the lack of data on human health at the submetropolitan level. This paper examines the relationship between mortality rates and urban form, at the census tract level, for the Portland, Oregon, metropolitan area. Preliminary data analysis suggests that mortality rates for most causes of death are higher in the central city than in the suburbs. This suggests that socio-economic factors might play a larger role than urban form in shaping human activity, health, and well being.

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SMART GROWTH AS A POLICY TEMPLATE FOR SPATIAL PLANNINGKOLO, Jerry

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Planners and environmentalists have embraced, and are prescribing, smart growth (SG) as a strategy for achieving society's desire for sustainable communities. In this paper, the argument will be made that SG is a policy template for spatial planning, whereby planning as a process can be adapted to help communities achieve the three premier tenets of SG, viz, economy, environment and equity. This paper adds a fourth tenet, which is education or public awareness, a critical requirement for individuals and systems to achieve their full productive capacity. The paper will begin with a conceptual review of the term SG. Second, the argument will be made that SG is not a development paradigm as suggested by its advocates, but a policy template for gauging the pertinence of spatial planning to people's desire for economic, environmental, equitable and human capacity development. Third, the paper will examine or review cases of SG implementation in the USA and, fourth, propose key relevant roles for the stakeholders in the process of using SG for spatial planning. These stakeholders are categorized into the public, private-corporate, philanthropic and grassroots-civic sectors.

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TRANSFORMING THE DUTCH WELFARE STATE AND LAND POLICY FOR DUTCH URBAN REGENERATIONKORTHALS ALTES, Willem

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Since 1990 much is changed in Dutch urban regeneration. The programme realised in 1990 was dominated by social housing, as now the housing programme is dominated by market sector housing. The reforms of the welfare state had a considerable impact

on the network of actors around urban regeneration (Priemus, 1999). The question the paper addresses is what the actual changes in municipal urban regeneration projects are financially and in terms of land use. The paper is based on research commissioned by the Dutch Ministry of Housing Spatial Planning and the Environment in 1990, 1995 and 2000 (i.e. Kolpron Consultants 1996) on the costs, benefits and land use of urban regeneration sites for housing. This research is used as justification for the budget of block grants for urban regeneration by national government (see also Korthals Altes, 2002). The emphasis has been to give an accurate and representative account of Dutch practise. This is done by analysing municipal plans for about 40,000 dwellings on costs, benefits and land use. In 1996 and 2001 the policy impacts of a programme with a larger share market housing are analysed based on market scans of the sites analysed. These reports are public information, but are not published and the analysis of the reports from 1991, 1996 and 2001 will give valuable new insights on actual development in Dutch urban regeneration during the transformation of the welfare state. The paper presents the changing context for urban regeneration in the Netherlands, gives insight in the results of the research mentioned above. An analysis of the results gives insight in the actual changes, and consequences of the transformation of the Dutch housing sector for urban regeneration.

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PROPERTY WITHOUT COMMUNITY: THE (FREQUENT) CONSEQUENCE OF TAX EXEMPTIONS FOR NONPROFIT INSTITUTIONS

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A large and growing number of local property owners in the United States are exempted from paying local property taxes. They include most religious and educational institutions; non-profits in the arts, environment, and human services; government establishments; and an increasing number of partially exempt commercial and residential developments. These locally subsidized activities lead to economic inefficiencies, greater inequities in the distribution of the tax burden (hence increased regressivity of the tax structure), and local fiscal distress. Certain older cities become the charity care centers for a region. Residents of independent suburbs take advantage of these city services without the responsibilities of community residents. These subsidies to the suburbs are largely invisible and morally clouded in norms of obligation, duty, and tradition. The privileges of *piety and charity* are choking poor communities.

This paper examines the magnitude of these exemptions and critically analyzes the three major theories on which these exemptions are justified: sovereignty, tax-base theory, and benefit (*quid pro quo*) theory. Each of these is found seriously deficient. The author offers an alternative theory that would rationalize a sharply limited practice of exemptions based on communities of responsibility.

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MIGRATION DETERMINANTS AND EMPLOYMENT CONSEQUENCES OF URBAN- AND RURAL-MIGRATIONS IN KOREA

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The purpose of this study is to analyze the effects of individual- and area-characteristics on the migration behavior of urban- and rural-dwellers during the period of 1990-2000 in Korea. More specifically, we will focus on the following two questions: first, why people migrate and what factors are most important in their decision-making process, and second, what the consequences of migration are for rural and urban economic and social development in Korea. The latter question is particularly important since the social costs of a progressive overloading of housing and social services, not to mention increased crime, pollution, and congestion tend gradually to outweigh such urban advantages as agglomeration economy, positive externalities, etc. in Korea. We construct a methodology to estimate the aggregate costs caused by urban and rural migrations. The design of the methodology is a two-regime switching regression model that is free from migration selection bias. Combining the 1990, 1995, and 2000 Korean census data with various ecological data, we construct two models of migration and employment opportunity to calculate hypothetical employment opportunities in urban and rural areas caused by migration. Based on the empirical findings, we expect to suggest various policy options that Korea government may wish to pursue in their attempts to curtail the heavy flow of rural-to-urban migration and to ameliorate the serious unemployment problems that continue to plague crowded cities in Korea. We expect that these policy options can also be applied to other countries that have similar urban problems.

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TRANSFORMING METROPOLITAN STRUCTURE AND COMMUTING PATTERNS

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This paper evaluates polycentric urban form in the metropolitan Atlanta region in terms of commuting with a focus on jobs-housing mismatch and affordable housing. Since World War II, most metropolitan areas in the United States have experienced a dramatic suburbanization. The consequences of rapid decentralization have transformed the landscape of metropolitan areas from monocentric to polycentric forms through emerging suburban subcenters. Polycentric urban structures represent complex networks physically and socio-economically between the central city and its suburban subcenters, but also among one suburban subcenter to another. Many researchers have explored the relationship between urban spatial structure and commuting patterns. Some have argued that polycentric urban form can reduce commuting time and distance since employment subcenters provide improved employment access to decentralized residential areas across the metropolitan area. In contrast, others have addressed that polycentric urban structures may not necessarily reduce commuting time and distance. Thus far, there have been clear discrepancies on the impact of polycentric urban form to commuting patterns. Using the recent decennial Census and commuting data of 2000 and 1990 for the Atlanta metropolitan region and advanced methodological tools with GIS, this paper addresses the extent to which polycentric urban form performs for metropolitan areas in reducing commute time and distance. Through identifying critical limitations from existing literature on urban form and commuting, three designated objectives are to: (1) provide the advanced methodologies analyzing urban spatial structure and commuting patterns using GIS; (2) examine the relationship between polycentric urban form and various commuting patterns; and (3) provide policy

implications for polycentric urban structure drawing on the reduction of commuting time and distance in metropolitan areas.

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STATE-FOSTERED COLLABORATIVE REGIONAL PLANNING IN THE UNITED STATES: WHAT WORKS

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Some states are moving from top-down, bureaucratic regional planning systems to flexible state-fostered collaborative regional planning systems. This paper examines "what works" in collaborative regional planning based on case studies of current practice in Washington, Oregon, Maryland, Florida, and New Jersey.

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TRANSFORMATION OF INDUSTRIALISED CITIES AND REGIONS IN GERMANY - PROBLEMS AND STRATEGIES

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In the last decades many industrialised cities and regions have been undergoing a remarkable process of structural change. Often the decline of certain industries like coal mining, steel production, textile production and shipbuilding could not be compensated by new sustainable industries. These cities and regions often have to face among others high unemployment rates, deformed urban structures and ecological damages.

Due to its division and reunification Germany experienced both the problems of sustaining structural change in a market economy as well as the sudden and tremendous problems of system transformation from socialism to capitalism. Drawing from already existing studies the aim of the paper is to describe and compare the problems of industrialised cities and regions in Western and Eastern Germany and the strategies which have been adopted there to tackle these problems. Thus the paper wants to provide a basis for an international comparative discussion and research.

Concerning Western Germany the Ruhr area which still is the biggest industrial agglomeration in Germany serves as an example. In the Ruhr area mining and steel production alone lost 500.000 Jobs. Eastern Germany which formerly constituted the German Democratic Republic experienced by far the fastest transformation of all former socialist countries which first of all led almost to de-industrialisation. Despite of a huge transfer of money for the support of e.g. social security, renovation and building of infrastructure, removal of ecological damages, private investment, redevelopment of towns and cities Eastern Germany still shows higher unemployment and slower economic growth than Western Germany. The paper especially highlights the importance of the German institutional structure and elaborates on policy and planning on European, federal, state, regional and municipal level.

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PARTICIPATION OF ACTORS IN THE TRANSFORMATION OF CHINATOWN IN SINGAPORE

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This paper focuses how Chinatown in Singapore as a place comes to its today's form by examining the interrelationships between various actors involved in the redevelopment process since the 1960s.

The dominance of the state is clear in the redevelopment, in the forms of rent-control, land acquisition and planning power. Other actors such as architects, developers, residents and clan associations have not been simply passive. Their roles in the redevelopment of Chinatown are to be scrutinized. Architects promoted modern architecture in the 1970s, which has left its mark for the years to come. Residents and clan associations tried to maintain their lifestyles and traditional values while younger generations were less interested in doing so.

The whole study period (1960 - 2000) will be divided into four sub-periods, respectively, the 60s, 70s, 80s and 90s, as each period was characterized by a changed socio-economic situation. Against the contexts, it is found that those actors were becoming active and exert their weight, one way or another, on the formation of this unique ethnic locality. Over the years, the state has been gradually yielding to other actors and public opinions. Public participation becomes a norm. Transformation of Chinatown is a true result of interactions of actors with various interests.

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PARTICIPATION OF ACTORS IN THE TRANSFORMATION OF CHINATOWN IN SINGAPORE

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SPATIAL EFFICIENCY AND THE PLANNING OF INDUSTRIAL ESTATES

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In the debates about sustainable urban development the main interest is for residential areas. The attention for sustainable planning of new industrial estates is always in the shadow of planning for residential estates and the (re)development of brownfield sites is dealt with only summarily in literature (Adams, et al. 1994). In our opinion this is not justified. Data from the Netherlands show that land use by industrial estates is rising at a faster rate than land use for housing. Also, sustainable planning initiatives such as mixed-use developments and renewal of urban districts are primarily directed to residential developments. Therefore there are several signs the efficiency of industrial land use is declining instead of increasing. This is the opposite of what sustainable development is all about (Expert Group on the Urban Environment, 1996).

This paper will show which planning mechanisms can explain this development. First, data about industrial land use in the Netherlands will be presented. Second, the Dutch way of planning for industrial land will be discussed. The main characteristic of this is the high share of public land supply. Third, this public involvement in the market for industrial land is also one of the main explanations for the fall in spatial efficiency of industrial land, whereas public land ownership is sometimes seen as an instrument to encourage sustainable development. To explain this paradox we will use the concept of path-dependency (North, 1990). The way in which industrial estates are planned and developed in the Netherlands is so deeply embedded in Dutch planning routines that it is hard to change, even though new ways of planning can contribute to development with is both a more sustainable and economic.

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THE STATE OF GIS IMPLEMENTATION IN LARGE CITIES FOR DISASTER MANAGEMENT AND LAND USE PLANNING: A SURVEY OF 19 CITIES

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In the recent years, large cities have suffered greatly from natural disasters caused by floods, earthquakes, hurricanes, and other natural agents and from human-induced agents like terrorist acts. The occurrence of both natural and human induced disasters in cities have demonstrated the usefulness of GIS and spatial technologies in all phases of disaster management - response, recovery, mitigation and preparedness. Geospatial technologies provide planners, decision-makers and citizens important tools for the analysis and visualization of information about hazards, the use of land and the complex inter-relationship between the two. These technologies are the cornerstone of all disaster management plans at local, state, and federal levels. The question arises - how much has GIS diffused in large municipal agencies in United States and how many cities are equipped with a well-implemented GIS to assist in disaster management? What layers of data are available for cities? What is the nature of the organizational structure in which GIS operates for various cities? How does this structure help or obstruct the use of spatial technologies in the time of disasters? How are cities using their GIS investments for leveraging proactive disaster management? This paper discusses results of a survey of 19 randomly selected cities in the US with population size between 250k - 1 million. This research is part of a doctoral dissertation dealing with the use of GIS for disaster damage estimation models. The paper analyzes the diffusion of GIS in large municipal governments from a disaster management perspective and at the same time analyzes the uses of GIS data collected for other purposes for disaster management and how governments are harnessing such uses.

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NEW NORMS FOR MULTIPLE INTENSIVE LAND USE

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The normative aim of planners supporting projects of multiple intensive land-use is to create investment projects that combine aspects of modernity (accessibility, volumes) with that of post-modernity (culture, atmosphere, mixed-use, human scale). To succeed, new forms of collective action (Ostrom, 1990) are needed that overcome the contradictions of these claims. Decision-making in these projects will be interpreted as coordination problems, wherein decisions of actors are interdependent. The outcome of the process depends upon the action chosen by each of the others. This results in a situation that the best choice for each actor depends upon what he expects the others to do, knowing that each of the others is trying to guess what he is likely to do (Ullmann-Margalit, 1977).

The hypothesis is that without new norms to converge the action of single actors into integrated projects, ambitions for multiple intensive land-use projects will fail in practice. This PhD project will examine three projects with ambitions for multiple intensive land use. The emphasis will be on the South-Axis project in Amsterdam (Netherlands). Other cases are Forum 2004 in Barcelona (Spain) and Ørestad in Copenhagen (Denmark). The focus will be on the actor constellation, the actors' strategies, the outcomes associated with strategy combinations, and the preferences of the players over these outcomes (Scharpf, 1997).

In many metropolitan areas, scarce land resources puzzle planners, politicians and investors to search for creative solutions. At emerging multi modal transportation nodes planners champion integrated multiple land-use projects with both quantitative and qualitative arguments. However, the gap between intentions and plans on the one hand and the reality of monofunctional developments on the other hand is still huge. This discrepancy will be explained by a lack of adequate institutional conditions (norms) to converge investment decisions of single actors into ones supporting integrated projects.

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WINNERS AND LOSERS: URBAN REDEVELOPMENT AT THE URBAN SYSTEM AND NEIGHBORHOOD SCALES

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Uneven development is a "fact of life." Despite search for "convergence" it is apparent that most rich places remain rich and few poor places are able to scale the steep slope to become unpoor. This paper focuses on two dimensions of urban redevelopment: the impact of the Internet on urban areas and the prospects of minority areas within cities. Together, the two examples provide perspectives on uneven development at the interurban and intraurban scales.

Internet infrastructure is emblematic of the "new economy" - now somewhat in decline - but also of necessary investments for businesses. The Internet's uneven impact is rather well-established: some cities are major "hubs" in the "network of networks" whereas other places are less well-connected. The reasons for this variation, however, are poorly understood yet reminiscent of reinforcing cumulative causation processes seen in prior eras of development. This paper will utilize data on investment in Internet infrastructure, including fiber-optic networks and interconnection facilities. Data on Internet hubs worldwide are included, with additional attention paid to cities in the USA. Minority populations are of great interest in all western countries. Cities are magnets for migrants from many countries, and they often are willing to do jobs that other residents are unwilling to do. Whether or not new investment favors or avoids minority neighborhoods, however, is not clear. This paper assesses empirical evidence regarding the location of employment during the 1990s in three Ohio cities in the USA.

PROFESSIONALISM AND DEMOCRATIC PLANNING: THE CASE OF VICTORIA, AUSTRALIA

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This paper examines certain impediments to the alignment of planning professionalism with democratic values. Urban planning's democratic validity is typically provided by background processes of representation and participation. However, practical constraints in planning prevent actual realisation of the democratic ideal of a people both knowing itself and steering itself (Habermas, 1996[1987]). Additionally, the relationship between professional planners and democratic ideals remains problematic, particularly within a communicative planning perspective (Tewdwr-Jones and Allmendinger, 1998). This paper posits that a Habermasian approach to democratic planning should focus upon the key impediment to democracy in modern societies - mediatisation. Mediatisation occurs when governance is based on instrumental reason, rather than collective deliberation (Habermas, 1984: 187, Habermas, 1996: 35). Accordingly, an impediment to democracy in urban planning is the alignment of professional values with various media. Focusing upon the day-to-day institutional processes (Giddens, 1984) of planning, the Victorian case is used to show how professional values can be influenced by media. Case study data of typical planning practices in Melbourne, Victoria are presented. A single case study of a typical planning event is used to illustrate the findings. The paper concludes by recommending changes to the Victorian planning system, which would allow professional values to better assist democratic planning.

Alan March - PhD Candidate

The paper is drawn from an almost complete dissertation.

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URBAN DISPERSION TYPOLOGIES AND GROWTH MANAGEMENT POLICIES

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Using measures of spatial entropy, dispersion of population around large urban centers and smaller urban clusters has resulted in typologies of sprawl as determined by the authors. These typologies are linked to variations in dispersal generated by proximity to large and small urban centers and major roads, or a combination of both driving forces. The examination of growth policies in selected states in the Southeastern United States demonstrates which policies, if any, are designed to mitigate growth. We show that each typology and spatial context may require different policy approaches to moderate the effects of sprawl in different circumstances.

COLLABORATION-ONE MODEL DOES NOT FIT ALL

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In a number of metropolitan areas throughout the world, diverse sets of stakeholders are engaged in an interactive, deliberative approaches to managing growth. Many of these efforts have been initiated in response to rapidly growing regional growth problems, such as traffic congestions, loss of open space, increasing infrastructure costs, and worsening air pollution. The coalitions and councils of government are promoting these efforts as collaborative approaches. Gray (1989, 5) defines collaboration as "a process through which parties who see different aspects of a problem can constructively explore their differences and search for solutions that go beyond their own limited vision of what is possible." Implied in this definition and emphasized by many authors is that collaboration requires extensive participation, intensive deliberation, and the kind of creative interaction that can only come through face to face interaction (Innes and Booher 1999; Wondollock and Yaffee 2000). But is this model of collaboration applicable

in a region like metropolitan Denver, which covers over 700 square miles, encompasses 2.3 million people, and includes over 49 different local governments? Using primary research studies of collaborative growth management in Denver and Brisbane, Australia (Margerum 2002a, Margerum 2002b), and secondary analysis of data from collaborative efforts in Utah, Oregon, Atlanta and Australia, the author compares the model of collaboration to its practice in regional planning. This comparison suggests that the while some of the processes concepts are similar, there are at least two distinct models of collaboration that have implications for how it is practiced and implemented.

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ASSESSING THE FACTORS INFLUENCING THE LOCAL IMPLEMENTATION OF URBAN CONTAINMENT PROGRAMS: A THEORETICAL FRAMEWORK

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Land-use policy design, adoption and implementation are processes characterized by a great complexity of interrelated actors and factors. The proposed research seeks to understand how the power structure of local communities and the institutional framework impact the decision-making process through the choice and design of regulatory land-use policies, and the resulting outcomes in terms of the perceived effectiveness of these policies. The main question here is what factors drive community decisions about the local application of growth management programs. Studies of growth management programs show that even in the case of a state legislation, the choice of policies accompanying state requirements remains local, as local governments represent the outlet for land-use regulation. Growth management programs are made of individual and complementary policies designed to fulfill a wide range of land use objectives. Outcomes depend on the particular combination of techniques chosen. Therefore it appears essential to understand the factors influencing such choices. Based on a Florida survey of planning directors, this research seeks to demonstrate that both political and institutional factors are essential to understand the local application of growth management programs, more specifically the choice of a particular combination of growth management techniques. The proposed framework will provide a better understanding of the variations in the local application of growth management programs in terms of the choice of specific combinations of policies, as dictated by the political context and the institutional framework.

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PLANNING AND TOURISM-LED REGENERATION IN HISTORIC PORT CITIES: A COMPARATIVE STUDY

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The decline of the port function in many cities has given rise in recent decades to a range of new land uses, and many historic port cities have encouraged the development of tourism-related uses in particular in order to achieve physical, social and economic benefits. The opportunities for such development has arisen because of the availability of underused land combined with increasing demands for tourism on a global scale. Historic port cities have frequently capitalised on their cultural and historic heritage in order to attract tourism and associated investment, particularly in the Mediterranean

area, which has increased its share of global tourism in the last decade. Indeed, there is evidence of rigorous competition between cities for developments such as cruise ferry passenger terminals, since the economic benefits of such schemes may be considerable.

However, serious tensions have emerged between the need for such development and the need to maintain the unique and valuable heritage that is an important part of the visitor attraction. Indeed, tourism-related developments may prove counter-productive if they severely erode the quality of the local environment and amenity.

This paper explores such issues by a comparative approach using the cases of Valletta in Malta and Genoa in Italy. While both have encouraged tourism-related development, the spatial planning approaches applied have varied considerably. This paper proposes criteria for evaluation of resulting development schemes, and these criteria are then used to assess the potential impact of development in each case.

An analysis of the cases is used to reach conclusions concerning the role of spatial planning in balancing needs for economic development and environmental protection. It is suggested that such criteria are of more general potential application, and that there is a need to use such mechanisms within the planning process to more sensitively trade off costs and benefits. Such conclusions are of relevance for historic port cities in other contexts.

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LAND RE-USE AND RESIDUAL CONTAMINATION: LESSONS FROM US EFFORTS AT 'RISK-BASED CORRECTIVE ACTION'

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Many once-contaminated sites in sub-prime real estate micro-markets face costs for complete clean-up that exceed their potential sales prices. Re-use of such properties may require that dangerous substances be left on site, with remediation responses tailored to intended land uses.

This paper examines the information needs and data dissemination networks required to permit the long-term stewardship needed to allow for safe redevelopment with residual contamination. Sites may be seen to be controlled, but still pose long term risks: (1) on-site pollution control systems can fail over time; and, (2) changes in site uses/activities inconsistent with residual site conditions may occur. Limiting these risks over time requires disclosure networks that provide decisionmakers the needed data. Such networks need to extend both temporally and organizationally beyond the parties involved in the current remediation decisions.

The US, first to legislate a contaminated land regime, was late in adopting flexible clean-to-use standards. Argument over environmental, land user, and neighborhood protection accompanied the shift from a 'clean to background' standard to a 'risk-based corrective action' (RBCA) approach, and provides data for this paper: (1) the content of the debates over RBCA protections; (2) the 50 US states' different legislation and regulations governing record-keeping on land use limits for approved site responses; and, (3) new private risk transfer and insurance programs, designed for sound long-term stewardship.

These data permit the paper to address both state-to-state policy comparisons and analysis of risk management efforts. Lessons for non-US contexts will be extracted as was done by Meyer, Williams and Yount (1995).

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LAND USE POLICY AND DEVELOPMENT EFFECTS OF AN ENDANGERED SPECIES LISTING: CHINOOK SALMON AND THE SEATTLE URBAN REGION IN THE U.S.

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In the first US Endangered Species Act listing affecting an entire major urban area, the chinook salmon that are native to the streams and rivers of the Puget Sound region have been classified as threatened. The immediate consequence is that stream habitats for these salmon populations must be protected and enhanced. Since this region, which includes Seattle and the major cities of western Washington State, is one of the fastest growing metropolitan areas in the US and a center for high-tech employment, this ESA listing promises to have major impacts on land use and infrastructure planning. Principal questions that this paper addresses include: What do we know about the effects of urban development on reducing the quality of salmon habitat? What have been the responses of the federal, state and local governments to this 1999 listing? What are likely new limitations on land planning and development stemming from these governmental responses? In turn, how may these limitations impact economic development, population growth and affordable housing in the region? Finally, in what ways does the State Growth Management Act and planning requirements under it need to be revised? Sources for background portions of this paper include reports by agencies and press coverage. Discussion of current developments relies on governmental reports and interviews with principal actors in governments and the private sector. The principal aims of this paper are to report and assess the nature of this complex set of land use and environmental planning issues, to explore the responses, and to develop a case study of a planning problem that requires balancing the social, economic and environmental dimensions of sustainability.

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LAND USE POLICY IN KOREA, ITS LIMITATION AND IMPLICATION FOR A SUSTAINABLE DEVELOPMENT

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This paper reviews evolution of land use policy in Korea and examines its limitations and implications for a sustainable development. Following DEFRA's working definition of sustainable development, the term sustainable development was used in this paper to indicate first, social development that meets all people's need, second, effective environmental preservation, third, careful use of natural resources, and fourth, stable economic growth and employment. This paper examines Korea's land use policy from this sustainable development perspective.

Extensive literature review and analysis on existing data from government source was used for this purpose. Also, land use policy of England was compared with that of Korea for policy suggestions.

Since Korea's rapid economic development from the 1960s, land use policy in Korea has been heavily oriented toward meeting developmental needs without considering its impact on natural environment. Strong deregulation initiatives by the government during the early 1990s further aggravated the situation. Government deregulated strong restrictions on development in farming lands and this deregulation resulted in widespread unplanned development all over the country. The problem of unplanned development was most serious in the Seoul Metropolitan Area where developmental demand is higher than any other places in Korea. Worsening traffic congestion, deteriorating environmental quality including air and water quality, decreasing green space were typical results of rapid unplanned development.

Responding to this problem, Korean government renovated land use policy in 2001 by enacting new laws on national land use and planning. But problems still remain. Those problems come from limitations of the newly enacted laws themselves and from lack of institutional capacity to implement those laws effectively. This paper discusses these limitations and its implications for development of land use policy in Korea.

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TRANSFORMATION OF THE URBAN ECONOMY AND CHALLENGES FOR REHABILITATION

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This session builds on a special workshop at the 2001 Cleveland meetings of the Association of Collegiate Schools of Planning (ACSP). That workshop used video conferencing to facilitate a conversation between participants at the Cleveland ACSP and participants at a conference of the Network of Spatial Research Institutes in Central and Eastern Europe (CEE) that took place at the same time in Dresden, Germany. Three papers were delivered in Dresden and three US discussants participated from Cleveland. The moderators (one in Dresden and one in Cleveland) joined in the discussion as well. During the discussion two main questions turned out to be of a strong interest for academics and practitioners from the Central and Eastern European countries:

1. How can urban regions support the current economic transition and what industries should form their economic base in the future?

2. What solutions and policies can be offered to assist the people who are affected by the economic and social changes in these regions? (CEE Video Conference Proceedings, 2001).

Among the outcomes of the special workshop in 2001 was the decision among the participants that a face-to-face session should be planned for the joint ACSP/AESOP meetings in 2003.

The follow-up session we plan for the joint meetings will have three papers, one each on the US, Western Europe and Central/Eastern Europe. The papers will focus on the challenges and opportunities for rehabilitation in the urban economies of the three regions and will pay special attention to the issues highlighted during the video conference.

Suggested discussant: Marie Howland

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Mueller, Bernhard, Hazel A. Morrow-Jones, Andreas Otto (eds) *The Future of Industrial Regions in Decline: Conversations between the US and Europe, Report on a Video Panel Session of the Conference of the Network of Spatial Research Institutes in Central and Eastern Europe and the 43rd Annual Conference of the Association of Collegiate Schools of Planning, 2001.*

WILDFIRE RISK AND RESIDENTIAL DEVELOPMENT AT THE URBAN MARGIN: ASSESSING LAND USE MITIGATIONS

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Wildland fire response and mitigation is evolving into one of the core responsibilities of local governments at the forest edge (US Forest Service, 2002). Because of rapid population growth rates in wildland areas such as Western Colorado, fire risks and expenditures on mitigation have significant implications not only for householders but also local governments, insurance companies and the federal government. The federal government is taking an aggressive stance in mitigation planning through the National Fire Plan and the Healthy Forests Initiative, but these programs continue to be highly controversial. Most local jurisdictions in forested areas have little experience in assessment of ecological risks. How should we measure wildfire risk in such areas? How significant are wildfire risks in the Intermountain West? What needs and opportunities does the problem of wildfire risk suggest for local land use planning?

This paper reports on research conducted during the 2002 and 2003 with funding from the National Center for Atmospheric Research and the Colorado State Forest Service. We have developed a hybrid cellular automata model of urbanization and landscape change in 43 forested counties of Colorado, which we use as a basis for a 20-year projection of exurban development under alternative planning scenarios (Muller et al., 2002). This model emphasizes interactions over time between residential development and forest dynamics such as extent and density (Parker et al., 2003) Data include a

variety of landscape and site attributes compiled in a Geographic Information System. Our initial findings suggest that residential development in forested counties is attracted to areas of the highest fire risk and that current mitigation programs are likely to have significant consequences in habitat loss.

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INTRA-METROPOLITAN VARIATIONS OF LAND CONSUMPTION RATES

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The land use models have been widely used in planning and urban policy making to explore features of urban forms and developments; and to examine or forecast the impacts of policies.

Most land use models deal directly with the location of activities such as population or employment. To generate estimates of land area used, first, households and employment levels are allocated across the zones, and then it is assumed that they use land at certain consumption rates. However, the theoretical development of land consumption rates model was not active in land use modeling fields. Earlier land use models simply have new land area computed in each recursion based on the prior land consumption rates. Such a procedure will give inaccurate results.

Based on these arguments, the purpose of this research aims to remedy this gap and develop a spatial model for estimating land consumption rates. In theoretical explorations, this paper examines the causes of spatial variations of household and employment land consumption rates in metropolitan areas. In empirical analysis, this research develops and fits estimation models of land consumption rates in residential/commercial/industrial land uses, which can be incorporated into urban simulation modeling schemes to simulate land use scenarios for policy tests. This research also examines the usefulness of spatial regression models in comparison with the conventional regression models. In addition to that, by comparing different metropolitan areas (Atlanta, Sacramento, Chicago), this study attempts to test determinant factors on intra-metropolitan variations of land consumption rates, such as transportation, amenity, location characteristics, density of different land use, agglomeration effects and socioeconomic characteristics.

The outcome of research provides a richer understanding of spatial patterns of land uses. For the practitioners, it also provides improved estimation models.

Data sources: Census data, STF1A,3A; Metropolitan Planning Organizations like Atlanta(ARC), Sacramento(SACOG), Chicago(NIPC).

* Drawn from dissertation in working. Advisor: S.H. Putman putman@pobox.upenn.edu

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URBAN CONTAINMENT – AMERICAN STYLE(S)

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The goals of urban containment are preserving public goods, minimizing fiscal burdens, minimizing adverse interactions between land uses while maximizing positive ones, improving the equitable distribution of the benefits of growth, and enhancing quality of life. It aims to achieve these goals by choreographing public infrastructure investment, land use and development regulation, and deployment of incentives and disincentives to influence the rate, timing, intensity, mix, and location of growth. From a modest beginning with a handful of metropolitan areas, urban containment today can be seen in more than 100 metropolitan areas from perhaps the most noteworthy -- Portland OR -- to the most surprising -- Sioux Falls SD. In this paper we (1) review the historical

underpinnings of urban containment abroad and in the United States, (2) characterize the principal institutional mechanisms employed to implement urban containment programs and (3) develop a typology of containment efforts based on their institutional characteristics and purported policy purposes.

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LOCAL AUTHORITY PLANNERS IN A COMPLEX CONTEXT OF SPATIAL PLANNING

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Societal policy making can in the perspective of social constructionism be seen as competition between different strong discourses. Sustainable development is one of current main policy discourses for spatial planning, in official context defined as ecological, social and economical sustainability. In a power perspective these three dimensions can be characterised as competing discourses. Requirements are also held on the local authority planners to work in open processes with a growing number of actors and stakeholders. In the planning processes is also dealt with great volumes of basic data where epistemological and technical knowledge that must be co-ordinated with the actor's values.

The paper is based on an investigation of how political and societal activities on the European, national and local level is influencing the local authority spatial planning processes and how planning administrations and planner officers manage this complex context. The main research question: What happens when political visions, objectives together with values from a wide number of actors and stakeholders are implemented in local authority spatial planning?

The entire investigation is made in two parts of case studies in Sweden. The first one is made as a multiple-case study of twenty planners most of them in local authorities of different sizes and different geographic locations in Sweden. The second one is a deeper case study of the planning organisation in one middle-sized local authority with underlying units of two plan-ning processes. The investigations are implemented with qualitative research methods through interviews of the main actors and document studies. The empirical findings are interpreted in an abductive way.

The findings from the current study is relevant partly for planning education getting students conscious about the complex context in practice and partly for practitioner getting deeper in-sight in the background of some problems they are involved in their daily work.

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IMPROVING NEGOTIATED DEVELOPMENT: LESSON'S FROM THE TEXAS MHR PROJECTS

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The last three decades have marked a major expansion in the use of negotiated development in the U.S. through a variety of land use regulatory techniques which includes planned unit developments, exactions, master planned communities, conditional use zoning and development agreements (Curlin, 1995; Callies and Grant, 1996; Fulton, 1989; Lewis, 1989; Susskind, 1995; Dennison, 1993; Fulton, 1989 & 1986;

Ziegler and Johnson, 1993). These land use regulatory tools allow for individualized zoning and site development regulations tailored to the needs of the City, property owner and surrounding properties that would be affected by a proposed development (Ohms, 1999; Lewis, 1989; Curtin, 1995; Curtin and Edelstein, 1993). Although there is a modest but growing body of literature on negotiation "best practices" to help guide these efforts in practice, it is not clear how well this "best practice" knowledge has permeated practice and as a result how useful the information remains for practitioners (Godschalk and Paterson, 1999).

This article extends prior analysis by the author (Paterson, 1999) on negotiated development efforts under the Texas Surplus Properties program in Austin, Texas. It presents a comparative case study of sequential efforts to implement "model" negotiated development process by two state agencies that place state-owned lands into productive private-sector land uses to generate state revenues. The analysis reveals that even when a public sector entity learns from past errors, and more closely follows recommended "best practices," that the road to success is still uncertain and may produce such frustration that the desirability of following a consensus-building approach is thrown into question. Additional avenues for research are suggested based on the comparative analysis.

LAND USE CONTROL IN THE METROPOLITAN U.S.: EXPLORING THE LANDSCAPE OF REGULATION

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In the mid- to late 1990s, "Smart Growth" swept like a wave across the United States (Johnson et al., 2002; Meck, 2002). Feverish activity resulted in state legislative reform, local and state ballot measures, and many new local comprehensive planning initiatives. This paper draws on the results of a survey conducted by the authors in late 2002 and early 2003 of over 3,000 municipalities, counties, and townships in the 50 largest U.S. metropolitan areas to show how controlled the regulatory landscape really is in different parts of the United States. It also compares the results from 2002-03 to results of a similar survey of the 25 largest metro areas in 1994 (Pendall, 1995; Pendall 2000) to identify where and how land use regulations have changed in the United States. A preliminary effort to identify regulatory patterns at the county and regional level will also be presented. While primarily a descriptive paper, the analysis will also identify significant differences in population, population growth, housing density, socioeconomic status, and other factors that associate with local differences in land-use regulation.

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USING INTELLIGENT KNOWLEDGE BASED SYSTEMS TO FACILITATE LAND USE MODELS TO PLANNING PRACTITIONERS

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Over the last four decades the views of computer aided planning have evolved and radically changed. Planning community has widely accepted them as a tool that can virtually do anything but has also been skeptical of their capabilities and validity of their functions.

The reality in planning practice is that computers have limited usability when it comes to functions that are unique to planning, like this of plan analysis, preparation and evaluation. Amongst other reasons for limited use of computers in performing genuine planning functions is the complexity of the planning tools, which prohibits their use by planning practitioners.

At the same time due to TEA-21 requirements, planning agencies have to confront new responsibilities that require increase sophistication in areas of land use and transportation modeling techniques. For that US Department of Transportation funded the development of TELUS (Transportation Economic Land Use System), an information, management and decision support tool to help MPOs perform their duties efficiently.

This paper is a response to the need for developing better methods in facilitating the use of land use models to novice planning practitioners and agency staff. It attempts to do this by developing a framework for a planning support system (PSS) that is able to perform both traditional PSS functions and functions that will address the need of facilitating the use of the proposed system to untrained agency staff. In order to accomplish this we use Intelligent Knowledge Based Systems (IKBS) to encompass intelligence in the system, to guide the user through the labyrinth of land use modeling, and to interpret results for the user. An additional feature of the system is its ability to learn from its experience and be self-adaptive. The proposed framework is the actual development platform of the land use component of TELUS that is currently under construction by S.H.Putman Associates. In May 2004 the system will be distributed to 351 MPOs across US. Most of the material used in this paper is derived from the work that the author is currently pursuing with SHPutman Associates and from her dissertation research as a Ph.D. candidate.

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MULTIFUNCTIONAL AREA DEVELOPMENT: A NEW CHALLENGE IN DUTCH SPATIAL PLANNING

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The implementation of spatial policy is traditionally a matter of developing a large number of distinct projects by public and/or private organisations. Traditionally, in the Netherlands municipalities take initiative in project development. More and more private developers buy land and introduce all kinds of private developments. Recently municipalities and private developers started joint enterprises, which share risks and benefits. The Netherlands is discovering the option of public/private partnership, but so far the results are disappointing. This country lacks the experience with planning by negotiation, which we observe in the USA and the United Kingdom.

In order to reach a breakthrough in spatial policy it is not enough that public and private parties cooperate. It is important as well that the scope of the spatial development is enlarged, and that projects are linked within an area to be developed. Public projects like roads, parks, social and cultural amenities and social housing are by definition not commercial and private projects like owner-occupied housing, shops and offices promise mostly a good, sometimes even excessive earning. When those projects are combined, we move from the development of isolated projects to an integrated area development, in which a synergy between different functions can be obtained.

In this paper the backgrounds of the transition from project development towards multifunctional area development in the Netherlands are presented, the impacts for a multi-actor process architecture are analysed, and the opportunities for multifunctional spatial plans are illustrated. A number of actual pilot projects are presented.

AN INTEGRATED MODEL TO EVALUATE LAND RENT

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The main theme of this paper consists in the theoretical definition and the practical implementation of an evaluation system for land rents in urban sites where urban interventions in the high tertiary sector are expected. The assessment and methodology consists in the establishment of an integrated relationship between the levels of land rent to the price levels of the offices built on it. The supply/demand processes in 3 markets are accessed and interconnected: the market for consumer products/services, the market for the building/promotion firms, and the market land. Factors that exert influence on price levels in the inter-market processes are analysed: production factors mix, market structures, financial investment in property, marketing strategies, market segmentation, quality, credit available, institutional ways of property, future prospects about urban developments, plans and regulations, land use intensification, speculation, risk and uncertainty. The influence exerted by all these factors upon these markets is quantified and the margins to cover fixed costs and profits are evaluated. The hedonic price-appraisal model developed establishes appropriate patterns of land rent based upon real prices and characteristics of offices and its buildings. This model fits local realities, uses computational tools to deal with updated networked information, is

flexible to adapt to different realities/explanatory factors, and leads to the development of a set of urban management tools that reinforce municipal decisions. Besides, its cartographic interface through Geographic Information Systems allows the simulation of alternative courses of municipal policy and action.

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EMERGING EUROPEAN-STYLE PLANNING IN THE UNITED STATES: TRANSIT-ORIENTED DEVELOPMENT

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The question of decentralized suburban expansion versus compact development and the role for planning has been greatly debated in academic, professional, and political circles over the past decade. While European cities are characterized by their close, pedestrian-friendly and transit-oriented nature, metropolitan areas in the US are seen as sprawling, auto-dependent places. Lately, however, the negative consequences of this sprawl, such as traffic congestion and environmental concerns, have bolstered 'smart growth' policies across the United States. Even opponents of smart growth concede that this agenda has gained political support. One such critic, Kenneth Dueker, says, "[Smart growth] has strong political favor; supporters are active while opponents are largely silent. Few want to speak in favor of low-density living, while anti-sprawl rhetoric has more political appeal." A good case in point is New Jersey's Governor James E. McGreevey who was recently characterized in the New York Times as having "declared war on sprawl."

This paper will describe how transit-oriented development (TOD) and compact building patterns are gaining substantial momentum in the US. It will show how European planning has been a guide for creating a new paradigm of pedestrian-oriented, mixed-use, multi-family housing, and transit-supportive development in many US cities. The paper will partially draw from an evaluation of the New Jersey Transit Villages Initiative (work being done by the authors under a grant from the NJDOT). This Transit Village program, a partnership of seven state agencies and certain designated local municipalities that support TOD, is becoming a role model in New Jersey for both planning and policy making in the pursuit of smart growth land use. Its success is marked by new private and public investment, increased property values, friendlier streetscapes, and increased transit ridership. This discussion of New Jersey's steps to overcome auto-dependence through smart growth policy will illustrate both theoretically and practically how European planning concepts can be translated to planning and development in the US.

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URBAN QUALITY INDICATORS AND REAL ESTATE MARKET PRICES AS AN ASSET FOR BUILDING LOCATION PREFERENCES

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This paper discusses the issues concerning office building location and real estate values as an urban asset in Metropolitan Areas. Office building location is the result of careful evaluation based upon business' type related needs such as infrastructure, accessibility, and amenities among others. Real estate investors' preferences are highly concerned with environmental quality as an asset to their business location. The chosen case for this research is the Municipality of Chacao in the Great Metropolitan Area of Caracas, Venezuela.

This paper focuses its analysis on the relation between real estate values and urban quality as a result of the city's improvement programs. The issues taken into account include land use patterns, market values, road network and transportation systems. This characterization will help to determine the dynamics of the built environment in two levels defined as premium and standard districts.

Premium districts are areas characterized by its urban quality in terms of prime accessibility, good infrastructure, facilities, a varied sort of amenities, and an overall good cityscape image.

Standard districts are those decayed areas that neither have updated infrastructure and a fine cityscape nor have improvement programs in the past 10 years.

The evaluation model has two levels of analysis. First, there are the urban issues such as location, accessibility, land use patterns, and urban quality. Second, the building attributes such as age, net floor area, bearing capacity and building design. Subsequently, there is an analysis of real estate market based upon available office floor area, average sales and renting prices in the study districts. The results of this evaluation will give the basic real estate market indicators based upon survey variables and current real estate market prices.

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EXPLORING THE LIKELY FUTURE PATTERNS OF URBAN DEVELOPMENT IN MARYLAND, USA

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The "Smart Growth" program of Maryland was initiated by its State Legislature in 1997. An essential goal of this program, which is considered as a prominent example of smart growth in practice in the United States, is to curtail suburban sprawl by directing new urban development to designated "Priority Funding Areas". Has the program been effective in influencing the pattern of urban growth? To what extent will it help reduce urban sprawl? These important questions will be addressed on the basis of the empirical results obtained from a Lincoln Institute-sponsored study on urban sprawl in Maryland. The research methodology consists of three major components. First, a binary logit model of land conversion from non-urban to urban will be estimated for each county based on land use data for 1997 and 2000. The model specification assumes that the probability of changing a given land area from non-urban use to urban use during a particular time period is a function of site characteristics, proximity to infrastructure and existing urban areas, and regulatory constraints. Second, the logit model will be used to make conditional predictions of land conversion for future time periods under alternative scenarios of residential density and infill level. Third, patterns of urban development in 1997, 2000, and future years will be measured using several sprawl indicators, including fragmentation and continuity indices. Comparison of the results for different years will help understand both the ex post and ex ante effects of the smart growth program. This research makes use of a wide range of data, including: (1) GIS data on land use/land cover for 1997 and 2000, (2) GIS data on highways, flood zones, "Priority Funding Areas" and other features useful for measuring the independent variables in the logit models, and (3) observed demographic data for the past and forecast demographic data for the future.

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GIS ANALYSIS OF METROPOLITAN EXPANSION OF KANAZAWA AND ITS IMPLICATIONS

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This study attempts to analyze the process of Metropolitan expansion of Kanazawa Region and to examine how the region expanded beyond its manageable size and what needs to be done to solve various urban problems associated with the over-expansion. Kanazawa, one of regional centers located on the Japan Sea side of Honshu, known as a historical city and for its unique urban policy, started growing after 1955 when the nation's economic growth spurred urban development of local cities. The city expanded further during the economic boom and continued its outward growth after the economic slowdown of the 1990's. As a result the city has become inefficient and less manageable from the urban management standpoint and productive agricultural areas in the region have been lost permanently.

We created an original GIS dataset of road network, land use, population and major development projects in 1955, 1970, 1980, 1990 and 2000 for Kanazawa Region. This GIS data allows us to reproduce the postwar Metropolitan expansion process and to analyze how inefficient and unmanageable the city has become. Kanazawa's inner city areas have lost businesses as well as residential population and overall population densities have been reduced in various parts of the region. Based on the analysis we have proposed a strong measures to reverse this undesirable trends and a set of urban policies to revive the city center and sustain manageability within the regional framework.

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THE CONTEMPORARY CITY AS PANOPTICON: IMPLICATIONS FOR THE PUBLIC REALM, PUBLIC SPACE AND PUBLIC LIFE

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Previous work by the authors developed a fourfold typology of different urban design approaches to creating safer city centres - the fortress approach, the panopticon approach, the animation approach and the management approach. This paper extends this work by through an in-depth examination of the second of these by exploring the notion of the contemporary city as 'panopticon'. The paper starts by discussing the concept of the 'public realm' in relation to public space and public life, identifying key qualities and values of the positive 'authentic' public realm to serve as the basis for analysis. It then discusses the concept of the 'panopticon', beginning with a review of the panopticon in history, before turning to examine contemporary manifestations of the city as panopticon as a means of creating safer urban environments. The conclusion returns to notions of the public realm and assesses the extent to which such an approach to creating safer city centres compromises, frustrates or inhibits key qualities of the public realm or conversely, whether it enhances and facilitates those qualities. The paper is based on the authors' on-going research in British city centres.

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THE "GLOBALIZED" EJIDO: BUILDING A NEW AIRPORT FOR MEXICO CITY

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One of the clearest examples of the struggle between global and local forces is evidenced by the proposal to build a new airport for Mexico City on ejido (communal) lands. Without consulting ejidatarios, the Fox administration decided to exercise its eminent domain faculties to expropriate ejido land to build this megaproject. While some ejidatarios (ejido residents) opposed the project claiming environmental, cultural, and socioeconomic considerations, other ejidatarios just demanded a fair commercial compensation for their lands. This paper examines the local and global forces opposing and promoting the expansion of urban space. It also analyzes the urban land policy of the Fox administration in relation to this specific project. The paper illustrates the authoritarian character of urban planning in Mexico. Finally, this paper proposes a new way to approach urban expansion and democratic planning in Mexico.

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PLANNING HERESY: WHEN VOTERS REJECT HOUSING AND WANT BUILDOUT, NOT ACCOMODATION OF PROJECTED GROWTH

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Is planning a noun or a verb? Is it heresy to suggest that planners can support no-growth positions in the United States in the face of projection of ever-increasing population? Is there a looming civil war between no-growth majority voters and state governments intent on keeping up with population projections? What this paper documents is the continuing struggle between planning to achieve build out, a plan arrived at by a public participatory process, and planning to accomodate growth, growth perpetuated in part by building to projected growth that, in turns, perpetuates more growth. Voters in many California cities and towns have increasingly taken planning decisions away from elected officials and some planners are committing policy heresy: they dare to reject accommodation and are content with build out - even in the face on continuing high growth pressures, economic slow-downs, and violating state law. This trend is spreading and becoming a significant economic event. The irony is, planners brought this on themselves by 'selling' low-density high-quality communities 20 and 30 years ago and, surprise, the voters are willing to fight back to keep these now 'sprawl' and 'un-smart growth' suburbs. This paper presents summary data on 20 years of tracking local ballot initiatives in CA cities and counties, pro vs. no growth and their success rates, implementation tool, and motivations. Then, the author will present the 3-county case regional case study near Los Angeles. Never in US history has such a large area rejected growth accross all cities in three counties. Home prices are skyrocketing and available land will be gone in 5-10 years. The final topic will focus on current research: what happens when the housing stops? Early evidence says its not all that bad. The sky does not fall. Dr. Chris Williamson lives and researches land use issues in Ventura, California where ballot measures have placed all changes in non-urban land to the people's vote, and they are so far rejecting growth as home prices soar.

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CONSTRUCTING JOB-HOUSING BALANCE INDICATORS FOR INTRA-URBAN COMMUTING

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There are different views on whether job-housing imbalance contributes to longer commuting and whether policy intervention is necessary (Gordon, 1991; Giuliano, 1995; Cervero and Landis, 1995). Although empirical studies have constructed various measures and examined their relations with commuting, these studies are based on crude measurements, which are usually county or town based (Crane, 2000). What's more, they estimate job-housing ratios instead of job-housing separation. Commuting impacts of job-housing balance must then be inferred.

This research firstly proposes a method to construct a set of consistent job-housing imbalance indicators with an explicit commuting dimension by utilizing an optimization model built upon an urban economic theory for a multi-centric urban environment. An expanded version of the model constructs consistent measures that reflect the separation of subgroups of workplace and residence, which is referred as spatial mismatch in the literature. By directly measuring spatial separation of job and housing, it enables the development of meaningful measures at a much more detailed geographical level. The research applies the proposed method to Boston Metropolitan Area by using census data in a GIS context. It firstly generates indicators at the census tract level with different spatial separation measures, such as commuting time, air commuting distance and route commuting distance. Comparison of these indicators helps derive infrastructure impact and congestion impact on commuting as well as job housing balance impact. Secondly, by comparing the same set of indicators at different time points, the research examines the two most important hypotheses concerning urban development patterns, i.e. co-locate hypothesis and fiscal zoning hypothesis, and their implication for intra-urban commuting.

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ASSESSING THE ROLE OF MICRO-MARKETS IN EXURBAN RESIDENTIAL DEVELOPMENT: AN AGENT BASED APPROACH

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Agent-based models (ABM) are a powerful tool for simulating the dynamics of exurban residential development and the effects of growth management policy on exurban land markets. While ABM techniques have recently been applied to a variety of problems of land use/cover change, there have been relatively few applications of this approach to exurban micro-markets.

This research builds on an agent-based urban-rural fringe land use model (Irwin, 1998), regression-based land conversion policy models (Muller et al., 2002) as well as a pilot study on exurban land development (Yin and Muller, 2002). It is part of a larger project on effects of wildfire mitigation policy and exurban development funded by the National Center for Atmospheric Research and the Colorado State Forest Service.

The literature on exurban development suggests that it is driven by a variety of factors including availability of public land, recreation, infrastructure improvements, and desire for large lot amenities (Duane, 1999). We evaluate exurbanization as a complex and interactive process at a household level of amenity choice, neighbor avoidance, and policy responses. An extensive spatial database for rural counties in Colorado has been constructed with fine-scale assessor's data, land ownership, and other related data. We select micro-markets that illustrate key exurban development environments and explore the cumulative results of the interactions between different types of households and other factors. Such agent-based models are important because they enable planners to consider a broader range of possible cumulative or emergent effects of land use policies or market trends.

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Track 12
Planning
processes,
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and law

STRONGEST AT THE CENTER: RESHAPING DOWNTOWN PORTLAND

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Strongest at the Center: Reshaping Downtown Portland

Central Portland is remarkably successful and stable in its economic and social functions in comparison to downtowns in many mid-sized metropolitan areas. The downtown core added 30,000 new jobs in the 1980s and 1990s and now counts roughly 120,000 workers. It has maintained its share of regional office space, and office vacancy rates were lower for downtown in 2002 than in suburban office clusters.

These results are the product of three decades of concerted planning that has engaged city government and downtown business interests in a strong political coalition that also recognizes the claims of environmental and neighborhood activists. The discussion will center on the ways in which this coalition has adapted to new circumstances and challenges.

- ◆ The Downtown Plan of 1972: the creation and character of the key document for downtown revitalization, with special attention to the political coalition that it expressed and.
- ◆ Consolidating Downtown: the period 1975-2000 will touch on key public and private investment decisions, the Central City Plan of 1988, and the organization of the downtown business community through the Association for Portland Progress. Particularly important was the preservation of the downtown coalition through careful compromises over the character of public spaces and the location of services and shelter for homeless people.
- ◆ Bigger and Better? While the core of downtown remains strong, the development and planning action is now at its edges, where once peripheral areas are being incorporated into the core. In institutional terms, this expansion is reflected in the merger in 2002 of the Association for Portland Progress with the Chamber of Commerce. The expansion raises two important planning issues that are no longer adequately addressed by earlier plans. One is the need to knit together a larger and larger "central city" into a functional whole, particularly through improved transit and pedestrian facilities. The second is the need to allow intensive downtown land uses, both for housing and employment, to expand without negative impacts on neighborhoods that were carefully conserved in previous decades.

THE POLITICS OF PLAN MAKING AND ADMINISTRATION IN THE PORTLAND, OREGON, METROPOLITAN AREA

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A dense network of relationships between multiple levels of government planners, **elected officials, and private sector (for-profit and nonprofit) actors** has evolved in the Portland metropolitan area. The resulting structure and dynamics of plan making and administration that has been institutionalized in this region will be explored in a series of papers illuminating key urban policy areas. The papers situate policy discourses, plans, implementation actions, and outcomes in the context of changing political, economic, and legal forces that have been shaping state, regional, and local structures and dynamics. The ways in which legal mandates, plan making and administration in Oregon and in the Portland region are innovative will be assessed. Carl Abbott will discuss the politics of planning for downtown Portland, evaluating the bases for the effectiveness of the implementation actions taken thus far, and identifying the controversial issues that are emerging. Deborah Howe will examine affordable housing issues in the context of the various growth management-related policies in place in the region. Tracy Prince will analyze the related issue of the local response to homelessness. Jennifer Dill and Sy Adler will study the evolution of the statewide Transportation Planning Rule, which mandated reductions in vehicle miles traveled and changes in local land use practices to encourage alternative modes of transport, its implementation at the regional and local levels, both in terms of analytical methods and regulatory approaches, and the outcomes associated with Rule implementation. Karen Gibson will survey the contribution of urban renewal projects to Portland's built environment and economic vitality.

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THE EVOLUTION OF TRANSPORTATION PLANNING IN THE PORTLAND METROPOLITAN AREA

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Planners and advocates often point to Portland as a role model regarding innovative efforts to integrate transportation and land use planning and to reduce reliance on the automobile. This paper will examine the evolution of transportation planning here, assess progress toward achieving the integration and reduction goals, and discuss controversies that have surfaced as a result of the efforts.

Policies and plans: We will analyze the evolution of the legislative and policy framework influencing transportation in the region. Foremost is the State's Transportation Planning Rule (TPR), adopted in 1991, which requires cities and regions to produce and implement transportation plans that, among other things, reduce per capita vehicle travel in metropolitan areas by 10 percent over 20 years. The paper will explore how the Rule has changed over time in response to concerns expressed by local governments, land developers, and environmental activists, and the ways in which the city and region have responded to this mandate. In addition, the region's growth and land use plans focus new development around transit stations and promote improved walking and bicycling infrastructure. The paper will examine in particular how the region has adopted and implemented such policies.

Advancing the technical aspects of planning: This paper will describe regional efforts to advance the theory and practice of transportation modeling in order to respond to the TPR's mandate to emphasize alternative modes and land use planning to reduce auto travel.

Impacts: The question on many people's minds is: Does it work? On the one hand, the city of Portland has the second highest rate of bicycle commuting among major U.S. cities. The share of commuters using transit increased over the past decade, while it declined in most other areas. However, the vast majority of trips are still made in cars, and the region is often ranked in the top ten most congested regions in the U.S. We will present existing and new evidence of the impacts of these policies. The paper will also explore the potential of the policies to reduce vehicle travel in the context of travel and growth trends in the region and nationwide.

PLANNING RIGHTS: WHAT THEY ARE AND HOW PLANNERS DEAL WITH THEM

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This presentation reports on an ongoing project, which has three elements:

1. Defining the concept of Planning Rights (PRs) derived from a set of accepted normative-political principles (Dworkin 1978; Alexander, 2002.a). In the relevant societal context (polity, state, or community) PRs may be positive or potential. Positive PRs are confirmed by appropriate authority (law, rule, or norm). These PRs make up an abstract set: only investigation of each particular societal context can identify the positive and potential PRs that exist there (Alexander, 2002.b).
2. Identifying PRs in a particular societal context. In a pilot project to test the approach and methodology, a status report is in progress on PRs in Israel (Alexander, 2003). This report identifies positive PRs in the institutional context of the Israeli planning system, and discusses potential PRs and how to transform them into positive PRs. The report includes evidence (empirical and anecdotal) on the status of PRs in Israel: which are relatively well enforced, how and why, and which are systematically violated or ignored. The presentation includes discussion of other spin-offs of this project such as "Users' guide to the planning system".
3. Effecting the contribution of PRs to ethical planning practice: translating PRs into substantive plan evaluation criteria and persuading planners to apply them. Substantive plan evaluation criteria can be applied at several levels: by planners evaluating alternative plans or projects, by decision makers deliberating on plan or policy adoption, and in the context of administrative or judicial plan or policy review. Such effectuation demands the formal adoption of positive PR-related substantive plan evaluation criteria in the relevant societal-institutional context.

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THE UNSPOKEN NORTH-SOUTH DIVIDE: THE VARYING ATTITUDES TO COMPLIANCE WITH PLANNING AND BUILDING LAWS

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Planning laws to control urban and regional land use and construction exist in almost all the countries of the globe. The entire enterprise of land-use and development control is predicated on the assumption that the public will comply with the regulations. However, illegal development occurs in most countries, to a lesser or greater extent. Among advanced-economy countries as a group, violations tend to be smaller in scale than among poor countries. Yet among the advanced economies too, there are major differences. It is hypothesized that among European countries there is a major difference between southern countries such as Greece, Italy, Turkey, and perhaps Spain on the one hand, and central and northern European countries on the other.

Most of the research on illegal development published to date deals with squatter settlements or "irregular" communities in developing countries. In these, poor people build makeshift housing on land that is not theirs. This phenomenon is not prevalent in advanced economies; there, a different form of illegal development - on one's own land - is more typical. Yet, despite the obvious importance of understanding this phenomenon, it has hardly been researched. Illegal development builds-in a degree of failure into many planning projects in many countries, yet planners and social scientists have no systematic knowledge base to understand it. The proposed paper outlines a theoretical framework for systematic multi-national comparative research. The paper will serve as a theoretical basis for proposed empirical research that would create a comparative knowledge base in order to distinguish among types and degrees of noncompliance with planning and building regulations. It seeks to systematically identify the underlying factors - whether social, cultural, economic, or physical - that may help to explain this unspoken north-south divide in compliance with planning laws and regulations.

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THE GREEK PLANNING SYSTEM AND THE REVIVAL OF STRATEGIC SPATIAL PLANNING IN EUROPE: THE TRANSPLANT OF RHETORIC'S ALONE WILL NOT DO!

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Starting the 80's, when in Europe strategic planning was receding, in Greece the first full scale effort to establish strategic planning approach at regional (prefecture) and city level took place.

This effort, coinciding with the first postwar socialistic government of the country, was undertaken in the (top-down) spirit of the 'providing' state, linked to clear cut planning doctrines of the times (balanced regional development, urban growth expansion, support of local indigenous potential, environmental protection). A very intensive communication policy brought the goals and the catching ideas of this operation into the public spotlight.

The coordination between policy domains mainly at central level took on an intensive character, especially between spatial and economic planning. On the other hand, the coordination of territorial planning with the modernization of local administration, although heavily pursued by the Ministry of Planning did not go far, due to different policy agendas between the latter and the Ministry of Interior.

At internal level of the Ministry of Planning however, no major institutional changes were undertaken to support the innovations in the content of planning and the operation has been based mainly on ad hoc structures.

During the 90's, and despite the return of the same socialistic party in power in 1993, the spatial planning policy of the 80's was denounced as 'static' and outmoded.

Due to an underlying paradigm shift in public administration in favor of the New Management ideas trying to increase efficiency of public services and do away with

centrally delivered regulation in the name of public interest, the previous (of the 80's) public planning practices were gradually uprooted under the excuse of modernization. This process was coupled with the replacement of the national economic planning by national programming documents required for the approval of successive CSFs of the EU.

Parallel to that, there has been -since 1993- the process of formulation of a common European framework of spatial planning, which ended in the adoption of the ESPD.

These factors have put spatial planning policy in Greece under the strain of adaptation, while heavily constrained by internal long-term administrative handicaps.

It is argued in the paper that the absorption of external policy models in spatial planning is taking place selectively and uncritically as to the adaptation needs to the specific administrative and political context.

The adoption of European planning concepts and doctrines should be directed mainly towards institutional innovations, which should tend to liberate spatial planning from tight administrative and professional arenas.

Accordingly, the need for an institutional approach in Greek planning education cannot be overstressed, for such a turn can qualify future planners to deal better with power and to be able to take up the multiple roles required, if planning is to become operational but also -or precisely because of being - communicative, fostering new forms of governance.

PLANNING FOR PEOPLE WITH DISABILITIES IN USA AND AUSTRALIA

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AESOP THIRD JOINT CONGRESS, Leuven, Belgium, July 8TH - 12TH, 2003 For the last three years I have been a governmental appointed member of the Norwegian State Council on Disability. This has provided the opportunity to investigate a wide range of questions related to how it is to live, work and study when you are disabled in some way partly because the society is not planned and designed for "all people". A sabbatical leave from my university gave me the opportunity, last autumn to investigate this issue more deeply. In October and November 2002 I carried out some fieldwork in USA and in Australia. My special interest was to study the anti discrimination legislation in these two countries. Here the Americans with Disabilities Act of 1990 is central. This Act is just one link in a long chain of Acts, laws and regulations dealing with the disability society in the US. I have also studied how cities, buildings and public transport are planned and designed. Here the principle of Universal design is a key issue, and this paper will examine how the Act influences the planning and implementation of measures under the ADA at two universities and cities in the USA. I will examine four cases; the university campuses of UC Berkeley and MIT, Cambridge, and the downtown areas of San Francisco and Boston. Australia enacted a similar new legislation in the early 90's, and they are also working on access guidelines for buildings and public transport. There are some similarities and differences between these two countries. These will be discussed in the paper. From studies in this specific field, several planning questions emerge that are very relevant to spatial planning in general. An example of this is the discussion of developing very detailed guidelines for access versus working with more general solutions such as Universal design. Another very important issue is the question of claiming rights versus taking responsibilities. This will be the main point of the discussion in the paper; hence it will also look closely at the question of participation and collaboration of different groups and individuals.

PLANNING AND WALLS, METAPHORICAL AND REAL

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The built form of our towns and cities is generated by the interaction of complex and overlapping sets of networks. Focusing on residential property, one network consists of driving forces from the property industry, the financial interests of developers, investors and landowners, together with the demands of occupiers. The planning system is another network, itself hierarchical, intended to regulate the processes involved in the interests of the wider society.

This paper questions the extent to which the discontinuity between elements of the planning system inhibits the potential for achieving its broad stated aims. We identify metaphoric walls and breakpoints showing how the more powerful subset of economic and social forces squeeze development through faultlines in this structure. These allow property to be built which is seemingly at odds with the government's key aspirations

for the development of our cities. The main themes of UK national urban policy concern urban renaissance, reducing social exclusion, and creating balanced communities through mixed tenure housing. These broad aims are then translated at a local level through the Development Plan system and implemented by development control decisions on planning applications for individual property schemes.

This paper is based on a case study of the development of a gated community in Sheffield, which apparently contravenes most of these objectives, yet the proposal went smoothly through the development control process. Our analysis is based on data gathered through interviews with the developer and with key decision-makers in the local authority, as well as analysis of survey responses from the residents.

The study illustrates the development process, the system of control, and the results of their interaction. It raises theoretical questions about the use of power and influence, and poses practical questions about how (and whether) the spread of gated communities can be addressed through the planning process.

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DEMOCRACY, POWER, AND THE FUTURE OF PLANNING

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In this paper I argue that planning's first principle should be implementation of the principles of democracy. I focus on two issues of debate: First, I address the assertion that planning is overly defined by process, particularly influenced by the communicative action model, and lacks a clear substantive vision. Second, I address the apparent loss of "the public interest" as planning's normative goal and the search for a replacement (Carp 2000). I link these two issues by arguing that communicative action theorists must clearly address the implications of unequal power distribution in society. Then, seek to redistribute power as a necessary foundation for a just and sustainable society by focusing the planning profession on advancing democratic principles.

Fainstein (2000) argues that the communicative planning model and the "just city" planning model are distinct and incompatible and Berke (2002) argues that process-based planning theories cannot achieve sustainable communities. I agree that the communicative planning model has underperformed but I also believe that it was never appropriately implemented. Both Fainstein and Berke's critiques are largely based on failure of practice to do more than consider communicative planning as synonymous with consensus-building. Achieving the ideal speech conditions set out by Habermas (1984) for communicative action requires that power distribution be addressed. I assert that this has rarely been done in scholarship and perhaps never in practice.

I then ask the question: How can practicing planners address power? In the U.S., neo-Marxist critiques of capitalism are likely to find a small audience. Thus they must turn to the democratic principles, advancing these as planning's first principle. The law profession has the noble claim of protecting the principles of justice. Perhaps planners should lay claim to the other major enlightenment principle of democracy.

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DIRECTIVES AS A NEW PLANNING INSTRUMENT.

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The Autonomous Community of the Canary Islands (Spain) have had exclusive responsibilities for Territorial Planning since 1998, when these were devolved on the verdict of the Constitutional Court which decreed that this should be the case in all the Spanish regions or Autonomous Communities.

Thus, in the year 2000, the Parliament of the Canary Island Community passed its own Law of Territorial Organisation in the Canary Islands

These new political responsibilities have created a new social awareness which, in turn, has led to debate with respect to the model for future development of the territory of the Canary Islands. The problems generated are the result of the spatial characteristics of the Canary Islands: the fragmentation of a territory an extremely high density of population and a service economy reliant almost exclusively at the mass tourism market. The Government of the Islands took the unprecedented decision to establish a 'stall' ('moratoria') on all construction in Tourism (for two years) and debated a law consisting in a new planning instrument for territorial control (a Directive) in Parliament which would allow for innovations with respect to the traditional methods and concepts. The main innovations of this document could be summed up as follows:

- The focus of territorial control was no longer to be at the level of the concept of the city or town but rather at a broader-ranging level talking of territory in the broadest possible sense of the term.

- Priority was to be given to environmental considerations and sustainability

- a. Territory was to be considered a non-renewable resource

- b. Limits were to be established in terms of population and possibilities of construction which were to apply generally to the whole of the territory

- That there should necessarily exist a balance of added value for all territorial control in that operations should give weighting to the economic and social aspects of the same.

- Consideration was to be given to multi-ethnic cultural values as the basis for social transformation and the equipped needs (facilities) of Society.

This initiative may represent a qualitative leap forward in territorial control as opposed to the traditional instruments of planning normally based on control of land use.

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PUBLIC PARTICIPATION AND PLANNING LAWS: A COMPARATIVE VIEW OF THE LAW IN PRACTICE

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Public Participation in statutory plans is entrenched in the Israeli Planning and Building Law in the process of submitting objections. This process manifests two rights: locus standi, opening the doors of the planning committee to objectors and the right to advance arguments.

In Israel, as in many other democratic countries, these rights emanate from the rules of natural justice. Safeguarding these rights is not a simple task. In the last few years we have witnessed repeated attempts by the Israeli legislator to curtail more and more the right to object. Requiring an affidavit to support the factual basis for the objection, and granting the planning committees a right to impose a fine on objectors who make an objection that is deemed not to be bona fide, in good faith. Recently there was a new initiative to impose a fee of NIS 100 (about 20 Euro) on each person submitting an objection to a statutory plan - a proposal that enraged many civic and environmental NGOs.

Although the Israeli parliament is looking for ways to narrow the right to object in order to speed up the planning process, there is also a contrary trend: A de facto broadening of the right to object, which finds expression in court decisions. These conflicting approaches raise two sets of questions: Firstly, about the practical implementations of the rights by the planning committees. Secondly, about the preferred route for involving the public in the planning process, and thirdly the appropriate policy for securing the rights of the public in the planning process.

These questions led us to a four stage research. The first deals with the existing theories in planning. The second deals with the Israeli law and practice. The third intends to compare rights of locus standi and submitting of arguments in selected countries. The last one would be aiming to conclude the previous stages. To form a critical view in regards to public participation to statutory plans in Israel in light of other countries similar procedures.

WHETTING PLANNING'S APPETITE: THE ROLE OF QUASI-PLANNING ORGANIZATIONS IN FOOD SECURITY INITIATIVES

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This research expands upon an agenda first articulated by Kaufman and Pothukuchi (1999, 2000) and later by Kaufman and Bailkey (2000), pursuing more systematically the link between community food systems and urban and regional planning. Over Winter 2002-2003, structured, in-depth telephone interviews are being conducted with representatives of five North American community-based, non-profit, non-governmental organizations, and one government agency; each recognized for its work in advancing community food security objectives. Survey questions probed whether and to what extent the organizations functioned as quasi-planning bodies in the area of community food security. The major areas of research interest are:

(1) What initiatives to improve community food security have come from these quasi-planning organizations in areas such as planning analysis, citizen involvement, strategic planning, and advocacy planning?

(2) What are the linkages between these organizations and the more formal governmental planning bodies in the cities in which the organizations are based?

(3) How have these organizations related to governmental planning agencies? What are areas of complementarity or tension, and why do these areas exist?

Nuestras Raíces (Holyoke, MA), The Food Trust (Philadelphia, PA), Food Share (Toronto, Ontario), and the San Francisco Food Systems Council are among the organizations interviewed. Survey responses are examined for lessons from these grassroots experiments that can provide a stimulus to planning agencies to do more in the community food systems planning arena. Detailed suggestions are made for actions that planning agencies can take to further integrate food systems into the scope of their regular activities.

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CROSS SECTOR PLANNING

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Under what conditions can decisions be planned across established functional specializations (sectors) such as transportation, housing, environment and economic development? Preliminary findings from a literature review and a case study will address hypotheses prompted by Schon and Rein's problem reframing and Lewin's force-field analysis. Hypotheses include that cross sector planning is more likely when a) restraining forces, such as international barriers and sector requirements, have been reduced, b) driving forces, such as funding for cross sector planning, conditions for receipt of sector funding requiring cross sector planning, and imposition by higher level of government, have increased and c) problem reframing is self-initiated in response to perceived crisis or nongovernment (e.g. media, academy) networks. Although this preliminary research is U. S. based, it is hoped to have implications for planning in Europe as well.

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DISASTER AS A MECHANISM OF CHANGE: DEVELOPMENT OF A COLLABORATIVE PLANNING AND RESPONSE SUPPORT SYSTEM FOR DISASTER ENVIRONMENTS

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Disaster environments present an extraordinary complex and rapidly changing environments. When disaster threatens a community, it requires different responses from different organizations at different locations. The problem is how to increase the capacity of an interdependent community response system that includes public, private, and non-profit organizations as well as households. Disaster preparedness requires a different mode of organization from the traditional forms of planning and policy making. It requires collaborative planning and response within and between organizations. This paper examines the opportunities and obstacles for collaborative planning in disaster planning and response. Specifically, it will examine the wider set of agents that are involved in disaster planning and response in both domestic and international contexts from the perspective of complex adaptive systems. This perspective acknowledges the emerging set of interactions among individuals, organizations, machines, and policies as shaping the capacity of communities to assess and reduce their exposure to disasters.

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ENFORCEMENT AND THE INTEGRITY OF THE PLANNING SYSTEM: THE STORY OF BRIAR PATCH

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No planning system can be effective without adequate enforcement. In the UK (despite much lobbying for many years) breach of planning control is not ordinarily an offence. Instead, since 1948, legislation in Great Britain has given a discretionary power to local planning authorities to take action "where it appears to them -- "that it is expedient (to issue an enforcement notice), having regard to the provisions of the development plan and to any other material considerations" (that is the standard development control criteria in Britain). A perception that it could be easier to build first and sort out the bureaucracy later could be fatal to the planning system. One important consideration therefore in the issue of expediency must be the impact of the decision in hand on the integrity of the system. A case study is proposed to illustrate the point, taken from the early days of post-war planning in the UK. This is the story of "Briar Patch". It sounds like a children's bedtime story, but isn't. Some time before 1950, an ex-serviceman ("War Hero" to the Press) built himself a bungalow without asking for planning permission. Eventually it was demolished, but not before he had attracted a great deal of sympathy from press and public. But, unfortunately for him, the integrity of the planning process in Britain was at stake, and so firm action was needed. Since then, the building of a whole house without permission was for years non-existent and it remains very rare. Most enforcement action is taken against unauthorised minor works or changes of use. In telling the story, the finished paper will report on research among internal Central and Local Government papers now (it is hoped) released for public scrutiny. The decision finally taken will then be related to the statistical record of enforcement decisions. The story will, it is hoped, demonstrate the importance of the "Briar Patch" decision to the integrity of the British planning system and may perhaps be an exemplar for practice in other jurisdictions.

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EVALUATING URBAN PLANNING PROCESSES: BUILDING A FRAMEWORK

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Many authors have criticised the traditional approaches in which government acts as chief co-ordinator of urban developments because these approaches do not sufficiently take into account the needs and demands from users. According to several authors (Drogendijk, Duijn et al., 1999; Teisman, 1997), interactive planning approaches are needed to improve performance. However, most literature on urban planning processes is based on a normative discussion and little empirical data is available. Most studies are very descriptive and do not evaluate the impact of the process on the product and on support/acceptance. In a first attempt to evaluate planning processes we conducted interviews with project managers, all involved with the development of new industrial areas. Based on this research we were able to formulate a list of possible pitfalls. However, evaluations based on opinions, as most evaluation studies on urban processes, are giving little insight in the real success factors and the determinants of that success. Four reasons can be mentioned. At first, the impact of urban planning processes merely emerges in the long run. This makes it difficult to find relationships between the process and its impact on the results. Secondly, it is difficult to operationalise aspects like support, values et cetera. Thirdly, project managers often make choices based on experience, not on explicit arguments. Finally, it is hard to identify the influencing factors and the way they influence the process and its results. To deal with these difficulties, an evaluation framework is needed. This paper presents a framework that is based on activity systems theory (Engeström, 1987) and on strategic planning theory (Bryson, Einsweiler et al., 1988). The foci for evaluation are important to assess outcomes, efficiency and effectiveness of urban developments. The framework presented is used to evaluate the impact of planning processes and, by using this framework for evaluation, we are able to develop our theoretical insights of urban planning.

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WHAT MAKES COLLABORATIONS SUCCESSFUL?: EMPIRICAL EVIDENCE FROM NATURAL RESOURCE MANAGEMENT

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Regional planning and management is a problematic issue under the fragmented administrative structure of many countries. Different jurisdictions and different levels of government have differing regulations and standards as well as differing degrees of power to enforce these regulations. This paper analyzes one of the techniques used to overcome this problem: collaboration. Natural resource management provides a very good opportunity to examine this due to the fragmentation of administrative structure. However, the implications of the results are not limited to natural resource management. Findings will be useful for many other interorganizational settings including regional planning, metropolitan area planning, economic development, and growth management. The main objective of this study is to identify the determinants of success in interorganizational collaboration. There is extensive literature on why organizations collaborate, but what factors make collaborations successful is not well documented. To add to the knowledge of this field, this research integrates theory and empirical research from organizational theory, management studies, and public administration to define operational measures of successful collaborative planning and identify the determinants of success. The research methodology includes multivariate analysis of a mail survey of collaborative natural resource planning participants. Understanding what makes collaborations work is important, because despite the documented need to collaborate, many efforts take years to bear fruit, and most do not achieve much. I believe this is due to poor understanding of the collaboration process and its elements. If this process is thoroughly examined and the factors that lead to success are determined, it will help future collaboration efforts immensely by identifying the circumstances in which collaboration is most likely to succeed and the factors that can be manipulated to enhance the likelihood of success.

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PLANNING PROCESSES IN THE MEXICAN STATES: FORMULATING A NEW URBAN DEVELOPMENT CONTROL LAW FOR THE STATE OF JALISCO

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This paper examines the role of the actors -official and unofficial- involved in formulating a new urban development control law in the state of Jalisco, Mexico. Urban development is a concurrent responsibility of the three levels of government: federal, state and municipal in Mexico, being the state government responsible for the formulation of a state law. Despite the fact a comprehensive planning oriented legislation was passed in 1993, different groups had different perspectives of the state legislation. Arguments favoring deregulation, expedite permitting and no exactions were the discourse of developers. Arguments aimed at jobs creation, sustainable development were arguments of the city officials. And arguments favoring no development, taxation and environmental conservation expressed the discourse of environmental groups. Those discourses had serious flaws when evaluating current legislation. Moreover their arguments were not supported by conclusive statements and figures. The paper explores how they supported their arguments and how willing they were to build consensus during the process. The lack of consensus could result in a regressive situation for urban development in the state. Are they aware of this? Conclusions assess the participation of diverse interest groups, state congressmen, and depict the futures of the new legislation.

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EVALUATING THE IMPACT OF CONSENSUS BUILDING PROFESSIONALS ON BROWNFIELDS REDEVELOPMENT

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Long considered wastelands, brownfields are increasingly seen as potential economic resources. For many brownfields, however, the cost and complexity of cleanup efforts make redevelopment difficult. Redevelopment usually requires that stakeholders work together to design and implement cleanup efforts. Yet stakeholders come from widely differing backgrounds and perspectives that may share many common goals but whose interests differ significantly.

Under these conditions, consensus building professionals may provide needed services and support. Of 362 US EPA Brownfields Assessment Demonstration Pilots, approximately 13% incorporated a convenor, facilitator or mediator. These brownfield redevelopment projects are scattered across the United States.

This research assesses whether, and under what conditions, facilitation improved the decision making processes associated with both nationally supported (EPA funded and managed) and locally initiated (locally funded and initiated) facilitations. Brownfield disputes represent a unique opportunity to understand the role of facilitation in reconciling interests associated with a system of disputes, since brownfield disputes share common regulatory, economic and political dynamics, yet occur in localities across the United States and therefore are subject to unique local pressures. The research therefore fills a vital need to assess the value and role of facilitated decision making as a tool for promoting more coherent brownfield redevelopment.

The research employs multi-case analysis to assess the cost and benefits of facilitated brownfields consensus building efforts, as well as barriers and opportunities for more effective use of these techniques. The evaluation examines 13 locally initiated and 13 nationally initiated projects in order to explore the process of decision making and consensus building in brownfield redevelopment, evaluate the costs and benefits of using consensus building professionals, and recommend improvements in consensus building process design and management.

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DISCOURSES OF OBJECTION: USING Q-METHODOLOGY TO UNDERSTAND THE ROLE OF RIGHTS IN SPATIAL PLANNING.

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Public participation is central to the practice, legitimacy and dominant normative principles of spatial planning. The scope and effectiveness of participation varies across planning jurisdictions and is mediated by factors such as planning law, patterns of political participation and the capacities of stakeholders. Institutional analysis has increased interest in such factors, emphasising both "hard infrastructure" (organizational structures, laws etc) and "soft infrastructure" (social relations, networks etc). One area in which these two areas overlap is in the legal realm of "rights". Interest in the concept of rights within planning has been gathering pace, but how rights are conceptualized and why they are invoked has been neglected. Exploration of this will clarify whether rights hold some potential to deliver more inclusive participation, facilitate "a field day crackpots" or are a "liberal illusion". This paper will explore these issues using a case study of 3rd party appellants in Ireland. The motivations and attitudes of appellants are assessed to reveal whether 3rd party rights (and other rights) have the potential to be empowering, or are more likely to be used by powerful sections of community to accentuate their influence. In so doing, it brings into focus the links between rights, property interests, the public interest and other forms of participation. The measurement of qualitative factors, such as the reasons for objecting to development proposals, pose a number of methodological difficulties and this paper seeks to apply Q-Methodology to develop a profile of those making 3rd party appeals. Although initially developed in psychology, this methodology has had successful applications in the field of environmental attitude research, but remains neglected in planning research.

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LEARNING FROM THE PRACTICE OF PLANNERS AND MEDIATORS

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This paper will report work in progress on a book presenting and assessing profiles of planners and mediators working in the face of environmental, land-use, and ethnic conflicts. Cases may range from Australia to Hawaii to Israel to Europe and the U.S. My methods have been a combination of those of oral history and specially focused techniques we developed at Cornell to produce "practice stories" for classroom use and subsequent analysis. I hope to show that careful attention to real challenges of dispute resolution practice can inform both practical approaches to planning problems and controversies in "theory" as well.

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EVALUATION OF THE STRATEGIC PLANNING PROCESS IN THE TURKISH SPATIAL PLANNING CONTEXT

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The strategic spatial planning has come into the picture for the last two decades, as the mainstream planning has been criticized to be an exaggerated state regulation vis-à-vis the changes created by the global capitalism.

I would interpret the insufficiencies of the mainstream planning in two channels: First, this insufficiency would be interpreted with reference to the "communicative rationality" of the post-modernist era contrasting the "instrumental rationality" of the modernist era.

Second interpretation relates to the demands of the new global capitalism: The strategic spatial planning has revived with different institutional relations and policy agendas to respond these demands.

The two channels, coming together, would display the arrived point in today's urban planning: The strategic spatial planning associating with the communicative rationality; i.e. an active social process, through which institutional relations are organized pursuing a network logic to develop spatial strategies.

I have conceptualized the three dimensions of the new planning referring to recent literature and empirical cases:

1. The contextual dimension draws a framework with its new time-space conceptions and the tendencies towards deliberative democracy;
2. The organizational dimension involves the communicative planning through the networking of stakeholders;
3. New aims and standards at the intersection of urban competition and environmental sustainability.

With reference to these dimensions, I would find certain common points in different strategic planning attempts. However, what I would like to stress is that the particular administrative and legal organization of spatial planning in any country is still conclusive in shaping the planning process and the plan.

In this study I will attempt evaluating the strategic plan-making process in a Turkish context. It is beyond the scope of this study to assess a specific strategic planning attempt as successful or not. Rather, a two-fold evaluation is to be made: First, to what extent the case(s) reflect(s) the general criteria of the strategic plan-making and the plan (described in the planning literature) is to be discussed. Secondly, how it is shaped by national/local conditions is to be elaborated.

URBAN REDEVELOPMENT PLANNING IN PORTLAND, OREGON

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Since the late 1950's, the Portland Development Commission (PDC) has completed several successful urban renewal projects in the downtown area. These redevelopment activities have played an important role in the City's reputation for livability. Despite this achievement, the PDC was typical for urban renewal agencies: it focused on large-scale physical development projects that eliminated low-income housing and commercial real estate in ethnic immigrant and black neighborhoods, replacing it with luxury high rises, university buildings, and a hospital. During the 1990s, in response to pressure from neighborhood groups for their share of the redevelopment monies, the PDC created urban renewal areas in low-income neighborhoods on the east side of the City. Because these projects required a much more extensive citizen involvement process than in earlier years, the PDC has had to re-invent itself. This paper analyzes how the redevelopment planning process has changed over the 1990s to understand how successfully residents have been incorporated. Have the public participation processes given citizens, business owners, and community-based organizations a real impact on final decisions? How has their input influenced the goals, objectives, and budget priorities of the urban renewal plans? What is level of influence of other stakeholders, such as developers, business owners, and realtors? Also, what is the relationship between the PDC and the mayor, city commissioners, the planning commission, and executive planning agencies such as the Planning Bureau and Bureau of Housing and Community Development? The research project employs a case study methodology. Data consists of archival sources, primarily documents pertaining to the planning processes (urban renewal plans, reports, agendas, meeting minutes), and newspaper accounts. Also, interviews with PDC directors, board members, staff, citizens, community leaders, business leaders, politicians, and government staff will be conducted. This is part of the session called the Politics of Planning in Portland, Oregon with Sy Adler, Connie Ozawa, Deborah Howe, Carl Abbott, and Tracy Prince

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EVALUATING PLANNING - SOME METHODOLOGICAL ASPECTS

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In this paper I will mainly focus on some methodological aspects with the planning evaluation activity which I try to cope with in my dr. thesis *Practice looking for understanding: A study of county planning in Oppland, Norway, 1975 - 1996*. My study consists of both several document studies and of about 90 interviews.

Evaluation and planning is linked to each other for two main reasons

1. Evaluation is planning: Theoreticians and practitioners who want to make the most out of planning describe planning in four operations: Interpretations, decisions, actions and evaluations

2. When the planning activity is increasing, so is the evaluation of all this planning activity. On average a Norwegian municipality to day has between 30-50 different planning documents, while the county municipality has between 10-20.

What characterizes my position in my study of county planning in Oppland is a fluctuation or tension between two paradigms, the positivistic and the hermeneutic paradigm where I include rhetoric as the logic of hermeneutics and practical reason, a logic which is not analytical, but rather synthetic and contextual, not deductive but discursive.

I want to be and act like a hermeneuticist. I realize in my research work however how difficult it is to leave the dominating positivistic paradigm. Our language is placed inside this dominating paradigm and the methodological toolbox available mostly contains positivistic evaluation tools. However, when using these tools in my study of county planning, I believe to be pulled in the direction of the hermeneutic paradigm again. I seemed to be caught in a methodical paradox, a methodical clamp.

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THE INFLUENCE OF INTEREST GROUPS ON DECISION-MAKING REGARDING ISRAEL'S PUBLIC LAND POLICY

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The purpose of this research is to examine the influence of interest groups on decision-making processes in the Israeli Land Council (ILC). The goal is to explore whether there is a relationship between major policy changes over the years, and political and social forces in Israel. The research deals with the interaction between society, planning, and political processes

Not well known internationally, Israel's public land policy is unique and merits the attention of scholars of land policy. (Throughout my research and this abstract, I am referring to Israel within its international borders and not the occupied territories where land questions are of course well known and very controversial). First, Israel is the only advanced-economy country where most of the land (93%) is nationally owned. Second, the diversity of land-use is exceptional. National land use on Israeli public land is diversified. It includes residential, commercial and industrial land uses, in addition to the traditionally public land uses, such as parks, natural resources and national infrastructures. Therefore, Land policy in Israel affects, directly and indirectly, the majority of Israel's population, which reside, work, and spend their leisure time on national land. (Alterman 1998).

Since 1965, when the ILC was established, it made more than 900 decisions. Those decisions constitute the database for the "dependent variables" in this research. I will focus on the trajectory of decisions through time in two major policy areas: urban land and agricultural land. In the urban sphere, I will analyze major decision changes regarding the public leasehold contracts and the types of property rights assigned in them. This issue has direct effects on the majority of Israel's population who reside on national urban land. In the agricultural sphere, I will analyze major decisions concerning the allocation and denial of rights of residents in rural communities on national land to initiate land use conversion and development. Currently, this issue is the subject of a public debate in Israel, involving profound questions of social justice. The methodology will be to examine media coverage regarding these cases, to interview decision makers, and to interview representatives of interest groups.

COLLABORATION: KEY TO SAFER COMMUNITY PLANNING AND DESIGN

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Safety is increasingly seen as a primary community design consideration. Crime Prevention Through Environmental Design (CPTED) is a well-established approach to Community safety. Although based on the work of Jane Jacobs (1961) and Oscar Newman (1972), CPTED in practice has taken a very physical and deterministic focus. Whether cause or effect of this focus, architects tend to be more familiar with CPTED than do planners. Many planning processes lack a CPTED (or any other Community safety) component, and it is not commonly included in planning curricula.

More recently a new approach has been developed -- 2nd generation CPTED -- which adds a focus on building social territoriality to the more technical CPTED principles. It aims for context based solutions and empowered communities, and produces more sustainable outcomes because participants have ownership of the process. This necessitates a collaborative approach to planning for community safety. (Saville and Cleveland 1998)

Planning has moved in the same direction: towards transformative, collaborative, learning approaches rather than technical, expert based processes which focus on information exchange and analysis. Unfortunately, there often seems to be an assumption that planners naturally have the tools for successful collaboration. Too little attention is paid to developing or teaching facilitation or communication skills. In addition, the teaching methods employed are seldom as collaborative as the theory being taught. This paper will outline the basic concepts of CPTED, and argue the necessity of the additions suggested by second generation CPTED. It will also present an approach to teaching planners how to work collaboratively to facilitate the design of safer communities.

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DISCRETION AND EXPEDIENCY IN THE ENFORCEMENT OF PLANNING CONTROLS.

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The exercise of political and administrative discretion in decision making is one of the hallmarks of the British planning system (Booth, 1996, 1999). Several key studies have explored the concept of discretion in development control decision making, although these studies have typically been applied to generalised practices of development control. The paper reports on research that explores the exercise of discretion specifically in relation to the enforcement of planning controls. In Britain, enforcement against breaches of planning control is also discretionary and local planning authorities are advised only to take action against unauthorised development where it is expedient to do so. The study assesses how practitioners operationalise and implement the concept of expediency in considering the taking of enforcement action. In addition to this, it assesses whether the established 'plan-led' system of development control has had any impact on the discretionary character of enforcement action. This latter element is assessed through a review of relevant development plan documents to establish if any consideration has been given to enforcement practices in the design of development plan policies. This includes the identification of any policies directed specifically towards framing enforcement action. The means of assessing practitioners' operationalisation of the term and concept of expediency in enforcement is through a selected series of case study local planning authorities.

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RECONSTRUCTING THE AFFORDABLE HOUSING ISSUE IN PORTLAND, OREGON

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Residents and newcomers to the Portland metropolitan region have observed rapidly rising housing prices since the early 1990s. Critics of Oregon's planning policies claim that an array of regulations result in high housing costs and a loss of affordable housing. The urban growth boundary is said to overly restrict the land market causing values to skyrocket, limiting large lot residential development. Environmental and other regulations also add significant costs. Supporters counter that the planning framework proactively encourages higher density and housing alternatives through permissive zoning, streamlined decision making and public investment in infrastructure. The market is responding with a greater variety of housing options and older neighborhoods are revitalizing. Public dialogue about housing costs and the implications of planning policies is framed by the immediacy of the current trend. However, spiraling housing costs also occurred in the 1970s and early 1980s correlated with economic growth. This was followed by a significant decline in costs resulting from the economic recession that lasted in Oregon for most of the 1980s. What is missing from the current debate is an understanding of the historical context of Portland's housing challenges, a perspective that may shed light on the role of planning policies in addressing housing needs. This paper will place the issue of affordability in Portland in a historical context. Attention will be given to: Empirical data on actual housing costs and relative affordability since 1970 for both homeownership and rentals; the nature of public concerns and debate about affordability over time which varied from redlining and vacant housing to opposition to infill and gentrification; housing programs and policies and their impact; and the evolution of the housing market with respect to production and development of housing alternatives.

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DEVELOPMENT CONTROL BECOMES A LEGAL MEAN TO MANAGE THE POLITICAL AND PLANNING MANAGEMENT AND HERITAGE CONSERVATION IN GREAT BRITAIN. CASE STUDY THE AONB OF THE COTSWOLDS

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The specificity of the Cotswold Hills - a man made landscape - creates a scenery of hills, hedges and Cotswold-stone walls, limestone cottages, and wider settlements in boroughs than in small parishes.

This gentrified region seems to enhance the identity of this AONB, but also the protection and the valorisation of this concrete past or heritage. These issues are addressed: the Cotswold Hills as a landscaped region; the organisation of this rural environment, which becomes a social, political and cultural interpretation of the English nature.

The case studies present the planning permissions concerning past and recent dwellings in both Northleach and Sherborne (Cotswold District Council).

This picturesque landscape is also currently the symbol of a successful but highly centralised planning and heritage conservation policy in UK. This traditional English "farmed landscape" has been turned into a European "planned countryside" or more specifically into an Environmentally Sensitive Area (ESA).

The analysis of the Cotswold AONB evolution finally shows that the duration of a landscape mainly depends on the place itself. It would be then important to avoid the standardisation of a modern way of life, affecting the local tradition.

The combined processes development control / AONB seem also more adapted to the creation of landscape and the valorisation of their historic and cultural interest than the preservation of ecosystems.

The future evolution of the Cotswold AONB will probably be influenced by political pressures related to agriculture and tourism, also by the weakening of planning constraints and by an even larger suburbanisation.

The forthcoming challenge is to maintain the tradition and to keep building up the attractiveness of this English region, where the local identity became the object of national pride.

This topic is particularly relevant to understand the current management of the British land planning policy.

OPPORTUNITIES AND OBSTACLES TO DELIBERATIVE PLANNING PROCESSES - A COMPARATIVE DIALOGUE

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In Western democracies, deliberative processes of public decision making became quite a "fin de siècle" phenomenon, with an upsurge in inclusion of affected citizenry, whether through mere hours-long public information sessions, consultations or consensus building that can take a year or more. The contexts of the various deliberation instances differ along key dimensions expected to shape both processes and outcomes. Or do they? This roundtable takes advantage of ACSP/AESOP's international participation to surface opportunities and obstacles to deliberative processes. It will begin by eliciting from the audience inducements and impediments to deliberative democracy, rooted in their experience in the countries where they practice, research or teach planning. Presenters will offer deliberative processes examples across three continents, in countries differing in ways that affect planning decisions: size, wealth, culture, importance and role of planning, degree of centralization of decisions, and extent of experience with deliberative processes: Israel--Participation and its Place the Current Planning Paradigm; Italy--The tension between formal and informal deliberative processes; Portugal--Flattening the hierarchy in local decision processes; United States--Identifying Participants and Incentives to Participate in Public Deliberations; and Sustaining the Momentum of Deliberative Processes. These examples suggest that while opportunities vary, obstacles are very similar in nature across national contexts, but differ considerably in extent depending on local conditions. The ensuing discussion with the audience will test this hypothesis informally, as well as enrich the list of factors that need further study to deepen understanding of the contextual factors that shape the success of deliberative planning processes.

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VALORIZING HERITAGE: NETWORK AND REGIME IN HISTORIC PRESERVATION

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Historic preservation as a policy subsystem in urban governance is multi-faceted, and interpretively flexible. As such, various policy actors often engage in shaping its meaning for specific policy ends. This paper utilizes aspects of urban regime theory and communicative planning theory to explore two contested axes of preservation practice: monetarization of heritage value, and inclusivity of decision making. While contemporary historic preservation is known to many planners as a potential economic development tool, through cultural tourism, place-marketing, etc.; the practice's evolutionary lineage is also closely tied to the practices of antiquarianism, e.g., the restoration of monuments and archeology, and is treated in this way through both national laws and international agreements. There is currently little literature that explores these differences in any systematic way. However, the differences are experienced on a territorial level through conflicts in place governance. The goal of this presentation is to improve this

understanding, and to better integrate the study of historic preservation into the social science and planning literatures.

This paper draws upon, and extends the author's recently completed empirical doctoral research, and years of practitioner experience in the field. The field research is based on a "thick" case study of historic preservation in the state of Colorado, with specific reference to the establishment and implementation of a grant-making "state historical fund." This grant incentive program was a policy innovation that challenged and reshaped existing interests and provoked inter-sectoral collaboration, and at times conflict. The findings of the case are used as the basis for grounded theorizing. The resulting model is presented here for discussion in its potential extension and application to other contexts.

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FROM PUBLIC ASSEMBLIES TO PUBLIC/PRIVATE PARTNERSHIPS: DEVELOPMENTS IN PARTICIPATION STRATEGIES IN URBAN PLANNING IN GREECE, THROUGH THE RECENT REFORMS IN PLANNING LEGISLATION AND LOCAL ADMINISTRATION

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Participation started being considered as a major component of urban planning in Greece, at the beginning of '80s with the introduction of the "Urban Reconstruction Operation". High ideological values characterised this period, in which democracy was consolidated after a military dictatorship. Legislation was quite explicit as it concerned means of participation, while local administration had still very few responsibilities in planning. This period lasted until mid '90s, when three major pieces of legislation were introduced in Greece, concerning urban, regional planning, and local administration. These were in accordance to the need of harmonization of Greek institutions with the rest of E.U. In them, emphasis seemed to shift from participation to sustainability, in a peculiar way. Thus, explicit means of participation were abolished in the new legislation, while at the same time references to sustainable development were vague.

This paper attempts to assess these developments, investigate trends through the reforms in legislation and redefine the role of participants in the planning process. It aims to defy a false image of participation as as only a cause of organizational inadequacies, and bridge a gap in planning education in Greece, concerning participation issues. Exchange of information about related approaches in other E.U. countries and the U.S. will be particularly useful. Methodologically, the outcomes of the implementation of a descriptive model will be exhibited, investigating interrelations between variables in participation operations. Data will be used in a comparative way, from extended surveys conducted in early '90s, as well as from the most recent period of planning reforms, acquired from Greek Planning Departments.

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VARIATION IN COLLABORATIVE NETWORKS: ANALYSIS OF U.S.-BASED NATURAL RESOURCE PARTNERSHIPS

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Central Theme: This paper addresses the variation found in U.S.-based collaborative natural resource partnerships; an emerging form of interorganizational networks. In particular, this paper examines the types of partnerships forming between U.S. federal land management agencies and stakeholders (e.g., community-based, intergovernmental, mediated negotiation); looking at whether and how the degree of

formalization, the actors involved, and the goals and issues foci influence the kind of partnerships developed.

Methodology: The unit of analysis is collaborative natural resources partnerships initiated by the U.S. Bureau of Land Management (BLM). Information was solicited from BLM field office managers and planners through an online survey.

Relevance to Planning Scholarship: Collaborative planning, applied to various planning issues, ranging from growth management to integrated ecosystem management, is particularly effective for dealing with highly complex issues and for addressing conflict where other practices have failed. The rise of collaborative planning, according to Booher and Innes (2002) can be attributed in part to a social shift in response to changing conditions in an increasingly networked society, where the development of flexible linkages are needed for sharing power and information to accomplish anything significant or innovative. Grounded in communicative planning theory and interorganizational literature, this paper contributes to the growing body of knowledge on collaborative networks by looking at how the partnerships' level of formalization, participants, and goals and issues influence the type of network formed.

Key Data Sources: Data collected from an online survey administered to BLM field office planners and managers.

Relevance to Dissertation: Paper reflects pre-dissertation research funded by the Community-Based Collaborative Research Consortium, UVA. Dissertation Advisor: Professor Brian Muller, bmuller@carbon.cudenver.edu.

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EMPIRICAL STUDIES IN PLANNING THEORY: A QUALITATIVE COMPARATIVE ANALYSIS

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Over the course of the last two decades there has been substantial growth of empirically based planning theory research. Empirical research is now widely employed in the development and critique of planning theory with a wide range of substantive topics and theoretical frameworks considered. This is an important trend that brings with it the possibility of more subtle theoretical insights that account for a greater range of **political, economic and social contexts in which planning practice is embedded**. At the same time, however, the diversity of the field can also generate miscommunication and entrenched positions.

These conditions required a research design that would facilitate an analysis of a moderate number of cases with a significant degree of diversity, two conditions that Charles Ragin's Comparative Method (1987) is well suited to address. Through a comparative analysis of over 100 empirical studies of planning theory, this paper reviews and critiques the impact of empirical research on the field. Cases of empirical research in planning theory are analyzed according to the research strategy employed, research design and methods, sources, unit of analysis, and theoretical orientation. Preliminary findings suggest that certain types of research may lead to contradictory interpretations of planning practice. What is clear is that there is no dominant planning theory and there is not likely to be one in the near future.

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HOW TRANSFERABLE IS THE REINVENTING GOVERNMENT MODEL TO KOREA

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While many studies exist on reinventing government strategies in the United States, the transferability of reinventing government strategies into other countries has not been systematically documented and analyzed.

This paper presents three issues;

1. What are the basic strategies for reinventing government? This paper examines the contextual framework for the reinventing government.
 2. How is reinventing government movement doing in the United States and transferable into Korea?
 3. What are some important lessons for reinventors in developing countries, including Korea, with some specific applications in the area of community planning process.
- To examine key challenges faced by local governments in Korea, and to use reinvention cases from Korea and US, I would like to describe practical strategies for addressing those challenges. This paper presents results of interviews with Korean local government leaders. Based on these interviews, the paper argues that the model has some promising applications in the Korea context (indeed there are several experiments already under way), the model may have to be adapted in several respects. In Korea, there is still a high degree of government centralization, which may be a limiting factor at least in the role of the municipalities as coordinator/facilitator of the process. What is fundamental is that models imported from one socio-economic and political context must first be examined for the potential fit to vastly different decision-making contexts.

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PLANNING PROCESSES: THE CONTRIBUTION OF CASE BASED RESEARCH

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Today qualitative research methods are loosing ground in various disciplines to more mathematically-oriented, quantitative approaches to research. This trend-led and catalyzed by the economics' discipline—is increasingly evident in planning curricula and research. Nowadays the assumption is often made that qualitative approaches are too "soft" and lack the rigor necessary for theorizing about complex social problems and processes. In a seminal paper, Peattie (2000) challenges this view and argues for greater recognition and space for qualitative research methodologies, especially in planning schools. She discusses the merits of a case-based research strategy—one using ethnography to generate a "practical understanding" of conduct by looking at the particularities of a given community and its diverse social actors. Peattie makes a distinction between the usefulness of quantitative methods—most evident in analyses of outcomes but often too rigid to capture the processes through which planning decisions, reforms and actions take shape—and case based research. She outlines the core contribution of case-based analysis to theory building, lesson distilling and to the discipline of planning. Peattie's recent writings in this area are as much a reflection

of years of personal discovery, as a call for action to those of us now building on this rich intellectual tradition. In this panel, we present different case studies to explore Peattie's ideas and contentions, unpack ways in which such studies are conducted, and discuss how they help generate theory. We also discuss how some of the tacit principles of case based research can be made explicit and easier to teach and diffuse across the planning community and discipline. This panel will provide evidence that case based research is indeed intellectually rigorous, locally accountable and theory rich, and deserves academic respect, resources and recognition.

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AIR POLLUTION, SCIENCE, AND THE COMMON LAW STATE: A COMPARISON BETWEEN THE BRITISH AND AMERICAN CASES

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During the 1990s, a number of European authors noted differences in the substance and style of environmental policy between Germany and the U.K. (e.g. Boehmer-Christiansen and Skea (1991) Weale (1992) Weale et al. (2000)). Most importantly, this literature has documented a British emphasis on scientific proof of harm and attendant skepticism towards the precautionary principle. In parallel fashion, American approaches to these questions diverge from those of Germany along similar lines. The article will explore the effect of the common law tradition shared between the U.S. and the U.K. on the priority accorded to scientific evidence in their environmental regulatory processes, relative to Germany. In particular the paper will examine the role of demands for scientific proof that pollution caused disease in the evolution of nuisance law, and the link between nuisance doctrine and contemporary risk-based statutory standards. At the same time, the article will attend to differences between the British and American cases, most notably the role and impact of the (civil law-inspired) concept of Best Practicable Means (BPM) in British environmental policy.

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RECONSTRUCTING THE PUBLIC INTEREST CRITERION

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The justification of planning has traditionally centred on the idea of the public interest. The existence of a public interest was taken for granted during the heyday of comprehensive planning.

The situation is completely different today. It is a commonplace to say that 'the public interest does not exist'. But this statement can be interpreted in three different ways.

1. The public interest does not exist as a fact. In this case, the idea is that in our fragmented societies there is no possibility of an overlap between the various individual and group interests. This is an empirical argument advanced by political scientists who see a conflictual description of society as superior to a consensual one.

2. The public interest does not exist as a supra-individual holistic value. In this case, the idea is that the public interest does not exist as a supra-individual value because any value of this kind must be rejected. Individuals are the only relevant moral entity to which every public decision has to refer. There are no legitimate claims made by communities, structures, cultures, and so on. This kind of argument is an ethical argument advanced by liberal theorists.

3. The public interest does not exist as an overriding substantive value. In this case, the idea is that the public interest does not exist as a substantive value since we are unable to defend any substantive value as being preferable to any one other. This argument is primarily meta-ethical and is advanced by value-pluralist and postmodernist theorists.

The aim of the paper is to evaluate these three perspectives and to demonstrate which of them is the pertinent one, to reconstruct a viable idea of the public interest that can stand up to the relevant criticisms and thus to provide a theoretically and practically sound criterion for guiding planning activities. The conclusion is that we cannot do

without some idea of the public interest (and that far from being out of place in a pluralistic network society, it is especially relevant in this case).

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THE RIGHT TO BUILD, AND LOCATIONAL MONOPOLIES

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Spatial planning could not be effective if it was not possible for the planning agency to restrict the right of the owner of a plot of land to build upon or to change the use of (to 'develop') that land. Much of the planning law in a country is about the conditions under which that right to develop can be restricted. At the same time, the owner of a plot of land can prevent others from using or developing it. The changes that are permissible are restricted by the spatial plan, but the owner is the only one who can make those changes. The owner has a monopoly over changes on his/her land - a locational monopoly- although there is (imperfect) competition from suppliers of similar development in locations that are possible (imperfect) alternatives. However, that possible competitive supply is restricted by the land-use plan. In this way, the planning agency restricts competition between developers. It can happen that the person who does have the right to develop, uses that in a way which results in development which is inferior to that which could have been produced if the planning agency had not restricted the supply from competing developers. The planning agency strengthens an existing locational monopoly, the (favoured) monopolist abuses that position. And as long as the developer fulfils the conditions of the planning (and building) permit, he/she cannot be prevented from acting in that way. This situation is regarded by the national government in the Netherlands as being undesirable. In particular, it is regarded as problematic if a landowner, developing in accordance with the land-use plan, produces a price / quality relationship which is less than optimal in the opinion of the public body. This paper uses work commissioned by the Dutch national government to investigate this situation and how it is regarded and tackled in a number of different countries. The results highlight some crucial issues in the relationship between spatial planning and property rights.

COLLABORATIVE APPROACHES TO PLANNING LAW: ASSESSING THE PROMISE OF STATE-MANDATED LOCAL PLANNING FOR REGIONAL GROWTH MANAGEMENT

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Researchers have recently focused considerable attention on state-mandated local land use planning as a key component of regional growth management, particularly in the context of smart growth as an antidote to sprawl (Weitz 1999) and planning as an antidote to looming sustainability crises (Burby 1998). While mostly characterizing intergovernmental growth management and explaining its evolution over time, some of this work has addressed the challenges of designing and implementing it (Burby and May 1997). Citing the failures of earlier, coercive approaches, these scholars call for the use of "co-production" approaches, integrating state-level objectives with local flexibility. In doing so, they recognize the vital need to engender local commitment to regional objectives yet acknowledge the general failure of even co-production approaches in that regard. Freilich (1999) has provided legal justifications for regional growth management, while Salei (2002) has addressed the normative relationships between planning and law generally. But little attention has been paid to the normative relationships between planning, law, and institutional arrangements in the context of intergovernmental growth management; that is, the ways in which state planning laws shape local expectations about land use planning and, conversely, local planning practice shapes the perceived legitimacy of (and compliance with) state planning mandates. This paper will report the results from a case study analysis of North Carolina's recent collaborative efforts to amend local land use planning mandates under its coastal area management program. I will suggest that, just like earlier more coercive approaches, collaborative approaches to designing state mandates for local planning that fail to explicitly address these questions of expectations will also fail to engender meaningful local commitment.

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COMMUNITY RESEARCH AS A TOOL TO INITIATE LOCAL PLANNING: THE CASE OF COMMUNITY FOOD ASSESSMENTS

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Research is an important component of a planning process that connects goal-formulation, actions to build support for and realize goals, and evaluation of outcomes following actions. Research can inform any and all stages of this process. Equally importantly, it can facilitate the initiation of a planning process by helping constituencies' access relevant information and understanding, identify key goals and strategies, and build support for planning. This paper focuses on community food assessments as a tool to initiate community food system planning in 10 different communities across the US. It discusses the impetus for these assessments and their major findings, describes and compares key trajectories from community-based research to community food system planning, and identifies factors in the content and conduct of research that effectively motivate community-based planning around food system issues.

The findings have implications for a) professional planners based in public, private, and nonprofit agencies who wish to initiate and stimulate community-wide planning on issues that are relevant for communities but have not been incorporated systematically into current planning contexts; b) food system professionals and activists (such as those advocating for sustainable agriculture practices, greater grocery store access to low-mobility communities, more community gardens and farmers markets as a source of fresh foods, etc) to better bridge across planning for places and people, and connect systematically to mainstream sources of planning; and c) a greater understanding the similarities and differences between these community food assessments and planning research as described in mainstream planning literature.

PORTLAND RESPONDS TO HOMELESS ISSUES: A COMPARATIVE STUDY

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Although usually considered in the domain of human services, homeless people and issues are now frequently dealt with as yet another example of a Broken Window. Since New York City has had such apparent success with the strategies associated with the Broken Windows Theory, cities the world over are emulating their tactics, with many cities also making it clear that they have fully accepted the view of homeless people as broken windows who need to be removed from public sight. Even historically tolerant San Francisco recently embraced a hard line approach to homeless issues and has made enormous changes cleaning up the human broken windows in their city. This paper explores how a city which generally views itself as tolerant, Portland, Oregon, fits into this changing climate. What are the current and historical homeless policies in Portland? How do Portland's policies and services provided compare to those of its west coast neighbors--Seattle, San Francisco, Santa Monica, Santa Cruz? How does the self-governing homeless campsite Dignity Village fit into this picture?

Also, in the past decade, HUD has required cities to act together to create a "Continuum of Care" in order to encourage more collaborative and innovative responses to homelessness, in order to prevent possible overlaps of services provided, and in order to have decisions about funding priorities made at a local rather than national level. How has this impacted homeless services in Portland? How did Portland, with an historically collaborative climate, respond to this federal challenge? City and regional planning departments, city council members, homeless services providers, and homeless services clients will be consulted to determine the current state of homelessness in Portland's Continuum of Care.

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PLACING EQUITY ISSUES ON THE REGIONAL AGENDA IN PORTLAND, OREGON

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Metropolitan Portland is often cited as a model of regional planning and growth management, providing an example of the compact city as a viable urban form. Home to Metro, the nation's only elected regional government, it is lauded as responsive to protecting the environment through open space preservation and the economy through focusing development in urban centers. However, how has it defined and acted on issues of social and economic equity? As critics turn the debate over growth management towards an equity perspective (O'Toole 2000, QuantEcon 2002) it is important to consider how a leading case has responded to this concern.

There are several conflicting descriptions of Portland in the literature with implications for how equity claims are raised and addressed. For example do its regional institutions co-opt outsider agendas (Leo 1998) or are they sustained at the grassroots (Fishman 2000)? The paper will consider both the nature and capacity of the region's governing institutions as a broader framework and through the region's approach to one policy domain, affordable housing. Articulated in a specific plan (Metro, 2000) how has the problem been defined and incorporated into the larger framework? In response to regionalization of the issue do various advocates pursue different political alignments? Do they define their problems differently?

This paper seeks to provide readers interested in Portland's regional planning with an understanding of a key equity conflict stemming from the region's compact city vision. Given the current political challenges to growth management in this area, the study's broader implications may be of value in assessing the political sustainability of such policies in other regions as well.
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THE MASS MEDIA COVERAGE OF ENVIRONMENTAL PLANNING CONFLICTS: DECODING FRAMING AND REFRAMING PROCESSES

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The mass media, the most developed network of modern times, is part and parcel of our lives as citizens, planners, researchers and educators. The media often serves as the main source of information for laymen, officials, and planners alike. Recently, environmental planning issues have increasingly become part of the public agenda, and now gain vast media coverage. Hence, the need for systematic knowledge with regard to existing and potential links and mutual influences between urban and environmental planning, the public opinion, the media agenda, and the political framework.

This paper reports on parts of a research aimed at exploring the media's coverage of environmental planning conflicts. Our focus will be on framing and reframing processes in and by the mass media.

Frames are the "glasses" through which we examine and interpret the surrounding reality. Just like the parties to the conflict, journalists use frames to give meanings to events, and to create a "good story" for their audience. The media tells the conflicts, but in doing so, it doesn't always, if at all, reflect the stakeholders' positions, but rather reframes them.

Our presentation will portray a typology we developed, tested and confirmed. It attempts to decode the dynamic patterns of the frames different stakeholders and reporters use when referring to environmental conflicts they are involved in, or report on. The typology

draws on lessons from previous works on environmental conflicts, conflict frames and media frames. We tested and further developed it during a research on the framing patterns which were identified in four intractable environmental planning conflicts in Israel, and more recently in one of Israel's harshest environmental planning conflicts - the Trans Israel Highway.

In this presentation we shall discuss the potentials of this typology and of framing and reframing processes more generally for further understanding of the links between the mass media, public decision-making and planning practice.

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SOLVING THE WRONG PROBLEMS?

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This paper deals with - at a first glance - obvious tasks in planning: planning is meant to solve spatial problems by using various methods or "tools" about which we know or assume that they have the desired effects and solve the spatial problems. These tasks seem to be so obvious that a reflection of these topics seldom arises.

The authors made an inquiry for the German ARL (Akademie für Raumforschung und Landesplanung) about methods and instruments of spatial planning with an emphasise - besides others - on the topics mentioned above. The inquiry is still in progress but there are first results to be mentioned:

1. Planning approach: Most planners do not concentrate on the existing problems in their region but on the instruments/methods they are used to, although these instruments/methods might not fit the existing problems.

2. Semantic: Most concepts in spatial planning are not or ill defined.

Concepts are an important part of the contents of a planning task. Concepts carry our knowledge, hence concepts determine our actions in planning. If concepts are not precise regarding contents there is a lack of knowledge. Not or only partly defined concepts often lead to wrong "solutions".

3. Evaluation: Evaluations - others than storytelling - of the outcomes or the processes of planning are extremely rare.

The planning profession has the possibility to learn by evaluating ongoing or completed planning processes - with this we could have the chance to achieve better planning outcomes. This chance is hardly ever used. (This hypothesis is also confirmed by a review of German planning magazines of the past twenty years.)

This paper presents the results of the inquiry.

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EVALUATION OF REGIONAL PLANNING BY THE EXAMPLE OF THE REGION SCHLESWIG-SONDERJYLLAND

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Regional planning means to secure and arrange the future of a region against the background of existing spatial, social, economic and ecological conditions.

Over the last decade in the course of the globalisation regional planning gained increasingly in importance, in order to guarantee the competitiveness of the regions in Europe and / or world-wide.

Hereby various new control instruments and procedures for regional planning were developed, e.g. regional agendas, networking and co-operation, expanding the number of the participants involved.

At the same time an active exchange of experiences between countries and municipalities, regions and participants or between science and practice developed. This exchange of experience focuses mainly on topics such as planning instruments, project development and management, or planning practice in general. However, a deficit still exists regarding the evaluation of objectives and projects.

In this context, a research project addresses the question how effective are regional planning and regional planning projects in practice?

By the example of the region Schleswig - Sønderjylland, which found little view in the research so far, is to be analyzed the development of the regional planning of both countries (Germany, Denmark). The emphasis of the analysis is thereby on the two levels important for planning - to region and place. On these levels the effectiveness of regional planning is to be lit up. It is to clarify which effects planning and the converted projects have on the region, and on the place at that they are settled and / or planned. Further to analyze which positive and negative effects are the projects for the citizens in the region have.

THE USEFULNESS OF ROUTINE PLANNING - HOW THE NEW INFORMATION AND COMMUNICATION TECHNOLOGY CAN AFFECT COMMUNICATIVE AND DECISION-MAKING RATIONALITIES IN SPATIAL PLANNING

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Many hope that the new Information and Communication Technology (ICT) will improve the processes and results of urban planning. Some fear that ICT instead will increase the dominance of technical and economic information in planning at the expense of other, less easily articulated values.

In this paper these issues are discussed in terms of how different types of rationality are affected by the new technology. Communicative rationality is interpreted as focussing on the way goals and action alternatives are developed in broad processes of participation and consensus building. Decision-making rationality is understood as underlining the need to evaluate the consequences of planning alternatives in a comprehensive, objective and transparent way.

With the help of these two rationality concepts four ideal types of planning are identified and the possible consequences of ICT for each one are briefly outlined: routine planning, expert planning, participative planning and strategic planning. It is argued that ICT may improve the efficiency of routine planning, and thereby make resources available for strategic planning, defined as strong on both communicative and decision-making rationality.

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A CONSIDERATION OF THE POTENTIAL FOR THE CONTROL OF DEVELOPMENT THROUGH SELF-REGULATION.

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Since the inception of the UK town and country planning system in 1947 all new 'development' has required prior permission from the state. Around 500,000 planning applications are submitted each year, the large majority of which are from private householders for small scale building proposals / alterations such as dwelling extensions, replacement windows and new driveways. Dealing with all of these applications consumes

a large proportion of the time available to an increasingly pressurised local Government workforce.

In order to release valuable staff resources householders could be required to self-certify that their developments comply with national and local planning guidelines. This self-regulatory approach is being increasingly used in a number of commercial environments (including pollution control) as an alternative to conventional forms of legal regulation and is considered by its adherents to be more likely to foster a culture of responsibility and co-operation. Opponents on the other hand frequently argue that self-regulation is likely to lead to an abuse of trust and a dilution of recognised standards. This paper examines the concept of self regulation within regulatory theory. It then examines the scope and use of self regulatory measures in the field of pollution and environmental control. Finally, the paper examines the rather limited range of self-regulatory measures currently used in the UK planning system (e.g. the code of good practice on site selection and design introduced voluntarily by the mobile phone operators) before going on to consider the potential scope for the wider, more formal introduction of such an approach for regulating small-scale developments.

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THE U.S. EXPERIENCE WITH "BALLOT BOX ZONING": A CAUTIONARY TALE FOR THE EU COUNTRIES?

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This paper evaluates the U.S. experience with citizen initiatives/referenda in land use planning (hereafter planning referenda) in order to foster discussion with our European colleagues as EU countries consider increased use of planning referenda. After reviewing the literature and our own experiences with planning referenda, the paper contends that while planning referenda serve the value of direct democracy, they also undercut "republican" governance, frustrate rational planning, and diminish individuals' property rights. Most critically, planning referenda can empower discriminatory impulses against a "disfavored" race, social class, nationality, or religion. The potential for discrimination in referenda will be a focus of the paper, with emphasis on a U.S. Supreme Court case, to be decided before the Conference, that considers whether a local government may be liable if a court finds that sponsors of a referendum on low-income housing were motivated by racial discrimination. We believe the U.S. experience will interest our AESOP colleagues for two reasons. First, planning referenda already exist in at least eight EU countries and the Council of Europe's Committee of Ministers supports experimentation with referenda and initiatives at the local level; see Committee of Ministers' Recommendations R(96)2 and Rec(2001)19. Second, some EU countries are already reconsidering the use of the referendum after experiencing its potential negative effects. In the Netherlands, for example, the threshold requirements for a local referendum were raised recently in response to a referendum in Amsterdam that blocked a proposed housing development.

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THE MERITS OF MERIT BASED PLANNING APPEALS: THE AUSTRALIAN EXPERIENCE

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In each Australian state and territory planning decisions of executive agencies can be reviewed on appeal. The appeal body, usually a legally orientated court or tribunal, is granted a merits review function whereby they stand in the position of the original decision maker.

Based on research (literature review, personal observations and stakeholder interviews) undertaken in three Australian states, this paper examines whether it is appropriate that planning appeal bodies be given such wide review powers.

Arguments against merits review by quasi legal bodies have been put forward on the basis that it is undemocratic. That is, planning is a political process and the decisions of 'elected' local councils should not be disturbed by an unelected and democratically unaccountable appeal body.

Merits review has also been criticised on the basis that these 'legal' bodies tend to examine issues through a strict legal prism with the planning issues being subservient to principles of law. In a number of cases significant planning issues have given way to 'magnified points of law.' These bodies also appear to examine cases in isolation without proper regard to the precedent or 'macro' effect of the decision.

Against this, it is suggested that merits review is necessary as local democracy is inherently parochial and flawed. An independent review body is necessary to ensure that planning agencies do exercise their powers excessively or arbitrarily. It is also argued that a legal forum is most appropriate to ensure questions of policy are properly evaluated and weighed.

The data drawn from the research indicates that this debate is timely and necessary as it relates to the role of planning appeal bodies, the scope of planning appeals and explores the continuing trend of the judicialisation of land use planning issues.

This paper is drawn from a partially completed doctoral dissertation.

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TOWARDS AN EFFECTIVE PLANNING - A CASE OF CHINA'S LOCAL PLANNING IN TRANSITIONAL MARKET-ORIENTED URBAN DEVELOPMENT

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Development order, and thus relationship between the market and the state, has been a fundamental issue for urban construction. In China, a transition economy, marketisation has been actively promoted to replace central-planning by the economic reforms, and it has contributed significantly to the dynamic urban growth subsequently. However, the role of the state in defining an institutional framework for the market is lagging behind. Fiscal deficiency against the pro-growth position undermines the capacity of the local developmental state in exercising effective developmental controls. Without effective state enforcement of rules, market order does not emerge when uncertainty is pervasive in the marketplace. The cases of Urban Villages and Luohu redevelopment show clearly that the fiscally-strained local government with a highly discretionary planning system without sufficient transparency gives rise to a commons and quasi-commons in the land development market, respectively. Inferior and suboptimal developments ensue.

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Track 13

Physical capital, networks and transportation

BUS TRANSIT AND NEW URBANISM: AN UNEASY MARRIAGE IN THE NETWORK SOCIETY?

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Since after cars, buses retain the largest modal share of all trips in the U.S., the provision of adequate bus transit service and passenger facilities remains one of the most important transportation ingredients necessary to the achievement of environmental and equity goals espoused by the "regional city" (Calthorpe and Fulton 1999) and "smart growth" communities (Ewing 1999). However few are the New Urbanist communities built to date that have successfully provided bus service as an integrated multimodal solution to current personal mobility needs. Despite substantial adoption of TND (traditional neighborhood development) and TOD-inspired, transit-friendly land development regulations by cities and counties across the nation, formidable obstacles stand in the way of their successful realization. These include: (a) network society synergistic effects of information technology and transportation networks on urban form (Audirac 2002), (b) the inability of traditional transit networks to support the mobility needs of post-industrial polycentric metropolitan areas (Thompson and Matoff 2002), and (c) the planning environment and peculiarities of bus transit operators, particularly in fast-growing sun-belt cities such as those of Florida—the cradle of American east-coast New Urbanism.

Based on case-studies and survey research of 20 emerging transit agencies in Florida, we explore the challenges and opportunities for TOD and transit-friendly development implementation.

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INFRASTRUCTURE PLANNING IN THE NETWORK SOCIETY: EXPLORING THE NEED FOR NEW APPROACHES

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The network society could as well be termed the 'access society', as it appears increasingly critical to gain and maintain access to material and immaterial resources at different points in space and time. For localities this means a need to be connected into the circulation of resources of different sorts and at multiple scales. Transport, telecommunication and other technical networks have an essential role in this. A direct implication is a growing politicisation of the planning and design of infrastructure. Historic and more recent transport planning issues in the Netherlands, including the development of railway and road networks at the national and urban-regional scale, illustrate the point.

As a result of these changes, a technical, 'problem-solving' approach to infrastructure planning has come increasingly under fire. However, also a purely political approach is insufficient as it risks underestimating the dynamics of technological development. An approach where sustainable development is central goes a step further, as it tries to connect environmental, economic and social aspects, and is enjoying an ever wider support, among governments and interest groups, but also businesses. Yet, even the sustainability approach tends to show a lack of recognition of (i) the extreme complexity of urban systems and (ii) the deeper, or 'discourse' level of the urban political and cultural debate. Two complementary approaches are identified in the paper as possible answers to these shortcomings: an 'ecological/evolutionary' approach to help meet the challenges of complexity, and an 'urbanity-oriented' approach connecting infrastructure planning to the cultural dimension of city-making.

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MEASURING THE ROLE OF TRANSPORTATION IN FACILITATING THE WELFARE-TO-WORK TRANSITION: EVIDENCE FROM THREE CALIFORNIA COUNTIES

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Welfare-to-work transportation programs are premised on a conceptualization of the spatial mismatch hypothesis that focuses on the physical separation between the central city locations of welfare participants, rapidly expanding job opportunities in the suburbs, and the long commutes needed to connect them. Using data from three diverse California counties, this study examines welfare recipients' spatial access to employment. The study finds that the traditional notion of the spatial mismatch is less relevant to welfare recipients, many of whom live in counties in which the urban structure does not fit the simple model of poor, central-city neighborhoods and distant, job-rich suburbs. Many welfare recipients live in job-rich areas; others live in neighborhoods that are spatially isolated from employment. To be effective, therefore, transportation policies must be tailored to the diverse characteristics of the neighborhoods in which welfare recipients live

TRANSPORT INEQUALITIES

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Although national transport policies aim at rather general goals such as managing and curbing (car) mobility, the resulting policy measures affect the transport system and its users in a more fragmented way. Extra investments in highway infrastructure for example affect only the motorized transport system and its users, car drivers and passengers. Similarly, extra investments in public transport and its infrastructure will be beneficial to another part of the transport system user community.

Policy measures do not affect the whole population because individuals have different transport systems at their disposal. Legal, physical and spatial constraints limit the use of transport systems for certain groups of users. The fact that groups of individuals do not have access to all available transport systems creates unequal transport opportunities. Given these differences in access to transportation facilities, investments in new infrastructure may result in transport inequalities between different population groups.

This paper discusses the existence of transport inequalities for different population groups. The paper focuses on a methodology to visualise such inequalities, based on the work of Hägerstrand. Activity spaces can be constructed for different groups of individuals, with different access to transportation systems and a divergent quality of systems. Policy measures, such as increasing the quality of public transport or new infrastructure investments do affect such activity spaces, thereby enlarging or decreasing the differences among groups of individuals.

The resulting overview of transport inequalities can be a helpful tool for planners to identify the effect of transport policy measures in terms of reducing or enlarging inequalities.

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BIAS IN TRAVEL DEMAND FORECASTING

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Thirty years ago John Kain was the first to present convincing evidence that local officials use biased travel demand forecasts to justify decisions based on unstated considerations. Since that time, Kain and others have demonstrated that travel demand

forecasts are systematically optimistic--often wildly so--for reasons that cannot be explained solely by the inherent difficulty of predicting the future. Those searching for solutions find a myriad of prescriptions in the literature for reforming transportation planning processes. While these represent significant contributions to the discourse, most writers base remedies on diagnoses that rely more upon conventional wisdom and compelling narrative rather than convincing evidence. Few have collected the data necessary to fully justify their appeals even though the theoretical and practical hurdles for doing so seem not to be particularly formidable. The lack of more systematic analysis raises the possibility that reforms may be misdirected or less effective and efficient than other interventions.

For those interested in the problem of biased forecasting, the story still has too many gaps and unsatisfying answers. The research needs detailed in this paper include questions that seek to further measure the problem as well as those aimed at explaining its causes and persistence. The immediate goal of this agenda is to place the problem of bias in the proper context through a review of the North American and European literature. Its more lofty purpose is to initiate a discourse aimed at answering why there still exist such glaring research needs in this area. A clear understanding can perhaps most effectively summon a new effort of inquiry that will lead to better planning, not only in the provision of transportation infrastructure and services, but also other social goods.

Suggested Discussant: Mette Skamris-Holm

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PLANNING IMPLICATIONS OF RAPID AIRPORT EXPANSION: THE CASE OF LIVERPOOL JOHN LENNON AIRPORT

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Liverpool John Lennon Airport (LJLA) has been described as the fastest growing airport in Europe, mainly as a consequence of the increased activity of low-cost carriers such as easyJet and Ryanair. Expansion in terms of passenger numbers (0.75m in 1998, 2.0m in 2000, 2.8m in 2002) is reflected in growth in employment at the airport and elsewhere and impacts on local transport infrastructure provision. This paper reports on a contribution to a wider study of economic impacts of the continuing expansion (Brown, 2002) of LJLA which builds on earlier work undertaken by Batey et al (1993) in examining earlier proposals for a 30m passenger/year European hub airport at Liverpool. The study is featuring the updating of an input-output table for the Greater Merseyside area. However, the current paper focuses on an exploration of the likely scale, extent and physical planning implications of the need to meet the growing demands for ground access to the expanding airport - including implications for the proposed new crossing of the Mersey at Halton and the Merseytram network, funding for the first phase of which has recently been approved by the British government.

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INFRASTRUCTURE CAPITAL PLANNING IN THE PACIFIC RIM: THE ROLE IN THE ECONOMY

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Many countries face enormous pressures to finance and develop their infrastructure systems in accordance with their urban development patterns. Preliminary estimates of infrastructure renewal and expansion requirements for the State of California, for instance, exceed \$200 billion over the next 25 years. As countries have started to take dramatic steps to address the infrastructure challenges, several Pacific Rim countries have been innovators in infrastructure capital planning and management - Australia, New Zealand, Singapore, and South Korea. While approaches vary, these four Pac Rim countries provide an array of innovative and effective models for developing long-range capital investment plans, public-private partnerships, and efficient pricing and cost-recovery mechanisms.

This paper will address the following specific research questions:

- a. How countries in the Rim have different or similar policies on infrastructure capital mobilization, in particular, analyzing the process of infrastructure investments and the role of planning in capital budgeting?
- b. How different countries' institutional environments and models of infrastructure financing have impacted the quality of infrastructure services and the performance of economic activities i.e. economic growth?

This paper will critically review the literature on infrastructure issues for the Rim countries and will present a research design of the author's doctoral thesis that will be a full-fledged study on the topic. Both quantitative modeling and qualitative methods such as phone interviews or group meetings will be used to further explore the issues noted in the literature and to identify examples to be examined in detail.

A comparative assessment of national and sub-national experience with infrastructure planning and capital investment programming would offer lessons that the nations can learn from each other. The study can provide significant insights into how each country can improve its process of infrastructure planning and policy for the 21st century.

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MULTI MODAL STUDIES: A SHEEP IN WOLF'S CLOTHING?

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In 1998 the British Labour Government published a transport White Paper which began to institutionalise a new era of sustainable, integrated transport policy. Abandoning the established 'predict and provide' approach to road building, a new approach to transport appraisal was introduced. A series of multi-modal studies (MMSs) were initiated, focusing on key congestion pressure points in the national transport network. Their task was to develop integrated sustainable transport strategies by assessing alternative transport options, treating new road capacity as a last resort. However the MMSs have repeatedly recommended strategies dominated by new road schemes, echoing the wider concern of a return to road building (Richardson 2001). This paper contributes to emerging critical debates about barriers to sustainable transport (eg Vigar 2000), and the role of appraisal methodology (Walton and Shaw 2003), by analysing one MMS in detail: the South and West Yorkshire Multi-Modal Study (SWYMMS). While there have been efforts to identify transport alternatives, the study shows evidence of narrow scope, and dominance of pre-existing ideas and solutions, reflecting a standardised strategic outcome similar to other MMSs and a reluctance to commit to radical approaches. The paper explores reasons for these difficulties, including the extreme pressure of national and subregional political timetables on the study process, and the effects of such constraints on the consultants' work. The analysis focuses in particular on the treatment of public transport, discounted as a serious option by SWYMMS, and so sparking a series of sub-studies by dissatisfied local authorities seeking public transport alternatives. The paper argues that SWYMMS failed to deliver an alternative transport strategy, principally because of political constraints. Despite radical promise, the study has simply re-legitimised more of the same, old, transport solutions.

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PLANNING THE DEVELOPMENT OF A REGIONAL NETWORK OF TRANSPORT WITH PURPOSE OF TERRITORIAL EQUILIBRIUM

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In regional planning it is fundamental to anticipate a regular and balanced development, which also involves the transport network: This has to be as hierarchized as possible, in order to guarantee its territorial function and to have uniform accessibility to all the network's centres. Some accessibility indicators have been used to estimate the profitability of certain investments in the transport sector. Following the construction



of new transport infrastructures, accessibility variations were calculated, in order to intervene where possible, with a series of interventions of an infrastructural or political character, to re-establish a situation of territorial equilibrium both in terms of accessibility and of hierarchy of the transport network. The importance of this research derives from the fact that the use of this methodology permits planning interventions in the transport sector, which consider examining important factors such as demographic accessibility and respect of the network, contemplating, if necessary, subsidies or other interventions of a political or infrastructural character. This is a guarantee for disadvantaged areas, where there is a lack of transport infrastructures, which certainly does not facilitate the development of these centres; on contrary it causes them an even greater condition of isolation.

MEASURING NETWORK CONNECTIVITY

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Advocates of smart growth include street connectivity as a key component for good neighborhood design. Street networks that are more grid-like are preferred over networks that include many cul-de-sacs and long blocks. Advocates believe that connected street networks may reduce vehicle travel and increase accessibility for pedestrians and cyclists.

Because of the perceived benefits of street connectivity, several local jurisdictions are implementing connectivity standards. However, there is limited empirical research making the connection between increased connectivity and reduced vehicle travel and increased bicycling and walking. One of the limits of the research to date is the question of how to measure connectivity. Many studies have relied on data (e.g., the Census) which limits how connectivity can be defined. However, with more jurisdictions using GIS to create and maintain land use and transportation network databases, the ability to easily measure connectivity in a variety of ways is increased.

This paper will define and evaluate measures of connectivity that can be used by researchers developing empirical evidence linking (or not) connectivity to travel behavior, and planners who want to develop standards for new and existing development. The paper will use GIS tools and network data from the Portland, OR region. Connectivity measures will include length of block face, link/node ratio, intersection density, and block density, among others. The paper will also evaluate which of the measures of connectivity is best for measuring potential improvements for cycling and walking. The paper will use a measure developed by Hess (1997) - pedestrian route directness (PRD): the ratio of the most direct formal pedestrian route to the straight-line distance between the same points. The PRDs and walking/cycling distances will be compared to the descriptive measures of connectivity within selected subareas to see what correlations exist.

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MAKING ROOM FOR THE FUTURE: REBUILDING CALIFORNIA'S INFRASTRUCTURE

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State projections suggest that by the year 2020, California's population will surpass 50 million. That population growth, along with the state's economic expansion and higher infrastructure standards, will place new demands on its aging infrastructure systems. Unless the state acts promptly and effectively, traffic congestion, crowded classrooms, and conflicts over water are likely to increase. How well the state responds to these new demands will largely define its prosperity and quality of life for decades to come. The paper reports on a three-year analysis of the issues and opportunities confronting three of the California's major infrastructure responsibilities—education, water, and transportation. The research is based on structured interviews with over 200 state and local officials, analysis of capital outlay data, detailed case studies and an extensive review of the literature. The research results suggest that California's current approach to infrastructure capital planning and management is not adequate. There is no multisectoral vision of California's future to help set infrastructure investment priorities. The state lacks a stable source of finance for infrastructure development. Most state agencies ignore opportunities to apply conservation and demand management techniques to more effectively utilize existing infrastructure capacity. The

delivery of infrastructure projects is inefficient and costly, with budget overruns and delays common. Deferred maintenance is widespread and growing rapidly. The research presented in the paper offers a range of policy recommendations. These include: • Define California's vision for the future and use it to plan and prioritize infrastructure investments. • Introduce demand management into the infrastructure planning process. • Review user fees and develop ability-to-pay offsets. • Introduce accountability measures to foster enhanced project delivery at the agency level. • Introduce lifecycle costing and management.

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"ONLY A NOBODY WALKS": THE DEMOGRAPHICS OF PEDESTRIAN LIFESTYLES

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While more and more scholars have focused recently on the relationships between pedestrian mode choice for individual trips and the physical environment surrounding origins or the traveler's household (e.g., Handy, et al., 2002; Black, et al., 2001; Rietveld, 2001; Stead, 2001), insufficient attention has been paid to the role of walking within the household's overall travel pattern. Some households may locate to take advantage of pedestrian accessibility, either due to a lack of vehicle or to a preference for walking to certain destinations, such as shopping and entertainment (Krizek and Waddell, 2001). It is important to understand households for whom pedestrian access is a major means of urban mobility, particularly given physical development strategies (such as "Smart Growth" in the United States) aimed at encouraging non-motorized accessibility. The current study uses a national travel diary survey in the USA—the 1995 Nationwide Personal Transportation Survey, and its successor, the 2001 National Household Travel Survey—both to analyze the role of walking in the travel patterns of household types, and to assess whether shifts in the proportion of pedestrian-prone households can help to explain declines in walking behavior. Statistical analyses determine whether such shifts have a significant effect on the number of households evincing pedestrian behavior and on the amount of walking these households undertake. Such household-type and lifestyle-based analyses of pedestrian behavior must, in the future, undergird research on housing preferences and the influence of residential location on evolving metropolitan travel patterns.

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LAND USE, TRAVEL CHOICE, AND GREENHOUSE GAS FORMATION: METHODOLOGY AND RESULTS

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While considerable research has been done within the U.S. and around the globe to identify strategies to reduce air pollutants associated with urban transportation, relatively little work has been done to assess the impacts of travel choice on greenhouse gas formation. Significant findings have been presented in association with the Kyoto Treaty suggesting that global warming must be dealt with in the near term (Center for Clean Air Policy, 2002). Research is needed to better understand what causes greenhouse gas formation and what policy actions could be most effective at reducing CO₂ levels in the near and longer term. The formation of carbon dioxide (CO₂) is closely tied with vehicular travel in general, and speed and distance of travel in particular (Ross, 1998). Additional research also shows that land use patterns in which a household is located is strongly tied to the amount of miles of travel that is generated by that household (Holtzclaw et al, 2002; Frank et al 2000). Research shows that CO₂ is the result of energy combustion rendering the United States the largest generator of CO₂ on the planet. While the ill's associated with other criteria pollutants mainly impact the region of origin, greenhouse gases have a global impact. This paper argues that research is required to identify meaningful strategies to offset the formation of greenhouse gas formation. An underlying factor in the demand for travel and consumption of fossil fuel is the arrangement of activities and the design of transportation systems within urban environments. This paper assesses the role of land use and transportation choices on the formation of greenhouse gas formation within the Seattle Region using recent travel survey data and detailed parcel level land use information. Trips are segmented based on facility classification and assigned a speed and emissions factor based on modeled performance. Findings are presented that show relationships between detailed measures of land use mix, density, street network design, household travel, and levels of CO₂. Policy implications are drawn from this work and next steps in the research are suggested.

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PLANNING BY INFRASTRUCTURAL PROJECTS

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Plans and territorial projects seem to be the two sides of the same coin: i) plans as intelligent and selective containers and ii) territorial projects as co-ordinated and planned projects.

Territorial planning is one of the most contradictory events of Italian planning history: in fact on the one hand the long standing planning tradition focussing on the procedures, practice and notions leads to the plan as a the framework giving territorial transformation projects consistency and rationality. Such procedures are outdated and refer to an authoritative approach to local administration: practices are often useless and rhetorical. On the other hand, investments in territorial projects appear to be a mixed bag without one rational framework to inform them. Such trends can be observed locally and regionally in the various tiers of government and in national planning, especially in the field of infrastructures. Some of the projects are justified in themselves but fail to form a consistent picture as a whole, are not easily placed in an area, and can be inconsistent with local policies. These policies are rarely if ever part of district policies.

The creation of yet another co-ordinating body with a new remit of authority for territorial (urban and wider) policies might be seen by some as a means to overcome the above described mismatch introducing more effective long term implementation strategies. The author does not believe this to be the right approach as procedural and technical devices do not offer hope to overcome issues that stem from the structure of the territorial projects managed by Local Authorities.

A more productive approach might suggest territorial projects as opportunity to draft new plans, rather than viewing plans as a framework informing territorial projects. In

other words, projects may lead to the need of a plan rather than plans being the context for the development and planning of projects.

The paper will discuss whether plans can be seen as a support and in fact consistency-test of area policies based on territorial plans able to support cumulative effects. Were plans to be thus conceived they would be considered as a means to monitor (and control) and channel these effects consistently with policy objectives rather than as a tool to outline long term horizons where projects and plans can subsequently be positioned.

The idea the author wishes to develop is that territorial planning could perform a useful role if it referred to fundable projects ready to be implemented and to be used as aggregation and trigger factors rather than unlikely comprehensive scenarios. As a result rather than generating comprehensive scenarios and giving rise to visions they could merely be used to develop area policies.

INTEGRATED TRANSPORT PLANNING: A CASE STUDY OF REGIONAL PLANNING IN THE UK

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Cities and regions of all sizes and types are confronted with the same challenge: the promotion of more rational and sustainable forms of urban mobility. The UK is the most car dependent country in Europe. Only Spain has a higher volume of traffic on its roads. Car miles travelled per person in the UK have increased by more than 50% over the past 20 years (DfT, 2002).

The integrated management of transport, infrastructure, urban development and environmental protection are seen by the EU and the UK government as essential for achieving more sustainable development. Both promote the 'spatial planning approach' at the regional level as the means of achieving integrated management. The UK government's 1998 white paper on the future of transport (DfT, 1998) emphasised the importance of consistency and integration between transport policies and land use planning. Better integration is seen as a key element in supporting more sustainable travel choices and in reducing the need to travel.

The research has involved the documentary review of transport and land use plans at the regional and local levels. Two case studies are presented in this paper, the conurbations of Avon and Tyne and Wear. Research by Vigar et al (2000) between 1995-1997 found that whilst definitive shifts in transport planning rhetoric and practice had occurred in recent times, shifts toward demand management have been slow due in particular to local cultural and political difficulties.

The paper examines:

- The extent of consistency between transport and land use strategies in this hierarchical (re)formulation of policy in national, regional and local plans in the case study areas.
- The extent of, and mechanisms for, integration of physical environmental change and social and economic change through spatial planning, especially at the city-region level. The main focus is directed to the integration between land use plans and transport plans at the regional level and their implementation at the local level.

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REGIONAL PATTERNS OF DEVELOPMENT AND TRAVEL BEHAVIOR

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Several theoretical and empirical studies have shown a relationship between land use patterns and transport. However, while most of this research agrees on the fact that such a relationship exists, there is considerable disagreement as to the nature of this relationship. This is especially apparent when it comes to describing the relationship between urban settlement patterns and transport at a regional level (e.g. Banister, 1992; Næss, 1993). In the debate on sustainable urban developmental patterns, this has been a main source of contest between "centrists" and "decentrists" (Breheny, 1995). This paper examines the relationships between regional patterns of development and travel (e.g. trip distances, modal split between different means of transport and the

total volume of transport) among households across three selected counties in Denmark, focusing on the following main questions:

- To what extent does the geographical dispersion of urban centers have an impact on the inhabitants' amount of travel and modal split between different means of transport, and what is the nature of this impact?
- Is a polycentric regional pattern of development more transport-efficient than a monocentric regional pattern of development?

These questions are addressed mainly by means of statistical analyses of data from a combined individual/household survey among some 1100 households, including demographic, socioeconomic and transport characteristics of the respondents as well as characteristics of their residential locations. The information provided by this quantitative material is supplemented with findings from qualitative interviews of households in the Copenhagen area and a small town in the county of North Jutland.

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WHY ARE WOMEN'S TRAVEL PATTERNS DIFFERENT THAN MEN? A STUDY OF THE TRENDS

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Differences in women's and men's urban travel behavior shed light on the ways the two sexes experience movement and utilize the physical networks within the cities. The higher number of trips and trip-chains and the less total amount of travel women make are two of the most distinguished ways in which women's travel behaviors differ from men's. One question that is often asked, but inadequately answered is that of why these differences exist. Do constraints posed on women in a patriarchal society prohibit women from traveling longer miles, or making less trips? If this is so, do such differences decrease as women increase their human capital - as in the last four decades? In other words, which one is a more effective determinant of the gender gap in travel behavior: household role, or human capital?

In order to answer these questions, I use household structure as an indicator of household responsibility, and individual education level and household income level as indicators of human capital. I tabulate the travel behavior of men and women in different household responsibility and human capital groups, and analyze the corresponding relationships. I assess this relationship for the years NPTS data was available, i.e. 1977, 1983, 1990, and 1995. My results depict the trends in gender gap by household structure and human capital for all these years.

Results show that women are more active at the work place and thus are driving more miles; but they still make higher number of trips due to the lack of substantial change in sharing household responsibilities; women's new responsibilities are only adding to the old ones, not replacing them.

The results of this research has numerous planning and policy implications. Since they illustrate how men and women differ in reaping the fruits of a physical-network society, it does suggest that urban plans and policies should be designed in a way to even-out the gender differences.

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SPATIAL ANALYSIS OF JOB ACCESS IN TOKYO METROPOLITAN AREA

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Understanding spatial patterns of residence, employment, and transportation is of great interest to planners and policy makers. Calculating job accessibility that takes into account job seekers, job openings, and transportation, Shen (1998, 2001) and Kawabata

(2002) find that in U.S. metropolitan areas, job accessibility is much lower for transit commuters than for auto commuters and also find that the mode of travel has greater importance in determining job accessibility than location. This paper extends their research by examining spatial distribution of job access in Tokyo.

Tokyo's urban spatial structure is quite different from U.S. areas' structures. While most U.S. metropolitan areas have sprawling and auto-oriented development patterns, Tokyo takes monocentric form, having highly centralized employment and well-developed public transit systems. Examination of spatial variation in job accessibility in Tokyo gives a perspective of urban form in Tokyo and also has implications for American urban forms.

Specifically, this study asks the following two research questions: (1) What are the geographies of workers and jobs in Tokyo? and (2) What are the spatial variations in job accessibility for transit and auto commuters? Which has greater importance in determining job accessibility in Tokyo, residential location or travel modes?

Primary data sources are 2000 census data and person trip data. For the calculation of job accessibility, this paper uses Shen's (1998, 2001) refined formulas that incorporate both the supply and demand of the labor market and the mode of transportation. Geographic Information Systems (GIS), c programs, and TransCad are used to calculate and visualize job-access measures. The resulting measures are analyzed to indicate urban structure in Tokyo and are also used for discussion of desirable and sustainable urban form.

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THE OPTIMAL LOCATION OF FIRE STATIONS IN THE SEOUL METROPOLITAN REGION

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Determining the optimal location and the efficient number of public service facilities within a region has been an important problem to urban planners who pursue the efficient allocation of limited city resources. Fire stations are one of the basic public facilities that affect residents' quality of life. The rapid fire fighting service reduces human life loss and property damage from fire incidents. Thus, urban planners have developed public service siting methods including optimization techniques or geographic information systems.

The objectives of this research are: (1) to investigate the applicability of different public facility optimization models to the optimal location of fire stations in terms of served population, employment, or fire incidents, and (2) to compare optimized results among the different models in the Seoul Metropolitan (SM) Region.

Administrative districts of 1,140 Eup, Myeon, and Dongs in 2000 are used as the basic analysis units. The 6.1 version of LINDO software is applied to solve location set covering problems. Various socio-economic data sets including population, employment, fire incidents during the period of 1985 to 2000 are used as the input data sets for objective functions.

Results for the optimal station number show that the existing stations are not sufficient to provide emergency service. Different optimization models provide different solutions in optimal location of fire stations. In addition, optimization results using the same model are different, when we use different socio-economic data sets.

The results from different cases are compared in terms of fire station location and served areas. GIS is used to present the results.

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ANALYSIS ON ENABLING TECHNOLOGIES FOR LOCATION-BASED SERVICES TOWARD DEVELOPING INTERFACE STANDARDS FOR MULTI-MODAL LBS

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The location-based services (LBS) are the new face of the wireless Internet. Advertising and e-commerce consulting firms predicts that by 2005 LBS market will reach \$11-\$15 billion in revenue and as many as one billion Internet-enabled handsets will be in use. With this growth potential, LBS present a substantial emerging market opportunity for wireless providers.

The purpose of this paper is to review various technologies that have made location based-services (LBS) feasible with particular emphasis on standard technology. The paper reviewed positioning technology, intelligent transportation systems (ITS), geographic information systems (GIS), Internet technology, wireless communication technology and standard technology. The need for standards has been analyzed for making LBS interoperable.

Upon reviewing technologies that made LBS feasible, the paper focuses on developing interface standards for multi-modal routing and navigation services for LBS as an international standard for the international organization for standardization (ISO). Toward developing an international interface standard for multi-modal LBS, the paper attempt to identify key parameters that are to be standardized. The potential roles and functions of interface standards for LBS are discussed further.

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METHODS FOR UNDERSTANDING THE BENEFITS OF BICYCLE FACILITIES: AN INTERPRETIVE REVIEW

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Considerable effort at all levels of international planning aim to increase levels of bicycling. Making best use of funding for bicycle facilities requires knowledge of the supposed benefits that would result. Estimating the benefits, however, is challenging. Some can be quantified but not easily converted to a monetary measure; other benefits are extremely difficult to measure at all. The task of identifying and quantifying such benefits are ones that have been investigated in various contexts through previous work. Past strategies include: (a) using a traditional benefit-cost framework to estimate dollar amounts for economic, health, and other aspects, (b) advancing methodologies to estimate costs per vehicle kilometer using different means of transportation, (c) better understanding economic benefits in terms of dollars devoted to tourism, retail, etc. or the effect of cycling-related infrastructure on property values and crime, (e) investigating the effect of cycling has on tourist economy.

Two issues remain outstanding: (1) understanding each benefit in a framework that is consistent and allows for comparison, (2) reliably estimating many of the benefits given

available data, knowledge and methods. This paper therefore describes, reviews and interprets the methodologies used in doing so. Six categories of benefits are identified: user transportation benefits, user safety benefits, user health benefits, social transportation (air quality and energy) benefits, social livability and option value benefits, and agency benefits from right-of-way preservation. The paper explains how some are estimated using advanced transportation and econometric methods and how others use existing literature and quasi-Delphi approaches. Strengths and weaknesses of the different strategies are identified, discussed, and explained. The paper concludes by suggesting an approach to understand and estimate each benefit using a consistent framework.

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QUANTIFYING THE BUILT ENVIRONMENT: THE WBC ANALYST

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Walking and biking, recognized as both common types of exercise and viable modes of transportation, are being promoted by the public health and urban/transportation professionals. A community-based strategy involving changes to the built environment to better accommodate pedestrians and bicyclists is receiving growing attention. However, specific attributes towards the environment that promote or hinder walking and biking, and methods to quantify the forms and characteristics of the environment are only beginning to be understood.

This paper discusses the WBC Analyst, an ESRI ArcView 3.2 Extension created for the Walkable and Bikable Communities (WBC) project funded by the Centers for Disease Control and Prevention (CDCs), to offer objective and efficient ways to measure the built environment. This extension computes land use and urban form variables related to walkability and bikability on multiple locations automatically.

The WBC project uses this extension to perform three types of measures including over 100 individual variables. First, home-based proximity measures address accessibility from home to popular destinations, such as retail stores, schools, and service and recreation facilities. Second, home-based buffer measures concern neighborhood characteristics from both land use and urban form perspectives, including residential density, street block size, and land use mix. While both home-based measures focus on origins as generators of walking and bicycling, the third type, neighborhood center-based measures, quantitatively define and characterize destinations or clusters of destinations as the attractors.

GIS's capability to efficiently measure complex aspects of the built environment help understand the impact of the physical environment on people's walking and bicycling behaviors. With its versatile and user-friendly functions, the WBC Analyst presents the potential to become a valuable tool for researchers and practitioners as well as policy-makers in various fields and sectors promoting walkability and bikability in the communities.

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TRANSPORTATION AND LAND-USE PREFERENCES AND RESIDENTS' NEIGHBORHOOD CHOICES: THE SUFFICIENCY OF "SMART GROWTH" IN THE ATLANTA REGION

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US transportation and land use research frequently examines the question of the potential for "alternative" forms of development--such "smart growth," "New Urbanism," transit villages, jobs-housing balance--to moderate automobile travel. Within this framework, the implied justification for planning interventions for these development alternatives is their proven capacity to reduce vehicle miles traveled (VMT) or otherwise "improve" people's travel behavior. Sprawling, auto-oriented development is viewed as a "state of nature"--or at least market--deviations from which are to be justified through scientific proof-of-benefit. This view appears to underestimate the extent to which current governmental interventions--transportation regulations, zoning codes, subdivision requirements--preclude the development of the land use alternatives and constitute a regulatory template for metropolitan sprawl.

We argue that in the current regulatory environment in the United States, significant number of households with preferences for pedestrian- and transit-friendly environment are unable to satisfy those preferences. This paper presents evidence from a stated-preference survey of 1400 households in the Atlanta, Georgia metropolitan region. The paper develops a neighborhood preference scale based on tradeoff-styled questions. It builds a second index on the extent of desired land-use and transportation change between one's current neighborhood and a desired future neighborhood. The relationship between preferences and direction of change is examined; for the majority of the population, preferences for pedestrian and transit-friendly neighborhoods is strongly associated with desires for change in neighborhood characteristics. This suggests a systematic inability of individuals with these preferences to satisfy them in the metropolitan context studied. In this we argue for policy attention to alternative development forms based in choice, and not strictly the capacity to reduce automobile use.

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CONNECTING SAN FRANCISCO TO THE WORLD: EVALUATING THE BART AIRPORT EXTENSION

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Despite the disruptive impacts of the terror events of 11 September 2001, airports remain key transportation hubs of the global network society. Related to the much-discussed airspace and landing capacity constraints at major airports, "landside" ground access capacity is also constrained in the face of major forecasted growth in air travel. Associated with airport capacity improvements, rail access projects have become common in 'global' cities. A case example is the recent extension of San Francisco's Bay Area Rapid Transit (BART) urban heavy rail system to San Francisco International Airport.

This paper explores the political history of the planning decisions that led to the building of the extension to the airport. As the project will be completed this spring, the paper should also provide an early assessment of the new BART extension's performance. Using contemporary journalistic accounts, existing airport surveys, consulting reports, and interviews with key participants in the project's planning debates, the evolution of the major \$1.5 billion infrastructure project is explored. The political motivations (and alternative visions) behind the process of building BART to the airport are of particular interest, and two lens of perspective are employed.

The first lens is a functional analysis of the viability and need for the extension. Given the early criticism of the original BART system (Hall), why and how the decision to further expand the system was reached is of considerable relevance. Does BART fare better with a connection to the airport, or is it another poor idea? By connecting to the airport, will BART stations prove more attractive to transit-oriented development? The second lens involves an analysis of the symbolic nature of the BART extension. Given that airports are clearly important elements of the global network economy, how did the

symbolism of the extension to the airport affect the politics and the planning behind the project?

NOTE: Drawn from an approved dissertation proposal. Advisor: Professor Martin Wachs

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DO ENVIRONMENTS SUPPORTIVE OF WALKING PROMOTE PUBLIC HEALTH BENEFITS? AN INVESTIGATION OF WALKING AND CYCLING ON A UNIVERSITY CAMPUS

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In this paper, we report the findings of a pilot study that investigates the levels and determinants of walking and cycling associated with downtown university campuses. In it we argue that campuses are a model for the neotraditional neighborhoods promoted by New Urbanism and public health advocates, and are therefore good sites for investigating the links between the environment and physical activity.

First, we investigate the extent to which campus users walk or cycle between destinations once on campus. By focusing on the population of a workplace, we minimize the threat of selection bias present in much of the literature on the environmental and physical activity to date. People may move into neighborhoods with good accessibility, connectivity, and aesthetics because they do not have an automobile or prefer not to use one (Frank and Engelke, 2001). People are much less likely to take these factors into consideration when deciding whether or not to accept employment or admission to a university.

Second, we investigate whether the choice to live within walking or biking distance of campus actually results in more walking and cycling. Several studies have found that the proximity of commercial and/or mixed use development to residences is associated with a larger number of walking trips (Handy 1996; Shriver, 1997). A number of studies investigating land uses that are considered New Urbanist however, have found that the shorter trip distances and decreased travel times result in more auto trips as well as more walking trips (Boarnet and Crane, 2001).

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WALKABLE COMMUNITIES: CORRELATES OF WALKING FOR TRANSPORTATION VERSUS PHYSICAL ACTIVITY

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Walking, as the most popular source of physical activity, help address numerous health problems associated with sedentary lifestyle. Walking is also a travel mode, and can help reduce automobile dependence. Growing evidence suggests that the forms and characteristics of built environment influence levels of walking. Further, it appears that walking for transportation is influenced by a different set of determinants than walking for physical activity or exercise.

This paper examines the associations that specific physical environmental variables have with (a) transportation-based walking, (b) recreational walking, and (c) both types of walking. Variables selected are based on the review of previous empirical studies and theoretical frameworks in the fields of public health, urban planning, and transportation planning. Data include both subjective and objective measures of walking

and environments. Subjective measures consist of 620-respondent telephone interviews, which include pre-tested or validated questions on walking, biking, transit use, neighborhood perception, attitude, and socio-demographic information on each respondent. The objective measures are generated using GIS, which include various proximity and urban form measures based on both the respondent's household location (trip generator) and the neighborhood center (trip attractor).

Bivariate and multivariate correlation analyses are performed to examine the relationship between environmental variables and levels of walking for transport or physical activity. This paper points out how similarly or differently these two types of walking are associated with individual environmental variables. The potential threshold effects of these environmental variables are also identified. This paper concludes with the discussion of the future environmental and policy interventions to improve the pedestrian environment and to assess their significance in addressing both transportation and public health objectives.

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REGIONAL FREIGHT ACCESSIBILITY STUDY

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Most accessibility studies have focused on personal activities, such as job accessibility. By recognizing the significance of freight transportation in regional economies and infrastructures, transportation planners have had growing interest to the accessibility of freight facilities. However, data on freight flows are costly and difficult to obtain. This study utilized a regional input-output model to obtain data on freight flows to and from traffic analysis zone (TAZ). The freight flow data were used to estimate freight accessibility of each TAZ. This approach was implemented to study the freight accessibility in the SCAG (Southern California Association of Government) region. The patterns of freight accessibility provided useful information for regional transportation planning.

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PUBLIC INVESTMENTS AND REHABILITATION OF METROPOLITAN AREAS: THE CASE OF THE NEW SETTLEMENT FOR THE MILAN INTERNATIONAL FAIR

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Public investments, namely infrastructural networks, transports and individual works, often follow the localisation of strategic functions within the metropolitan field. In order to avoid the risk that such public investments only support single private or public projects, it is necessary to exploit the existing physical capital, linking development, regeneration of vast areas and urban betterment. A structure plan can assure the

synergy between conspicuous public investments and important projects, in a threefold way:

- building a spatial long - term frame for all interventions, evaluating site alternatives and local resources;
- emphasising the relationship between new projects and the existing values both of the urban areas and of non urban areas;
- gathering social consensus on large projects, counterbalancing intrusive works with different tools for compensation.

A relevant test of this approach is under implementation for the second pole of the Milan International Fair. Presently the Fair is located in the city centre with huge problems of congestion. A new settlement is under construction at the outskirts of Milan in the direction of Malpensa international airport, the opening is expected in 2004: it will convey a great economic and social significance and enable Milan Fair to compete with other first- rate European Fairs. The project suffers from a contradictory framing, yet unsolved: a) the choice of the abandoned oil refinery has correctly been made at the beginning of the Nineties, on the basis of an evaluation of 7 sites around Milan, but lacking of a territorial plan; b) the new settlement takes advantage both of the metropolitan location and of prominent national contribution for new infrastructures, such as roads, high speed railways, metropolitan transports, but risks to produce negative effects on the surrounding urban context; c) the Province and the municipalities involved decided only few months ago to draw up a structural plan, aiming to support the regeneration of their urban physical capital, the enhancement of environmental opportunities and an economic renaissance.

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INFRASTRUCTURE CORRIDORS AND LANDSCAPES WITHIN EUROPEAN PLANNING POLICY

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"Landscapes of the infrastructural corridors" is in the works research of the Department of Environment, Networks and Landscape (DART) of the Faculty of Architecture, University of Pescara.

It is drawn from an doctoral dissertation proposal, approved in September 2002 and having as advisor prof. Roberto Mascarucci - Promana@libero.it.

The research wants to deal with the relationship between European infrastructures corridors and landscapes, which are crossed by them, to verify the contribution new landscape integration planning approach could make to define methods and general criteria useful to creation of "landscape integrated corridors".

It is necessary redefine the meaning of "corridor", moving from exclusive transport linear system towards crossed landscape and environment integrated system.

Network system able to include not only mobility infrastructures, but also natural, cultural and environmental infrastructures, to ensure a comprehensive development of the society.

Aims are to give central European administration indications of method to modify its schemes and criteria to select TransEuropean Networks and Pan-European Networks planning. Occasion is the review of the schemes and criteria, used to select European interest projects, according to 2004 enlargement towards East Europe.

Infrastructures planning has been always separated from urban and landscape planning, although it has been, and still is, directly connected to settlement and landscape features. It followed logics not careful to landscape and local scale contest.

Because of proposed infrastructures transformations according to European enlargement, it looks important to consider the building of infrastructures as occasion to enhance and develop crossed territories.

The research could be developed into several sectors and branches from studying the different meanings of corridors to planning "landscape integrated corridors", from understanding the European criteria to applying new ones to practical study cases in Europe, through workshops and seminars.

References:

- 1)relationship between infrastructure investment and land development
- 2)in what way should the relationship above said shape policy?

RECLAIMING GROUND - JOINT DEVELOPMENT OF TRANSPORTATION CORRIDORS

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This dissertation proposes to test the hypothesis that the utilization of highway air rights in transportation corridors may unlock untapped socioeconomic resources in the urban context. As cities are reaching critical densities of urban fabric, they face the dual problem of rising real estate values and vast areas of land in valuable locations occupied by highways and railways along with their supporting operations. Right-of-ways of both highways and railways, slicing through dense urban fabric, often act as barriers to growth. Further, they tend to generate edges which are problematic to use in positive ways and that physically delineate social separation. An answer to this phenomenon may be the joint development of air rights associated with urban transportation corridors by providing a means to re-knit disrupted neighborhoods. Comprehensive planning of the corridor may provide new opportunities for urban and economic redevelopment of a metropolitan area. Not only do air rights increase the city's tax basis but they also unearth the economic potential that lay dormant since the transportation corridors were first carved out of the city fabric. Consequently, joint development may provide a newfound opportunity for real estate investment in the city; one that fully utilizes the synergies inherent in integrating high mobility and a mix of activities and uses in a prime location. With this in mind, the research presented herein hopes to contribute to the field of urban development by identifying the political, social, economic, developmental, design and construction parameters surrounding utilization of corridor air rights. Recently completed and proposed projects have been selected and analyzed in the form of case studies and surveys have been used to collect data on financial structures, legal frameworks and design guidelines of innovative metropolitan areas engaged in joint development. Finally, the findings were processed using financial and social indicators so as to inform the air rights constituency of successful strategies for public-private collaboration in the joint development of transportation corridors.

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THE IMPACT OF URBAN TRAFFIC ON THE URBAN LIVING CONDITIONS OF CZECH TOWNS AND CITIES

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The current unsatisfactory state of traffic in historical Czech cities has a number of causes. One of them is the discrepancy between the layout of the urban structure and the present-day requirements made by the volume of traffic. The physical environment of Czech towns and cities was formed for less demanding modes of traffic. Other traffic problems are caused by the distribution of urban activities, which is unsuitable at the present time, this distribution having been strongly affected by the strict segregation of functions. As a result, the origins and terminations of traffic have been spread throughout a large area, this results in an enormous growth of internal urban traffic. The current state is also due to a predominantly technically oriented solution to this problem that showed no respect for urban and environmental requirements.

The impossibility to implement high-aiming conceptions which would follow each other proved a serious problem. The slow implementation of these conceptions resulted in the fact that doubts were expressed about the capability of the system to cope with the complicated traffic situation. Gradually, the conviction was ripening that the efforts aimed at adapting urban structure to the requirements made by traffic were of no avail. New views of the solution to this problem are characterised by direct support for public, pedestrian and cycle transport. Due to the change of economic conditions, the current favourable modal split between public and individual transport (75:25) will be getting balanced. Together with the growing mobility, this will force us to look for possibilities of adapting traffic routes to the urban structure. When reducing traffic in historical cores of towns and cities, it is necessary to provide for suitable motor-traffic routes outside these centres, preserving, at the same time, the urban character of streets.

For this purpose, it is necessary to establish new categories of streets, focusing maximum attention on all aspects (urban, architectural, traffic, environmental, hygienic etc.) of the layout of these streets.

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NO TITLE PROVIDED

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Since the 25th of March, 2001, Parisians have elected a new mayor, partly because of its innovative projects about urban transports. In 2003, this new policy is partially done, excepted the tramway network which is planned for 2006.

This paper, based on a specific methods, has two main aims: firstly, it will investigate the new transport policy already functioning in Paris, and secondly, it will give an evaluation to recognize whether this new urban transport policy has had effects on the mentalities of several Parisian actors like planners, politicians, citizens, cyclists or car drivers for example.

Our paper will be divided into three parts:

The first and second parts will be focused on the new urban transport policy. We will analyse two examples of actions and facilities relatively 'revolutionary' for the Parisians: cycling bus lanes and the Paris-Plage event.

The first of these examples cycling bus lanes, had been chosen because of the fact that it has had a wide impact, not only in Paris (every day life, street, people, urban transport), but also in the whole country (the Paris' cycling bus lane's method is reproduced in many other French cities).

The second of these examples, Paris-Plage (from the 21st of July to the 18th of August 2002), had been chosen because this facility (a downtown greenway along the Seine River) has been used by 2.3 million people (pedestrians, rollers, cyclists, disables, scooters...) and helped to decrease from 4.5 to 5% the Paris' car traffic.

These examples will be analysed thanks to a method who will combine our PhD results (about complementarities between bicycle and public transport), interviews press articles, maps, photographs and countings.

The third part of our paper will intend to evaluate the effects of this new transport policy (thanks to tabs). Then, we will analyse several actors of the capital in their conception of the new urban transport plan: planners, politicians, journalists, public transport users and responsables, cyclists, roller-skaters, scooters, pedestrians, car drivers, motorcyclists and disabled people.

RESIDENTIAL LOCATION, TRANSPORTATION, AND LABOR MARKET OUTCOME OF LOW-INCOME WORKERS: A CASE STUDY OF WELFARE RECIPIENTS IN MILWAUKEE, USA

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The exiting literature on the effects of spatial factors on labor participation of low-income people has been based on cross-sectional studies. Typically, low-income people's residential location and transportation means are assumed to be fixed. Little is known about how low-income people make adjustments to their residential and travel choices in order to improve their situation in the metropolitan labor market. In our paper, we attempt to fill in this knowledge gap by closely examining the time-series (from 1997 to 2000) data on the home addresses, car availability, and employment status and wage rates for welfare recipients in the city of Milwaukee, USA. This database allows us to identify changes in residential location and car ownership for individual welfare recipients, and correlate these changes with their employment status and wage rates. Two hypotheses are tested. First, welfare recipients who have changed residence and/or purchased a car during the four years tend to have a higher level of job accessibility than before. Second, welfare recipients who have changed residence and/or purchased a car during the time period tend to be more successful in the labor market than their counterparts. We calculate employment accessibility measures for different residential locations and travel modes to test the first hypothesis. We estimate a binary logit model of employment status and a regression model of wage rate, which include personal and residential neighborhood characteristics, employment accessibility, and car ownership as independent variables, to test the second hypothesis. The findings, we believe, will provide timely information to policymakers as the welfare reform is expected to be under evaluation for reauthorization in the near future.

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CRUISING FOR PARKING

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If curb parking is free and overcrowded, drivers must spend time searching to find a vacant space. This paper shows that cities inadvertently create the economic incentive to cruise for curb parking when they charge too low a price for it. The first research on cruising was done, appropriately, in Detroit. A study in 1927 found that between 19 and 34 percent of the cars driving in the CBD were cruising for curb parking. Subsequent studies in European and American cities have found that between 8 and 74 percent of cars in the flow of traffic were cruising for parking, and that the average time to find a curb space ranged between 4 and 14 minutes. How do drivers decide whether to cruise for curb parking or pay for off-street parking? To answer this question, suppose that curb parking is free, but that it takes time to find a vacant space. Drivers do not consciously calculate whether to cruise or to pay, but they are more likely to cruise in response to lower prices for curb parking and higher prices for off-street parking. To test these predictions, my research assistants and I made 240 observations of cruising for parking in Westwood Village, a 15-block commercial center in Los Angeles. The average cruising time to find a curb space was 3.3 minutes. We estimate that, over a year, cruising for parking at the 470 curb spaces in Westwood creates 945,000 vehicle-miles of travel (VMT)—equivalent to 38 trips around the earth, or two round trips to the moon. All this excess VMT refers to the searches for curb parking after drivers have reached their destinations. Because many cities have large areas where drivers must spend several minutes to find a curb parking space, cruising for all the free curb spaces in all the congested cities on earth must waste a stupendous amount of fuel, create an astonishing share of traffic congestion, and generate a staggering quantity of air pollution. Cities create all these problems when they underprice curb parking.

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INFRASTRUCTURES IN EUROPE: TOWARDS UNDERSTANDING THE PAST PROCESSES IN THE LIGHT OF THE FUTURE

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In Europe, privatisation of public utilities based on technical infrastructure started in the eighties as Thatcherism, an early version of neo-liberalism in the UK, and expanded in the rest of Europe. This process took place with a different pace in different countries and became particularly interesting in the sectors of telecommunications and transport. Twenty years later, the time has come for neo-liberalism and its impacts on infrastructure to be evaluated.

In this paper, I will try to illuminate in a theoretical way, from the point of view of critical political economy, the causes of those first developments and the main steps and processes until today, trying to make a first account of this track using examples from the European experience. The basic explanatory tool is the recognition of the fact that every accumulation regime is related to a system of General Conditions of Production, part of which is infrastructure. The question then is whether the (different) development of the General Conditions of Production in the different European countries, and the wavelike pathway towards a European accumulation regime in the context of globalisation, determine a new trajectory of European infrastructures further and above the up to now simple logic of neo-liberalism?

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WHO DECIDES THE SHAPING OF THE URBAN LANDSCAPE?

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As we plan, design, build and rehabilitate a city's physical infrastructure, several questions arise: the purpose of the proposed project(s), project location, who benefits, how much will it cost, who pays and, who makes the decision. The final question "who decides" carries considerable weight. It not only decides which projects will be selected but inevitably determines who benefits, who pays and possibly, for how long. Several players are typically involved in the decision making process regarding a city's infrastructure. These include; the public, via voting and public participation; politicians via the City Council or County Commission final vote; and, engineers, planners and other professionals involved behind the scenes. This paper focuses on who makes the decisions regarding the selection of water infrastructure project at the local municipal level. The paper takes a multidisciplinary approach to understanding the decisions regarding project selection and expenditures in the City of Houston between 1992 and 1999. Data was collected for both quantitative and qualitative analysis. The results show that while the final say regarding a capital project may seem to lie in the hands of the politician, there is an informal level of decision making that governs the overall process. The paper ends with a discussion of how planners and planning can negotiate between the two levels of decision making. The purpose, to provide for a more sustainable community.

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TRACKING AUTOMOBILITY, EMPLOYMENT ACCESSIBILITY, AND EMPLOYMENT DECENTRALIZATION: A COMPARATIVE STUDY OF THE DETROIT AND PORTLAND METROPOLITAN AREAS, 1990 - 2000

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Even though transportation professionals aim to improve both automobile flows and access to jobs, recent research suggests that gains in automobile may actually lead to diminished employment accessibility (Levine and Garb, 2002). Much transportation and land use research covers the importance of employment accessibility gains; nevertheless, previous research tends to neglect two important factors. First, employment accessibility alone tends to be assessed. Examining shifts in (1) automobile and (2) residence and employment decentralization may explain increased losses or limited gains of (3) employment accessibility in a quantitative way. Second, different metropolitan forms and transportation and land use approaches may lead to different accessibility and mobility outcomes. In particular, inequities of those gains or losses in different income and racial groups may be particularly serious.

In this paper, through a comparative study of two contrasting metropolitan forms, Detroit and Portland, changes in automobile, employment accessibility, and residence and employment movements are examined between 1990 and 2000. We take the Detroit metropolitan area to represent an already-sprawled metropolitan area based on a traditional mobility-based transportation policy. As a counterpart, we take the Portland metropolitan area as a compact metropolitan area based on accessibility-based transportation policy. Gravity-type employment accessibility scores and automobile measures, average work trip travel time and peak period highway travel speed and delay will be estimated and compared using the Census Transportation Planning Package from 1990 and 2000 and transportation modeling network data provided by the Southeast Michigan Council of Governments and Metro, the Portland Metropolitan Planning Organization. Geographic Information Systems analysis will be used to track movements of residence and employment locations. In order to support interpretation of the study results, a historical review of transportation investment policies will be done. In addition to examining the entire population, shifts in automobile, employment accessibility and residence and employment decentralization on different income and racial groups will also be assessed.

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SERVICING THE CITY OF LJUBLJANASTANIC, Ivan*Urban Planning Institute of the Republic of Slovenia, Ljubljana, Slovenia**ivan.stanic@urbinstitut.si*

The historical urban structures of cities are becoming an attraction and economic potential. However, how do we overcome conflicts between quantitative growth and qualitative development, integrate built heritage as the motif of urban planning and strengthen the historical continuity of the city, direct development in a sustainable manner and develop the city's supply of functions evenly and with adequate accessibility, are some of the issues addressed by the paper.

Defining a definite value system that could globally depict the state of present spatial and social relations is an almost intangible act. Contemporary urban paradigms speak about directing development inwards. Such development should exceed and further develop the recognised urban structure, as a whole and its particular parts. This means that spatial distribution can be understood as a series of independent and disconnected segments or intentional restraint from concrete or holistic and compact manifestations of physical reality, which is also a response to a changed technological framework enabling existence.

Such understanding of reality must achieve adequate response in planning documents, whose purpose is to establish concrete values for future development and to define priorities in development or environmental protection. The fields of planning interventionism therefore have to focus only on the key issues affecting the quality of life of all the population.

The paper will focus on the key issues of the new master plan of the city of Ljubljana, especially the connectedness between civic programmes, accessibility, distribution and their relations to the housing areas of the city.

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BEHAVIORAL RESPONSE TO TRANSIT INVESTMENT: UNDERSTANDING RIDERSHIP AND URBAN DEVELOPMENT IMPACTSSUNG, Hyun-Gun*University of California, Los Angeles, Los Angeles, United States**hgsung80@ucla.edu*

The paper is to investigate impacts of transit investment on both ridership and urban development by identifying its behavioral responses. In general, transit investment has been expected not only to attract new transit riders because of its improved accessibility, but also to induce urban development near transit stations due to relative location advantages on real estate market. Although both of the effects are characterized by a sequence of behavioral responses, few studies consider transit ridership and urban development simultaneously as the effects of transit investment. Furthermore, there is a gap between expectation and reality in both of its effects. Pucher (2002) demonstrates that the rebound of transit ridership in the late 1990s resulted from extensive investment of rail systems since the 1980s as well as nation-wide economic boom at that time. On the other hand, Loukaitou-Sideris and Banerjee (2000) argue that despite the increase of rail ridership, the mere existence of transit systems does not encourage urban development in a short term. Through investigating behavioral responses of the individual on transit investment, the paper seeks to identify why it does not usually induce urban development in a given area despite the distinctive increase of transit ridership. There are five potential behavioral responses to transit improvement: mode shift; trip frequency; trip chaining; relocation without land use change; and relocation with land use change. The last two responses are more cost-expensive and need relatively longer term for the individual than the others. As an eventual result of the responses, we can expect transit- or pedestrian-friendly built environment which neotraditionalists have advocated to reduce traffic congestion and environmental degradation.

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THE RISK OF REFORM: AN ANALYSIS OF THE CHANGING PATTERNS OF OWNERSHIP, INVESTMENT AND PLANNING IN THE BRAZILIAN ELECTRIC POWER INDUSTRY

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If orthodox prescriptions for reforming the biggest and best-run electric power industry in Latin America did not succeed, was it because the prescriptions were implemented improperly or was it because the remedies themselves were flawed? Like its neighbours Argentina and Chile, Brazil based its electric power reform on the orthodox therapies of privatisation and market liberalisation. The Brazilian federal government initiated the reforms in 1995 and persevered with them until a crippling energy crisis forced the nation into mandatory power rationing in 2001. By 2002, the idea of continuing privatisation was politically dead. None of the presidential candidates in Brazil's recently concluded elections favoured continuing the process.

The results of electric power reform in Brazil are surprising. Of all the Latin American countries, Brazil was one of the best placed to benefit from orthodox reforms. Brazilian power companies were technically well managed even under state control, power tariffs in Brazil were never populist, the Brazilian government had already completed the basic and politically difficult reforms before initiating privatisation, and Brazilian planners had a wide range of experiences of orthodox reform implemented in other countries from which to learn. Given these factors, orthodox reform should have delivered immediate and self-reinforcing benefits.

Why it did not is the theme of my paper. Focusing on the interplay between the characteristics of electric power markets and regulation and national politics, the paper presents a cautionary account of where the fault lines lay in Brazil's electric power reform and its relevance for infrastructure reform in general. The paper is based on several months of fieldwork in Brazil during which I interviewed over 40 power industry professional and government officials, reviewed news reports over the last seven years and examined a large number of unpublished technical and policy reports.

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EXAMINING ACCESSIBILITY AND PROXIMITY-RELATED EFFECTS ON A BUSWAY SYSTEM USING SPATIAL HEDONIC PRICE MODELS

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After several successful cases worldwide, busway transit has re-emerged as a cost-effective transportation alternative for providing urban mobility. Despite the resurgence of busway transit, there is a worldwide paucity of research examining its accessibility and proximity-related effects, such as noise and air pollution. A recent World Bank (2000) study observed, "the impacts of busways on land use and city structure have been little researched." Despite cases like Curitiba (Brasil), where a network of busways has formed the core of a well-articulated land use and transport strategy, the limited research available suggests that the land use impacts of busways have been negligible (Knight and Trygg, 1977).

This paper examines the extent to which the local and regional accessibility effects of busway transit in Bogotá, Colombia are capitalized into property values while controlling for proximity-related effects. Spatial autoregressive hedonic price models are used to investigate the selected effects. Structural/site, accessibility, neighborhood/local, and environmental attribute data from residential properties along a two-lane busway in Bogotá (Colombia) are used to estimate hedonic price functions. The data consist on

a sample of 495 single-family and multi-family residential properties surveyed during the first semester of 2002.

The evidence from this research is expected to have a wide range of practical applications, from determining the usefulness of innovative land-based tax instruments that hinge on the capitalization of positive busway effects, to informing policy-makers about the consequences of transportation infrastructure alternatives.

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A TRANSPORT SYSTEM FOR THE RANDSTAD - PAST AND FUTURE.

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The attention paid to networks in geography and spatial planning is increasing. In urban studies, a 'networked urbanism' is currently evolving which considers urban space as an entity of connected infrastructures and services on different scales, with transport and location functions. In this respect, it is assumed that the increasing fragmentation, privatisation and interconnection of urban technical networks leads to a fragmentation of urban space and time. This may have considerable effects on the relation between transport networks and urban development. The paper addresses this issue in the context of the transport system on the level of the polynuclear urban region (PUR), especially the Randstad. It focuses on the questions a) what could be the implications for a possible future public transport system at the level of the Randstad, if we extrapolate the past and current developments in the relation between transport networks and urban development, and b) what would be implications of such a system with respect to spatial development? The paper briefly considers the history of urban development since halfway the nineteenth century from the perspective of the networks of successive transportation systems. It appears that, although various transport systems have had very different spatial effects, there is a general tendency to an increase in the spatial scale of urban development. Recently, this has been accompanied by an increasing institutional fragmentation of both the transport network and urban space. The paper addresses the question what implications this could have for a possible future public transport system that is appropriate for the Randstad, fitting its current ambition to develop into a more coherent 'Delta Metropolis'. The paper discusses the possibility and characteristics of such a system. A discussion of the possible spatial implications of such a system for urban development concludes the paper.

THE USE OF SPACE SYNTAX IN AN IMPACT ASSESSMENT OF PROPOSED ROAD PROJECTS

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This paper discusses in what ways the Space Syntax method can be used in impact assessments of proposed road alternatives. Recently, the Norwegian town Tonsberg proposed several road alternatives. The Public Road Administration wants to know how each of them affects the location pattern of shops. The task to answer this question with the help of Space Syntax method is a project applying general knowledge I gained through my PhD thesis: *Road Building and Urban Change*. Two hypotheses had to be set up before approaching the configurative issue. On the one hand, in order to survive in a competitive market, shops will always search for an optimal location so that they can reach as many potential customers as possible. If, on the other hand, the optimal location changes as an effect of configurable urban changes, one has to presume that shops will relocate themselves to a new, again, optimal location. So far, research on the configurative structure of an urban grid has come up with the following general statements on the relationship between the dispersal of shops and urban structure. As regards the theory of the natural movement economic process, shops tend to locate themselves along the most integrated streets. A successful shopping area must have a both globally and locally strategic position in a built environment. Not only the most integrated streets on a local and global scale decide where shops locate themselves, but also a shopping street's degree of connectivity to its direct vicinity. If these configurative conditions change, the location of the shopping area will change. The studies of Tonsberg show that successful pedestrian-based shopping areas tend to

locate themselves in the locally most integrated areas. Car-based shopping centres tend to be located along the globally most integrated roads.

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MULTI-MODAL TRANSPORT INVESTMENT EVALUATION: A UK CASE STUDY

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'Prior evaluation' of investment options has a long history in transport, but until relatively recently, 'value for money', and also relative priorities between projects, were assessed within each sector separately (Nash, 1998). The relative balance between different sectors was a simply a matter for political decision; the idea that they might be considered together as part of an over-arching 'transport and communication' network was never actively considered. However, increasing concerns with the environmental consequences of transport (Yewlett, 1995), particularly road-based modes, locally (urban congestion, noise) and globally (global warming gases) have led to a desire to compare different ways of meeting (or otherwise managing) projected increases in demand, as part of an 'integrated transport policy' (DETR, 1998). The UK has thus evolved the concept of 'Multi-Modal Transport Corridor Studies', utilising a 'Common Appraisal Framework' (MVA et al, 1994; DETR, 1998) to look at alternative ways of enhancing a potentially inadequate highway network. The pioneering such study looked at alternatives for resolving the forecast traffic overload on the M4 motorway at Newport, Wales (Welsh Office, 1999). Broader policy developments leading up to this study; the experience of the study itself; and anticipated subsequent developments (DTrans, 2000;2002) will be reviewed, to assess the potential contribution to the overall objective of a more sustainable transport policy.

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THE 'MODIFIABLE AREA UNIT PROBLEM' IN MEASURING URBAN FORM FOR TRAVEL ANALYSIS

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There has been a growing interest in incorporating urban-form (or land-use) variables in travel analysis. These variables typically are measured at a certain level of spatial aggregation, e.g., the traffic analysis zone (TAZ) or a grid cell, and therefore are subject to 'the modifiable area unit problem' (MAUP) known mostly in the statistical and geographical literature. The MAUP concerns two effects: the scale effect -- variation in data values due to data aggregation at different spatial scales, and the zoning effect -- variation in data values due to different combinations of the same set of spatial units. Presence of the MAUP can lead to significant measurement errors and consequently to incorrect conclusions.

This study diagnoses the MAUP in measuring urban form and examines its impacts on the outcome of travel analysis. The study is timely important and necessary. It will help improve research on the relationship between urban form and travel. Despite a large amount of studies in the area, the reported results remain mixed. Measurement errors are recognized issues. Furthermore, results of this study will help develop appropriate urban-form metrics to facilitate emerging research in related fields, e.g., studying physical activities in relating to physical environments as they affect personal health.

The study focuses on three commonly used urban form measures: density, land-use balance, and network connectivity. Diagnosis of the MAUP is done by computing and comparing three sets of data values of the above measures, (i) at the TAZ level, (ii) at the level with a grid cell size of 400x400-meter versus 800x800-meter, and (iii) at the levels of the same grid sizes but with shifted grid locations. The impacts of the MAUP are empirically assessed through modeling of travel model-choice using the above three sets of data values as input. The Boston area serves as the empirical case, with use of the 1991 trip-diary survey and the urban form and transportation planning data.

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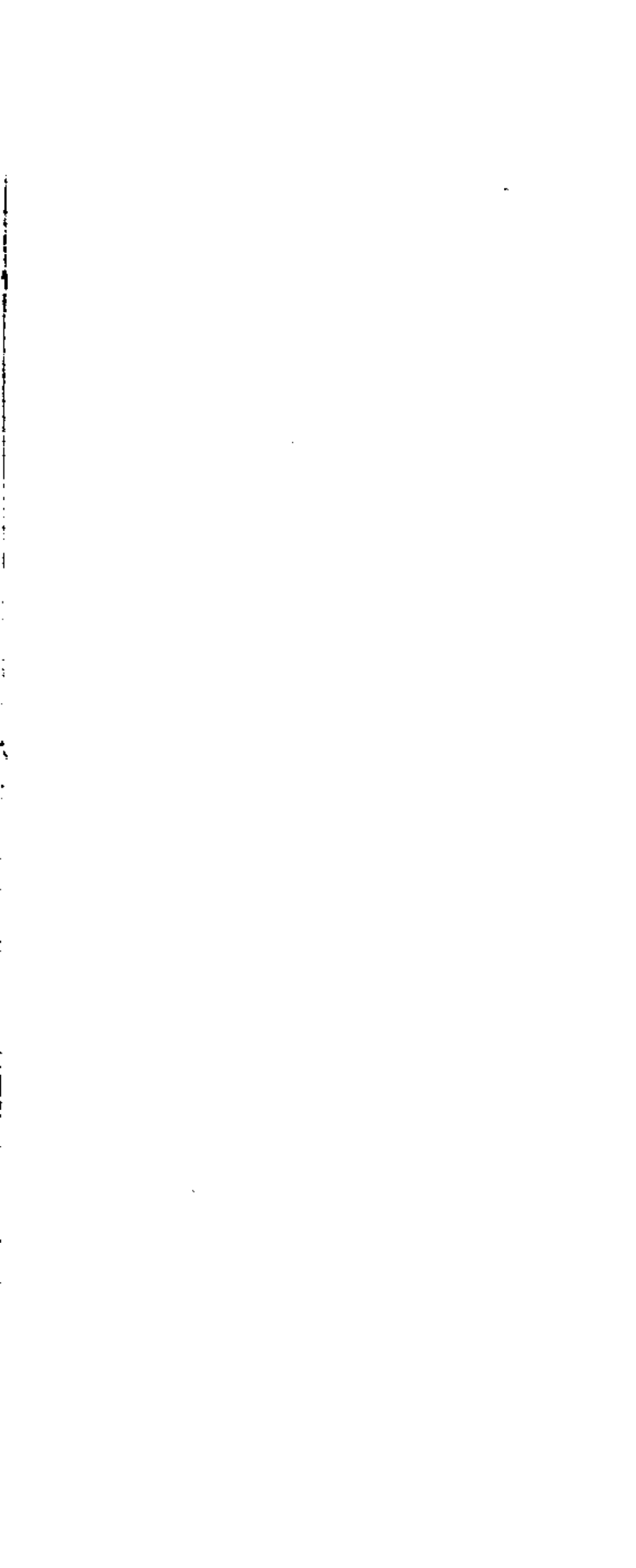
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Abstracts